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### Town of Warren, Maine Comprehensive Plan 1991

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### **Table of Contents**

Letter of Comprehensive Plan Transmittal Separability	3 5
SECTION I: High Priority Goals, Policies, Implementation Strategies and Capital Investment Plan	6
<ul> <li>Land Use Goals, Policies and Strategies</li> </ul>	7
<ul> <li>Transportation Systems, Public Facilities and Services</li> </ul>	9
<ul> <li>Fiscal/Local Economy Task Force</li> </ul>	13
<ul> <li>Housing Goals, Policies and Strategies</li> </ul>	14
Natural Resources	15
Cultural Resources	16
Capital Investment Plan	17
SECTION II: Inventory and Analysis	20
Community Character	21
• Population	23
Land Use	32
<ul> <li>Transportation Systems, Public Facilities and Services</li> </ul>	3 <b>7</b>
-General Administration and Services	38
Other Services	40
—Health Care	42
—Communication	44
—Public Safety	48
—Solid Waste Facilities	52
—Energy Facilities	53
—Transportation System	54
—Human Services —Education	61
	62
—Cemeteries	63
—Sewage Facilities	64
Fiscal Capacity and Local Economy	67
Housing	87
Natural Resources	92
Watersheds	92
—Surface Water	92
-Rivers and Streams	94
—Wetlands	98
—Ground Water	98
—Forest Resources	98
—Wildlife	99
—Plant Habitat	100
Agriculture	101

	—Soils	101
	—Mining	106
1	Cultural Resources	107
•	—Historical and Archaeological Resources	107
	Prehistoric Archaeological Sites	109
	—Historic and Archaeological Resources	110
	Recreational Resources Assembly to the Control of t	111
	Scenic Resources	115
	—Cultural Resources	116
	SECTION III: Complete Statement of Goals, Policies and	
	arragen (1983) Implementation Strategies (1984) And the second of the	s alta di
	Land Use Goals, Policies and Strategies in the most of the control	118
	Transportation Systems, Public Facilities and Services	120
	Fiscal/Local Economy Task Force	128
	Housing Goals, Policies and Strategies	130
	• Natural Resources	132
Company and the control of the contr	Cultural Resources and the state of the stat	133
	The state of the s	
	SECTION IV. Bibliography on the lateration from the set of the set of	137
	Population remarked their transfer relieves and the relieves a relieve and	108
	<ul> <li>Land Use</li> <li>Transportation Systems, Public Facilities and Services</li> </ul>	-∵120 - 120
ay the	Fiscal Capacity and Local Economy	143
• )	Prictar Capacity and Local Economy	
	Natural Resources and a series of the contract	144
	Cultural Resources	146
	• Manage to the transfer of the first of the first terror of the second	1177
tan ingang.	The Company of the Co	richt arger
- بين پاي ديد شد.	SECTION V: Maps	150
•	Planimetric Base Map	152
•	• Composite Property Map a strategy begins no about and and the	
	• Land Use Zoning and Shoreland Zoning Map	154
	and the Maple reference in a performance of the contract of th	155
	orang maga <b>f</b> ag <b>Soils:Map</b> gagaga ing ing palabat da ang ing palabat da	156
	Water Resources Map of the latest tree to the latest fill the resulting tree to the latest fill the lates	15 <b>7</b>
$\gamma = q^{2} = -\sqrt{\gamma}$	Flood Boundary Map	158
		159
	<ul> <li>Topo Map A file weather en assortion action of a section and a section of the section and a section</li></ul>	160
Maria de la composição de	<ul> <li>Proposed Zoning District Map</li> </ul>	161
	- Cartinga.c. (at a contract property companies, but have been activated a	1.2
	्राक्षण स्थापन कर्णा कर्णा स्थापन कर्णा क	1/01/01
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To the Selectmen and Citizens of the Town of Warren, Maine:

Attached is a Comprehensive Plan for our Town developed pursuant to the requirements of the Comprehensive Planning and Land Use Regulation Act of 1988 (Title 30A MRSA Section 4360).

The plan has been developed by an initial cadre of more than 40 residents nominated by the various social, fraternal, religious, educational, and service organizations in Town; all sections of the Town are represented by these volunteers. The initial meeting of the 40 member planning committee occurred on May 22, 1989, preceded by five months of executive planning for the plan development. Out of the 40 member planning committee seven task forces were formed to address the areas necessary to be covered in the plan: Fiscal Capacity/Local Economy; Cultural Resources/History; Natural and Marine Resources; Land Use; Housing; Public Facilities/Transportation/Services; Population. These task forces all met regularly throughout the past 20 months and presented the first draft of the inventory and analysis material at a public hearing in June 1990. Following a September public hearing, the plan was forwarded to the State Department of Economic and Community Development for a 60 day review and comment period.

Another public hearing took place on December 12 to give the community a chance to listen to comments on the Plan offered by the State and the Eastern Mid-Coast Regional Planning Commission, as well as by Warren residents. This final draft of the proposed Comprehensive Plan for Warren has been changed significantly to respond to the many thoughtful comments raised during and after the December meeting.

The Plan has been developed with close adherence to the guidelines published by the Office of Comprehensive Planning, Maine Department of Economic and Community Development, in December of 1988. This remained the only document available to the Town during the development of the Inventory and Analysis section and the major part of the work on Goals, Policies and Implementation Strategies for this plan. It is our belief that it meets the requirements of the Act, even though much of the planning was necessarily done without knowledge of the criteria to be used for review of the plan.

All meetings of the comprehensive planning committee, task forces, and executive committee are posted at the Town office and are open to the public. Additionally, products as developed and accepted by the comprehensive planning committee and its task forces are placed on file at the Warren Town Office and the Warren Library for your perusal.

Ongoing contacts have been made, and close working relationships established with the Town's Board of Selectmen and Eastern Mid-Coast Regional Planning Commission. Contact is periodically made with Warren's designated liaison in the State Office of Comprehensive Planning. Contacts also have been made with contiguous towns, particularly in mutual areas of concern (e.g., wetlands, watersheds, etc.).

We thank the selectmen for their support through their representative, Richard Silloway; each Warren resident who completed and returned the initial survey instrument in July 1989 (30% return); each business which responded to the additional survey requested last fall (84% return); each person, group, organization who willingly provided additional information to one or more of the task forces; Margaret Peet for her very professional typing and graphics; John E. O'Donnell & Associates and Carta Graphics for all of the mapping activity we needed and requested; Maine Tomorrow for the tabulation of the initial survey which formed the base for much of this activity; Steven Deller, Economist at the University of Maine, for his assistance to the fiscal task force; Mary MacFee of Maine Printing Signs & Graphics, Inc. in Warren, for her unfailing support in getting the printing done in a timely manner; Melody Sainio for minutes of meetings; Warren Telephone office, Warren Fire Department, and Masonic Lodge for meeting space. Our thanks also for the help and support given by David Libby of the State Office of Comprehensive Planning, and Pat Jennings and her staff at Eastern Mid-Coast Planning Commission.

We especially want to thank our committee members, several of whom have spent many hours obtaining, digesting and analyzing data received. Deserving special recognition are Frank Goodwin, Donald Bowles, Kathleen Swan, Margaret Gardner, Robin Overlock, Edwin Boggs Jr., Jeannette Toth, Gary Grondin, Betsy Harder, Grace Overlock, Barbara Larson, Steve Ramsdell, Peter Armstrong, Sara Brusila, Barrie Brusila, and Michael Stenstrom, all of whom headed up various facets of the Plan compilation. A word of thanks is due the following people who worked closely with the above individuals throughout this 20 month period of time:

Harold Putansu Stephen Draper Emily Barford Terry Benner David Bowdoin Sonja Cianchette Blaine Richardson
Timothy Fuller
Kathleen Zwick
Dale Brechlin
Shlomit Auciello

Respectfully submitted,

Steve Mansfield
Larry Sprowl
Bob Wyllie

Separability

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Statutory authority for adoption of the new Warren Comprehensive Plan is the Comprehensive Planning and Land Use Regulation Act, Title 30-A MRSA, Section 4311 et seq.

In the event that any section, sub-section, or any portion of this Comprehensive Plan shall be declared by any competent court to be invalid for any reason, such a decision shall not affect the validity of any other section, sub-section, or other portion of this Comprehensive Plan.

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### Section I

High Priority Goals, Policies, Implementation Strategies and Capital Investment Plan

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#### Land Use Goals, Policies and Strategies

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Goal: Protect Warren's aquifers and wet lands.

mercy and Incompanies a sometimes can be

1. Policy: Development on and around aquifers will be restricted to uses which do not threaten its water qualify. recognistic accommendance of construction of the construction of the construction of the construction

Strategy: The Town's aquifers and recharge sources will be accurately mapped by June 1991 by means of a hydrology study. polygode on vi mikemmo libiad has trompolovel chie soubell

Strategy: The Town's Comprehensive Plan will be revised, as necessary, by September 1991 to incorporate significant findings from the hydrology development which will be hazardous to underlying aquifers will be prohibited and restricted near water courses.

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2. Policy: Existing development which is potentially hazardous to underground water supplies will be monitored and cleaned up is necessary.

Strategy: The CEO will be responsible for carrying out this policy.

3. Policy: Development will not be permitted on those wetlands identified on wetlands map Andrea in the contract of the

Strategy: Planning Board will carry out this policy.

Goal: Preserve the rural character of Warren

1. Policy: Warren's Land Use and Shoreland Ordinances will be consolidated and changed to identify residential, business and resource protection zones. set the early sell has charactered as that at least 75 year east of the

Strategy Areas of Town are to be identified as one of six districts:

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A Rural/Limited Residential

Residential Growth 

Conservation

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Strategy: The activities permitted in each district are described in Table 1 in the Land Use section of this Plant Plant Plant

2. **Policy**: Enlarge the Village District to accommodate future high density residential growth.

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Strategy: Obtain sufficient Federal and State financial assistance to expand public sewage system to include area bounded by current Village District, St. George River, Route 131 and Clement's Point Road by year 2000.

3. Policy: Preserve open spaces in developed areas.

Strategy: The Selectmen will be responsible for incorporating the following strategies into the Town's Land Use and Site Plan Review Ordinances regarding business development by December 1991:

- Reduce strip development and traffic congestion by encouraging limited road access to commercial clusters.
- Develop a business/industrial park (see Fiscal/Local Economy Section).
  - Buffer zones will be required between business and residential zones.
    - Development should minimize impact on natural vegetation:
    - Businesses should be encouraged to build buffers along roadways suitable for plants.
    - Undeveloped buffer zones should preserve scenic vistas, fields and forests.

Strategy: The Selectmen will be responsible for incorporating the following strategies into Town's Land Use and Site Plan Review Ordinances regarding development in the Rural/Residential District by December 1991:

- Subdivisions will be limited to a maximum of ten (10) residential units to be clustered in the following manner:
- —the unit density will be no more than one (1) residence per five
  - —the maximum lot size will be one (1) acre;
  - —the units will be clustered so that at least 75 per cent of the buildable land remains open space;
  - —the development will be sited so as to preserve a maximum of prime farmland and timberland, and to preserve scenic views;
  - —open space will be permanently protected through deeded conservation easements.
  - Development should minimize impact on natural vegetation.
  - Larger lots should be required where soils are marginally acceptable for sewage disposal.
- Development should minimize impact on scenic vistas, fields and forest sections along roadways.
  - Limit number of unregistered non-farm vehicles on a property to two.

- Junk and other refuse should be removed from sight of neighbors and passing traffic.
- 3. Policy: Toxic waste dumps are prohibited in Warren. Development or expansion of mines (including gravel pits), processing and other businesses producing waste or excessive odors or noise should be restricted to areas where the potential harm to the environment or quality of human life is minimal.

Strategy: Gravel pits may be developed no closer than 300 feet from existing roadways and 100 feet from adjacent lot boundaries. Natural vegetation between the gravel pit edge and adjacent lot lines cannot be disturbed.

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### Transportation Systems, Public Facilities and Services

Goal: To provide adequate space for future expansion of town office, municipal garage, fire department, ambulance, etc., at present location.

1. Policy: Utilize present unused space available.

Strategy: Finish meeting room in lower level of Town Office and provide public access to same by September 1992.

The relief of Tower Widewick in Section set

Goal: To promote good quality local government.

1. Policy: Assure all town employees know their respective jobs.

Strategy: Selectmen shall ensure that up to date job descriptions exist as of June 1991.

<u>Strategy</u>: Selectmen shall ensure that all town employees receive training commensurate with skills and responsibilities.

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2. Policy: Provide adequate staffing for Town Government.

Strategy: Selectmen will ensure that job classifications and duties are periodically reviewed to assure that numbers of staff, duties, qualifications, hours employees work are consistent with jobs to be done.

3. Policy: Selectmen will provide tools necessary to perform the respective job.

- 4. Policy: Selectmen will ensure that necessary training materials and opportunities are provided for volunteer Town Government groups (e.g., Planning Board, ambulance attendants, firemen, etc.).
- 5. Policy: Town will employ a full-time, well-trained code enforcement officer by Spring 1991.

### Goal: Comply with State requirements regarding handling of municipal solid waste.

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- 1. Policy: Provide adequate resources for disposal of solid waste.
  - <u>Strategy</u>: Selectmen shall oversee the development of alternative courses of action the Town can take to resolve solid waste problem.
  - Strategy: Selectmen shall support activity of Warren's solid waste committee in finding alternatives to problems during 1991.
- 2. Policy: Check into regional recycling
  - <u>Strategy</u>: Solid Waste Committee check into a regional recycling center and continue to report to Selectmen.
  - Strategy: Solid Waste Committee print information on recycling and mail to Warren residents before June of 1991. Money to achieve this strategy to be raised at Town Meeting in March 1991.
  - Strategy: Continue to monitor test wells at present location.
  - Strategy: Start close down procedure at Town landfill site before June 1991 or as the State of Maine mandates.
  - Strategy: Selectmen/Town Manager/Solid Waste Committee decide on amount to charge for user fees associated with costs of solid waste, such as ties, white goods, stumps, etc., before June 1991.
  - Strategy: Selectmen implement user fee program before September 1991.
  - Strategy: Hire one part-time attendant to monitor dumping and dump picking at present landfill (this is current practice).
  - Strategy: Secure and maintain contracts for removal of white goods, tires, etc., and any recycled material.
  - Strategy: Secure contract for dumping and spreading of sludge on Town owned property from winter storage of human waste before March 1992.

Strategy: Maintain present practice with dump-sticker program.

#### Goal: Provide high quality education at most reasonable cost.

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1. Policy: Consolidate classes in one location with adequate classroom and recreational space.

Strategy: SAD #40 shall, as soon as funds are available, build a new school to accommodate projected number of students for next 10 years, including a multi-purpose room for recreational activities and municipal meetings (refer to Cultural Resources goals and policies).

Strategy: Instruct Warren's SAD #40 representatives to continue applying for financing to construct a new school complex.

#### Goal: Safe access to school complex for Town residents.

1. Policy: Make necessary highway crossings to school as safe as possible.

Triber on a marget the application in the Device Road bandge and terror

Strategy: SAD #40 School Committee to see that crosswalk is painted on Route 90 and caution signs are erected approaching the intersection of Routes 90 and 131 no later than Spring of 1991.

Strategy: Selectmen and SAD #40 School Committee to study alternative measures to assure safe crossing to school complex at any major intersections and report to Warren citizens at annual Town Meeting in the Spring of 1991.

Strategy: Selectmen oversee the construction of a sidewalk from Mank's Garage to the Frank D. Rowe School by the Fall of 1993.

### Goal: Safe roads and bridges in Warren.

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1. Policy: Rebuild Route 131 from Warren/Thomaston line to Warren/Union line.

Strategy: Selectmen/Town Manager/Union Officials/Thomaston Officials request the Maine DOT to designate Route 131 as a top priority state-aid road for upcoming rebuilding before June 1991.

Strategy: Selectmen/Town Manager SAD #40 request that the State DOT do an immediate study on the Route 131 and Route 90 intersection and report its findings by letter to the towns before June 1991.

- Strategy: Selectmen/Town Manager/Thomaston Officials request the State DOT to make recommendations on the Route 131 bridge at Warren/Thomaston line and then follow up on them and correct the frost heave problems associated with the bridge before September 1991.
- 2. Policy: Maintenance/attainment of safe roads in Town, particularly those identified on pages 54-56.
  - Strategy: Selectmen, together with Town Manager and road crew Foreman, develop a listing of road and bridge repairs in priority order, and report to Townspeople no later than 1992 regular Town-Meeting.
  - Strategy: Selectmen and Town Manager shall meet with the Maine DOT before June 1991 to learn about the Maine DOT Capital Improvement Fund and learn which bridges and roads in Warren would be possible targets for such monies.
- Strategy: Selectmen/Town Manager/SAD #40 request the Maine DOT to rebuild the entrances to the Middle Road Bridge and make recommendations on the intersection at the North end of the Village Bridge before June 1991. Request land owner to allow trees to be thinned at Middle Road Bridge entrances.
- Strategy: Purchase property on north side of Riverside Drive and Main Street at north end of Village Bridge, for the purpose to remove building and increase safety at the intersection, either by eminent domain or through a mutual agreement with landowner on dollar amount to be voted on by townspeople at Town Meeting in March 1992.
- Strategy: Selectmen/Town Manager request State DOT to widen Route 1 on north side at Sandy Shores intersection. Recommendation be that they add an additional lane on southbound lane in March 1992.
  - Strategy: Town crew correct the approaches to the Davies Road bridge and install adequate guard rails to the same before November 1991
- Strategy: Planning Board carefully review all road entrances. Authorize
  Planning Board power to control entrance locations of subdivisions,
  land uses, commercial uses, etc., by upgrading the ordinances
  accordingly to attain this strategy. Purpose is to promote building
  construction in growth areas and to retain buffers from roadways and
  residential dwellings. Ordinances to be upgraded six months after
  Town approval of Warren's Comprehensive Plan.

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#### Fiscal/Local Economy Task Force

#### **Priority Goals**

Goal: To broaden the tax base and increase overall economic well-being of Warren resident taxpayers.

1. Policy: Establish an Economic Development Committee for Warren.

Strategy: Selectmen shall appoint this Committee by March 1991.

Strategy: The Town shall hire a person to prepare grants for economic development by the Summer of 1992.

2. Policy: To establish a business park.

Strategy: Town's Economic Development Committee to determine size and potential funding sources of business park and locate land area on either Routes 1 or 90 with suitable space for such a park ("suitable" to include availability of three phase power, adequate water and sewage facilities, land suitable for business use), and report at Town Meeting in 1992. Recommend considering land at corner of Route 1 and Depot Street.

3. Policy: Establish Warren Housing Board to assist low income residents to acquire adequate housing.

Strategy: Selectmen shall establish a Warren Housing Board by March 1992.

Strategy: Develop a listing of town-owned property or property with unknown owner(s) which is suitable for building.

4. Policy: Encourage non-polluting retail shops, light manufacturing businesses to locate/relocate in Town.

<u>Strategy</u>: Assist/support Economic Development Committee to advertise benefits of Warren location.

<u>Strategy</u>: Development Committee to develop a listing of potential funding sources for new businesses or feasibility studies.

5. Policy: Plan for major, predictable expenditures (e.g., fire equipment, ambulance replacement, additional recreational space/access, Town offices space).

- <u>Strategy</u>: Establish reserve fund(s) for predicted expenditures as has been Town practice in the past.
- 6. Policy: Increase number of Warren residents employed in Town businesses
  - <u>Strategy</u>: Economic Development Committee shall implement a method for determining a current inventory of unemployed residents and match them with jobs available in Town.
- 7. Policy: Review, update and/or develop all necessary ordinances.

<u>Strategy</u>: Selectmen shall take responsibility for determining which ordinances should have attached fees.

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Goal: To keep taxes at present level.

1. Policy: Share services with surrounding communities as demands and costs increase.

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Strategy: Selectmen explore possibility of developing contracts with one or more surrounding towns for services cost-sharing (e.g., police, solid waste, ambulance, etc.).

### Housing Goals, Policies and Strategies

Goal: Maintain the traditional character of Warren's housing.

1. Policy: Encourage development of single family housing with surrounding open space.

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2. Policy: Maintain small town character of the Village area.

Goal: At least 10 percent of new subdivision housing should be affordable by residents with household incomes at or below 80 percent of the median household income for Warren.

1. Policy: Promote development of cluster housing proposals consistent with the goal

Strategy: Encourage developers to take advantage of the incentives for cluster housing built into the Town's existing subdivision ordinance.

2. Policy: Encourage development of two manufactured home parks on sites identified on Routes 1 and 90 (see zoning map in map section of this Plan).

Strategy: Selectmen will bring Town Mobile Home and Land Use Ordinances into at least minimum compliance with applicable State law regarding mobile home parks (i.e., Title 30-A, MRSA Section 4358, Sub-Section 3) by December 1991.

3. Policy: Attract public funds available to foster affordable housing.

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Strategy: Designate Mid-Coast Affordable Housing Resources as Warren's local housing alliance.

4. **Policy**: As a means to lowering land costs in new housing, the Town of Warren should consider using some proportion of its public lands and tax-acquired properties for government funded affordable housing.

Strategy: In cooperation with Mid-Coast Affordable Housing Resource establish community land trusts with Town lands to be used for affordable housing.

Goal: New housing in Warren should be safe.

1. Policy: Consider adopting BOCA building codes and HUD codes for mobile homes.

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Strategy: The Selectmen will investigate and consider recommending adoption of appropriate BOCA and HUD building codes for the Town of Warren. Their decision will be due by the time of the 1992 Town Meeting.

### Natural Resources

Goal: To maintain where possible and improve existing water qualities in wetlands and surface and ground waters plus their associated fish, wildlife and plant species.

Angli greens

Goal: To maintain where possible and improve significant land resources such as deer wintering areas and the Town forests.

1. Policy: Create resource protection areas for those sections identified on the cultural/natural resources and wetlands maps by September 1, 1992.

in comparcion, with the Recreation County over

Policy: Coordinate with other communities in managing waterbodies, wetlands, aquifers and deer yards which extend into adjoining towns.

Strategy: Selectmen shall form a Natural Resource Committee by September 1, 1991. It shall consist of five members serving the following terms: one 3 year term, two 2 year terms, and two 1 year terms; members to be appointed by the Selectmen. Duties will be to accomplish the goals and policies of the Natural Resource section, and to assist Town officials, Planning Board, C.E.O., Board of Appeals, and others in understanding and implementing the Natural Resources section.

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### Cultural Resources - ARITY TOTAL TOT

ing ngaraban ng mga katalang panggalan ng mga katalang kan ng bilanggalan ng Piliping.

Goal: To improve the quality of life for Warren residents by maintaining and improving the Town's cultural resources.

TO THE WAR STORY OF THE WORLD AND

1. Policy: The Town should develop a plan for a year-round recreation program for residents of all ages.

#### Strategy:

- The activities of the Recreation Committee and the Park Committee should be coordinated and possibly combined. Facilities, including Payson Park, should be the function of the Park Committee; Program, the function of the Recreation Committee.
- The Parks and Recreation Committee(s) should develop short and long range plans. Resident surveys might be used to assist planning.

  3. Some facility opportunities in Warren are:
  - - a. Recreation Hall
      - Selectmen shall direct the Recreation Committee to explore funding options for a recreation building and report its findings to the 1994 Town Meeting.
- In conjunction with the Recreation Committee the Selectmen shall request that a Recreation Building be made a part of any school building plans developed by SAD #40 for Warren.
  - b. Payson Park

was industrial and the configuration of the last

- Adequate funding should be requested from Town to maintain The other protection of the protection of nature trails.
  - Public spirited groups such as snowmobile and RV clubs, the Canal Association, parents, should be recruited to protect the park from RV degradation.

- iii. Park Committee should work with the Canal Association and/or Warren Historical Society to obtain funding including grants to restore sluiceways, etc.
- c. The Town shall obtain a public swimming area by January 1993.
- d. The Town Forest Committee shall set up a forest management project on suitable Town forest land by January 1993.
- 2. Policy: Areas in the Town which contain an assemblage of geological, botanical, zoological, historical or scenic features should be protected and preserved for enjoyment and education of future generations.

Strategy: Areas which would probably qualify should be nominated for
designation as Heritage Coastal Areas by the Natural Resources
Committee by June 1992. Two areas in Warren which probably qualify
are the Georges River Canal site and the St. George River corridor.
(The Historical Society should recommend the Canal site for
designation by the State.)

#### Capital Investment Plan

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There are goals and policies outlined in the above which require funding. They are identified in the following chart by fiscal year as "Capital Activities" and "Administrative Activities," each with a potential funding source.

It shall be the responsibility of the Plan's Implementation Committee to develop a detailed process for an ongoing needs assessment with subsequent detail planning and budgeting. It shall further be the responsibility of the Selectmen together with the Plan's Implementation Committee and Economic Development Committee to annually review Plan progress to date and establish priorities and funding resources for the ensuing year.

Potential Funding Sources

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	*	*	*				Committee report funding options at Town Meeting
	*	*					Report due at Town Meeting on location and funding sources. EDA grant
	*	**					LWCF grant and appropriat. \$10,000; Volunteer help SAD #40 lease required recreation program
		1991 1992	Capit 1992 199	Capital Imp 1991 1992 1993 1994	Capital Improvem 1991 1992 1993 1994 1995	Capital Improvements 1991 1992 1993 1994 1995 199	

	1991	1992	1993	1994	1995	1996	1997	Funding Source
Rebuild tennis courts							*	Tennis appropriation
Ice skating rink with lights		*	*	*				LWCF, approp. \$10,000 Volunteer help Odd Fellows; Rec Pro.
Public swimming area		*	**					LWCF; appropriation if location is determined, \$20,000
Ambulance replacement	*	<b>*</b>	*			<b>*</b> /	*	Ambulance reserve Fund; est. replacement cost \$75,000-\$80,000

Administrative Investments									
	1991	1992							
Full-time Code Enforcement Officer	Appropriation 30-35 hrs now	Full-time \$16,000-\$20,000 max.							
Grants Person	Appropriation 1st year; self supporting after first year; have volunteer now	\$1,000							
Economic Development Committee	Revised Comprehensive Plan Budget	Self supporting							
Housing Board	Appropriation volunteer								
Town Forest Committee	Appropriation volunteer	. ,							
Nature trails maintenance	Volunteer	Work with snowmobile club							
Town survey historical and archeological sites	Revised Comprehensive Plan Budget and Histori- cal Society	Donations and volunteer							
Job Description	Administratively assigned in jo	ob tasks							
Ordinance Development	Revised Comprehensive Plan Budget; State grants								

### **Section II**

# Inventory and Analysis

•	<b>高级</b> 。	Sufficient Survey
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#### Community Character

#### Location

Warren, settled in 1736, in the County of Knox, is situated on both sides of St. George River at the head of the tide waters. It is bounded westerly by Waldoboro, northerly by Union, easterly by Rockport, Thomaston and Rockland and southerly by Cushing. It is considered to be some 46.63 square miles in area.

The center of population is Warren Village located between Routes 1, 90 and 131. Warren is approximately 120 feet above sea level.

#### Terrain

The major portion of Warren is forest and open land, rural, followed by agricultural. Geological surveys include the following classified mineral deposits: dolomite, lithium bearing pegmatites, lead zinc, limestone, and nickel bearing pyrrhotite.

Land areas within the Town are generally rolling hills bisected by the St. George River as it flows through the valley and the village.

South Pond, North, and White Oak are all in the western half of Warren. Sidensparker, Havener, Crawford, and Seven Tree lie partially within its boundaries.

Mt. Pleasant is the highest point in Warren with an elevation of 1040 feet.

#### Government

A Town Manager form of government was formed in 1953. A five member Board of Selectmen, elected and with overlapping terms, is utilized. The Town Clerk, School Board members, and Assessors are elected. Most other officials are appointed by the selectmen.

Warren operates with the traditional town meeting providing the opportunity for any citizen to be heard.

#### **Economics**

There are several small commercial and industrial establishments within the Town.

# Organizations

The second of th Numerous civic, fraternal, social, church and recreational organizations prevail in Warren.

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### Social Patterns

Warren continues in its pattern of being a "bedroom community." Because of its quiet beauty, rural and picturesque setting, it attracts those individuals who prefer to live away from concentrated population centers with their problems of with the said said by our said to be a second congestion, noise and pollution.

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It is these qualities which keep Warren growing in a manner that adds to rather than detracts from the community. AND THE STREET STREET, STREET

AND DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY DESCRIPTION OF THE PROPERTY OF The course is done across the board one seems to see the property and service and the The control for the year 1990 is 570%. This world considers a real marginal of 1965 कर विकार को सम्मानकार्य सम्माने के लेखी करते. अंगर काल कर वर्ध का स्थित करेश माता अपिकार्य the Britanesse Frenches by Charles were saint the sent total declaration

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#### Population

The population of Warren has consistently experienced a growth trend for the past 10 years. This section of the plan will show estimated and projected population, estimated population by decade, estimated and projected regional population, and projection for new households. 是由我们的原理。这句,"你你就是这个时间,你是一句话这样。"

#### **Estimated Population**

The estimated population of Warren has increased from 2,566 (1980) to 3960 (1990), with the highest percent of increase during the years of 1986 through 1988. Such documents as school enrollment, population estimation from State agencies, town clerk's report, Federal census, Warren's total households, and the community survey have been analyzed to conclude the figures that are shown on the estimated population of Warren chart.

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### and strong reads and reasons to the past of the control of the con Projected Population

Warren's projected population is based on a three percent increase. This increase is done across the board for each category in each year. The projected population for the year 2000 is 5322. This would represent a total increase of 1362 people from the year 1990 to the year 2000. The three percent increase is based on the Estimated Population by Decade Chart, using the years 1960 through 1990 average.

#### Population by Decade

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The decade population was based on the U.S. Census report for the years 1960, 1970, and 1980. The years 1990 and 2000 were based on the Estimated and Projected Population Charts. The 1980 decade had the highest increase of 54.32%.

#### Estimated and Projected Regional Population

The Estimated and Projected Regional Population charts will show what part of Knox County's population is contained within Warren. From 1980 through 1990, the percentage has increased from 7.78% to 10.75%. From 1991 through 2000 it is projected to increase from 10.94% to 12.82%.

#### Projection for New Households

The projection for new households will show the amount of new households required to meet the projected increase in population. Each household will equal 2.8 people. From 1991 through 2000, this household projection will increase from 42.14 to 55.35 respectively for a total of 486.42 households for the 10 year span.

#### Household Size

In 1980 the per person per household (average number of people per household) was 2.98 for Warren and 2.61 for Knox County. In the Community Survey Report for 1989, the per person per household was 2.75. Based on these figures, the population section chose a 2.8 per person per household to be used in the Projection for New Households.

#### Population Conclusion

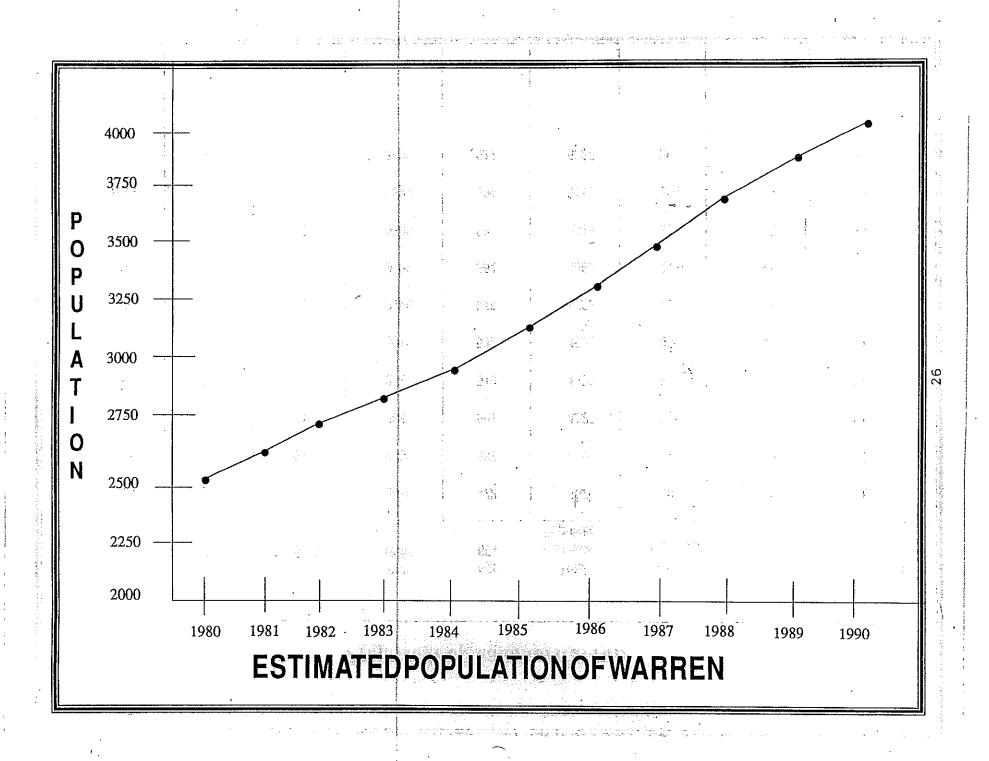
All of the above sections may require some form of revision depending on the final results of the 1990 census report.

# EstimatedPopulationofWarren

1980	172		3 34 1	) UUT	Population	Population	Births	Deceased
(300 /		623	1499	272	2566	128	31	29
1981	160	606	1499	280	2617	130	26	20
1982	164	621	1609	288	2682	134	36	18
1983	165	591	1696	297	2749	137	33	· 24
1984	167	588	1795	309	2859	143	37	19
1985	174	601	1914	327	3016	150	37	24
1986	201	603	2070	353	3227	161	53	27
1987	217	604	2279	385	3485	174	51	36
1988	231	611		408	3694	185	47	21
1989	239	641	2551	433	3864	193	42	39
1990	246	654	260	459	3960	198	45	32

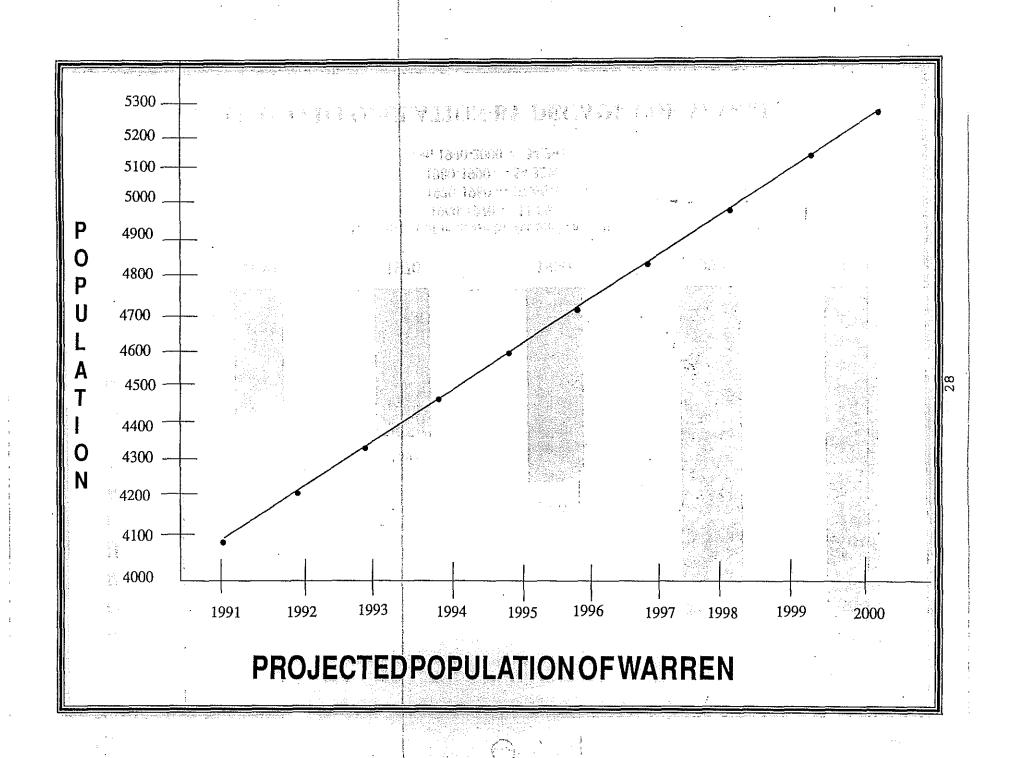
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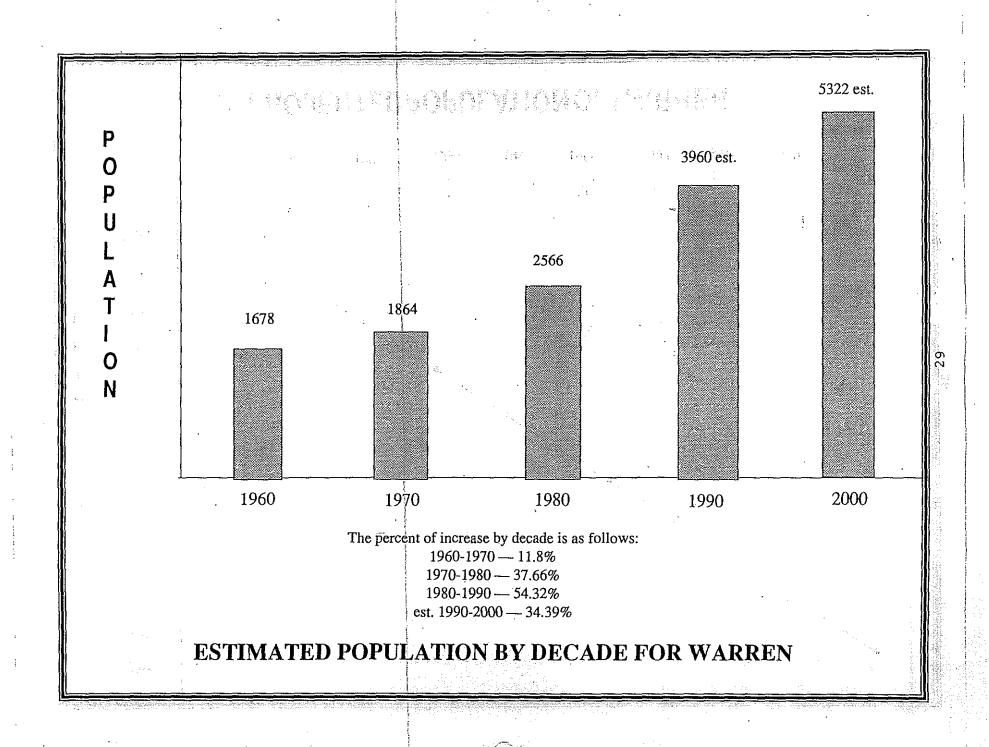
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# Projected Population of Warren

			:	and the first			; •		
		Age 0-4	Age 5-18	Age 19-64	Age 65+	Total Permanent Population	Seasonal Population	Births	Deceased
	1991	253	674	2679	472	4078	204	40	26
	1992	261	694	2759	487	4201	210	41	27
•	1993	269	715	2842	501	4327	216	42	28
9 '	1994	277	736	2927	516	4456	223	44	29
	1995	285	758	3015	532	4590	230	45	30
•	1996	294	781	3106	548	4729	- 236	46	31
\$ *	1997	302	804	3199	564	4869	243	48	32
•	1998	311	828	3295	581	5015	250	50	32
; ;	1999	, 321	853	3394	599	5167	258	<sup>24</sup> 51	33
	2000	331	879	3495	617	5322	266	52	34
						1.7 (1)			
1900 1900 1900									The state of the s



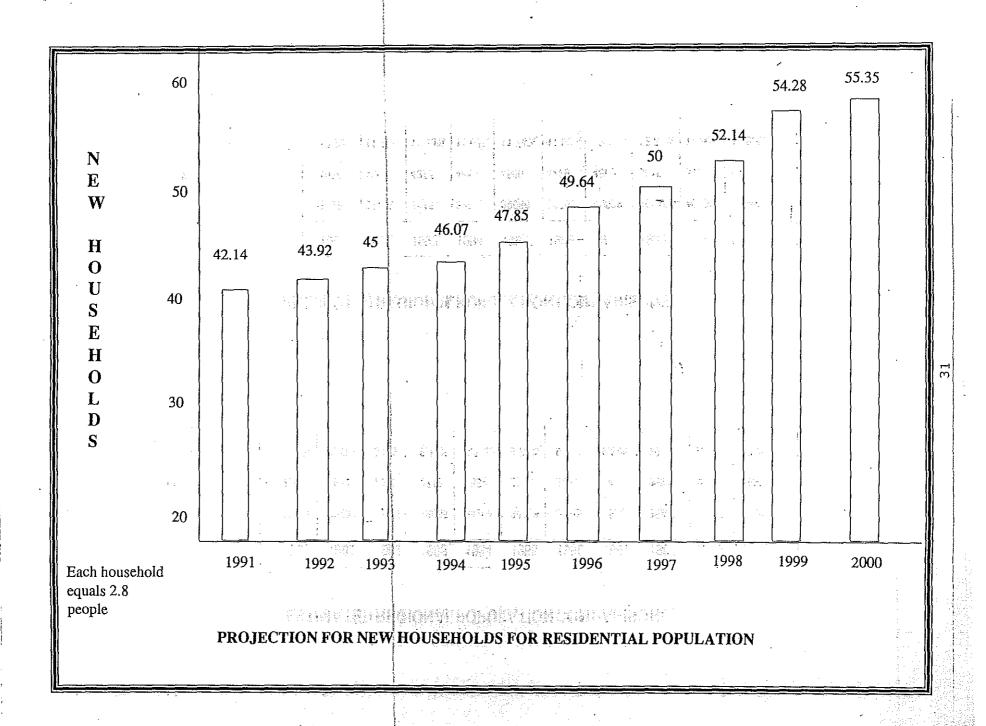


### **ESTIMATED REGIONAL POPULATION COMPARISONS**

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
KnoxCounty	32941	33233	33525	33865	34204	34656	35108	35529	35955	36387	36823
Warren	2566	2671	2682	2749	2859	3016	3227	3485	3694	3864	3960
% of Warren in Knox County	7.78%	8.03%	8.0%	8.11%	8.35%	8.70%	9.19%	9.80%	10.27%	10.61%	10.75%

### PROJECTED REGIONAL POPULATION COMPARISONS

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
KnoxCounty	37264	377 2	38164	38622	39086	39555	40029	40510	40996	41488
Warren	4078	420	4327	4456	4590	4729	4869	5015	5167	5322
% of Warren in Knox County	10.99%	11.13%	11.33%	11.67%	11.74%	11.95%	12.16%	12.37%	12.60%	12.82%



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Much of Warren remains undeveloped, despite considerable growth in housing and commercial enterprises over the past decade. While perhaps 60% to 70% of existing road frontages have been either built upon or border actively used farm land, perhaps 80% of the Town is raw land, much of it inaccessible from municipal roadways. Of the total amount of undeveloped property, approximately 18,000 acres are suitable for building. This represents about 60% of the Town's 29,840 acres.

Most of the currently developed lots are residential, including both single family and multi-family dwellings. There has been considerable growth, particularly over the past five to eight years. This includes about 150 units of new housing since 1986, some of which were parts of 15 subdivision projects approved by the Planning Board over that period. There are relatively few multi-family housing units in Warren. The number of mobile homes has increased significantly, due in part to their relative affordability.

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Commercial growth has been considerable during the last 10 years. The number of new businesses is most noticeable on Route 90 and Route 1, north of the Odd Fellows Hall. Route 131 has also experienced a fair amount of commercial development.

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There has been comparatively little change in the amount of manufacturing, commercial forestry, mining and agricultural activity in Warren during the 1980s. The number of working farms continues its historic decline. There are only about 15 farms left in Town. A small number of gravel pits are still in use. Dragon Products no longer mines limestone from its quarry on the Middle Road. However, a mining company from Canada is actively exploring development of a large open pit copper and nickel mine on Tri-State Boulevard, near Crawford Pond.

According to a 1989 survey of the community, most property owners do not anticipate changes in the use of their land or buildings in the next five years. Of the 14% of homeowners planning on some change the greatest number reported that they either expected to sell their homes or develop some sort of business. One-third of present businessmen expect either to sell, subdivide or expand business use of their property in the next five years.

culturistics of the Military of the Military even will ence limber applied analyzing. Eventually,

State government is very concerned with the future use of our natural resources. All towns are now required to create plans for local growth management. Most residents expressed a preference for tighter ordinances and more restricted development in the 1989 survey. For example, business growth should be concentrated principally on Routes 1 and 90.

There has been growing concern about contamination of Warren's water resources due to unwise development. Runoff from the Union Chemical Company, one of the Environmental Protection Agency's Superfund Cleanup sites, has been detected around Crawford Pond. Townspeople fear that excavation of the copper/nickel mine mentioned earlier will have a serious impact on water quality, not only around Crawford Pond, but ultimately in Seven Tree Pond and the St. George River as well. The Town's landfill rests on a large gravel aquifer. Other aquifers, if any, and other underground water sources need to be identified and protected from harmful development.

Most of the Town is now zoned as a rural district. Housing, farming, and compatible commercial development are permitted in the rural zone. A small zone is designated industrial and only the village area around Main Street is zoned strictly residential. Outside of these more limited districts, there is no adequate plan currently in force for developing the entire Town (i.e., designating specific areas for commercial growth, residential, recreational, or open space).

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In this revision to Warren's Comprehensive Plan the Town will be divided into six zones or development districts. They are:

Village District

Rural/Limited Residential District

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Conservation Districts was a second of the conservation Districts

Commercial District

Business Park District

These districts are described below and on the zoning map found in the map section of this plan.

Village District: The Village is the residential center of Warren. Small scale retail shopping and community services should be available within the district. To the extent possible the Village area should be developed in such a way as to retain its small town atmosphere. More compact, higher density housing should be permitted in the Village. The Village area will soon have public sewage. Expansion of the sewer beyond current plans could enable more and higher density growth downtown. This would relieve development pressures elsewhere in Town.

Rural/Limited Residential District: The Rural/Limited Residential District is a mixed use area favoring preservation of the Town's largely rural character. Continuation of basic agricultural and forestry uses are encouraged. Small businesses with ties to traditional farming and livestock activities are permitted. Housing should be mostly single family and sparsely developed, except in those instances where cluster housing can be created to fit harmoniously into the surrounding neighborhood in such a way as to preserve open spaces and farmland.

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Residential Growth District: New housing development will be focused toward designated residential growth areas. All types of housing will be permitted here, except for mobile home parks, which should be created closer to the Village in designated areas. Except for certain community or resource compatible services such as a golf course, business development will be prohibited in this district. Existing Town Land Use and Subdivision Ordinances provide adequate incentives for housing growth to take place in the Residential Growth District.

<u>Conservation Districts</u>: The purpose of the identified Conservation Districts is to protect the Town's scenic vistas and other natural and cultural resources from degradation. Protected areas include shorefronts along ponds, rivers and streams; wetlands; archaeological sites; rare plants; and such scenic areas as Pleasant Mountain.

Commercial District: This district is suitable for retail and wholesale sales businesses, light manufacturing, transportation and warehousing. No residential development is permitted. These districts will be located along major roadways for easy access. Businesses involving heavy trucking, or emitting loud noise or noxious odors, will not be allowed to develop in these districts for reasons of public safety.

Business Park District: Warren's business park will be located in the Business Park District. The district will be limited to manufacturing and other business enterprises not suitable for location elsewhere in Town. Some compatible commercial activities will be permitted. Permitted land uses and structures within each of the six districts are shown in Table 1.

		Zonesa	and Land U	ses		·
Land Uses/Structures	Village R	Rural/ esidential	Residential Growth	Conservation <sup>3</sup>	"Commercial	Park
Residential					ł	omentalistics.
Accessory Use	Υ .	· · · · <b>Y</b> `	n nervy Sant's	(see note	N TANKS	N
Cluster Development		Y		3 below)		
Accessory Use	, dia,	Y	15 100 11	1.5		
Congregate Housing 1975-867 1944		1717 <b>N</b>	1 1220	January Company	17 A C 56	in 1996 November 1996 Section of the State State
Duplex		Y2		See See See See See	out agent o	5 (8) (0 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1
Home Occupation	J	Y				ļ
Manufactured Housing Academ on	-1.1 <b>Y</b> -1.14.15	6 <b>5Y</b> 3 6 6	g r 🧎 rogi	John Tales		Security of the
Mobile Home Park	JACK MARK	32N / 55		11 (\$ 1 July 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Light Filter of Special Control of the Control of t	gefater in its angeles was now to a see spirit
Multi-family Dwelling	1487 - AC 46270	, Y2	ed to obtain a management	restruction o	746600 0000	aparov Young
Single-family Dwelling		7.00				
Amusement Facility, Commercial Recreation  Automobile Graveyard, Junkvard			in visit in	mwate ma	A Company of the Comp	. 2014 . 319 12 12 14 15 15 15 15 15 15 15 15 15 15 15 15 15
Automobile Graveyard, Junkyard	N	N	N		N	Y
Automobile Repair, Sales	N	N	N		Y	Υ
Bed and Breakfast	Y	Y	Y	-	.1	N
Boarding, Lodging	Y	Y2	N	L		N
Boat Building, Repair	Y 4	Y 4	Ň			Y
Building Materials, Retail Sales	Ν.	N	N		İ	N
Commercial School	Y	N	N		,	N
Firewood Processing	. N	Υ	N		· 1	Y
Fisheries Processing, Storage	N	N	N	ļ	Y	N
Gasoline Service Station	N	N	N			N
Hotel/Motel	N	N	N		. [	N
Indoor Theater	Υ	N	Y			. N
Kennel, Stable, Veterinary Hospital	N	Y	N			N
Neighborhood Convenience Store	Y	N	N			N
Off-street Parking and Loading	Υ	N	N ·	-		Y
Facilities		1	ļ		1 :	

Land Uses/Structures			esidential Growth	nservation <sup>3</sup>	Commercial	Business Park
Publishing, Printing	Y 4	N	·N	(see note _ 3 below) _	Y	Υ
Radio, Television Tower	N	N		rat was a same of the		"N
Restaurant	Y	Y5		7.		Υ
Retail Business	Υ	γ6				N
Service Business	Y	N				Name of the
Shopping Center	N	N				Nation 15-3%
Wholesale Business	N	N .	<b>*</b>		- <del></del>	Υ
Industrial					nds	rapris #1979 p. pennije.
Accessory Use	· N ·-	N	N -	(see note	4	Υ
Airport, Air Transportation  Dependent Use-	yespecialistics of the second special second	emetra estroyea   2 september estroy		3 below)	N	N
Bulk Oil, Gas Terminal				: 	· N	Y
Demolition, Waste Disposal					· · · · N	1 1 1
Manufacturing				a subsection (No. 1)	Y	
Recycling Operations					11(0)	cassa avid
Sawmill		YW	1420 W 144 10 100 100 100 100 100 100 100 100		taskar#nd	si i ele ambe
Transportation, Communication Facilities	. 1 10	·······*N ~~ ~				Tenny Con- th Paylant Fernancia Con-
Trucking, Distribution Terminal	i	N.			<del></del>	grandly that w
Warehousing and Storage	1	· N	4		7	<u> </u>
Education, Institutional, Public			,		er farsketter i State i	
Accessory Use	Υ	Y	Y		e spirat y e saigt	osy Bryciad w
Church, Synagogue, Parish House		n ny ten Indonésia	ria <mark>(</mark> egis el file)	្នា 3 below)	donese N	Name 3
Civic, Convention Genters (1970)	- Open to de la	tor a <b>N</b> igalia	Y contact the	१८ । स्ट न्यानुस्य देखार १		N
Community Centers, Clubs	months again	ni Negoti	ON visit to	198 - 198 - 198 - 1	1 . 1	N 100 H21
DayCare	a作句 ************************************	Υ	Υ		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	<b>Y</b>
Essential Services		Y	Υ		1	Υ
Fire, Police Station	i	Y sh	gan <b>Y</b> amake agawi	<del></del>	sa premi , di le dan	N
GovernmentOffice	1. 10.01 1.00 18.00		N. 2 -2.24 C	n C. 1924 - Marie Ma An in Aleksan in 1999		
Group Homes, Hospice, Nursing Home		A STATE OF THE STA			VILLE IN	<u> </u>
Hospital, Medical Care	e entre to new	denc mNon b	sac Niggrangar I, et al.	t of the state	ы <b>Ү</b>	
	<b>J</b>	STATE OF N	Wa National Control		Y	1.

Land Uses/Structures	Village	Rural/ Residential	Residential Growth	Conservation <sup>3</sup>	Commercial	Business Park
Public/Private School	Y	N	· <b>Y</b> *	(see note 3 below)	Y	<b>1</b>
Public Utility Facility	N	N	N		Y	Y
Outdoor Resource Based Uses						
Accessory Structure	Y	-Y	Y	(see note 3 below)	Y	Y
Agriculture	N		N	-	N	* <b>N</b>
Agricultural Products Processing	N		N		Y	No s <b>y</b> seen sametan
Animal Breeding or Care	N	And the second of the second o	t.aa <b>Y8</b> a .a		<b>Y</b>	N
Campground	N		N		N	N ,
Cemetery	Y -	. ↓	• • <b>Y</b>	-	N	<b>N</b> . 7.
Gravel Pits	N	Y	~ N		<u>, Y</u>	<b>.N</b> .
Mining other than  Gravel Pits <sup>10</sup>	And the state of t	Dentality for more than the second of the forest of the			The second secon	Company of the second of the s
Farm Stands	Y	.Y	N		Y	N
Forestry	N	Υ	N	: .	· · · N	······································
Golf Course excluding Miniature Golf	N	N	Y		<b>Y</b> 35%	N
Parks and Recreation	Y .	Υ	Y	- 100 %	Y	Y (125 January)

#### Notes:

Y = permitted use

N = not permitted use

- 1 = Modular housing only
- 2 = Conversion of existing buildings only
- 3 = Permitted uses in conservation areas:
- Shoreland areas—development in the shoreland areas will be governed by the Town's Shoreland Ordinance.

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- Scenic areas—development is prohibited in designated scenic areas.
- Archaeological areas—development of archaeological sites will be consistent with what is permitted in the district bounding the site. The developer must notify the Maine Historic Preservation Commission of his intent to develop or farm the site at least sixty (60) days prior to beginning work on the site. During the 60 day period the Commission will be permitted to excavate the site for artifacts.
- 4 = Home occupation only
- 5 = Bed and breakfast business only
- 6 = Agriculturally related retail business only
- 7 = Only permitted in open spaces, away from shorelands
- 8 = For personal or family use only, no business
- 9 = Forest management only: cruising and other forest resource evaluation activities, pesticide or fertilizer application, timber stand improvement, pruning, timber harvesting and other forest harvesting, regeneration of forest stands, and other similar or associated activities, but not the construction, creation, or maintenance of land management roads. Activities within the shoreland zone subject to shoreland zone regulations.
- 10 = Warren will revise its ordinances on mining following changes in the State regulations on mining.

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### Transportations Systems, Public Facilities and Services

#### General Administration and Services

The Town of Warren has had a Town Manager form of government since 1953. The Town Manager is the top administrative position, the incumbent being answerable to the Board of Selectmen which hires him/her. The Board of Selectmen and Overseers of the Poor are elected by the town and set policies, make appointments to offices/committees/boards within the town, and approve expenditures. The townspeople are the ultimate legislative body of the town and, at the annual town meeting or properly called special town meetings, vote to raise and appropriate monies, change ordinances, accept grants or other monies such as bequests, scholarships, etc.

Warren publishes an Annual Report. Reports of the Town Manager, elected officials, committees are detailed in each report. However, the reader is referred to the fiscal portion of this Plan for more detailed and specific figures, tax comparisons, etc.

Within the past five years, Warren has had eight Town Managers. As noted above, the Town Manager serves as administrative head of the Town carrying out policies set by the Selectmen. The Town Manager also serves as Treasurer, Tax Collector, Excise Tax Collector, Road Commissioner, Purchasing Agent, Agent for the Overseers of the Poor, and Tree Warden. The rapid turnover of managers raises questions about the adequacy of issues such as: hiring practices, clarity of administrative responsibilities/ authority, and salary. A vote by the townspeople as recently as 1984 reaffirmed public support for a town manager form of government. Therefore, it is recommended that there be a review of the above issue areas to assure procedures are adequate, up to date, and salary commensurate with job description responsibilities and experience. Such procedures should be in place for all town employees and reviewed periodically to assure they reflect current practice and job responsibility.

Currently, in addition to five elected selectmen, municipal employee positions are nine in number. These positions are: Town Manager; three highway employees; two office staff; code enforcement officer; assessor's agent; secretary for Planning Board.

The positions are filled by the Board of Selectmen and Town Manager together through the usual hiring practices, but employees receive their day to day supervision and performance evaluations from the Town Manager. Three of these positions are part-time: Code Enforcement Officer works two-and-one-half days per

week; the Secretary for the Planning Board, one-and-one-half days per week; assessor's agent, one-and-one-half days per week.

In recognition of the rapid growth of building and industry in town and the fact that it can be expected to continue to grow based on Planning Board activity and the results of the business survey, these two positions need to be reviewed on a regular basis to keep responsibilities commensurate with time available to do the job. Additionally, it is understood that the Town's current appraised values are 50-60% and the State is requesting the Town show appraised values of 70% or more. An assessment needs to be made as to whether a professional revaluation can be done by the assessor's agent or if such must be done by an outside firm. Revaluations were done in 1983 with an update in 1985.

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### Municipal Garages

The Town of Warren has a Municipal Garage which is located behind the Town Office on Upper Main Street. Warren bases their equipment there and the maintenance crew works out of this location.

The Town of Warren currently has six plow trucks, a loader, a dozer, and an equipment trailer, along with numerous hand tools and supplies. The maintenance crew is responsible for maintaining our landfill area, the town roads, plowing and sanding, and other road maintenance. The town crew currently consists of a foreman, two full-time laborers, and four part-time truck drivers for winter storms. They basically are on call 24 hours a day during the winter, work four days a week during the summer, and one worker is stationed at the landfill on Saturdays.

The town equipment as of January 1, 1990 is as follows: 1969 International 4x4 plow truck—condition worn out; 1969 International 4x4 plow truck—condition unusable; 1975 International plow truck—condition fair; 1983 GMC plow truck—condition good; 1986 GMC plow truck—condition good; 1989 one ton 4x4 plow truck—condition excellent; 1974 Case 4x4 loader—condition good; 1988 Cat D-4 dozer—condition excellent; 1988 Crown 20 Ton trailer—condition excellent. The loader had a recent motor job but its useful life is limited. The dozer and trailer are fairly new and in excellent condition. It is a difficult and constant job to keep the equipment in good repair, and to provide a dependable service to the community.

Pursuant to a vote at the 1988 town meeting, the townspeople voted to purchase a used plow truck. The Selectmen opted to purchase the two 1969 International 4x4 plow trucks at a cost of \$6,000 each and it cost \$7,500 to make one of them operable. As of January 20, 1990, neither one was usable. Garage staff cite numerous problems with one of our gas engine trucks, constant problems with one of our plows, and a variety of problems with one of our sanders.

The usual process of the town acquiring new equipment is from a budget committee recommending its purchase, and the townspeople voting on it at a town meeting. We have tried to learn from our purchases which pieces of equipment are the best suited for the town needs.

Currently all town grader and backhoe work on roads is contracted as is road building because the town lacks the equipment and manpower to do the job. We have built some of the Town roads, and have contracted out others. Because of recent experiences, the Selectmen are questioning the issue of road building to determine the cost benefit of contracting the work out versus performing it ourselves.

A continued study of this issue is recommended with a report to the townspeople to be given at a public meeting when both alternatives have been thoroughly studied.

Periodic review of the garage crew responsibilities should be scheduled to determine the need to adjust job descriptions and/or change staffing patterns. It is unclear whether or not there is a plan for replacing town equipment. If there is no plan in force, it is recommended that such a replacement plan be developed to complement the practice of the town in establishing a reserve account to prepare for the replacement of equipment as needed.

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# Public Work Yards

There is a public work yard located behind the Town Office and run by our Highway Department. The Town Municipal Garage, the salt pile, and other support equipment and supplies are located there.

### Sand Shed

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Currently the Town of Warren stores sand and salt in an outdoor pile at the Municipal Garage. It should be noted that there is a brook running near the existing sand-salt pile. There currently exists the potential for salt run-off into the brook; as of January 1990 there has not been any noted.

Approximately 3,500-4,000 yards of sand plus salt is used per year. Sand is purchased currently by a contract at \$3.50 a yard without salt. We have been purchasing and using around 80 pounds of salt per yard of sand. Other area towns use up to 200 pounds of salt per yard.

The State of Maine has set a 1992 deadline for identifying and building an appropriate sand shed. The Town of Warren has ample space at the Municipal

Garage to build one. (Note: The Town voted to construct required shed at 1990 Town Meeting.)

It should be noted that there is an area on Route 1 by the Sandy Shores Road intersection where there appears to be problems with salt contamination. Apparently, years ago the State had a sand-salt pile located there, and some of the residents in the area have had problems with contamination of drilled wells.

# Other Services

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### Courthouses

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There are currently no courthouses in Warren. Years ago there was a courthouse located in a building across from the Warren library in the village on Main Street (see Historic and Archaeological Resources).

Warren uses the Knox County Courthouse is located in Rockland at 62 Union Street and serves Knox County. The original building was built in 1874 and a new wing and renovations were done in 1978 to help address an overcrowding problem. There will be a need for more space for record keeping in the near future.

In the early 1970s the State of Maine assumed operations of the District and Superior Courts throughout Maine. The District Attorney and Assistant District Attorneys are the only state employees at the courthouse. The remainder are county paid personnel.

Courts and offices located at the Knox County Courthouse include the Sixth District Court, Superior Court, Probate Court, Registry of Probate Court, Registry of Deeds, Knox County District Attorneys offices, Knox County Treasury office, Knox County Commissioners offices and Knox County Emergency Management office.

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Water Supply

There are basically three sources of water available to residential and commercial users. These are 1) drilled well, 2) spring fed dug wells, and 3) The Camden and Rockland Water Company Satellite System (formerly Warren Water Company).

The majority of Warren residents use drilled wells, although there are some that utilize spring fed dug wells; the village area is primarily serviced by the Camden-Rockland Water System.

<u>Drilled Wells</u>: The majority of drilled wells in Warren average 193 feet in depth with some as shallow as 40 feet and others 600 feet in depth. The average

drilled well yields around 7 gpm with output ranging from 1.5 gpm to 30 gpm (figures derived from 155 wells drilled from 1980 to 1989; above figures representative of approximately 50% of all the wells drilled during that period). Drilled wells cost approximately \$2,500 to \$3,000 per well. The majority of the area in Warren has limestone under it. The wells are usually drilled down until they reach a fissure in the limestone which yields a sufficient amount of good quality water.

Spring Fed Wells: A spring fed dug well usually yields ample water even during the dry spells that occur occasionally and the quality of spring water is usually very good. These wells range in depth from 4 feet to 16 feet, are the cheapest source of water, but require a good vein of water close to the surface. There is one hand dug well of historic significance located at the Cyrus Eaton Homestead that is reported to be about 60 feet deep.

<u>Public Water Supply</u>: The Camden and Rockland Water Company serves approximately 205 residential customers and 22 commercial/industrial customers (out of approximately 1300 residential dwellings and 93 commercial/industrial water users in the town). These consumers use an average of 36,900 gallons per day.

The Camden-Rockland Water Company currently serves seven communities in the mid-coast area. Warren and Union are served by drilled wells in their respective communities, while the rest are served from surface water. The primary source for those communities is Mirror Lake, with Grassy Pond and Thorndike Brook used during peak demand.

The Warren Satellite System is served from a six inch, 265 foot deep drilled well, capable of producing approximately 50 gpm, and located on company owned land off the Patterson Mill Road. The well was drilled around 1965. There is a 128,000 gallon concrete in-ground tank located near the well, and a 420,000 gallon steel standpipe off Depot Street and Route 1 across town.

The Camden-Rockland Water Company lines currently run from the Patterson Mill Road source, down to Route 131, over to the Frank D. Rowe School area, and from there down to the Warren Telephone Company area. It also has lines in such areas as High Street, Riverside Drive, Village district, Main Street, parts of Route 1, and over to the Depot Street storage tank. There is a 1200 gallon booster station on Upper Main Street. Water pressure averages around 50 psi.

The fire department currently has 13 hydrants hooked into the system. These hydrants cost the Town of Warren \$762 per hydrant per year. With the scheduled increase, this figure will be \$927 per hydrant per year, for a total cost of \$12,051. The Camden-Rockland Water Company is responsible for maintenance of the hydrants.

The average residential family uses around 150 gallons per day. The Camden-Rockland Water Company charges a minimum of \$25.65 per month, up to 900 cubic

feet, and then adds \$1.56 per 100 cubic feet used over the 900 minimum. With the implementation of a recently approved rate increase from the Public Utilities Commission, the average user will experience a monthly increase of \$2.23. This is the first increase in seven years for these customers.

The Camden-Rockland Water Company has future plans of extending water service from the existing prison in Thomaston, along Routes 1 and 97 to the new prison site in South Warren. The principal components will include 18,300 feet of 12 inch diameter main, a bridge crossing at the St. George River, a booster station, and an elevated storage tank with a minimum capacity of 200,000 gallons.

This system would benefit the Town of Warren in such areas as fire protection and also narrowing the Route 1 gap between the Warren Well Satellite System and the Core System in Thomaston. One long range goal is to connect the Warren system to the Mirror Lake supply, thus increasing the reliability and quality of the Warren system.

The Camden-Rockland Water Company system is a very important part of the Town of Warren, both from a user point of view and a fire safety point of view. The company encourages new hookups to the system, and is very concerned about source protection, both in the Warren (Patterson Mill Road) area and the watershed area of Mirror Lake, Thorndike Brook and Grassy Pond.

### Health Care species and the Health Care

A wide range of health care resources are readily available to Warren residents.

Although there are no resident physicians who have office hours in Town, several general practitioners are available in adjoining communities:

Emergency room service, a wide array of outpatient services, coupled with specialized physician resources in an adjacent physician's building make the Penobscot Bay Medical Center (PenBay) a valuable medical resource to Warren residents. Located less than 15 miles away, the Medical Center is accessible primarily by private transportation, supplemented by the Mid-Coast Transportation and the Town supported ambulance service (see discussions of these two latter resources in the respective sections above). PenBay Medical Center, a part of the Northeast Health Care System, was constructed in 1975 and offers 106 acute care beds, including a six bed psychiatric unit. In 1980 a Day Surgery Unit was opened with three rooms reserved for outpatient surgery patients.

The former Camden Community Hospital, also a part of the Northeast Health Care System, offers skilled nursing, rehabilitative care and treatment, as well as a range of other medically related services.

There are licensed nursing care beds in Waldoboro, Rockland and Camden; however, the ready availability of beds at any one time poses a problem for families requiring such a resource.

Another health care center which serves Warren residents is the Miles Health Care Center located in Damariscotta, some 20 to 25 miles away. Miles Memorial Hospital is a small 27 acute care bed facility offering obstetrical, emergency room, operating/recovery, coronary care/intensive care, and medical/surgical services. Additionally, the Miles Health Care Center offers an intermediate care facility, a congregate living facility, and an adult day care program.

Other medical care services available to Warren residents include:

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- Adaptive loan program: administered by Alpha One and the Finance
   Authority of Maine, the program provides low interest, long term loans for
   individuals or businesses requiring adaptive equipment to assist persons with
   a disability to improve independence and enable such individuals to increase
   community productivity.
- Downeast Rehabilitation Associates: provides primarily physical therapy services but does also provide psychological counseling through the services of a medical social worker.
  - \*3. Kno-Wal-Lin Home Health Care provides nursing services, physical therapy, occupational therapy services, and services of medical social workers, speech therapists, and home health aides.
  - \*4. The Department of Human Services offers a range of rehabilitation services, public nursing (where not otherwise available) and Medicaid services (see above Human Services section for a discussion of Medicaid).
- \*5. ASK (Associated Services of All Kinds), a private agency, provides homemaking, nursing and/or aide services in private homes.
- \*6: Mental health services, including day treatment and psychiatric services, are available through the Mid-Coast Mental Health Center.
- \*7. Medical/health related support groups for AIDS, Alzheimer's, Multiple Sclerosis, and Stroke are available in the area.

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<sup>\*</sup> Above agencies/services are identified in *The Health Connector: A Directory of Community Services*, prepared and published by the Kno-Wal-Lin Home Health Care, Inc., and the Knox County Council of Social Agencies.

# Communication

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COMPTON ON THE PROPERTY PROPERTY

Telephone service in the Town of Warren comes from two sources. The major service is provided by the Warren Telephone Company. New England Telephone serves town residents located in the eastern and western edges of town. Both companies are controlled by the Public Utilities Commission.

ec'e <u>er</u>a voe**ji) - maesijir**en recesivi sacem Daid becilie varc evar esadi sac sesali. The Warren Telephone Company is a part of the Telephone and Data Systems with headquarters in Chicago, Illinois. The Warren company is, however, administered by a local Board of Directors. The company currently serves approximately 1200 customers in Warren and a small portion of Waldoboro. There are approximately 1011 residential customers and 151 business lines. Warren Telephone Company maintains 13 public telephones throughout the Town of Warren, and seven semi-public telephones in the Town. The semi-public phones are primarily located inside buildings that are open to the public during working hours. Warren Telephone Company estimates that in five years they will be serving 1850 customers. Estimates for 10 years could be as high as 3,000 customers. Warren Telephone Company is prepared to handle the extra customers for years to come.

nganangangan Carrarity ing an akada an air airity tiratra Cananyas an sa airity an a Warren Telephone Company was incorporated in 1909 and operated as a shareholder owned company with a local Board of Directors until 1980 when the stock was purchased by Telephone and Data Systems, a Chicago based holding company. There is still an active local Board of Directors that assists in making policies and decisions. The company's operations are still maintained on a local basis unique de les en as sevolition men sorres qui ai liam abrum manyaviles

- Carried of Security Principles in Actions For the future, Warren Telephone Company intends to keep their telephone network as up to date as possible. They utilize a quick call system for the fire department and the ambulance. This allows a customer to call an emergency number (currently 273-2222) and be connected to a conference bridge system which has 20 telephones hooked into the system. The state will probably mandate a state wide "911" emergency network. The current telephone equipment will accommodate the "911" network if implemented

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the trace the from the town in which the exempt in reader. It is easily the free trace Responses to the community survey indicated concern about the availability to call local areas free, or at a reduced rate from the Warren network. Currently a state experimental program is in place that may be used by the Warren Telephone System. The experimental system would allow customers to pay a higher base rate, yet receive a reduced usage rate. Participation in such a program, if implemented, would be at the customer's option. CONTRACTOR OF THE PROPERTY OF As of June 1988, New England Telephone Company picked up 52 residential and four business customers under the 594, 596 exchange, 56 residential and five business customers under the 354 exchange, and five residential customers under the 832 exchange number. New England Telephone Company provides adequate service and is on call for repairs 24 hours a day.

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### Post Offices where the second colors with a special second contribution of the contrib

There are three area post offices that serve Warren residents. They are the Warren Post Office, the Waldoboro Post Office, and the Thomaston Post Office.

The Waldoboro Post Office currently serves 63—RR #2 customers, located in the West Warren and Finntown Road area. The Thomaston Post Office currently serves 239—RR #1 customers, located in the East Warren area. The Warren Post Office currently services 424 post office boxes and about 660 rural route customers in the Town of Warren, 70 Cushing and Friendship customers, and 50 Union customers.

The Warren Post Office is regulated from the Portland office: Warren Post Office staff includes a postmaster, one full-time deliveryman, one full-time substitute for Saturday deliveries, two part-time postal clerks, and two other part-time deliverymen. Currently there are no plans to add more positions to the Warren postal system, even though the Warren postmaster has requested such help, particularly during heavy demand periods such as the Christmas season.

There is one outside postal pickup box located next to the post office on Upper Main Street. There are no plans for any other pickup boxes. Rural Route deliverymen provide mail pickup service from mailboxes, as well as providing the service of stamp purchasing.

There are currently 424 post office boxes located in the Warren Post Office. With our population ever increasing, more post office boxes will be needed. The cost of a post office box varies in Warren from \$6.50 a year to \$28.00 a year depending on box size.

The Federal Post Office plan for now is to try to get all mail delivered out of the post office from the town in which the customer resides. It is anticipated that this will eventually be accomplished by adding to the Warren routes those Warren residents currently being served from Waldoboro and Thomaston. Furthermore, current plans are for the Warren Post Office to turn Union customers over to the Union Post Office, yet maintain the Cushing and Friendship customers and possibly pick up extras from that area because of an apparent lack of postal services in that particular area. This plan will be implemented as work loads increase, and/or delivery men retire. (Note: As of September 1990 much of this has already transpired.)

When the plans have been fully implemented, the result is expected to make the mail delivery more efficient and easier to sort.

#### Radio

Although the Town of Warren has no resident radio stations, it is served by several local area stations—Rockland (WMCM and WRKD) and Camden (WQSS). Station WMCM is located at 103.3 FM. Station WRKD is located at 14.50 AM. Station WQSS is located at 102.5 FM.

WRKD is considered to be for local area residents primarily, whereas it only puts out 1000 watts of power; WRKD is an adult contemporary, easy distening, news, sports, and information radio station. WMCM is a statewide radio station that currently puts our 25,000 watts of power with plans of increasing to 50,000 watts of power in the near future; WMCM is a commercial, classical station on the Maine fine arts network. WQSS is a statewide radio station that puts out 50,000 watts of power. WQSS is an easy listening station that plays top hits of the 60s, 70s, and 80s.

Radio is one more advertising alternative available to the local businesses and the public. Radio advertising is usually fairly reasonable, and can be utilized to target immediate market needs. The quality mix of news, music, and entertainment appears to be adequate and fulfilling. Radio also provides a good source of weather updates and school and event cancellations during storms. The state of the s

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There are several alternatives available to Warren residents for television entertainment: installing a TV antenna and wiring it directly into your personal system; purchasing a satellite system and installation of a satellite "dish"; access the Cablevision Company network that provides service to Warren residents primarily in the more dense portions of town at the present. and the fire fire the end the contraction of the contraction and the fire the second of the fire the contraction and the contraction of the contraction and the contraction of the contr

The Town of Warren has secured a contract with United Video Cablevision designed to meet the general public needs. As of the fall of 1989 there are 229 subscribers to United Video Cablevision, with service available to residents along parts of Route #131, Route #1, Route #90, Main Street, the village area, and some of the areas off these roads. The Town selectmen are currently discussing with United Video Cablevision the extension of service to other parts of the Town. The surveyresults indicated some residents in outlying areas wished to have cable service available to them. A basic cable cost to presently served homes is \$19.95 monthly. The cable company currently serves homes in areas of the Town where the density is 40 homes per mile.

Note: On August 30, 1990 the Selectmen of Warren signed an agreement with the Warren Cable Company, an affiliate of Warren Telephone Company. The franchise agreement was for the intent of providing cable television to the inhabitants of Warren, subject to FCC approval.

### Newspapers

The Town of Warren has no town newspaper, but is served by newspapers such as The Courier Gazette, The Camden Herald, The Bangor Daily News, The Portland Press Herald, The Free Press, The Camden Reporter.

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Newspapers are available by carrier delivery directly to residences, or through stores throughout the Town. There are no outside newspaper purchase machines located in Warren for off hour purchases.

Most papers do have reporters available to cover the Town of Warren area.

All of these papers are either printed in, or have local offices in, Rockland and

Camden.

The Courier Gazette has approximately 420 subscribers and sells about 275 papers through Warren stores. The Portland Press Herald has approximately 170 home daily deliveries, and approximately 300 people have the Maine Sunday Telegram delivered to their homes in Warren. The Bangor Daily delivers 24 carrier, 98 motor route, 47 stores, and nine papers by mail Monday through Friday. On Saturday, there are 25 carrier, 97 motor route, 73 dealer, and nine newspapers by mail to Warren residents. The Free Press delivers approximately 1020 papers through the mail weekly free of charge.

The Free Press, established 1985, is now offering a new paper, The Camden Reporter, in the Camden/Rockport area. The Free Press is more of an advertising type paper, while The Camden Herald will be more of a reporting type of paper. Their office is located on Leland Street in Rockland.

Both the Bangor and the Portland newspapers report on statewide issues as well as having a page dedicated to the mid-coast area.

All newspapers offer advertising listings within their papers and are a good source to target specific markets, either local or statewide. Newspapers are also a good source of real estate listings in the mid-coast area as well as statewide. There appears to be adequate newspaper coverage available to meet the demands of people in our community.

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## Public Safety

#### **Ambulance**

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The Warren Ambulance Service is a volunteer ambulance service. It is currently served by a Director, 12 licensed EMTs, and other volunteers. The one ambulance is garaged at the Fire Station. The ambulance responds through calls to the Town of Warren emergency number (currently 273-2222), which rings on a network of 20 telephones. We do use mutual aid with area towns.

The ambulance has responded to 150 calls to date in 1989. Recent years have averaged 80 to 90 calls, with 1988 having about 125 calls. These figures represent an increasing demand on the ambulance service provided. Based on these facts, it can be assumed that the future will show an increase in the number of calls.

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Experiences such as the disastrous accident on Route 1 in 1989 demonstrate that the staff-of-our-ambulance service has the capability and expertise to respond appropriately to such emergencies.

In 1988 the ambulance service cost the Town of Warren \$9,304.79. In 1989 the ambulance service cost the Town of Warren over \$14,000. Collections for ambulance services performed in 1988 totaled \$1,784.85. In 1989 the ambulance service collected about the same amount. In 1988, \$3,686.00 was paid to volunteers for time spent on ambulance runs. The volunteers spend many hours in training each year for which they are not reimbursed. For their skill and education, they are paid \$8.00 per run when responding to emergency situations. The ambulance service responds to all fires. They stand by at the fire station and are not reimbursed unless called to the scene of the fire.

As of December 31, 1988, there was a balance of \$21,748.82 in the Town's Ambulance Department Reserve Account. It is estimated that our ambulance has five more years of dependable service left in it. A new ambulance could cost between \$75,000 and \$100,000.

There is an ongoing concern about the insurance and liability coverage of the ambulance service. Constant surveillance of insurance and liability costs plus proper coverage is important to assure adequate coverage for the staff and volunteers.

The ambulance service has indicated the need for a defribrillator to assist staff when responding to residents with cardiac problems. Consequently, more training is necessary in the use of special equipment. (Note: The Town voted to purchase this equipment at 1990 Town Meeting.)

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A continuing problem for the service is the identification and training of a volunteer to help staff the ambulance service. The identification of initiatives is needed to help promote the interest of more volunteers and provide necessary education for them.

Eventually, it is expected that the State will mandate all communities to have the "911" emergency number. This is viewed as a favorable requirement resulting in potentially better radio communications and could be expected to provide for quicker response of the Mutual Aid Network. The benefits and costs of such a system should be studied to determine the feasibility of implementing prior to a State mandate.

On the average, an ambulance volunteer participates on a regular basis for seven to nine years.

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# Fire Protection

The Warren Fire Department (Tiger Engine Company), currently is operated by a Fire Chief, an Assistant Fire Chief, along with 26 volunteer men. There are three fire engines, a tank truck, and a 4x4 truck, along with numerous support equipment. The emergency phone network is shared with the ambulance. The Town also participates in mutual aid with other area departments. Our equipment is housed in the Fire Station, located on Upper Main Street next to the Town Office. There is also a meeting room and an office there. Voting is also currently being held in the Fire Station.

The Fire Department cost the Town of Warren \$8,746.15 in 1988. The Fire Department cost the Town of Warren \$12,471.95 in 1989—a low price to pay for the excellent service we receive. For protection gear it cost the Town of Warren \$2,679.27 in 1988. Protection gear is included in the 1989 figure. Fire hydrants cost the Town of Warren \$9,906.00 in 1988

In 1988 and previous years, the Fire Department responded to approximately 30 calls per year, a low number considering the geographic size and the population of the town. In 1989 the Fire Department responded to 38 calls. Fire permits are required anytime throughout the year, obtainable from the Chief or the Assistant Chief. It is illegal to burn anytime, even a campfire, without a permit. On occasion, the Fire Department will do a controlled burn, which gives the volunteers some extra experience, along with helping the landowner get a field burned or a building razed.

The Fire Department provides educational opportunities for volunteers. While the education process is time consuming, it is a valuable part of the ongoing process that volunteer departments go through. They are continually looking for volunteers, and community input is always welcome.

The Fire Department does a variety of drills throughout the year including pumping of the hydrants (including dry hydrants) to determine capacity as well as volume.

If a resident is thinking about building a pond, the Fire Department requests they be consulted about the possibility of installing a dry hydrant at the time of construction.

The voters authorized the purchase of a new fire truck at the 1990 annual meeting, applying the Reserve Account funds to cover part of the cost. However, there is no replacement schedule. The Town should study their current equipment and develop a replacement plan for purchase of new pieces of equipment.

During Fire Prevention Week in the fall, the Fire Department visits Warren schools to help stress fire prevention.

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# Police Protection

Police protection in the Town of Warren is provided by both the State Police and the Knox County Sheriff's Department. We also have three Town Constables. There is no community watch program in force in Warren presently. The Town Constables are limited in what they can enforce.

The State Police Station (Troop D) is located in Thomaston. While the State Police are responsible for the whole State, they do respond to complaints and accidents in the Town of Warren. The Thomaston Branch is not open 24 hours a day. When Thomaston is not manned, calls are automatically transferred to Augusta, from which a unit is dispatched in response to the call.

The Sheriff's Department operates out of Rockland and responds to calls for aid from Warren. They also are responsible for all of Knox County and also operate the Knox County Jail, located in Rockland. Currently there is a shortage of jail beds for inmates. The proposed new \$4.9 million Knox County Jail will be located on 19.5 acres on Upper Part Street in Rockland. Plans call for its completion within two years. The old jail has a 15 bed occupancy level. The new jail will be able to house 49 long term maximum security beds, and 18 short term minimum security beds.

Survey results indicate some concern about the lack of police protection in the village area of Warren. Other instances of vandalism have occurred spasmodically in the past, but currently the present status of police protection seems to take care of Warren's needs. With the projected growth rate in town, planning for more adequate police protection is necessary.

For the immediate future, it is recommended that both departments become more visible. Visibility is one deterrent to an escalation of problems that arise in towns of our size.

# Traffic Safety and Parking all decreases a topolitical entression of the contract of the contr

Survey results indicate that the majority of people consider both traffic safety and traffic control to be adequate. A small number of respondents cite concern about speeding along Route 131 and through the village area, and a parking problem within the village area. If the town's largest employer, Crowe Rope, located partially in the village, should expand, or the number of other businesses increase in the downtown village area, and/or there is an increase in the number of residents in the village, these incipient problems will need to be reviewed.

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### Rescue Services

<u>Civil-Emergency Preparedness</u>: The Town of Warren expended \$272.80 for Civil Emergency Preparedness in 1988. This money is spent to maintain a plan for a disaster, should one ever occur that has an effect on the Town of Warren. that the state waste program in three in We area presently the state to the state of the state o

### Street Lighting

There are currently 10 street lights in the Town of Warren. All are located in the village area, primarily along Main Street. CMP is responsible for their maintenance. In 1989 street lighting cost the Town of Warren \$88.48 per month.

In the past two decades, the Town of Warren has experienced a range of street

lighting from none to several more than currently exist. When there is a need to change the amount of street lighting, the procedure is to put an article in the Warrant at the Annual Town Meeting for the townspeople to vote on. Any individual in town can petition the selectmen for a street light if he/she can substantiate the need for better lighting in a certain area of town; the selectmen may then place an article on the town warrant for a vote by the townspeople.

Survey results indicate some need for better lighting in parts of our town, primarily for safety reasons. ni anglika iki kanggalan maj ma kanaga amman inu kasaga ni mm

If eventually the Town of Warren upgrades and maintains a pedestrian walkway system, additional street lighting should be one of the factors considered. This is equally true if Route 90 becomes the official Route 1 bypass, as has been recently proposed by the State.

# Solid Waste Facilities Land Fills

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Charles and the second of the Currently there is an 11 acre municipally owned landfill site in Warren, located on the Old Augusta Road. It is estimated that the current landfill site can be used for two more years. The current area is also approved as an additional site. Test wells in place at the landfill monitor any water and soil contamination. A test well check on October 29, 1989 indicated no contamination problems in the area. The DEP has authorized usage of the Town landfill under existing conditions until 1992. (Note: Because of contamination, June of 1991 that landfill must be closed and Town must present to DEP by December 31, 1990 a plan for future waste facility and closing down procedure for present landfill.) The State requires that towns use alternative methods of disposing of their trash by a 1992 deadline. nainell naibrish

At the existing site, there is a garbage area, a tire dump, a white goods and metal area, and a wood area. The garbage is dumped and eventually covered with dirt by the Town crew. The tires are just accumulating. The metal pile, supposed to have been trucked off, has accumulated to an estimated 500 tons of white goods and metal because currently there is no valid contract. The wood products are in a pile of their own, and the Town crew usually burns the wood weekly.

Each week the Town crew spends an average of nine man hours performing dozer work, and 18 man hours moving dirt and other miscellaneous things at the landfill. The State mandates require the garbage be buried as it is dumped, but during the winter months it is not mandatory to cover it weekly because of frozen dirt and snow.

There are sludge dump tanks located at the landfill site. Eventually there will be three tanks with a capacity of 25,000 gallons of storage of human sludge. The tanks are to be used for Warren sludge only. The process is to use the tanks for storage during the winter, and then pump them out and spread the sludge on an approved field located behind the landfill area in the spring. Who will pay for this service has not yet been determined.

graginess viccomus text of Lat brothest he matter Other area towns have instituted procedures which address the problem of solid waste, such as requiring sold waste separation (glass, cardboard, etc.) and recycling. Recently the town's largest single employer and landfill user has started recycling its cardboard with a resultant noticeable decrease in landfill impact.

There is a Landfill Committee researching the feasibility of joining with some area towns in a regional effort to start a regional transfer station. The results of the committee's activity is to be addressed at the March 1990 Town Meeting.

Present findings by the committee indicate that there are many factors to be considered when looking at the landfill problem. Area towns of Union, Appleton, Searsmont, Jefferson indicate that Warren is needed in order to secure a contract with someone to dispose of the trash. It is estimated that in this group Warren would be the largest producer of landfill commodities. Residents would be required to vote on a contract before it could be implemented. It is indicated that the contract would require a guarantee of tonnage and a fee charged if the towns did not produce enough. The fee would be used so the incineration company could purchase wood chips to burn to fill their contract for production of a minimum amount of electricity. Furthermore, basically there is no way to put a cap on the amount that and problèmes galisius reima ilaina, madi bil is egere residentes esc 190 esf

This is one of the most urgent needs facing our community and recommendations will follow the Town Meeting discussions in March 1990. gran servan ner'i zadineza etakê gelî . Çûnêran Perzerê albî ar

### **Recycling Centers**

hand the gentles of qualities of the confidence of a second constitutions existing There is none in Warren-currently. The Town of Warren has sufficient land to develop a combination transfer center-recycling center. The costs associated with handling recyclables are a significant factor for consideration, as will be the cost of closing our current landfill. of their own, and the Young near wealthy brank the second well-

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### Transfer Stations dozer ofore and to man hours morteg dire and dean manual bear drots resolu

There have been some regional talks, but to date no serious negotiations or contracts have been signed. and the second of the second o

### Who are the relieved of the first Energy Facilities of the section ett aginic consent in species is seen by 1000,00 to the same show chase could of

# Hydroelectric Dams: 31 st 88001 of the glouis reserve by the best will be water

Existing sites: Warren currently has one registered dam known as Fuller Dam #5257 and is located on Packards Marsh. Fuller Dam is owned by Barbara Fuller of Rockland and is not currently operating. to residence will exact the disting court to alway has

Potential sites: The Maine State Planning Office and the Maine Office of Energy Resources has done a feasibility study for hydroelectric dam sites in the State of Maine. In that study Warren had one potential site on Oyster River in East Warren. This site has a capacity of 88 kilowatts. The site is ranked 91 due to an 11 year payback and high environmental impact.

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### Utility Lines

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Electric transmission lines: There are currently four transmission lines in Warren. Sections 80, 86, and 206 are 115 kv lines. Section 51 which serves the majority of Warren is a 34.5 kv line.

Electric substations: Warren has one transmission substation known as Highlands. Highland Substation is located on Beechwood Street in East Warren. Highland Substation accommodates sections 51, 80, 86, and 206.

There are two distribution substations in Warren. Warren substation on Bronson Street in Warren feeds the village and intermediate areas. Manktown substation on Manktown Road in West Warren feeds south on Route 1 from Manktown Road and down Finntown Road. Both the Warren substation and Manktown substation are fed by section 51. The remainder of Warren is fed by substations in Thomaston, Union, Rockport and Waldoboro.

Three phase power: There is three phase power located on Route 1, Main Street, Route 131, Middle Road, and the Old Augusta Road.

Generating facilities: There are no generating facilities in Warren.

Gas and oil transmission lines: There are no gas or oil lines located in Warren and no plans to install either.

# Utility Line Growth adien to equifor parestor of the control of the

Electric: There is substantial room for growth on the existing transmission and distribution lines. there are no immediate plans for any upgrades. The extension of either single or three phase distribution lines would be dealt with as needed, and the cost incurred would be the responsibility of those involved.

# Transportation System was the ones of energy necessarily and the energy of the energy

## Roads notice to the second of the first the second of the

Currently, the Town of Warren has 65 miles of roads to maintain, consisting of 14 miles of state aid roads, 37 miles of paved roads and 14 miles of dirt roads. The additional number of miles of easements and private roads is difficult to determine but there are currently about 80 fire roads in Warren; therefore, one can estimate the number of miles of private roads to be about 40. The Town of Warren is not responsible for maintaining any of the private roads.

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Results of the survey indicated that 65% of respondents thought Route 1 needed improvement and 54% indicated Route 131 needed improvement, while only 13% indicated Route 90 needed improvement. Route 1 is currently being reconstructed, and Route 131 is in need of rebuilding. Route 1 is a State owned highway and Route 131 is a State owned road.

Because of the volume of traffic using Route 131 daily and because of the apparent poor road base in several areas, it is recommended that the rebuilding of Route 131 receive top priority.

The Town of Warren has some potentially dangerous intersections/areas within our traffic system. Those identified are Route 90 and Route 131, Route 97 and Route 1, Middle Road Bridge.

SAD #40 directors have written to the committee with concerns about both the Route 90-Route 131 intersection and the Middle Road Bridge. The Frank D. Rowe School is located just west of Route 90 on Route 131 as are also the Town tennis courts. Those living on the east side of Route 90 must cross that major artery in order to access either the school or the tennis courts. The speed limit in that area of Route 90 is currently 50 mph. The Middle Road Bridge is hazardous both because the approaches to the bridge are shielded from view and the narrowness of the structure, thus making it hazardous to cross (the bridge is addressed further under the Bridges section).

During the period from 1985-1987, there were 18 accidents along Route 131. There have been six accidents at the Route 90 and Route 131 intersection. The Route 90 and Route 131 intersection also serves as a major crossing for children during the school year. With the increasing volume of traffic on Route 90 and proposed plans for consolidating school grades at the Frank D. Rowe school site in the future, this particular intersection needs to be studied carefully and a long range corrective plan implemented.

The survey results identify Route 1 as requiring repair work. The State started upgrading Route 1 in 1989 from the North Pond area to the Waldoboro line area.

Another area requiring review and repair is between Route 97 and the new bridge being constructed over the St. George River at the Thomaston/Warren line.

With the new prison being proposed, and an increase in traffic volume down Route 97 to/from the Friendship and Cushing area being the anticipated result, it is recommended that a study of the Route 97 and Route 1 intersection area be done.

The condition of Route 131 is deteriorating. With the continued growth of residential housing on Route 131, there is already additional traffic volume. With the prospect of some very large subdivisions proposed for the areas that surround

Route 131 traffic will inevitably become heavier. These factors further identify additional traffic burdens at the Route 90 and Route 131 intersection, and at the Route 1 and Route 131 intersection in Thomaston. As it is now, there is a slight blind spot at the Route 1 and Route 131 intersection in Thomaston. These areas will need to be addressed within the next five years.

ence our sol had all With State planning, which may identify Route 90 as a bypass, it is anticipated that Route 90 will eventually be the main artery to the north from Route 1 in Warren. With higher traffic volume along Route 90, the area will become a prime target for commercial businesses. Careful planning of entrances onto Route 90 will be vital as well as the location of any new businesses on the road.

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Survey results reveal that the majority of respondents felt satisfied with traffic safety and traffic control in the Town of Warren. Overall, traffic enters and exits the Town of Warren with ease.

### Carried Trans university or secondary each one are a way form to the confidence of Public Transportation

Public transportation available to Warren residents is limited, a situation true of this entire section of Maine. The major transportation services offered in the mid-coast area are Greyhound Bus Lines and Coastal Transportation services (available for eligible individuals). The third public transportation service offered is

in de proposition de la company de la compan Greyhound Bus: The Greyhound Bus drives through Warren along Route 1 daily, discharging and accepting passengers at the intersection of Depot Street and Route 7.

the allies of nebecous besorbidition of the woodow office a time of Coastal Transportation: Coastal Transportation is available in Warren on Friday primarily for passengers going into Rockland, but also does provide trips to Portland daily.

Coastal Transportation is non-profit public transportation available on a limited schedule through three counties (Knox, Lincoln, Sagadahoc). Coastal Transportation (formerly Sea-Me Corporation) was formed in 1982 and is directed out of the Wiscasset area. The agency does about one-half of their business in Knox County. Coastal Trans averages about 350 people trips per day. Their priorities are to service elderly medical patients, with a majority of their clients associated with the Department of Human Services and Senior Spectrum. militera gradung spalle od vacabere i s. u

Coastal Trans is considered a door-to-door service. They pick up customers at curbside on public roads and deliver the customer to his destination. The service is also available to the general public if scheduled in advance. Coastal Trans depends on town funding through Town Meeting allocations. Their goal is to get 20%

funding through towns to use as seed money for state grants to help purchase new vehicles.

Coastal Trans has two fixed routes to MMC in Portland. They have one daily shuttle, five days a week, that leaves in the morning from Rockland around 8:00 AM and then leaves Portland around 12:00 PM for the return trip. This shuttle is mainly for medical patients. They have one other route for dialysis treatment patients to MMC in Portland. The trip to Portland costs the rider about \$5.00.

Coastal Trans will stop in Warren on Fridays for mainly medical related consumers. They regularly service three or four Warren residents each Friday. Current plans would schedule in Warren on Thursdays and Fridays in the future. Customarily the bus leaves the Warren area about 9:00 a.m. on Fridays to go to the Rockland and Camden areas with a return in early afternoon. The cost is \$1.50 each way.

Coastal Trans currently runs one bus, two cars, four wheelchair accessible vans, and 15 regular vans. They have a maximum trip fee of \$15.00 but try to keep the charges in line with what the rider can afford. They are hoping to provide more services to Warren residents.

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### Parking Facilities

It would appear that parking is adequate at most commercial locations in Warren. The survey results support this statement. One can only estimate that there may be a need in the future for extra parking. If/when the Route 90 bypass becomes a full fledged reality, there may become a problem with parking because of the extra traffic volume. With the anticipated increase in traffic, particularly on Route 90, an increase in parking availability will be necessary to accommodate expected increased business patrons at any of the businesses located along this major artery.

Survey responses indicate that about 50% of respondents stated that there was adequate parking in the village. The village is unique when it comes to parking because of the number of spaces that the largest business uses. While there are several parking spots in the village designated as two hour maximum time limit, these do not accommodate all potential customers. Between all of the parked cars, and the truck traffic generated by the village plant, there are times when it becomes very congested in the village area. Alternatives need to be considered to ease/eradicate the village parking problem.

### Airports

There are no public airports in Warren. There are two private, small, not-for-hire air strips in Town.

The Knox County Regional Airport located in Owls Head services Warren residents who wish to fly. Knox County runs the airport, owns the land, some of the maintenance shops, and the majority of the older buildings located there. The Knox County Sheriff's Department is responsible for security and police patrol at the airport.

The airport was built by the Navy in the early 1940s. Eventually the City of Rockland purchased it, subsequently selling it to Knox County. There have been numerous flying services which have used and managed the airport since it was initially constructed, the most recent one being Northeast Express.

A variety of flying and associated services are located at, and managed out of, the airport: Penobscot Air Service (formerly Stonington Flying Service); Northeast Express (formerly Downeast Air Service); a fuel service is also available. The Owl's Head Transportation Museum is located nearby. There is one flying club (Aero Supermarine) and numerous privately owned aircraft housed at the airport.

The Penobscot Air Service services the local islands, as well as delivering mail to them.

Northeast Express is basically a commuter airline that services the Bangor, Portland, Boston and Hartford areas. Northeast Express provides flights seven days a week, operating under FAA laws. There is a manned maintenance crew on duty weekdays 6:30 AM to 4:00 PM, weekends according to weather conditions.

The Coast Guard occasionally uses the facilities. In the past Penobscot Bay Medical Center used the facilities in emergency situations but now they have their own helicopter pad at the Medical Center. In adverse weather conditions, the Center may still use the airport facilities.

The regional airport has two hot top runways; one is 4000 feet by 100 feet, the other 4500 feet by 100 feet. Both runways are in good condition, the approaches are clear and easily accessible, the runways are equipped with lights which can be automatically lighted by approaching aircraft. The airport owners are now in the process of obtaining a new instrument landing system.

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#### Rail Lines

The Committee has been told that the Rockland-Brunswick rail line will be used for freight hauling in the near future and passenger service will ultimately be available to help alleviate some of the traffic volume. A recent newspaper article noted that rail lines are sufficient to handle freight shipments but not sufficiently stable to handle passenger service at this time. The article also noted that the purchasing of engines and cars would be required if Maine were to reactivate the line. Some track replacement work has recently been done between Bath and Wiscasset. Description and the research of the second of t

Survey results identify that 72% of the 285 respondents favored the return of passenger service to Portland. However, when asked if they would be frequent riders, 73% of the respondents answered in the negative.

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The State has indicated an interest in getting passenger service reestablished from Wiscasset to the Bath area, primarily tied in with commuters to the Bath Iron Works. Such service would address a serious overcrowding of Route 1 at the times when commuters are traveling to and from work—especially in the summer months. There has also been some interest shown by the Dragon Cement Plant in reactivating the rail line as an alternative way to get freight to and from the plant. As of December 1990 it has been noted from the DOT that rail lines are being reestablished for hauling freight

### and the first security of the second **Port Facilities**

Warren has no port facilities although the St. George River is navigable to the The AAT refor the manual charact village area of Warren by small watercraft. victo no escro compretche dispersione e e a la la vic

agropila<mark>ntes resi</mark>beras de la mazona angrados en es la 1907, honde establicados en establicados en la composición

#### Pedestrian Ways

to de desperationes desperations and desperations and For the majority of the first fifty years of this century, there were pedestrian ways (sidewalks) on each street in the village area. Currently the only pedestrian way runs the length of Main Street (Warren Post Office to Mank Brother's garage). In 1988 the Townspeople voted to raise and appropriate \$2,300.00 for a sidewalk repair, reserve fund. 1994 i land de martin que

The foreman of the Town's work crew recommends that with the projected installation of a new sewer system, representatives of the Town, the sewer district, and Camden/Rockland Water Company work together to establish a replacement schedule for the current sidewalk system and study the need for additional sidewalks, particularly in the village area and those roadways which provide access to the school(s).

### Bridges

Most bridges in Warren are adequate but survey results indicated that there are some bridges requiring attention. These bridges identified were:

- 1. Middle Road
- 2. Route 1 Thomaston-Warren Line
- 3. Village
- 4. Oyster River
- 5 Payson Park foot bridge
- 6 Davies Road
- 7 Western Road-Kallock Brook

The Middle Road bridge is discussed in more detail under *Highways* but, briefly, there is one letter on file from SAD 40 about the danger that exists with loaded school buses using this bridge. The drivers are concerned about encountering another vehicle at this site primarily because the bridge is only wide enough to allow one vehicle to cross safely at a time. Further, through conversations with a foreman of the Crowe Rope plant on the Middle Road, it was determined that frequently during the winter months Crowe Rope trucks call ahead to determine the condition of the bridge and may choose to travel Route 131 to South Union and down the Middle Road rather than chance crossing the bridge.

In the recent past, there has been concern raised about the Thomaston/Warren bridge on Route 1. The State has purchased the properties on both sides of the St. George River and in December 1990 the Route 1 Thomaston/Warren bridge was replaced and the new bridge is now open for traffic.

Survey responses identified concerns about the village bridge such as meeting trucks on the bridge, existing rails, and a blind right hand corner make it difficult to enter Main Street from Riverside Drive. It is recommended that a study be done of the bridge and the area around it to determine if obvious problems can be corrected.

The Oyster River bridge on Route 131 at the Warren-Thomaston line is a short bridge over the Oyster River. Problems with this bridge include: freezing with black ice when other bridges do not; a feeling of narrowness; severe frost heaves in the winter and spring.

The Payson Park foot bridge is a walkway which allows pedestrians and snowmobiles to cross the St. George River. It is located just upriver from Route 90. This bridge is important from a variety of aspects:

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 It provides safe access to both sides of the river without encountering vehicular traffic—safe for both pedestrians and snowmobiles. It provides the link between the town park and the historic canals and
powder mill sites on the north side of the river. The original was razed
recently and is about to be rebuilt with a combination of Town funds, State
funds, and donations received from the family of Merrill Payson.

The bridge on the Davies Road requires attention. The problems are:

- The bridge is not wide enough for two vehicles to meet and cross safely.
- Because of tree growth, vision is obstructed when approaching the bridge.
- There are slippery road surfaces encountered when approaching the bridge.

There is increasing traffic volume using this bridge because of the increased building of homes in the past twenty years. It is recommended that this bridge situation be studied to determine how best to correct the problems—e.g., widen the bridge and approaches or straighten the road approaches as well as widen the bridge.

The Western-Road bridge spans the outlet from North Pond to the St. George River (Kalloch Brook). While it is structurally sound, it is narrow. With new subdivisions being developed in this area, the solid waste site nearby, as well as gravel and sand pits also located nearby, it is recommended that any study of Warren bridges include this one for revision or replacement within the next ten years.

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Warren residents receive a wide range of services from both state and local agencies. About states and local states to be a second state and local agencies.

State agencies provide financial assistance to eligible recipients in the form of Aid to Families with Dependent Children (AFDC), Medicaid, and Food Stamps. As of January 1990, there was an unduplicated count of 93 families receiving AFDC and/or Food Stamps. These cases represent 234 individuals in the Town of Warren. For the same period there were 247 families/individuals eligible for Medicaid benefits. The value of these services for the month totaled \$26,078 for AFDC and Food Stamps. Monthly Medicaid benefits average: \$1200 AFDC adult; \$700 AFDC child; \$350 SSI recipient. Other Federal programs which benefit Warren residents are Supplemental Security Income (SSI) benefits, Veterans benefits, and Medicare coverage. By state law the Town operates a general assistance program for individuals/ families in need of financial support but who either are not eligible for state or federal programs, or do not receive enough to meet basic needs as defined locally. The Town's general assistance expenditures for 1989 totaled \$4,173.19.

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Other services such as Weatherization, Outreach, Home Energy Assistance (HEAP), Surplus Commodities, Headstart, Energy Crisis Intervention, Women, Infants and Children (WIC), Central Heating Improvement Program (CHIP), Housing Rehabilitation, Retired Senior Volunteer Program (RSVP) are available to Warren residents through the Mid-Coast Human Resources Council. This agency's report for 1988 shows a total of \$84,718.00 expended on behalf of Warren residents for the year October 1, 1987 to October 1, 1988.

The Knox County Council of Social Agencies, together with the Kno-Wal-Lin Home Health Care, Inc., has prepared a Directory of Community Services for Knox, Waldo and Lincoln Counties which contains the listing of human service agencies serving residents of the Town of Warren. The listing is updated as agencies and/or services change. A copy of the Directory is in the Plan inventory files.

There are seven privately licensed child care facilities in Warren. Total licensed capacity of these facilities is 72. Of these, only two accept infants; most other accept children 12 months to 12/13 years of age. There is a need for child care services for "latch key" children (two to three hours after school). The Coastal Child Care agency indicates they have had approximately 24 inquiries from Warren in the last six to eight months for this better kind of care.

Additionally, there are five licensed boarding homes in town with a total licensed capacity of 36.

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#### Education

Warren is included in MSAD #40, as are the towns of Washington, Union, Waldoboro, and Friendship. There are two buildings on separate sites: the Primary School (K-2 plus one third grade added this year) and the Frank D. Rowe School located about one-quarter mile away (3-6). Seventh and eighth grade students attend the D. R. Gaul School in Union, and Medomak Valley High School is in Waldoboro (which is part of Region 8 Vocational School in Rockland). There are no nursery schools. (See Human Services section for more information on child care facilities.)

A report from Warren representatives on the SAD #40 School Board indicates that our students are receiving a high quality education as evidenced by the fact that all fourth and eighth grade Warren pupils placed well within the upper half of the percentile distribution on all test scores. College bound high school juniors did very well also. The fact that the other juniors did not do as well indicates the need to reassess curriculum and incentives for this group as well. Furthermore, Warren's per pupil cost is \$1,222.00—a reasonable amount when compared to the average cost of \$1,572.00 per student for all of SAD #40, and the State average of \$2,982.00 per student. (Note: Updated enrollment figures for 1990 reveal 344 kindergarten through grade six with the heaviest concentration in the first (72) and second (57) grades.

There are two major significant needs in our educational program at this time:

- 1. The need for a new school complex. An application has been send by the MSAD 40 to Augusta for state approval and funding proposes to consolidate all facilities at the Frank Rowe site by expanding and renovating the Frank Rowe School. In addition, a proposed multi-purpose room (gym, cafeteria, auditorium) would serve a much needed facility to the town for indoor recreation, community events, and Town Meetings. The present facilities are unsafe and inadequate both in terms of curriculum and room to put today's students. In view of the population projections the situation becomes serious if not alarming.
- 2. The need for better safety controls for students crossing the intersection of Routes #131 and #90. The present blinking caution light is not sufficient. There have been numerous incidents of near serious accidents involving children crossing this intersection going to, or from, school. With a projected increased school population; with the proposed new school complex constructed on the Rowe school site and the resultant increased number of younger children crossing Route #90; and with the expected increase in traffic using Route #90, there is a serious safety problem. This need should be addressed immediately before there is a serious accident or fatality.

#### Cemeteries

There are twenty one documented cemeteries in the Town of Warren. All twenty-one have been exhaustively studied and recorded by the Warren Historical Society with records current through 1985.

There are two cemeteries of historical significance to the Town:

- 1. The Old Settler's Cemetery located in South Warren, off Route #1 near the bank of the George's River. It is believed to have been used from 1736 to 1792.
- 2. The Peterborough Cemetery located just beyond the entrance to the Sandy Shores Campground. It is predominantly a black cemetery, although there are few descendents living in town now. At one time Warren had a black community "considered to be the largest in Maine." Records indicate that probably its use started in the 1820s, although the first stone marker dates in the 1870s.

Currently, maintenance of cemeteries is the responsibility of the State (Prison Cemetery), the Andrews family (Andrews Cemetery), two associations (Newcomb

and Cushing Cemeteries, respectively), with the Town assuming responsibility for maintaining the remainder at an annual cost of \$4,000.00.

Cemetery plot space is limited at the present time with less than 100 lots available Town-wide. Efforts are ongoing to secure more cemetery space.

### content in meanwater services Sewage Facilities

There is no municipal sewage plant in the Town at the present time. Sewage from residences or businesses is handled either by private septic systems or by discharge directly or indirectly into the St. George River.

The Warren Sanitary District was formed in the early 1970s. Their recent written communication identifies that there are approximately two dozen variances granted by the State Department of Environmental Protection "allowing raw, untreated sewage to be discharged directly to the St. George River. There are other direct discharges as well. Indirectly sewage is flowing to the river via drainage ditches, small brooks, and subsurface leaching. The majority of individual subsurface wastewater disposal systems are failing or have failed due primarily to housing density, inappropriate soil conditions, and lack of fastidious maintenance."

The Warren Sanitary District is registered with the State of Maine. Its history and current activity was outlined in a written communication from the District on January 20, 1990:

History: Five trustees were nominated (at the time the District was formed) and they hired an engineering firm to assess the sewage problem in the village and make recommendations. Their plan called for gravity lines to handle sewage from an area slightly smaller than their boundary description, with one pump station and a treatment facility located immediately above the Main Street bridge on Union Street at the site of the old tennis courts, with chlorine discharge directly to the river:

For lack of guidance and direction the District remained idle for about twelve years, and was reactivated with the advent of increased environmental awareness and significant development of available green space within the village.

Since then, according to the by-laws, the five member board is elected by the Town, though they represent only a portion of the Town. They have quasimunicipal status, and although are not an officially designated Town board, their responsibility is to the members within the District and the betterment of the Town. Three years ago the trustees advertised for and subsequently chose an engineering firm to design and build a wastewater treatment facility. Woodard & Curran of Portland was engaged.

Current Activity: The committee's work to date has included a determination of need for a wastewater treatment facility, a determination of actual failed/failing systems, soil characteristics within the district boundaries, an income survey of households to determine the level of grant and loan eligibility, possible/potential/actual treatment facility site locations.

Input on a final site location was received from Department of Marine Resources, Department of Environmental Protection, state archaeological agencies, state biological agencies, Natural Resources Council of Maine, two local environmental groups, and local citizens. It was determined that because of insufficient flushing action, the facility could not be located near the village bridge; and because of rare and endangered plants it could not be located above the area of Clement Point. Further, chlorine disinfection could possibly be harmful to anadromous fish, and potential archaeological significance precluded selection of several other sites.

Now that sewage had to be pumped more than a mile out of town for discharge, a site-location became a critical factor. The possibility of land application was eliminated because of soil conditions, topography, proximity to the water company well field, and sufficient available acreage. A river discharge became the only viable option, but it heightened our awareness of having three treatment facilities within a one-and-one-half mile stretch of river.

The decision was made, in the interest of least environmental impact, to approach the Department of Corrections to determine the feasibility of a joint treatment facility located in a mutually agreeable area. Rather than take land from farmers and large landowners in the area, negotiations were begun to site the facility on what is now state owned land. This would satisfy the requirement for least environmental impact.

We are presently in the process of securing grant and loan monies from EPA, DEP, FMHA, refining agreements with Bureau of Public Improvements and Department of Corrections, working on additional grant conditions and requirements with the Department of Environmental Protection, and maintaining a line of communication with Natural Resources Council of Maine.

Comments, challenges, and delays have added almost a year to the project schedule, as well as significantly increased costs. Many of the challenges have been redundant, and the federal processes are very time consuming, so the nearest project implementation date we could possibly assume would be late 1991 or early 1992. Until then, however, the river will unfortunately continue to be polluted, and the health risk to village residents will intensify.

For whatever reasons, approximately 250 homes and 20 businesses are helpless to clean up the environment.

Description of Proposed Layout of System: Since we are still doing preliminary paperwork, the only established facility we have to date is the actual boundary of the Warren Sanitary District. This encompasses the Area bounded by Route 90 at the intersection of Route 1, up Route 1 to the intersection of West Main Street, down Main Street to Four Rod Road, down Four Rod Road, Riverside Drive, up High Street, a short distance up Patterson Mill Road, down Oyster River Road, Montgomery Avenue to the hill, Norwood Street, across Route 90 to just past the F. D. Rowe School, down the westerly side of Route 90 to Route 1.

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### Fiscal Capacity and Local Economy

### Fiscal Capacity

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The Fiscal Task Force of the Warren Comprehensive Planning Committee has gathered in excess of 100 pages of pertinent inventory information. Research and analysis of this material has been completed which will form the base for determining the municipality's ability to meet future needs

Three very significant findings which emerged from all this data were:

- In a nine year period (1980-1989) Warren's labor force remained essentially unchanged (1,183-1,311);
- Unemployment decreased significantly (9.21%-3.89%);
- Consumer sales increased in excess of 300% during this nine year period.

For the majority of task force deliberations, the five year time frame (1984-1988) was used because of compatability of information, but some charts following reflect a ten year period. Taking into consideration trends of this five year time span (based on Town Report figures), a capital investment plan has been developed. The plan projects recommended actions for the ensuing ten year period.

It has not been possible to obtain information to explain unusual changes in expenditure patterns (e.g., 1986 income surplus) because of rapid turnover of Town managers and office staff. Computerized records may prevent such lack of historical trend data in the future.

The Fiscal Task Force has chosen to present its major findings through the use of charts. Although self explanatory, comments will be made on significant findings for each of these:

- Chart #1—Warren's Income and Expenditures (1984-1988).
  The chart is based on annual report figures and shows a consistent favorable relationship between income and expenditures for four of the five years. 1986 figures reveal a significant surplus of income in relationship to expenditures.
- Chart #2—Comparison of Warren's tax rate to surrounding towns.
   The towns selected were chosen because of their compatability with Warren geographically, occupation-wise, rural setting, and within the same school administrative district.

- Chart #3—How Warren's tax dollars were spent (1984-1988).
  A significantly larger proportion of the Town's budget in 1986 was expended for education and county budget because of reduced Town and Community services expenditure.
- Chart #4—Town Income (1984-1988).
   Chart shows income from both appropriations and other sources. The figures reveal a stable local fiscal picture.

Pie Charts 1, 2, 3 are simply visual displays of the material already presented and analyzed in the above charts.

At the present writing Warren is in a very favorable fiscal situation. There is no Town indebtedness except for the Town's share of SAD #40's indebtedness for which the Town will pay \$754,833.00 this year. Warren has had sufficient flow of income so that there has been no need to borrow money to operate Town government for at least the past two years. The Town-has-three major sources of income: municipal taxes, excise taxes for vehicles and boats, and revenue sharing—in this descending order of value. An additional revenue source results from the collection of various fees such as Planning Board fees, building and landlord fees, registration fees for vehicles and boats, animal control fees, a portion of dog license fees, etc. Revenue sharing income is dedicated for roads and animal control fees are used to reduce the costs of animal control.

A breakdown by percentages of all revenues is not possible to obtain at this time because the recently hired bookkeeper has not had time on the job to determine the percentage breakdown. Real property values were reassessed in 1990 to bring them into line with present day values.

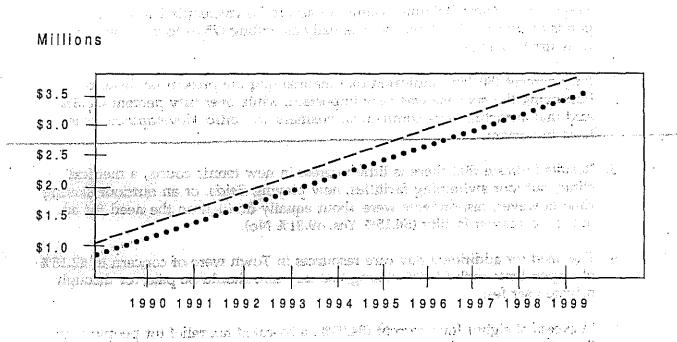
Based on a projected increase of one-third in Warren's population by the the end of the next decade, the demand for services can be expected in areas suchf as additional school space, job opportunities, police, fire and ambulance services, roads and road repairs as well as the immediate need for a solid waste disposal plan and site. These issues are addressed in the preceding Capital Investment Plan. To respond to these projected needs, the following formula applies:

- a. Population growth + business growth = economic growth and an accompanying broadened tax base;
- b. New "stick built" and modular homes + new mobile homes greater tax base = greater revenue.

### 10 Year Projected Revenues and Expenditures

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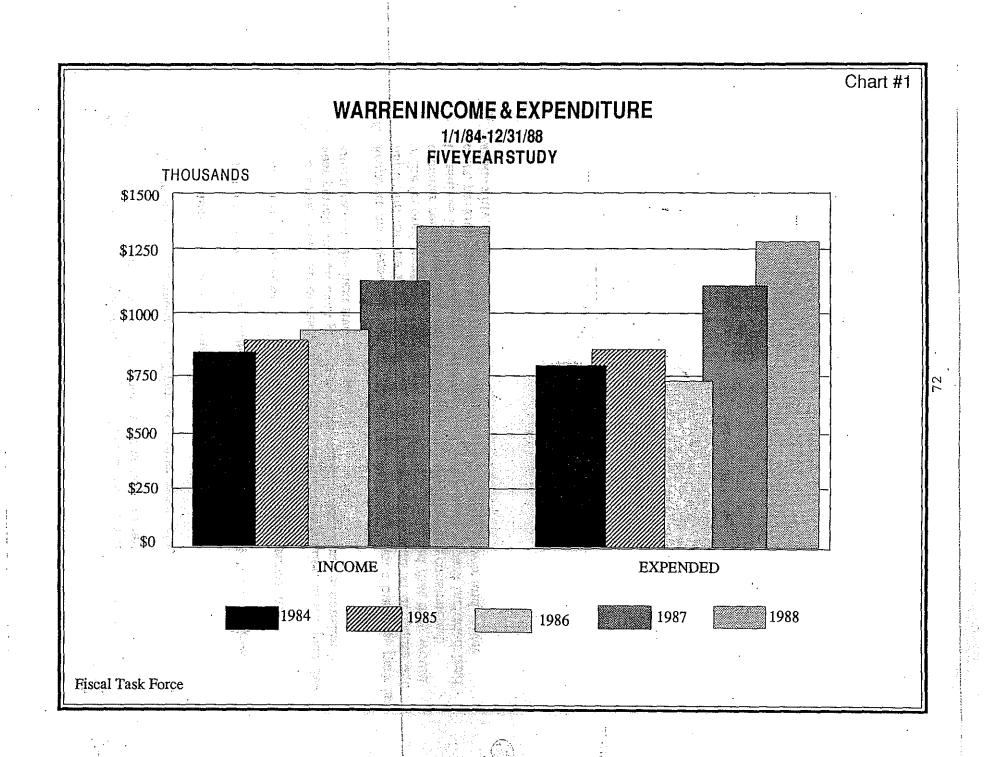
In the process of developing a Comprehensive Plan, two surveys were distributed to Warren residents. The first mailing was a general survey questionnaire which was sent to all residents, including non-resident taxpayers. Several questions in this survey related directly to the Fiscal Task Force's deliberations. The responses were generally informative regarding the respondent's desires on many issues. There were 13 questions which specifically spoke to fiscally related matters (see Community Survey questions at end of this section). Significant findings include:

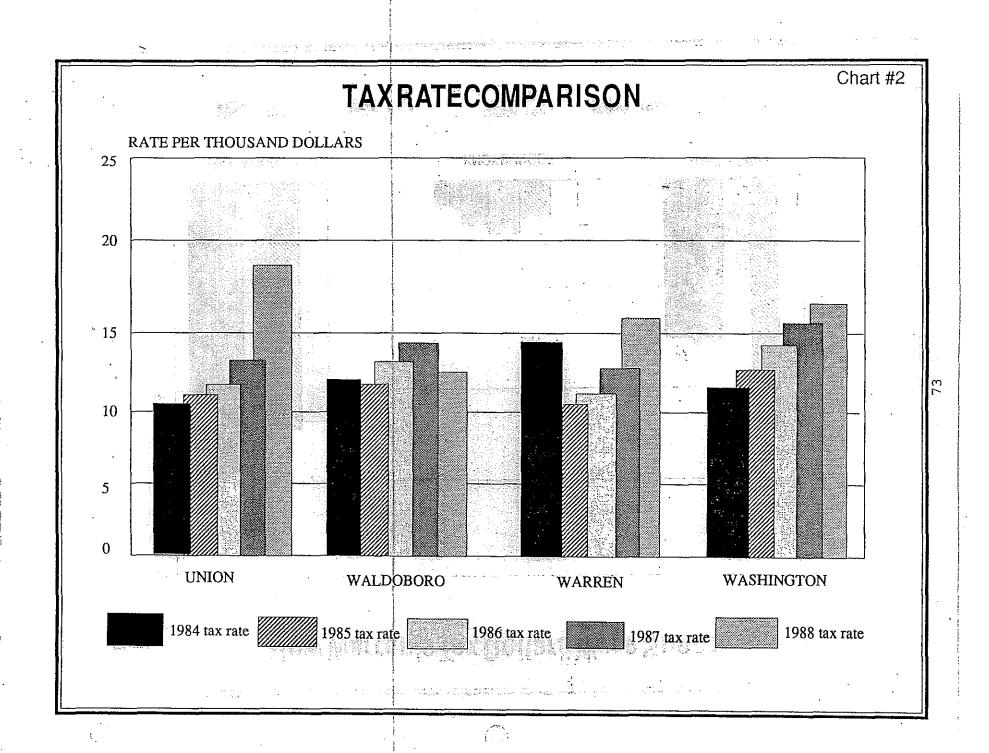
- 1. Respondents overwhelming wanted to assure Townspeople had access to ponds and rivers (73%) and were equally as willing (75%) to use Town money to assure that access.
- 2. Fifty percent (50.78%) indicated that maintaining the present tax level by improving the tax base was very important, while over fifty percent (53.3%) said that attracting new commercial business and office development was least important.
- Results indicate that there is little interest in new tennis courts, a medical clinic, outdoor swimming facilities, new playing fields, or an outdoor skating rink; however, respondents were about equally divided on the need for an indoor recreation facility (50.15% Yes, 49.81% No).
- 4. The need for additional day care resources in Town were of concern to 62.15% of respondents with 67.79% stating that day care should be paid for through private user fees.
- 5. In excess of eighty-four percent (84.93%) advocated tax relief for people with fixed incomes.
- 6. More than fifty percent (53.84%) of respondents urged the promotion or allowance of an industrial park, while more than seventy-nine percent urged the promotion or allowance of retail shopping (79.82%) or light manufacturing (79.64%).
- 7. Respondents clearly wanted to promote both agricultural business (65.60%) and forest and woodlands activities (71.13%) while an equal number wanted to forbid or discourage (76.62%) any heavy industry moving into Town.
- 8. The majority of respondents owned no business in Town and those who owned land expected little change in the next five years.
- 9. A majority of the business respondents indicated they would either develop the business (40.00%) or sub-divide the land (33.33%) in the next five years.

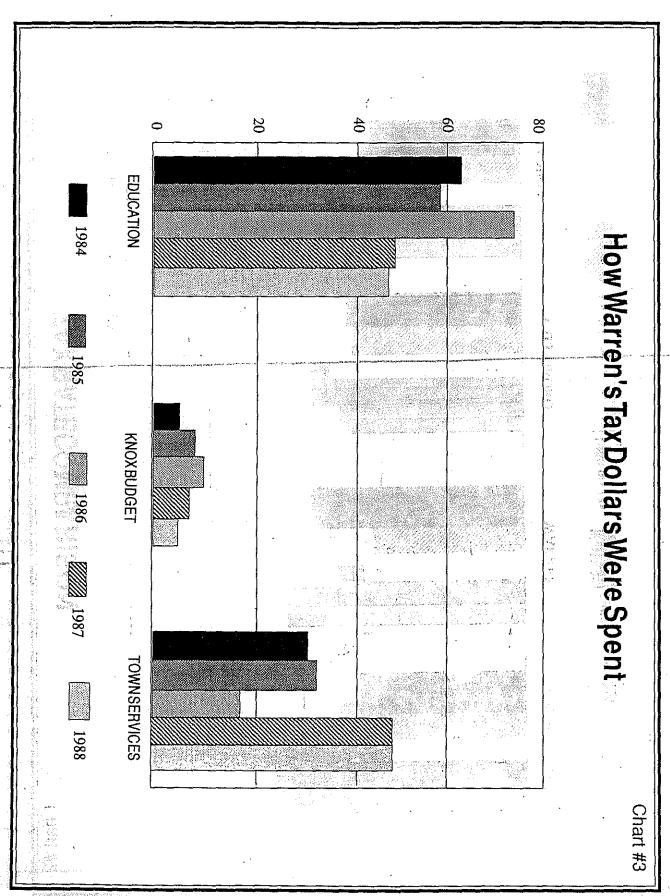
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A second survey—Business Community Survey—was developed by the Task Force and hand delivered to any and all Town businesses that could be located. The response was most gratifying (84% return). The tabulated results are found at the end of this section. Significant finds from this business survey include:

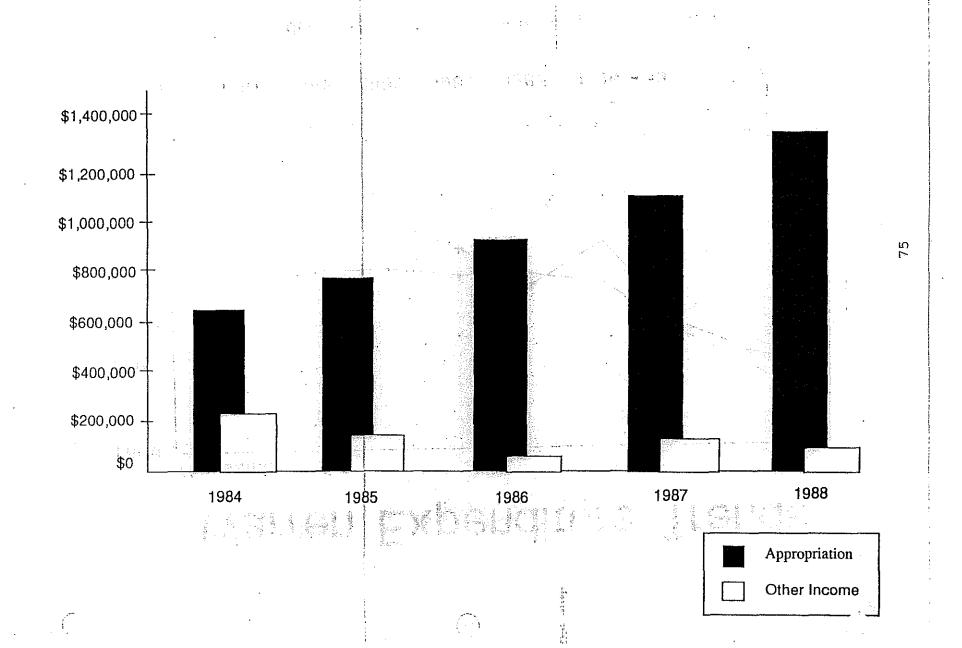
- 1. The majority of businesses in Town are either retail sales or service oriented.
- Most businesses are year round, not seasonal.
- 3. About one-third of the employees in these businesses are Town residents.
- 4. Most of the businesses in Town are one or two person operations.
- 5. More than one-half of responding businesses have expanded in the past five year period and an even greater number indicate additional expansion is anticipated in the next five year period.
- 6. Respondents were about equally divided on whether or not a business park is important for the Town; however, if there were one, Route #1 or Route #90 is the favored location. A few of the respondents indicated that they would consider relocating their business to such a park if it were constructed. Incentives identified to get businesses to locate in such a park included land costs, parking space availability, subsidies, three phase power and sewer availability, taxes.



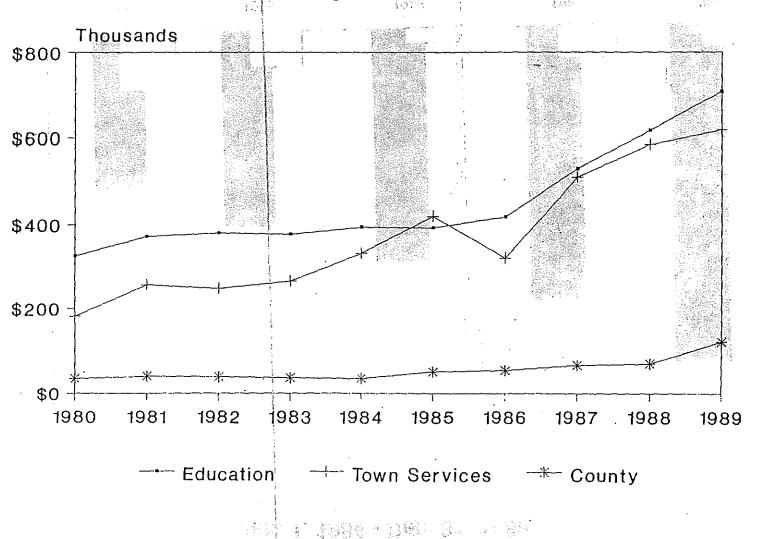




Warren Income Jan. 1, 1984 - Dec. 31, 1988



### Warren Expenditure Trends

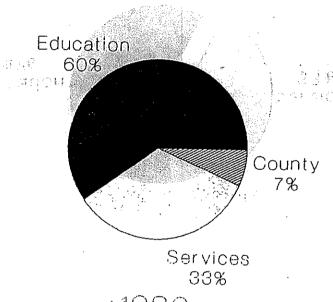


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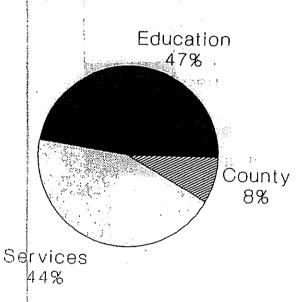
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# Warren Expenditures Relative Shares

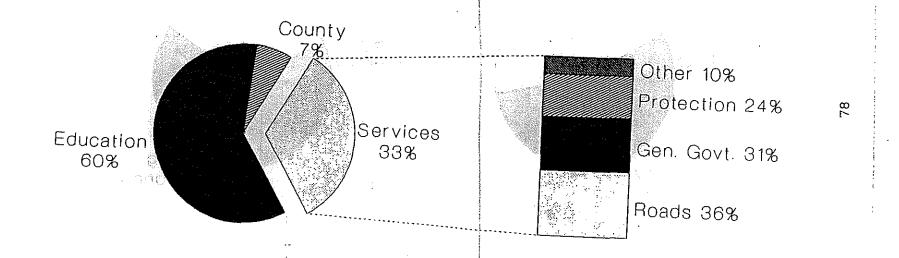


Total Expenditures: \$541,748



1989 Total Expenditures: \$1,491,049

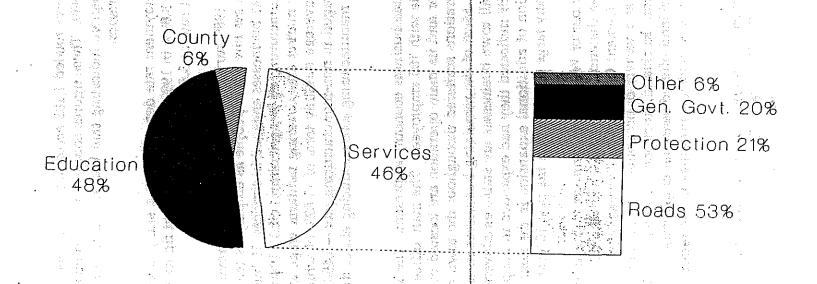
### Warren Expenditures 1980



Total Expenditures
(\$541,748)

(\$180,719)

# Warren Expenditures 1988



Total Expenditures (\$1,274,301)

Town Services (\$584,771)

### Local Economy

Warren's labor force totaled 1,183 according to the 1980 census, increasing to an estimated 1,311 in 1989. These figures compare to an estimated 18,000 in 1987 and 18,320 in 1988 for the region, indicating that Warren's labor force increased proportionately to the region.

Warren's unemployment rate demonstrates a sharp decline from the 1980 census data of 9.21% to 3.89% in 1989. This most recent figure is compatible with a regional unemployment rate of 3.5% in 1988.

Figures from the 1989 survey of local industry also reveal that a significant number of town businesses hire townspeople as employees (e.g., 43 businesses engaged in retail sales, 41 businesses engaged in services, 19 businesses engaged in construction, 18 in manufacturing, 13 in agriculture, etc.). 1980 census figures for Warren's regional labor market area covering nonfarm wage and salary employment reveal an average monthly total of 11,820, of which the largest number of employees were engaged in non-manufacturing jobs—8,450. The remainder—3370—were engaged in manufacturing jobs producing either durable (1230) or non-durable (2140) goods.

Warren has a stable business economy at present. The Town's largest employer is Crowe Rope with 185 employees. The main office for this manufacturing employer and its main operation are located in the village but there are several satellite operations scattered throughout the town and other towns throughout the region. Most of the remaining businesses in town employ a much smaller work force but all town businesses are stable employers. In the 1989 survey of 148 local businesses, 59 indicated they had expanded in the past five years and 61 indicated their expectation of additional expansion in the next five years. We have neither gained nor lost any large employers in the past 10 years.

A significant number of Warren residents commute to work at the Bath Iron Works in Bath, Maine—a distance of approximately 40 miles. Employment is also available at the Dragon Cement Company in Thomaston, an adjacent community. Warren residents work at a variety of occupations in the surrounding communities of Waldoboro, Thomaston, Rockland, Rockport, Camden and Union. Fish processing plants in Rockland offered seasonal employment to town residents in the past, but most are now closed which contributes to the region's unemployment figures.

For the five year period 1984-1988, Warren's total taxable sales (in thousands) rose from \$7,990 (1984) to \$21,730 (1988). This increase of more than 250% is significantly higher than those for Knox County as a whole for the same period—

\$150,030 (1984) to \$246,260 (1988)—about 165%. Total consumer sales figures for the same period show a similar difference (described in thousands):

Warren—\$7,590 (1984) to \$20,710 (1988) Knox County—\$136,480 (1984) to \$210,190 (1988)

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Although there are no figures available to show the proportional value of taxable retail sales by time of year, the large majority of town businesses are year-round operations and sales figures would not, therefore, fluctuate as significantly in Warren as in communities which cater primarily to summer tourists, sportsmen, or ski enthusiasts.

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### Pertinent Community Survey Questions

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Question #3—Town provide access to ponds and rivers? ्रीकात अञ्चलकार्द्धी स्वयं अस्तर स्थापित स

Of 290 responses:

211 (73%) Yes

79 (27%) No

Question #4—Use Town tax money to assure above access?

Of 208 responses:

156 (75%) Yes

52 (25%) No

Question #5a—Maintaining existing tax level by improving tax base

of 258 responses:

63 (24.42%) most important

(Note: 2nd largest # & %---

35 (13.57%) 2nd most important

39 [15.12%] listed as 6th

33 (12.79%) 3rd most important

most important)

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Notes a contempt builds and the access

#5b-Attracting new commercial, business and office development Of 255 responses:

9 (3.53%) most important

37 (14.51%) 6th most important

23 (9.02%) 2nd most important

79 (30.98%) 7th most important

35 (13.73%) 3rd most important

20 (7.84%) 8th most important

67 (27.28%)

136 (53.33%)

Question #9—Pace of new home building in next 5-years

Of 287 responses:

143 (49.83%) less rapidly

130 (45.30%) about the same

Question #10—Pace of business development in next 5 years

Of 284 responses

154 (54.23%), about the same

Question #11

a. New picnic areas

Of 99 responses:

Town--no fees

62 (62.23%)

Town—user fees 29 (29.29%)

b. New tennis courts

Of 241 responses:

218 (90.46%)

No

c. Day care

Of 251 responses:

156 (62.15%) w/private user fees 101 (67.79%) Yes

d. Medical clinic

Of 245 responses:

133 (54.29%) No w/private user fees 58 (60.42%)

e. Outdoor swimming facilities

Of 257 responses:

145 (56.42%) No,.. w/even split between Town and user fees 48 (44.4%)

f. Indoor recreation facility

Of 257 responses:

129 (50.19%) No w/Town—no fees 37 (32.17%) 128 (49.81%) w/Town—user fees 47 (40.87%) Yes

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g. New playing fields

Of 233 responses:

171 (73.39%) 62 (26.61%)

H. Outdoor skating rink

Of 250 responses:

Νo 144 (57.60%) 106 (42.40%) Yes

Question #13—Property tax relief for people with fixed income

Of 272 responses:

231 (84.93%) 41 (15.07%)

Question #17—Business growth confined primarily to Routes #1 & #90 Of 294 responses:

197 (67.01%) Yes 97 (32.99%) No

Question #19e—Industrial park

Of 273 responses:

53 (19.41%) Promote 94 (34.43%) Allow 147 (53.84%)

f. Retail shopping

Of 275 responses:

57 (20.73%) Promote 157 (57.09%) Allow

214 (79.82%)

g. Light manufacturing

Of 275 responses:

62 (22.55%) Promote Allow Allow

219 (79.64%)

t. Heavy industry

Of 278 responses:

146 (52.52%) Forbid

67 (24.10%) Discourage

213 (76.62%)

(Note: Respondents want to promote: Agriculture—185 [65.60%] Forest and woodlands—202 [71.13%])

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and have to the fill

Question #23—Changes expected to happen (with land)

Of 31 responses:

12 (38.71%)

Develop business

Question #24—Own business in Warren

Of 286-responses:

236 (82.52%) No 50 (17.48%) Yes

Question #26—Changes expected to happen (with land)

Of 15 responses:

6 (40.00%) Develop business

5 (33.33%) Sub-divide

Question #35—Anticipate any changes in next 5 years Of 54 responses:

34 (62.96%) No 20 (37.04%) Yes

### Business Community Survey Results (84% return)

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Ques	stion #	1—Business categories	。 以對於論的數學所以第一等。	90 <b>29</b> 1 18	. 187 in		
	18	Manufacturing	and the second of the second	74.11 21			
	43	Retail Sales					
	41	Services		•, •			
	13	Agriculture					
	4	Professional	TEY (	gravet de	igewa u i		
	3	Recreational		⊝¦eari			
	1	Religious		dino 4	100		
	19	Construction	Southernick	4414504	- 14 - 2		
	6	Other (Wood harvesting, Wh	olesaler, Devel	oper,			
		Banking, Government [	2])				
	9	Not applicable/no longer in b 2—Number of employees Full-time	usiness	hatoni b			
		The state of the s		nighting e	302 T		
Ques	stion#	2—Number of employees	graphed reserves a passive on an	entro a esta de la composición de la c Esta de la composición			
	471	Full-time					
	185	Part-time	LE OF HELICIÉM LE	esturacioni	e efective st		
		The Second Control of the Control of	the state of the s	D. Y			
Ques	stion#	3—Seasonal business	•		1,67		
	17	Yes					
	93	No					
Ques	stion # 265	4—Number of employees living	g in Warren	يد بادانية الإسلام المقاطعة المقارسة الإسلام والإسارة والمعارد والإسارة الإسارة الإسارة الإسارة الإسارة الإسارة الإ	ماند دونون دونونوند. - الماند دونونوند مانون دونونوند		
Ques		5—Total Payroll age \$102,000.00					
Oues	stion #6	6-Characterization of business	over past 5 vear	:s			
~	52	1 or 2 person operation (less that					
	24	Small (more than \$100,000, les					
	9	Intermediate (more than \$250,			verage)		
	5	Medium (more than \$500,000,	•	-	_		
	3	Substantial (more than \$750,00	•		_		
		Large (more than \$1,000,000, less than \$2,500,000 average)					
	4	Large (more than \$1,000,000, le	ess than \$2.500.0	000 avera	ze)		
	4 2			000 avera	ge)		
		Large (more than \$1,000,000, le Very large (more than \$2,500,0		000 averag	ge)		
Oues	2	Very large (more than \$2,500,0	000)	000 avera	ge)		
Ques	2 stion #2	Very large (more than \$2,500,07—In past five years business ha	000)	)00 avera <sub>{</sub>	ge)		
Ques	2	Very large (more than \$2,500,0	000)	000 averaș	ge)		

Question #8—Business prospects for next 5 years

- 61 Expand
- 41 Remain the same
- 5 Decline

Question #9—Business park established in Town

- a. Is it important?
  - 54 Yes
  - 52 No
- b. Suggested location
  - 31 Route #1
  - 31 Routh #90
  - 2 Depot Street
  - 0 Other
- c. Important incentives to get businesses to locate in Park:

  Taxes, parking, land cost, access, subsidy, 3 phase power,

  water, sewer

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d. Would respondent relocate to such a Park?

Large garage and contracts

- 11 Yes
- 94 No

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Housing development in Warren has been brisk during the past decade. Town records indicate that 127 new homes were constructed from 1986 to 1989. A study of 1989 tax records shows that the Town had 1,191 single-family homes, 18 multi-family homes, and 141 mobile homes. Eighty-six of the single family dwellings were taxed as seasonal homes. Trends in the number of units added to Warren's housing stock are described in the following table.

#### Trends in Net Additions to Residential Units

e e	1981	<u>1982</u>	1983	<u>1984</u>	<u> 1985</u>	<u>1986</u>	<u>1987</u>	1988	<u>1989</u>
Single family	12	6	3	n/a	n/a	9*	n/a	<b>37</b> 2.5	31*
Multiple family	0 ,	0	0	n/a	n/a	0	n/a	2**	4.
Mobile homes	<b>4</b> all at	5	5	n/a	n/a	10	n/a	. 1, <b>15</b>	<i>∂</i> <sub>1</sub> <b>0</b> ,
Fire losses	AKL b)		·e	5 f		******	ora, ext	S. A. A. A. A.	, 3
• single/multi-units	1.	4	0	n/a	n/a	0	n/a	0	0
<ul> <li>mobile homes</li> </ul>	0	0	0	n/a	n/a	0	n/a	0.	<b>5</b> ,
Net additions	15	7	8	" n/a	n/a	19	n/a.	51***	29***

(Source: Maine State Housing Authority)

Includes one seasonal unit converted to a year-round residence.

\*\* Includes a conversion of a single family home to a multi-family unit.

\*\*\* Total has been adjusted to account for demolished units and a section of the demonstration of the control o the average was mounted as a second to be some matter of the first fine as as the second transfer of the second

Population growth in the 1980s was high throughout the mid-coast area. Warren's population growth has been among the fastest in the area—one reason why Warren is one of only two towns in Knox County given the highest priority for receipt of State funds by the Department of Economic and Community Development for development of local comprehensive plans. The influx of new people has driven up land and housing costs and taxes, as well as the number of homes. These trends have made home ownership increasingly difficult for a growing number of people, particularly first time buyers.

New State law requires towns to adopt programs which promote the development of affordable housing. Specifically, 10% of all new housing units should be affordable by households earning no more than 80% of the median household income in the town. According to the U.S. Department of Housing and Urban Development the median household income for Knox County in 1990 was \$26,600 (80% of the median household income was \$21,280). The State further defined income levels for moderate income households (\$21,280), low income households (\$13,300-\$21,280) and very low income households (up to \$13,300).

Trends in housing costs for the past several years are shown in the following table. Average home sales prices have climbed from \$50,800 in 1986 to \$87,300 in 1989 in Warren, an increase of 70 percent. Knox County average prices rose at a similar pace over the four years. The higher countrywide figures reflect the much greater prices of houses in the coastal communities, particularly Camden and Rockport. Housing prices in the inland towns are nearer Warren's.

#### Trends in Residential Sales Prices\*

14. 1944	3.1	194 <u>.</u>	\$5. <sub>14</sub> -	<u>1986</u>	<u>1987</u>	1988	1989
Warren	3 -		. 141			]ret	سر بها ۱۱۰۳ هماده چها
• Number of	f sal <b>e</b> s	·	\$ 1 E F	47	35	40	22 1 (Albanda)
• Average sa	les price	: "	% #1	\$50,800	\$64,700	\$77,800	\$87,300
• Median sa	•	+*	.*	n/a	\$60,000	\$66,500 1114 Webby 1	\$88,800
Knox County	, N. a		ž -	4.1.1X		part i	
• Number of	f sales	:	. 11	583	594	<b>542</b>	486
Average sa	iles price	<u>!</u>		\$71,400	<b>\$76,400</b>	\$92,200	\$116,200

(Source: Maine State Housing Authority) anders before the constant of the property of the constant of the second of the constant of th

Dollar amounts have been rounded to nearest \$100.

and there will an analyze the difference of the second beautiful and the second analysis of

the messes and quarte meet been discovered with the contraction The distribution of housing sales prices in Warren for 1989 indicates that onehalf of all units sold for over \$90,000. This compares to 40 percent in this price range for the County as a whole. In fact, 69 units, or 16 percent of all units sold, sold for under \$50,000 in Knox County in 1989.

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Median is calculated so that one-half of all units were sold at a price above this figure and one-half sold for less.

### Range of Housing Sales Prices, 1989

1	Kange of Housing Sales Prices, 1989	-
eng pentaki dibili.	Kange of Housing Sales Prices, 1989	The state of the s
Median Sales Price	Number U	Inits Sold
e de la companya de l	<u>Warren</u>	Knox County
the state of the s	A STATE OF THE STA	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Less than \$50,000		
\$50,000 - \$69,999	a transfering kan ka <b>an ammerik</b> ada	83
\$70,000 - \$89,000	4	99
over \$90,000	ung jedest i okadi myok basi	175

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(Source: Maine State Housing Authority). As the Renaulation of the State Housing Authority of the Renaulation of the Renaulatio

The Maine Department of Economic and Community Development estimates that over 75 percent of the households in Knox County earned under \$40,000 in 1990; over 45 percent earned less than \$21,300 (see table below for details). We estimate the median household income for Warren in 1990 to be about \$25,000. (This results from multiplying the Knox County median income for 1990—\$26,600—by the ratio of Warren's income to the County's, according to the 1980 census—94 percent.) It is apparent from comparing the previous table to the table of "Affordable Housing Rents and Purchase Prices" that local house ownership is possible for people in the low to moderate income ranges, either in Warren or elsewhere in Knox County. For those in the very low income bracket, renting is the most likely housing option. Rents in Warren average around \$350 per month.

### Affordable Housing Rents and Purchase Prices, Knox County, 1990

<u>Household Income</u> <u>Group</u>	Annual Income Range	Percent of Total  Households	Affordable  Monthly Rent  Purchase  Price
Very low income	up to \$ <sup>3</sup> 13,300	26%	up to \$250 up to \$24,100
Low income	\$13,300 - \$21,280	21%	up to \$460 ************************************
Moderate income	\$21,280 - \$39,900	31%	up to \$900

(Source: Office of Comprehensive Planning,d Maine Department of Economic and Community Development)

Short of leaving town, there are three typical affordable housing options: renting; manufactured housing (mobile homes and modular construction); and rehabilitating an older house. There are few apartments in Warren. Those that exist are generally in older buildings in need of repair.

There are many older houses in Town suitable for rehabilitation. State figures show that 56% of the housing in the Rockland area, which includes Warren, was constructed before 1940. (It is interesting to note that Maine has the oldest housing stock in the nation.) Some large houses may be candidates for renovation into two or three family apartments. Regardless, older homes should be fixed up before they become too run down for human occupancy and lost from the supply of affordable housing. Rehabilitation may be hampered, however, by concerns for asbestos and radon exposure.

In the summer of 1989 Town residents were surveyed for their opinions on a variety of issues relating to growth and local services. Responses to several questions bear reporting here. Of seven development goals which people were asked to rate by level of importance, "encouraging a diversity of housing types" ranked fifth. Regarding the future pace of housing development in Warren, 45% of those responding said housing growth should continue at the same rate as it has for the past three years. Fifty percent believed it should be slower and five percent said faster. A revealing picture of people's attitudes comes in response to a question asking what Town policy should be toward encouraging housing for different age and income groups. The following table shows that, with the exception of multifamily housing, less than 50% of townspeople support development of several types of housing which are usually considered to be among the affordable housing alternatives. (These include mobile homes and cluster housing.)

Responses to Question "What Should Future Town Policy be toward the Following?"

	Promote	Allow	Discourage	<u>Forbid</u>	<u>No</u> Opinion
	40%	57%	1%	21 <b>%</b>	1%
Vacation Homes	13%	62%	18%	3%	4%
Condominiums	2%	31%	36%	29%	2%
Elderly Housing	34%	60%	4%	0%	2%
Multi-Family Housing	8%	45%	34%	11%	2%
Mobile Home Parks	2%	36%	36%	25%	1%
Cluster Housing	7%	29%	28%	29%	<b>7%</b>
Boarding Homes	3%	59%	27%	8%	3%

Taken together, these survey returns suggest that promoting housing growth is not a high priority for Town policy in general, and, specifically, residents are not anxious to encourage affordable housing development. These findings appear to be in conflict with growing concerns over escalating housing costs and their damaging effect on the "American Dream" of home ownership. The apparent discrepancy may result from confusing "affordable housing" with low income "housing projects" often found in big city slums. Large tenement buildings, like Chicago's poverty-stricken Cabrini Green project, are clearly not an acceptable solution to the affordable housing problem in mid-coast Maine. Sensible policies can be created to address this problem which are sensitive to the varied needs and interests of Warren's residents.

Projections made earlier in the Population section suggest that the Town may grow by 480 new households by the year 2000. To minimally meet the State goal of 10 percent of all new housing being affordable to moderate or lower income households, the Town would need 48 new affordable units in the next 10 years. This can be accomplished by developing at least two mobile home parks. Enlargement of the planned sewer in the Village area would also enable development of low cost multi-family units.

Warren is a rural, largely residential town. It is also one of the earliest settled communities in the mid-coast area, with ties to the region's fishing and shipbuilding past. The downtown area retains much of the character of a small Maine village. Many of the homes along Main Street were built in the late 1700s and early 1800s. A number of homes have been restored or preserved. There is keen interest in maintaining the Village as a predominantly residential area, but allowing for small-scale compatible commercial businesses to operate downtown as well.

Recognizing that Warren will continue to grow in population, further housing development should take place in areas where terrain and soils are suitable. However, in keeping with the Town's traditional rural character, farmlands, forests, scenic views and other open, undeveloped spaces along major roadways should be preserved and not used for housing sub-division projects. These high growth housing areas should be planned in the less heavily traveled sections of town.

There is also concern for the quality of new housing in Warren, whether stick-built or manufactured. Poorly constructed dwellings are not only costlier to maintain over the years, they may also represent safety hazards to the occupants and place additional burdens on the Fire Department. The Town has a legitimate interest in assuring that minimum construction standards are met for all new housing. Caution should be taken to adopt reasonable standards which balance public safety and health considerations against the costs of compliance.

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# Natural Resources (2016) (2016

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Warren's natural resources are many, and include water, soil, woodland, plants, wildlife, fisheries and minerals. These resources are important to the people of Warren. Results of the 1989 community survey show that 88% of the respondents see a need to protect natural resources from development. These resources and the changes affecting them are discussed in further detail in the following paragraphs.

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The St. George River is the largest watershed in Warren. The Warren section of the St. George River runs from Seven Tree Pond in Union through White Oak Pond, then through the village, and down to the Thomaston town line.

There are several other minor watersheds in the town which eventually drain into the St. George River. Quiggle Brook drains into Crawford Lake which then drains into Seven Tree Pond. South Pond and North Pond make up another watershed which drains into the St. George River. Another watershed covers Sidensparker Pond, which borders Warren, and parts of this drain into North-Pondalso. The Oyster River watershed drains into the St. George River at the Thomaston town line.

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### Seven Tree Pondagge and the seven he will be the making the seven he will be the making the seven he will be the s

Seven Tree Pond lies within the towns of Union and Warren. It is classified GPA<sup>2</sup>. Seven Tree Pond has a good warm water fishery. The pond has limited potential for a cold water fishery due to an oxygen deficiency in its deeper waters. The Department of Inland Fisheries and Wildlife has stocked the pond with brown trout which are more tolerant than other trout species of such an environment.

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#### Crawford Pond

Crawford Pond is a warm water pond with a portion lying within the town of Union. Crawford Pond is suited to warm water fish, although there is some marginal habitat for salmon and trout. The pond is managed for warm water fish. There is an oxygen deficiency in its deeper waters by late summer.

Water transparency is average for Maine lakes and chlorophyll and total phosphorus levels are moderate.

Although no toxic contamination has been documented, the Center for Disease Control has issued a warning against swimming because it is located downstream of the Union Chemical toxic waste site in Hope.

### North Pond and South Pond the for course ways was alread about the first and the first wall and policy and additional and the same and

North Pond is a warm water pond supporting a good population of warm water game fish. It has also been stocked with brown trout by the Department of Inland Fisheries and Wildlife. South Pond is a warm water pond. Searun alewives spawn in both North and South Ponds and it is important that the stream connecting these waters be kept passable to alewife migration. Both ponds are rated moderate value ponds for fisheries and are classified GPA<sup>2</sup>.

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South Pond water quality is considered good. Transparency is below average for lakes in Maine, but this is due to the high water color. Water color comes from tannins and lignins that have dissolved into the water from decaying plant material. Water color causes a lake to appear tea colored. Color reduces transparency but does not affect water quality. The pond's shallowness may also reduce transparency since shallow ponds tend to have more suspended material in the water column than deep lakes. Transparency improved in 1985. The pond does not stratify and remains oxygenated all the way to the bottom.

#### Havener Pond

Havener Pond is a warm water pond with a portion lying in the town of Waldoboro. It lies at the headwaters of Goose River and many parts of the pond contain extensive growth of aquatic plants. The pond could support large mouth bass if they were introduced. A beaver dam on the outlet helps maintain the water levels which are beneficial to fisheries management. Past studies indicate that this pond has culturally induced algal blooms but more study is needed.

#### White Oak Pond

White Oak Pond is assumed to be a warm water pond. The wetlands lining the St. George River south of White Oak Pond and the pond itself are accessible to canoeists through Fuller Brook. It contains only flat water. This wetland has good populations of waterfowl. Three wood duck boxes were noted and the pond is classified GPA<sup>2</sup>.

### Rivers and Streams

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### St. George River

The St. George River has 6.4 mainstem miles and 6.8 unnamed tributary miles. This river has both warm and cold water fisheries. It is rated as a high value river for fisheries. The cold water fishery is based on stocking. The following fish species are in the St. George River: rainbow smelt, brown trout, tomcod, mackerel, bluefish, striped bass, menhaden, minnows, shad, eels and alewife. In 1990, after a five year lapse, the town of Warren has a contract for the harvest of alewives with the town receiving 40% of the proceeds. In the past the town has used proceeds from the alewife harvest to help fund construction of town buildings. In June of 1988 the St. George Rives was stocked with two thousand six to eight inch brown trout at the Route 1 bridge.

The St. George River enters Warren from White Oak Pond and is classified A until it reaches-Route-90; from there to the tidewaters it is classified B<sup>2</sup>.

Monitoring at six sites on the mainstem of the St. George River indicates consistently good water quality. This river could be upgraded from its present Class C to Class B. Likewise, the tributaries attain Class B quality most of the time with only occasional exceedences of the bacteria standards, often associated with storm runoff events. Two exceptions are Stearns Brook, Searsmont, which has chronically low dissolved oxygen and high levels of bacteria, and Allen Brook, Appleton, which has high bacteria counts. These may represent natural conditions as no sources of pollution are known. It is suggested that the entire basin be upgraded to Class B.

Comments: Substantial discussion at the hearing and subsequent letters to the Department of Environmental Protection have requested a further upgrade. The Department received over 575 letters with over 600 signatures requesting upgrade to A. In subsequent discussions with Georges River Land Trust, the Department now recommends upgrade to Class AA for the segment from Little Pond to the confluence with Sennebec Pond (excluding Steven Pond and Trues Pond—GPA) and from the outlet of Sennebec Pond to Route 90 in Warren Class A (excluding the three great ponds on the river—GPA). It should be noted that the

above mentioned segments of the St. Georges River were designated an outstanding river segment in accordance with Title 12 Section 402. The Upper Falls is listed as having state/local significance in the State Critical Areas Program Waterfall Report.

Oyster River has 3.3 mainstem miles. This river has warm and cold water fisheries. Rated as a high value river for fisheries. Oyster River is a tributary of the St. George. Oyster River Falls is listed as a locally significant falls in the State Critical Areas Program Waterfall Report.

Fuller Brook has 2.0 mainstem miles and 1.5 unnamed tributary miles. This brook has cold and warm water fisheries. Rated as a high value stream for fisheries. Fuller Brook feeds the St. George River below White Oak Pond and is classified A.

Alford Brook has 0.3 mainstem miles and 0.1 unnamed tributary miles. This is a cold water management type stream. Rated as a moderate value for fisheries.

Quiggle Brook has 2.5 mainstem miles and 2.4 unnamed tributary miles. This is a cold and warm water management type stream. It is rated as a high value stream for fisheries. Quiggle Brook is shared with South Hope, feeds Crawford Pond and is classified B<sup>2</sup>.

West Branch Brook feeds the Oyster River and is classified B2.

Water resources requiring inter-local management:

- Crawford Pond, Seven Tree Pond and the St. George River with Union
- Oyster River with Rockport, Rockland and Thomaston
- Havener Pond with Friendship
- St. George River with Thomaston
- Sidensparker Pond with Waldoboro

Table 1 Surface Waters

				Table 1					
			No. 1	rface Waters					
Lakes and Ponds	Surface Area (Acres)	Maximum Depth (feet)	Mean Depth (feet)	Watershed Drainage Area (mi)	Flushing Rate (times per year)	<u>Fisheriės</u> <u>Value</u>	Water Classifi- cation	Surface Temp. F	Temp. at Depth
Seven Tree Pond	· 523	45	21.1	156.6	18.1	F2	GPA	78	50 @ 45 ft
Crawford Pond	591	57	17.2	27.2	3.7	F2	GPA	70	49 @ 53 ft
North Pond	338	41	N/A	N/A	N/A	F2	GPA	69	57 @ 39 ft
South Pond.	548	∯ \$18 €	10.5	10.3	2.387	. F2	GPA	70	68 @ 17 ft
HavenerPond	80	11 N/A	N/A	N/A	N/A	F2	GPA	76	74 @ 10 ft
White Oak Pond	52	N/A	N/A	NÁ	N/A	F2	GPA	N/A	N/A
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96

Table 2 Fisheries in Warren's Ponds

<u>FishSpecies</u>	<u>Seven Tree</u> <u>Pond</u>	Crawford Pond	North Pond	South Pond	<u>Havener</u> <u>Pond</u>	White Oak Pond	
BrookTrout		X		Triplet in the			
LandlockedSalmon	<u> </u>	x				1	
BrownTrout	x	X	X	X		x	
Small Mouth Bass	X	Х.	X	x	Marie Carlos Car	· x	
Large Mouth Bass	X		. <b>X</b>	X	×	x	
White Perch	X	x	Х	x		x	
YellowPerch	x	Х	Х	Х		x	
ChainPickerel	3 · x	х	X	X	X ·	x	
HornPout(Bullhead)	x	x	X	X	X	x	A
Smelt	х	X	Х	1		x	
Alewife	x		X	x		х	
Eel	×	х	Х	X		x	
White Sucker	X	x	X	x			
GoldenShiner	X		x	X			<u> </u>
Banded Killifish	X	X	, <b>X</b>	X	- Charach	x	
Pumpkinseed Sunfish	x	Х	Х	X	x		
RedbreastSunfish	X				• • • • • • • • • • • • • • • • • • • •	х	

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### Wetlands<sup>1</sup>

There are 37 wetlands of 10 acres or more as identified by the Maine Department of Inland Fisheries and Wildlife. In addition to this the U. S. Fish and Wildlife Service identified 79 wetlands of 10 acres or more in their National Wetlands Inventory. Some of the benefits of wetlands include waterfowl breeding, habitat for waterfowl and other birds, flood control, water quality and shoreline stabilization. See the section titled Hydric Soils for more information. These areas may still need to be field checked.

#### Ground Water<sup>1</sup>

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Bedrock wells can be expected to be obtained in most of Warren except in the Quiggle Brook area on Wotton's Mill Road and the Pleasantville area of Route 131. It is hard to find groundwater in these areas. The Whitman-Howard Report done for the Camden-Rockport Water Company listed two places as possible areas for wells: one near the town dump and two near Main Street by the St. George River.

Public and community systems: See public facilities committee report.

Threats to water resources: Every individual sewer system must be considered a possible threat if not functioning correctly. There are numerous other potential threats from residential and commercial sources.<sup>3</sup>

### Forest Resources<sup>5</sup>

There are no current Town or State records showing how many acres of forestland are in Warren. However, in 1979, a Natural Resources Inventory was prepared by the Eastern Mid-coast Regional Planning Commission and the Warren Coastal Zone Advisory Committee. It showed the following acreages by timber type:

	Acres	% of Total Town Acreage
Softwood	4,631	14.6% 11.0%
Hardwood	3,488	11.0%
Mixed wood	<u>12,898</u>	$rac{40.6\%}{40.00\%}$
Totals	21,017	66.2%

Approximately two-thirds of Warren's acreage is forested, so it is a resource worthy of consideration. Although timber harvesting is not a major part of Warren's economy now, it may be in the future as wood markets change and wood becomes scarcer in other parts of the state.

As of 1989, 11 private landowners have enrolled a total of about 1,900 acres of woodland under the Tree Growth Tax Law. There is only one tree farm in Warren, with 88 acres.

The Town owns two woodlots: a 24 acre parcel on the Middle Road and another property (Meadow Mountain Preserve) of approximately 286 acres. This property was conveyed to the Town in 1980 by the Nature Conservancy with the condition and limitation that ".... the premises conveyed shall forever be held as a forest and nature preserve for scientific, educational, and aesthetic purposes, and shall be kept in its natural state, subject to the right of the Grantee hereunder to undertake forest management activities in accordance with sound forestry practices as recommended in a forestry management plan for the premises, to be prepared by the Grantee."

Wood using businesses in Warren include a barrel company, a hardwood milling shop, two woodworking shops, and a sawmill. There are also private logging contractors and truckers in the Town. Most of the wood harvested from Warren's woodlands goes to out of town sawmills and pulp mills.

It is likely that the number of acres of commercial woodland will decrease as the Town grows and new homes and businesses are built. Rapid growth will also affect the price of land and tax rates, which tend to make the economic benefits of long term forest management compare unfavorably with other land uses such as development.

#### Wildlife

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Having had two mild winters in 1987 and 1988, there is an ample supply of deer in Warren. Severe winters make survival difficult for the deer. When the snow is deep the coyotes are able to catch the deer and kill them, although this does not very significantly diminish the deer population. Deer wintering areas (DWA's) are located at Meadow Mountain, Oyster River, Stahls Hill and Fuller Brook. DWA's are regulated at the State level (not the Town level) by the Natural Resources Protection Act. These areas have been located through aerial photographs. They may need to be confirmed by field checks by the Department of Inland Fisheries & Wildlife if necessary in case of a dispute.

The coyotes are increasing in numbers. Coyotes feed on rats, mice, fruit, grubs and rabbits. They are a concern for some farmers as they have been known to kill livestock also.

There is a healthy supply of fur-bearing animals; foxes are making a comeback and fishers, while scarce, are not in danger of extinction. Beavers are present also.

Birds in Warren include game and non-game species. Partridge is an important game species and there is a healthy population of them in Warren. Ospreys and bald eagles are two non-game species which have been sighted in Warren. Loon are known to nest on some of the Town's ponds.

Development is the chief concern for wildlife as it takes over wildlife habitats.

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### Plant Habitat

There are several rare plant sites along with endangered or threatened mollusks and natural communities in Warren. The largest area is the St. George River Estuary.

In sum, the St. George River Estuary qualifies for inclusion on the Register of Critical Areas because it supports large populations of three rare estuarine species:

- Limosella subulata, declining through much of its range, known in Maine from only five stations. Common name: Mudwort.
- Sagittaria montevidensis ssp. spongiosus, also rare in most of its range, known in Maine from only four locations. Common name: Arrowhead spp.
- Zanichellia palustris, known in Maine at four locations and considered rare in Connecticut and Vermont as well as Maine. Common name: Horned pondweed.

Finally, despite its proximity to the village of Warren, it is a productive, high quality estuarine system supporting numerous invertebrates that provide food for shorebirds as well as diverse aquatic plants. All plant habitat should be field checked.

### Action Taken by the Critical Areas Advisory Board

Registered in April 1983. Other occurrences of endangered, threatened or rare plants, animals and natural communities:

- Clematis occidentalis var or purple clematis (plant)
  Location: North Pond, south end
- Lampsilis cariosa or yellow lamp mussel (zoological)
   Location: St. George River
- Leptodea ochracea or freshwater mucket (zoological) Location: North Pond, Seven Tree Pond, south end
- Limosella australis or mudwort (plant) Location: St. George River
- Satgitarria calycina var spongiosa or spongy arrowhead (plant)
  Location: St. George River

• Zannichellia palustris or horned pondweed (plant) Location: St. George River

## Agriculture <sup>5</sup>

Warren's climate is marine-influenced with cool summers and relatively mild winters. There are usually about 145 frost free days from mid-May to mid-October. Annual rainfall averages about 43 inches.

There is no complete information of the total number of farms in Warren. The Knox-Lincoln County Soil Conservation Service has 72 Warren residents listed as Soil Conservation Service cooperators. Cooperators are those who participate in SCS programs and/or receive a conservation plan for their land. Fourteen to fifteen of these cooperators are active farmers according to the District Conservationist. Most of these farmers raise beef or vegetables.

Eight Warren farms are listed in a state directory of farmstands. These Warren farms list a variety of products: tree fruits, berries, vegetables, beef, sheepskin products, nursery stock, flowers, herbs, honey and poultry (including a gamebird farm).

In addition, there are several commercial stables in town which provide various services for horses, their owners, and the general public.

# Soils

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#### Soil Survey Legend, Acreage and Proportional Extent of Soils

This legend is a listing of all soil map units mapped in the Town of Warren. In the left hand column are the soil symbols are they appear in the soil survey report. The first two letters of the symbol identify the kind of soil in a delineation. The last letter in the symbol indicates the slope of the map unit. The soil map unit name is given for each map symbol. A detailed description for each soil map unit is given in the county Soil Survey Report.

The acres and proportionate extent of each map unit are also given.

Table 3
Acres by Mapping Unit
Town of Warren

	•			
<u>Soil</u>	Mapping Unit	urse becateg to be seen a -	Acres	Percent of
Symbol	and the second s	CONTROL SERVICE CONTROL OF THE CONTR	The state of the second	Town Acreage
AdB	Adams fine sandy loam, 3 to 8% slop	AGC	110	0.368
			186	0.623
AdC	Adams fine sandy loam, 8 to 15% slo		AND DESCRIPTION OF THE PARTY OF	
AdD	Adams fine sandy loam, 15 to 25% sl		39204 (2020)	0.130
AgB	Allagash fine sandy loam, 3 to 8% sle		16	0.053
AgC	Allagash fine sandy loam, 8 to 15% s	lopes.	<b>31</b> .,	0.103
Bg	Biddeford mucky peat	A CONTROL OF THE CONT	602	2.017
BoB (4)	Boothbay silt loam, 3 to 8% slopes		2,940	0.953
BoC	Boothbay silt loam, 8 to 15% slopes	Overest a se executarios	3,372	11.301
		The second secon		::1:351:::\
BoD2	Boothbay silt loam, 15 to 25% slopes	dahipul: Anna mb Yilea		
Bp_	Borosaprists	school of the colors of	580	1.943
BsB	Brayton fine sandy, 0 to 8% slopes	·	145	0.485
B+B	Brayton very stony fine sandy loam,	0 to 8% slopes	1,401	4.695
Ch	Charles silt loam	-	254	1.944
· <b>Le</b>	Lovewell very fine sandy loam		55 ·	0.184
LrB	Lyman-Tunbridge-Rock outcrop con	rolex 3 to 8%	1,114	3: <i>7</i> 33
LrC	Lyman-Tunbridge-Rock outcrop con		2,597	8.703
				1.035
LE	Lyman-Rock outcrop-Tunbridge con		309	1.050
- [ ]位 - Mayw 9	15 to 45% slopes	Bright Self-Self-Line Control of the	GENERAL PROPERTY.	
MaB	Madawaska fine sandy loam, 3 to 8%			. 0.408
МтВ	Marlow fine sandy loam, 3 to 8% slo		173	0.579
MrC	Marlow fine sandy loam, 8 to 15% sl	opes:	362	1.213
MrD	Marlow fine sandy loam, 15 to 25% s		62	0.207
MsB	Marlow very stony fine sandy loam,		265	0.888
MsC	Marlow very stony fine sandy loam,		941	3.153
The same of the sa				
MsD	Marlow very stony fine sandy loam,		358	1.199
MxB	Masardis fine sandy loam, 3 to 8% sl		170	0.569
MxC	Masardis fine sandy loam, 8 to 15% s		152	0.509
MxD.	Masardis fine sandy loam, 15 to 25%	slopes	28	0.093
My	Medomak mucky silt loam		160	0.536
Na	Naumburg loamy sand	n griftman milleridi in	283	0.948
PaB	Peru fine sandy loam, 3 to 8% slopes		1,249	4.185
PaC	Peru fine sandy loam, 8 to 15% slope		237	0:794
PbB	Peru very stony fine sandy loam, 3 to		-3,38 <b>7</b> ;	11.351
PBC :	Peru very stony fine sandy loam, 8 to	15% slopes	960	3.217
Pg	Pits, gravel and sand	•	150	0.502
RmC	Rock Outcrop-Lyman Complex, 0 to	15% slopes	83	0.278
RmE	Rock Outcrop-Lyman Complex, 15 to	80% slopes	46	0.154
Sp ·	Searsport mucky peat		159	0.532
S+B	Sheepscot fine sandy loam, 0 to 8% s	lones	221	0.740
	Culfibaniese and Culfiquantees	College VGA As Astro Play	103	
Su	Sulfihemists and Sulfaquents		100 ***********************************	0.345
Sw -	Swanville-silt-loam			
TrB	Tunbridge-Lyman fine sandy loam, 3			1.431
TrC	Tunbridge-Lyman fine sandy loam, &		249	0.834
TrD	Tunbridge-Lyman fine sandy loam, 1	l5 to 25%	27	0.090
UD	Udorthents-Urbaniand complex			0.073
W	Water less than 40 acres in size	Collega and the real factor of the	536 <b>24</b> - 1000 1646	
• •		in the second part of the second property		
	TOT	AL ACRES	29;839	100%
	1012	الماركة يهد	د ټاو د ب	

#### Prime Farmland

Warren has 4,555 acres of prime farmland as defined by the U.S.D.A. Soil Conservation Service. This represents 15% of Warren's total land area of 29,839 acres. It is unclear how much of this prime farmland has been lost to development incompatible with agriculture.

Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Prime farmland is a limited non-renewable resource. Prime farmland soils are usually the most desirable for non-agricultural development also. The following soils in Warren are considered prime: Map Symbol AgB, BoB, Le, MaB, MrB, MxB and PaB. See Table 3 for full names and acreages.

#### Woodland Productivity

DELQ: YEMBO CARF Y

Soils with a rating of medium, high or very high are prime forestland soils. Of the soil in Warren, 96.6% is rated as prime forestland for eastern white pine.

Prime forestland is land that has soil capable of growing wood at the economic productive growth rate for a given tree species. Identification of lands as prime forestland does not denote a single or dominant use. This designation does not preclude the use of these lands for other forest products and services, but only identifies the most productive forestlands on which a town depends for present and future wood needs. Soils are rated only for productivity; management problems such as erosion hazard, equipment limitations or seedling mortality are not addressed.

The soils in Warren with low productivity ratings are Bp, Pg, RmE, Su, UD, and W, totaling 3.4% of Warren's land area. See Table 3 for full names and acreages.

Region of the strip of Association (Section)

#### Floodplain Soils

Floodplain soils are soils on low lands adjacent to a great pond, river, stream or brook which are periodically inundated with flood water due to the water body or water course overflowing its banks. Developments located on floodplain soils may be subject to severe damage. Flood damage to buildings and washout of roads are common problems in these flood prone areas. Development on floodplain soils may be restricted by state and local ordinances. The soils listed are Map Symbol Ch, Le, My, and Su. See Table 3 for full names and acreages.

#### Highly Erodible Soils

When surface vegetation is removed from large areas of land, soil erosion often results. Sediment, the result of erosion, has a number of adverse effects as a pollutant. Sediment in suspension reduces the amount of sunlight available to aquatic plants, covers fish spawning areas and food supplies, and clogs gills of fish. Phosphorus moves into receiving waters attached to soil particles. Excessive quantities can cause algae blooms. Sediment fills drainage ditches, road ditches and stream channels, and shortens the life of reservoirs.

Highly erodible soils are those soils that have a potential to erode at a rate far greater than what is considered tolerable soil loss. The potential erodibility of a soil takes into consideration a) rainfall and runoff, b) the susceptibility of the soil to erosion, and c) the combined effects of slope length and steepness. A highly erodible soil has a potential erodibility that would cause a considerable decline in long term productivity of that soil as well as possible negative effects on water quality. The Warren soils listed are Map Symbol LrE, MrD, MsD, RmE, TrC, and TrD. See Table 3 for full names and acreages.

and be divided to as capishes, evening, and hoppe "the U.S. Soff Conservation."

#### Soils on Steep Slopes

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Slope gradient influences the retention and movement of water, potential for slippage and accelerated erosion, ease with which machinery can be used and engineering uses of the soil. Generally, the steeper the slope the more potential hazards there are. Development on slopes greater than 15% require more fill and grading as well as more sophisticated sediment and erosion control planning to minimize erosion and protect water quality. On very steep areas the design of buildings, roads and other structures may need to be altered to ensure satisfactory performance. Warren soils with Slopes 15 to 25% are AdD, BoD2, MrD, MsD, and TrD. Warren soils with Slopes Greater than 25% are LrE and RmE. See Table 3 for full names and acreages.

## organical and by **Potential Sand and Gravel Aquifer Soils** (1919) and the control of the control

Sand and gravel aquifer soils are soils commonly developed in surficial geological formations such as an esker, outwash plain glaciomarine delta, kame, stratified moraine, or other stratified deposits consisting of sand and/or gravel.

These soils and the underlying material may be capable of transmitting sufficient groundwater for domestic purposes. Because of the rapid permeability of these sandy and gravelly soils, pollutants can move quickly through the soil and into the ground water. Contamination of the groundwater is therefore possible if precautions are not taken. Soil maps should be used in conjunction with state

groundwater aquifer maps (prepared by the Maine Geological Survey) as well as other state publications on groundwater.

The soils listed are Map Symbol AdB, AdC, AgC, MaB, MxB, MxC, MxD, Na, Pg, Sp, and StB. See Table 3 for full names and acreages.

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Wetlands represent the collection of aquatic or semi-aquatic habitats commonly referred to as marshes, swamps, and bogs. The U.S. Soil Conservation Service, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency define wetlands by the presence of wetland vegetation (hydrophytes) and hydrology (degree of flooding and/or soil saturation) and by reference to wet soils (hydric soils). The prevalence of hydrophytes and the presence of wet soil reflect the long-term hydrology and therefore are useful indicators of wetland.

Hydric Soils are map symbols Bg, Bp, BsB, BtB, Ch, My, Sp, Su, Sw, and Na.
Only the poorly drained drainage class of (Na) Naumburg meets the hydric criteria.
See Table 3 for full names and acreages.

#### Soil Potential for Low Density Urban Development

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Very few towns in Maine have large tracts of soils that are ideal for residential development. Often the soil is wet, bedrock is near the ground surface or the land has steep slopes. Some areas may be subject to periodic flooding from nearby streams and rivers. It is often necessary to modify these areas by filling, excavating, blasting or drainage. These additional costs for site development are passed on the future landowners. Maintenance costs such as erosion control, road and culvert repair will often be borne by the new landowner or a municipality. The installation of subsurface waste disposal systems, roads, and buildings can have a negative impact on a town's soil and water resources.

A key to minimizing these impacts is to recognize soil limitations associated with development and develop corrective measures to overcome the limitations. A rating system called *Soil Potentials* has been developed that allows planners to rate soils for their potential for low density development.

The composite rating for development was determined by a weighted average of individual soil potential indices as follows: septic tank absorption fields, 45%; dwellings with basements, 20%; and local roads and streets, 35%.

#### Mining

There is a significant mineral deposit off the Tri-State Boulevard near Crawford Pond. A Canadian firm, Black Hawk Mining, is actively pursuing development of a mine which would include removal of mostly nickel ore, and some copper and cobalt. The State Department of Environmental Protection (DEP) is in the process of writing new mining regulations for the state. These will strongly influence how, and if any mining occurs both in Warren and other parts of the state. At this time there are many unanswered questions regarding environmental impacts, mining and reclamation processes and effects on the immediate neighbors as well as on the community as a whole.

## Footnotes for Natural Resource Section

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- 1. See Water Resources Map for locations of surface water, wetlands and aquifers.
- 2. See Department of Environmental Protection classification of Surface Waters.
- See "The Planning Process for Local Groundwater Protection" by Paul Dutram, published by Maine State Executive Department, January 1988.
- 4. See Nature/Cultural Resource Map for deer yards and critical plant habitats.
- 5. See Land Use Map for agricultural and forested areas.

#### Cultural Resources

#### Historic and Archaeological Resources

#### Historic Buildings/Structures/Objects

The St. George River Canal: This site stands alone as the only location in Warren listed in the National Register of Historic Places. Begun in 1790, and in use intermittently until 1850, this canal is one of the oldest of its kind in the nation.

The Canal site is on the east side of the St. George River south of the Powder Mill Road, and is part of the Town's Merrill Payson Park. The park is surrounded by residential properties with much open land. Best access to the Canal area was formerly by the footbridge from the Payson Park, but until a new bridge is erected, best access is from Powder Mill Road, where there is parking.

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Vestiges of the locks and other parts of the canal remain, somewhat overgrown. The George River Canal Association laid out Nature Trails about fifteen years ago (see Recreational Resources section). A large interpretive sign was still in place in 1986 which outlined the history and economic basis of the Canal, but this has been removed to protect it from vandals. Motorized recreational vehicles have caused ruts in some of the paths. Since this is part of a Town-owned park and on the National Register of Historic Places, it might be safe from sale or development.

This important and interesting area is a rather well-kept secret and it is under-utilized as an historic site.

The status of some other notable Warren locations gives some indication of citizens' interest in their heritage:

- 1. A large brass plaque on a large rock in front of the Warren Academy describes its place in the Town's education since 1809. The adjoining Brick school is overcrowded, but the Town recently sold the Academy building for commercial use.
- 2. The Warren Court House (Chamber of Commerce) was erected in 1799, and was the "half shire seat" of Lincoln County until 1847. Court was in session annually there for 48 years. Subsequently the building has had many uses: school, religious meeting place, Civil War veterans groups, Red Cross Headquarters, Civil Defense, Town Office, Fire Station, Historical Society, etc. The building is now rented by the Town to the Warren Day Committee and also used by the Boy Scouts. In his unpublished Historic Warren Maine Ernest Maxcy writes, "It is plain to see that this venerable old building has

played a very important part in the history of the Town." There is no historical marker at this site.

- 3. The Knox Arboretum was established about 1913 on land at the confluence of the St. George and Oyster rivers. An extensive botanical garden and two story brick museum and laboratory building were on grounds remembered as one of the prettiest spots on the Maine Coast. Before the founder died in the 1940s, the property was donated to the State. It subsequently fell prey to neglect and vandals. This is now regretted by Warren people who visited the Arboretum in its heyday. If it had been cared for, the Arboretum property could now be the area's most valuable cultural resource. The present owner has plans which include some development of the property, and also some restoration of the grounds with public access. He should be consulted during the Growth Management Plan process.
- 4. The Dr. Campbell House, built in 1849 and bequeathed to the Warren Historical Society, which is renovating the interior and planning to properly maintain the exterior as funding permits. A collection of area antiques and artifacts is being catalogued and augmented. Historical books and papers have been published and are for sale, including Eaton's "Annals of Warren." Weekly exhibits in the summer months are publicized and draw some visitors.
- 5. The Village area: According to schedules prepared by Parker Spear and Ernest Maxcy, of the sixty residences fronting on Main Street from Route 131 to the Monument Square; at least nine were built before 1800 and sixteen more before 1850. At least two-thirds of the homes are more than 75 years old. The nucleus for a designated Historic District exists, but there is no expressed interest in forming one.

Some of the older properties have been preserved and/or restored, but many have been altered, using modern materials. Some older homes have been converted to single or multi-family rental properties. Property maintenance varies, for both owner-occupied and rental properties, from excellent to poor. No properties have National Register status, but several are probably eligible for nomination. This includes the Williamson property at the junction with Route 131, which is cited in at least one book on Maine architecture as a prime example of an extended Cape. Some properties have date markers, but there is no uniform system. (This is true throughout the Town.)

#### Other historic places:

 Old Settlers Cemetery, on the west shore of the St. George River, used from 1736 to 1792, site of the first church in Warren (Presbyterian).

- Other cemeteries: Information of Warren's 21 cemeteries is unusually wellorganized in Leland Overlock's book, Warren Cemeteries 1735-1985.
- There are dozens of historic homes in Warren outside the Village area. A few are listed below to illustrate that they are scattered throughout the Town:

Boggs, 1796, Route 1 and Stirling Road Overlock, 1970, Route 131 Starrett, 1795, Western Road Patterson Mill, 17?? Lamb, 1798, Middle Road Bowles, 1798, Monument Square Spear, 1803, Route 1 Pellicani, 1800, Four Rod Road Cyrus Eaton Homestead, 1809, Oyster River Road Prison Farm, three buildings, 17??

 Most of the old factory buildings no longer stand. An exception is the old woolen mill, now a rope factory.

Any listing of Warren's Historical Resources should mention two authors which put the town on the map: Cyrus Eaton and Leland Overlock.

## Prehistoric Archaeological Sites

The Maine Historic Preservation Commission lists thirteen prehistoric campsites along the banks of the St. George River, North Pond, South Pond, White Oak Pond and Seven Tree Pond. It also lists seven "Red Paint" cemetery sites within 100 yards of the St. George River. The Commission has been conducting a dig at two prehistoric campsites along Route 1 near South Pond prior to road construction.

The Commission states that "All land within 50 yards of the St. George River or one of the lakes that are part of the river should be considered highly sensitive for the presence of archaeological sites until proven otherwise.\* . . . Many of the sites listed . . . are significant, and are eligible for the National Register of Historic Places. Archaeological survey of the St. George cannot be considered complete, so more sites will be found in the future . . . "

Eleven additional sites on the River are listed in the 1988 Resource Inventory of the George River Land Trust. The Inventory states that these sites date back from four to five thousand years. Area Indian tribes survived much longer as a viable group than tribes in neighboring areas, partly because the river was the border of the English and French territories.

From General Guidelines for Municipal Planning—Prehistoric Archaeological Sites:

Planning Goals: The ultimate aim of municipal planning shall be identification and protection for all significant archaeological sites. Resource protection zoning is one way that such protection can be accomplished. Individual owners of significant properties may also be approached to obtain their permission for nomination of archaeological sites on their property to the National Register of Historic Places, and additionally to donate preservation easements if they so desire. (National Register listing extends protection of Federal legislation against actions by Federal agencies, while the combination of National Register listing and preservation easement plus posting against ground disturbance extends the protection of State Antiquities Legislation to archaeological sites.)

The Maine Historic Preservation Commission can provide matching grants of up to 70% for hire of a contract archaeologist to determine High Priority areas for National Register nomination and listing. The George River Land Trust has approached local Historical Societies to take on this project, with no takers as yet.

#### Historic and Archaeological Resources

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#### Historic Archaeological Sites

The Maine Historic Preservation Commission lists one site on Inventory Data for Municipal Growth Management Plans: the Stirlingtown Settlement site (1754-56).

According to Ernest Maxcy's *Historic Warren Maine* (unpublished) in 1753 Samuel Waldo arranged for mechanics for Stirling in Scotland to settle in the area between North and South Pond. "It is said that for mutual protection as well as sociability that they lined their cabins in a single row." Because "the young Scotsmen had made no attempt to colonize the area," their claim was lost.

The Commission suggests these needs for further survey, inventory, and analysis: Very little historic archaeological survey has been conducted to date in Warren. Future work might focus on German farmsteads beginning in the 1730s and Scottish farmsteads from the 1750s. Early shipbuilding sites may also survive.

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It should be noted that Vella Smith, co-curator of the Warren Historic Society, has put together a slide show about the Peterborough settlement in South Warren which preserves information and pictures of this settlement which has largely disappeared.

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The site of the Mount Pleasant Pavilion Association's building near the top of the mountain should not be forgotten. This was a two story  $60 \times 40$  foot structure

used as a dance hall and for political and religious meetings. It existed from the 1840s to the 1880s.

#### Recreational Resources

Warren's primary recreational facilities are natural:

- the St. George and Oyster Rivers
- North, South and White Oak Ponds
- parts of Crawford, Seven Tree and Havener Ponds
- the Pleasant and Meadow Mountain Highland areas

Man-made facilities for organized or team sports are less extensive. A list of recreational facilities follows, along with Warren's ranking among towns over 2,500 population in the 1988 Maine Assessment and Policy Plan for Outdoor Recreation published by the State Bureau of Parks and Recreation.

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The Merrill Payson Park, on both sides of the St. George River north of Route 90, consists of 14 acres and includes these facilities:

- two picnic tables under a pavilion
- parking for about ten cars
- across the river, remains of the George River Canal (see Historical Resources
- nature trails
- canoes may be launched from the west side at high tide for down-river trips

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Facilities presently lacking are a footbridge connecting the two sections of the park, toilet facilities, and useable fireplaces. The nature trails on the east side of the river have been degraded somewhat by motorized recreational vehicles.

The 1988 State Recreation Assessment lists Warren as second in the state\* for total acres of Parks, Boat Sites, and Historical sites. This is arrives at by adding the 281 acres of nature conservancy land on Mountain Road to the Town Forest on Middle Road to the Payson Park. A member of the Town Forest Committee is interested in starting a Forest Management Demonstration Area in the Mountain Road Town Land. This is an opportunity to preserve some recreational resources, and also the rural character of the Town. Until this or some other means of protecting the undeveloped Town land from sale or development is achieved, Warren's high rank is misleading.

<sup>\*</sup> per 1,000 population

The St. George River is listed by the DeLorme Maine Atlas and Gazetteer and also by the AMC River Guide as among the notable canoeing streams in the state. The Department of Environmental Protection plans to recommend that the State Legislature upgrade the water quality standard for the river from the present B to A and AA for the fresh water section and from C to B for the tidal section. Adherence to these standards will help protect this valuable natural resource. THE PERSON OF THE PROPERTY OF

Warren is at the lower end of the fresh-water canoe trip, which usually starts at Searsmont, and the upper end of a tidal-water trip, which usually ends at Thomaston's Town Landing. There is no public access to the River upstream of the Payson Park until the Ayer Park in Union on Seven Tree Pond. Access over private property is possible at several points in Warren, such as Fuller Brook or the Middle Road Bridge. The falls at Powder Mill Road makes portage between the fresh and tidal water sections advisable; the northern part of this portage is over private land े सींबर के निवास के प्रवास के किया है। विकास के बहुत है है कि किया मिला के अधिक के प्रवास के किया है है है है

There is public access for canoes at Payson Park at high tide, d and also from Town-owned land opposite the rope factory. o medicentigia (169 esti 1996), alc'a attitua flatti attitua algaba suuri ja vai saksi sitti (170

The upper section of the Oyster River is shown as a canoe trip on the Maine Coast Inventory map

The Town office lists 239 boating licenses issued last year. The Maine Coast Inventory map shows a boat ramp at the north end of South Pond. Access to other ponds is through private property. Seventy-three percent of the responders to the Planning Questionnaire favored the Town provide public access to ponds and rivers. Person of the parable conservation of the property of the property of the property of the parable conservation of

our library a Glascott over 1988 overween we swife.

#### 3. Fishing

Licenses issued by the Town:	<u> 1988</u>	•	<b>1980</b> Commission of the constant
Resident	325	184 (4 )	4186 Santal March 1997
Non-resident	60		- 9 <b>20</b> 9230 jelaky oven

Public access is limited, as described above. Ice fishing is popular on the ponds and several spots on the St. George River, such as Old Settlers Cemetery. Type Catalogical Object (A. Bayers - 1 - 1) and also

(T), remain pleasanth a resemble are made for each substance resemble.

#### 4. Hunting and the control of the co

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Licenses issued by the Town:	<u>1988</u> (1986) lei <u>1980</u>		
Resident	350	211	
Resident Combination	315	258 on a consensuality	
Non-resident:	24	1.500 - 1. <b>15</b> 10.540 - 1908 - 1918	
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About 20% of the population purchases licenses, which is similar to the statewide average. The State Game Warden states that Warren is known for good game and ground cover. Most hunting is done on other people's land, hopefully with permission. Increased population and development will limit the open fields and woods available. The highest priority of responders to the Planning Questionnaire is preservation of Warren's rural character and protecting its natural resources. Hunting, boating and fishing will be fostered by carrying out these wishes.

#### 5. Nature Trails

About 15 years ago Nature Trails were laid out in the Payson Park along the vestiges of the old George River Canal. These are fine for bird-watching and walking and historical research, but maintenance could be improved.

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There is also a network of hiking trails in the Pleasant and Meadow Mountain highland area, mostly through open private land. Many of the sloping trails are eroded and degraded, to some extent by motorized recreation vehicles. Please refer to the final paragraph of the Parks section above for further remarks on this area. The contest is the true of the tree of the contest 
The potential for a marvelous nature trail exists along the old right-of-way of the Rockland, Thomaston and Camden Street Railway, which runs along the east side of the St. George River from the Thomaston Line to Main Street.

municipality and adjustment prof. Depresentation of

According to State standards, Warren should have about three miles of Nature Trails

6. Horseback Riding

This is a popular recreation activity in Warren. It's adherents should be allowed input in any future trail planning.

#### 7. Cross-Country Skiing

There are no designated trails in Warren, but many of the Nature and snowmobile trails are used, as well as open fields and woods, including the Water Company watershed and the Pleasant Meadow Mountain areas. The State standard is one cross-country ski area per municipality.

#### 8. Ice Skating

There are no town-owned facilities, but skating is available at several places, including the pond in front of the Odd Fellows building and the pond north Davies Road west of the Merrill Payson residence.

#### 9. Snowmobile Trails

The Bog Brigade Snowmobile Club of Rockland, Thomaston and Warren, Inc. maintains 21 miles of trails in Warren. Last year some snowmobile-license

money was allocated to the Payson Park bridge replacement fund, and a similar allocation for public benefit is hoped for this year.

Many snowmobilers do not belong to any club. Some property damage done by three and four wheel all-terrain vehicles is blamed on snowmobiles.

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- 10. Baseball and Softball
  - There is one field on Route 131 north of the Frank D. Rowe School owned by the School District. Fields at other schools in the District are available to Warren young people. This meets State standards
- 11. Soccer and Multi-Purpose Fields

  Warren has no public facilities, except as provided through the School

  District. Less than State standards, but only 27% of Questionnaire responders favored more playing fields.

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- 12. Tennis The American Americ
- 13. Basketball

  No courts, indoor or outdoor, in Warren. There are backboards at the school playgrounds. Less than State standards.
- 14. Recreation Halls

  None: The Planning Questionnaire responders divided 50-50 on the need for this facility, but it is a top priority of the Recreation Board. It is not likely that a separate recreation hall would be built by the Town alone, but this might be achieved by including additional facilities when a new elementary school is planned and built in Warren.
- 15. Playgrounds.

  There are two playgrounds, one at each of the elementary schools. This meets minimum. State standards.
- 16. Picnic Tables

  Two at Payson Park, one at the Town Office, one on the Town property on the St. George River. State standards call for six picnic tables.
- 17. Swimming
  There are no public pools or beaches in Warren. The Recreation Board has in the past arranged for lessons using beaches at campgrounds or private owners. The nearest public beach is Ayer Park in Union

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#### Scenic Resources

The scenic resources of Warren are a well-kept secret, since none have been identified by the State as such. The following have been identified by various citizens, including members of the Warren Field and Garden Club:

- 1. The view from the summit of Pleasant Mountain, with the Camden Hills, several ponds, Penobscot Bay and coastal islands, and on a clear day, the White Mountains in New Hampshire, visible. This area is also of some historical and great recreational value. The area is unmanaged, and the trails are eroded and degraded by motorized recreational vehicle use. Public access will be jeopardized by substantial residential or commercial development. Since the summit of Pleasant Mountain is shared by the Town of Rockport, an opportunity for regional planning exists.
- 2. Monument Square—also of historical significance. A case study in different stages of property maintenance.
- 3. The Baptist and Congregational Churches on Main Street—the illuminated belfry of the Baptist Church is the only sign to the transient motorist on Route 90 that Warren Village exists.
- 4. St. George River bridge on Middle Road—views up and down the river, with white limestone outcroppings visible up-river. Public access to the river here for canoeing should be protected by some sort of easement or land purchase.

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5. View of South Pond-from-Martin Road.

The Resource Inventory of the George River Land Trust lists:

6. At the Route 1 bridge over the St. George River, there are views of the River, salt marsh grasses, forested banks, and adjacent fields and tributaries. (This vista is entirely in Warren up river, and the west bank is in South Warren down river.

The Resource Inventory lists two areas only visible by canoe:

- 7. St. George River between White Oak Pond and Middle Road—there are no houses visible to the boater. The river is wide and placid and the banks support floodplain forests with large overhanging silver maples and willows.
- 8. St. George River between Warren Village and the Route 1 bridge is exceptional for the absence of signs of human habitation. The river is relatively wide and open in character. It is bordered by brackish marshlands, f with saltmarsh grasses, mud clay banks, and coniferous forests.

The last two scenic resources are also recreational, historic and archaeological resources and coastal heritage areas, and present regional planning opportunities.

#### Cultural Resources

#### Coastal Heritage Areas

Definition: Heritage Coastal Areas means areas containing an assemblage of geological, botanical, zoological, historical or scenic features of exceptional state or national significance (Act 3315).

Dick Kelly of the State Planning Office states that no sites in Warren have been designated as Heritage Coastal Areas, but indicates that some sites would probably qualify if nominated. These could include:

- 1. The George River Canal site. This would clearly qualify since it is on the National Register of Historic Places.
- 2. The St. George River corridor. In addition to its scenic, recreational, archaeological and historic values, there are four rare plant sites on the river and also the alewife fishery is of statewide significance.

HCA designation focuses attention on those areas which have a multitude of special attributes. Advantages of HCA designation:

- 1. Statewide recognition.
- 2. General public and individual landowners are made aware of their special areas.
- 3. Documentation of overlapping values will aid conservationists and preservationists of all disciplines.

## **Section III**

# Complete Statement of Goals, Policies and Implementation Strategies

#### Land Use Goals, Policies and Strategies

Goal: Protect Warren's aquifers and wet lands.

1. Policy: Development on and around aquifers will be restricted to uses which do not threaten its water quality.

Strategy: The Town's aquifers and recharge sources will be accurately mapped by June 1991 by means of a hydrology study.

Strategy: The Town's Comprehensive Plan will be revised, as necessary, by September 1991 to incorporate significant findings from the hydrology study so that development which will be hazardous to underlying aquifers will be prohibited and restricted near water courses.

2. Policy: Existing development which is potentially hazardous to underground water supplies will be monitored and cleaned up is necessary.

Strategy: The CEO will be responsible for carrying out this policy.

3. Policy: Development will not be permitted on those wetlands identified on wetlands map.

Strategy: Planning Board will carry out this policy.

#### Goal: Preserve the rural character of Warren

THE STATE OF 
1. Policy: Warren's Land Use and Shoreland Ordinances will be consolidated and changed to identify residential, business and resource protection zones.

Strategy Areas of Town are to be identified as one of six districts:

Village Rural/Limited Residential Residential Growth Conservation Commercial Business Park

Strategy: The activities permitted in each district are described in Table 1 in the Land Use section of this Plan.

2. **Policy**: Enlarge the Village District to accommodate future high density residential growth.

Strategy: Obtain sufficient Federal and State financial assistance to expand public sewage system to include area bounded by current Village District, St. George River, Route 131 and Clement's Point Road by year 2000.

3. Policy: Preserve open spaces in developed areas.

Strategy: The Selectmen will be responsible for incorporating the following strategies into the Town's Land Use and Site Plan Review Ordinances regarding business development by December 1991:

- Reduce strip development and traffic congestion by encouraging limited road access to commercial clusters.
- Develop a business/industrial park (see Fiscal/Local Economy Section).
- Buffer zones will be required between business and residential zones.
- Development should minimize impact on natural vegetation.
- Businesses should be encouraged to preserve native vegetation buffers along roadways.

Strategy: The Selectmen will be responsible for incorporating the following strategies into Town's Land Use and Site Plan Review Ordinances regarding development in the Rural/Residential District by December 1991:

 Subdivisions will be limited to a maximum of ten (10) residential units to be clustered in the following manner:

—the unit density will be no more than one (1) residence per five (5) acres of buildable land;

—the maximum lot site will be one (1) acre;

 —the units will be clustered so that at least 75 percent of the buildable land remains open space;

—the development will be sited so as to preserve a maximum of prime farmland and timberland, and to preserve scenic views;

 open space will be permanently protected through deeded conservation easements.

- Development should minimize impact on natural vegetation and scenic vistas.
- Larger lots should be required where soils are marginally acceptable for sewage disposal.

 Development should minimize impact on scenic vistas, fields and forest sections along roadways.

• Limit number of unregistered non-farm vehicles on a property to two.

• Junk and other refuse should be removed from sight by neighbors and passing traffic.

Strategy: The Selectmen will be responsible for the following:

- A Conservation Commission should be appointed by the Selectmen to monitor and review the identified open space and resource protection areas.
- The Conservation Commission would inform landowners of the available options for preserving open space and scenic vistas while realizing the maximum gain from the sale or development of their property.
- 3. Policy: Toxic waste dumps are prohibited in Warren. Development or expansion of mines (including gravel pits), processing and other businesses producing waste or excessive odors or noise should be restricted to areas where the potential harm to the environment or quality of human life is minimal.
  - Strategy: Gravel pits may be developed no closer than 300 feet from existing roadways and 100 feet from adjacent lot boundaries. Natural vegetation between the gravel pit edge and adjacent lot lines cannot be disturbed.
- 4. Policy: Standards regarding acceptable levels of noise, odors, glare and runoff to adjacent properties, and visually unattractive development will be incorporated into the appropriate Town ordinances. Development should not jeopardize the physical safety of residents. Standards should be as measurable as possible.

### Transportation Systems, Public Facilities and Services

Goal: To provided adequate space for future expansion of town office, municipal garage, fire department, ambulance, etc., at present location.

1. Policy: Utilize present unused space available.

<u>Strategy</u>: Finish meeting room in lower level of Town Office and provide public access to same by September 1992.

Goal: To promote good quality local government.

1. Policy: Assure all town employees know their respective jobs.

Strategy: Selectmen shall ensure that up to date job descriptions exist as of June 1991.

- <u>Strategy</u>: Selectmen shall ensure that all town employees receive training commensurate with skills and responsibilities.
- 2. **Policy**: Provide adequate staffing for Town Government.
  - Strategy: Selectmen will ensure that job classifications and duties are periodically reviewed to assure that numbers of staff, duties, qualifications, hours employees work are consistent with jobs to be done.
- 3. Policy: Selectmen will provide tools necessary to perform the respective job.
- 4. **Policy**: Selectmen will ensure that necessary training materials and opportunities are provided for volunteer Town Government groups (e.g., Planning Board, ambulance attendants, firemen, etc.).
- 5. **Policy**: Town will employ a full-time, well-trained code enforcement officer by Spring 1991.

Goal: Provide adequate equipment for Town Crew.

- 1. Policy: Upgrade existing equipment as it needs replacement.
  - Strategy: Continue current process and continued review by Town Equipment Committee and Budget Committee and consider their recommendations for a vote by townspeople at annual Town meetings.
  - Strategy: Purchase 4x4 backhoe loader on lease/purchase plan at March 1991 Town Meeting.
  - Strategy: Purchase a grader on a lease/purchase option for a trial one year period, to be voted on at March 1991 Town Meeting.
  - <u>Strategy</u>: Support Town crew foreman recommendations for additional tools as the demand upon the Town crew expands.
  - Strategy: Add additional man to Town crew as a part-time mechanic/equipment operator before June 1995 (providing population and Town growth occur as predicted) or as the need for this position comes because of high outside labor costs associated with Town owned equipment.

Goal: Comply with State requirements regarding handling of municipal soli.

1. Policy: Provide adequate resources for disposal of solid waste.

<u>Strategy</u>: Selectmen shall oversee the development of alternative courses of action the Town can take to resolve solid waste problem.

Strategy: Selectmen shall support activity of Warren's solid waste committee in finding alternatives to problems during 1991.

2. Policy: Check into regional recycling.

<u>Strategy</u>: Solid Waste Committee check into a regional recycling center and continue to report to Selectmen.

Strategy: Solid Waste Committee print information on recycling and mail to Warren residents before June of 1991. Money to achieve this strategy to be raised at Town Meeting in March 1991.

Strategy: Continue to monitor test wells at present location.

Strategy: Start close down procedure at Town landfill site before June 1991 or as the State of Maine mandates.

<u>Strategy</u>: Selectmen/Town Manager/Solid Waste Committee decide on amount to charge for user fees associated with costs of solid waste, such as ties, white goods, stumps, etc., before June 1991.

Strategy: Selectmen implement user fee program before September 1991.

<u>Strategy:</u> Hire one part-time attendant to monitor dumping and dump picking at present landfill (this is current practice).

<u>Strategy</u>: Secure and maintain contracts for removal of white goods, tires, etc., and any recycled material.

Strategy: Secure contract for dumping and spreading of sludge on Town owned property from winter storage of human waste before March 1992.

Strategy: Maintain present practice with dump sticker program.

#### Goal: Provide high quality education at most reasonable cost.

1. **Policy**: Consolidate classes in one location with adequate classroom and recreational space.

Strategy: SAD #40 shall, as soon as funds are available, build a new school to accommodate projected number of students for next 10 years, including a multi-purpose room for recreational activities and municipal meetings (refer to Cultural Resources goals and policies).

<u>Strategy:</u> Instruct Warren's SAD #40 representatives to continue applying for financing to construct a new school complex.

#### Goal: Safe access to school complex for Town residents.

1. Policy: Make necessary highway crossings to school as safe as possible.

Strategy: SAD #40 School Committee to see that crosswalk is painted on Route 90 and caution signs are erected approaching the intersection of Routes 90 and 131 no later than Spring of 1991.

Strategy: Selectmen and SAD #40 School Committee to study alternative measures to assure safe crossing to school complex at any major intersections and report to Warren citizens at annual Town Meeting in the Spring of 1991.

#### Goal: Safe roads and bridges in Warren.

1. Policy: Rebuild Route 131 from Warren/Thomaston line to Warren/Union line.

Strategy: Selectmen/Town Manager/Union Officials/Thomaston Officials request the Maine DOT to designate Route 131 as a top priority state-aid road for upcoming rebuilding before June 1991.

Strategy: Selectmen/Town Manager SAD #40 request that the State DOT do an immediate study on the Route 131 and Route 90 intersection and report its findings by letter to the towns before June 1991.

Strategy: Selectmen/Town Manager/Thomaston Officials request the State DOT to make recommendations on the Route 131 bridge at Warren/Thomaston line and then follow up on them and correct the frost heave problems associated with the bridge before September 1991.

2. **Policy**: Maintenance/attainment of safe roads in Town, particularly those identified on pages 54–56.

Strategy: Selectmen, together with Town Manager and road crew Foreman, develop a listing of road and bridge repairs in priority order, and report to Townspeople no later than 1992 regular Town Meeting.

Strategy: Selectmen and Town Manager shall meet with the Maine DOT before June 1991 to learn about the Maine DOT Capital Improvement Fund and learn which bridges and roads in Warren would be possible targets for such monies.

Strategy: Selectmen/Town Manager/SAD #40 request the Maine DOT to rebuild the entrances to the Middle Road Bridge and make recommendations on the intersection at the North end of the Village Bridge before June 1991. Request land owner to allow trees to be thinned at Middle Road Bridge entrances.

Strategy: Purchase property on north side of Riverside Drive and Main Street at north end of Village Bridge, for the purpose to remove building and increase safety at the intersection, either by eminent domain or through a mutual agreement with landowner on dollar amount to be voted on by townspeople at Town Meeting in March 1992.

Strategy: Selectmen/Town Manager request State DOT to widen Route 1 on north side at Sandy Shores intersection. Recommendation be that they add an additional lane on southbound lane in March 1992.

Strategy: Town crew correct the approaches to the Davies Road bridge and install adequate guard rails to the same before November 1991.

Strategy: Planning Board carefully review all road entrances. Authorize Planning Board power to control entrance locations of subdivisions, land uses, commercial uses, etc., by upgrading the ordinances accordingly to attain this strategy. Purpose is to promote building construction in growth areas and to retain buffers from roadways and residential dwellings. Ordinances to be upgraded six months after Town approval of Warren's Comprehensive Plan.

Goal: Increased public transportation alternatives.

1. Policy: Support Coastal Transportation.

Strategy: Continue to support Coastal Trans through appropriation of monies at annual Town meetings.

Strategy: Selectmen request Coastal Trans to provide additional service to

Warren residents on at least one extra day per week and have Coastal

Trans respond before March 1992 Town Meeting.

2. **Policy**: Development of alternatives to meet transportation needs of Warren residents.

<u>Strategy</u>: The Economic Development Commission explore various alternatives to transportation needs and present a report to the Town by September

1992.

#### Goal: Ensure adequate burial space for the future.

1. **Policy**: Additional land, preferably adjacent to present cemeteries, be acquired as available.

Strategy: Selectmen and/or respective Cemetery Association, notify abutting

landowners of interest in the acquisition of additional land for

cemetery expansion.

Strategy: Land is then sold by the Town/Cemetery Association to prospective

buyers.

Strategy: Selectmen form a Cemetery Committee of five people to review all

cemeteries in Town and report by June 1992. Comments shall include number of cemeteries, locations, number of filled lots, number of available lots, abutting landowners. Purpose of committee to ensure

adequate burial space in the future.

#### Goal: Consider parking alternatives in Village District.

1. Policy: Monitor and rectify all parking problems in Village District.

Strategy: Selectmen to establish and enforce through constables, Local Sheriff

Department, two hour parking limits on Main Street in Village District

before June 1991.

Strategy: Selectmen request Crowe Rope to consider employee parking at 4 Rod

Road location or at Poute 131 plant and shuttle employees to Village

Road location or at Route 131 plant and shuttle employees to Village plant, or propose another alternative before June 1991. Purpose for this

strategy is to help alleviate traffic and parking problems.

Strategy: Selectmen request Crowe Rope to find alternatives to truck congestion in Village District by June 1991. Request Crowe Rope to relocate transfer building to Route 131 location.

#### Goal: Maintain and enlarge current pedestrian walkway.

1. **Policy**: Build pedestrian walkway system along Route 131 from Patterson Mill Road to Frank D. Rowe School on west side of Route 90 by September 1992.

Strategy: Apply for CDBG for potential new pedestrian walkway.

Strategy: Have Selectmen/Town Attorney obtain easements over property along Route 131 for new pedestrian walkway before September 1992.

Strategy: Selectmen assume responsibility for coordinating all upgrading of system with Warren Sanitary District and Camden/Rockland Water Company and request Warren Sanitary District to initiate meetings with Camden/Rockland Water Company and the Town of Warren.

2. Policy: Upgrade existing pedestrian walkway system throughout Main Street area before June 1993.

Strategy: Continue to put money in sidewalk reserve account at annual Town Meetings.

Strategy: Coordinate all work on pedestrian walkway system with Warren Sanitary District and Camden/Rockland Water Company.

#### Goal: Provide for adequate safety equipment and personnel.

1. **Policy**: Continue to put money into Fire Department Equipment Reserve to provide for additional equipment as needed.

Strategy: Put \$10,000 article in each Town warrant to cover costs of Fire Department equipment.

Strategy: Fire Chief put together a 10 year projection of when to replace fire equipment and cost associated with replacement by September 1991. This plan to be reviewed by Selectmen and incorporated into Comprehensive Plan at March 1992 meeting.

<u>Strategy</u>: Provide education and continued incentives for Fire Department personnel, including a higher rate of pay while on duty.

Strategy: Fire Chief put together a five year projection of major maintenance and minor purchases that will be needed before September 1991. This projection to be reviewed by Selectmen and incorporated into Comprehensive Plan at March 1992 meeting.

<u>Strategy</u>: Provide adequate education and training for all firefighters and associated personnel.

Strategy: Provide education and money to cover costs when the new 911 network comes on line.

2. **Policy**: Continue to put money into Ambulance Equipment Reserve to provide for additional equipment as needed.

Strategy: Continue to put money (\$10,000) in Ambulance Reserve as in past.

<u>Strategy</u>: Purchase a new ambulance by June 1995 or when needed because of age and dependability of old ambulance.

<u>Strategy</u>: Provide education and continued incentives for ambulance personnel, including a higher rate of pay while on duty.

<u>Strategy</u>: Selectmen to establish an Ambulance Fee Schedule to be reviewed by Town Attorney before September 1991.

3. **Policy:** Monitor need and develop alternative solutions to a local Police Department.

Strategy: Selectmen/Town Manager work with area towns to try to secure contract and share a police car and office by June 1995 or when the need arrives.

<u>Strategy</u>: Selectmen work with Knox County Sheriff's Office to assure responsiveness to our needs as they change.

<u>Strategy</u>: Continue practice and support of County Sheriff.

<u>Strategy</u>: Selectmen check into getting a County Sheriff Deputy or State Police Officer to live in Warren for quick response to emergencies. This could be accomplished by providing housing or another incentive:

#### Fiscal/Local Economy Task Force

Goal: To broaden the tax base and increase overall economic well-being of Warren resident taxpayers.

1. Policy: Establish an Economic Development Committee for Warren.

Strategy: Selectmen shall appoint this Committee by March 1991.

2. Policy: Hire a grants person.

Strategy: The Town shall hire a person to prepare grants for economic development by the summer of 1992. This person will research and develop applications for available monies to support specific prioritized needs of the Town (e.g., salt shed, business park building, revolving loan fund for businesses).

Strategy: Upon development by Economic Development Committee of impediments to economic development in Town, the grants person shall explore resources to respond to the impediments and prepare grant application(s) to access the available resources.

3. Policy: To establish a business park.

Strategy: Town's Economic Development Committee to determine size of business park and locate land area on either Routes 1 or 90 with suitable space for such a park ("suitable" to include availability of three phase power, adequate water and sewage facilities, land suitable for business use), and report annually to townspeople regarding progress. Recommend considering land at corner of Route 1 and Depot Street.

<u>Strategy</u>: The Town's Economic Development Committee shall develop policies by which the park is to be administered (e.g., sale/lease of space, maintenance responsibility, types of businesses to be admitted, etc.).

4. **Policy:** Establish Warren Housing Board to assist low income residents to acquire adequate housing.

Strategy: Selectmen shall establish a Warren Housing Board by March 1992.

<u>Strategy</u>: Develop a listing of town-owned property or property with unknown owner(s) which is suitable for building.

- 5. Policy: Encourage non-polluting retail shops, light manufacturing businesses to locate/relocate in Town.
  - Strategy: Assist/support Economic Development Committee to advertise benefits of Warren location through the development of a brochure, advertising in various appropriate journals, etc.
  - <u>Strategy</u>: Development Committee to develop a listing of potential funding sources for new or expanding businesses or feasibility studies.
- 6. **Policy**: Plan for major, predictable expenditures (e.g., fire equipment, ambulance replacement, additional recreational space/access, Town offices space).
  - <u>Strategy</u>: Establish reserve fund(s) for predicted expenditures as has been Town practice in the past.
- 7. Policy: Increase number of Warren residents employed in Town businesses
  - <u>Strategy</u>: Economic Development Committee shall implement a method for determining a current inventory of unemployed residents and match them with jobs available in Town.
- 8. Policy: Review, update and/or develop all necessary ordinances.
  - <u>Strategy</u>: Selectmen shall take responsibility for determining which ordinances should have attached fees.
- 9. Policy: Encourage present business to expand.
  - <u>Strategy</u>: Economic Development Committee to encourage people to buy locally by promoting Town businesses.
- 10. Policy: Capitalize on current properties not taxed/under taxed.
  - <u>Strategy</u>: Assessors to review all properties currently tax exempt within the next two years.
  - <u>Strategy</u>: Assessors to review all properties periodically to ensure they are taxed for current use.
  - <u>Strategy</u>: Selectmen to review all Town resources being transported out of town (e.g., gravel, minerals) without reasonable taxation.
  - <u>Strategy:</u> Dump Committee to consider fee for usage if solid waste facilities are located in Town.

Goal: To keep taxes at present level.

1. **Policy**: Share services with surrounding communities as demands and costs increase.

Strategy: Selectmen explore possibility of developing contracts with one or more surrounding towns for services cost-sharing (e.g., police, solid waste, ambulance, etc.).

2. Policy: Broaden tax base.

Strategy: Outlined in Goal #1 above.

3. Policy: Reduce potential of borrowing money.

Strategy: Selectmen to periodically review cash flow for potential problems.

Strategy: Selectmen to consider incentives for taxpayers to pay fees/taxes early.

Goal: To provide tax relief for resident senior citizen taxpayers.

1. Policy: Encourage passage of legislation which provides tax relief for elderly.

<u>Strategy:</u> Selectmen contact legislative representatives, urging them to introduce such legislation.

### Housing Goals, Policies and Strategies

Goal: Maintain the traditional character of Warren's housing.

- 1. **Policy**: Encourage development of single family housing with surrounding open space.
- 2. Policy: Maintain small town character of the Village area.

Goal: At least 10 percent of new subdivision housing should be affordable by residents with household incomes at or below 80 percent of the median household income for Warren.

1. Policy: Promote development of cluster housing proposals consistent with the goal

- <u>Strategy</u>: Encourage developers to take advantage of the incentives for cluster housing built into the Town's existing Subdivision Ordinance.
- 2. Policy: Encourage development of two manufactured home parks on sites identified on Routes 1 and 90 (see zoning map in map section of this Plan).
  - Strategy: Selectmen will bring Town Mobile Home and Land Use Ordinances into at least minimum compliance with applicable State law regarding mobile home parks (i.e., Title 30-A, MRSA Section 4358, Sub-Section 3) by December 1991.
- 3. **Policy**: Enlarge the Village District to accommodate future high density residential growth, including multi-family housing.
  - Strategy: Obtain sufficient Federal and State financial assistance to expand public sewage system to include area bounded by current Village District, St. George River, Route 131 and Clements's Point Road by year 2000.
- 4. Policy: Attract public funds available to foster affordable housing.
  - <u>Strategy</u>: Designate Mid-Coast Affordable Housing Resources as Warren's local housing alliance.
- 5. Policy: As a means to lowering land costs in new housing, the Town of Warren should consider using some proportion of its public lands and tax-acquired properties for government funded affordable housing.
  - <u>Strategy</u>: In cooperation with Mid-Coast Affordable Housing Resource establish community land trusts with Town lands to be used for affordable housing.

#### Goal: Preserve and rehabilitate existing owner and renter-occupied housing.

1. **Policy**: Identify housing in need of structural rehabilitation, including water sources and septic systems. Inform building owner(s) of available assistance programs (e.g., Housing Preservation Grants).

<u>Strategy</u>: Use Code Enforcement officer, Mid-Coast Human Resources Council, utility companies and other public service agencies to identify properties in need of assistance.

Strategy: Develop literature and assistance contact lists for housing owners.

Goal: New housing in Warren should be safe.

 Policy: Consider adopting BOCA building codes and HUD codes for mobile homes.

Strategy: The Selectmen will investigate and consider recommending adoption of appropriate BOCA and HUD building codes for the Town of Warren. Their decision will be due by the time of the 1992 Town Meeting.

#### Natural Resources

#### Goals:

To maintain and improve where possible existing water qualities in wetlands and surface and groundwaters plus their associated fish, wildlife and plant species.

To maintain where possible and improve significant land resources such as deer wintering areas and the Town forests.

Overall Strategy: Selectmen shall form a Natural Resource Committee by June 1, 1991. It shall consist of five members serving the following terms: one three year term, two two year terms, and two one year terms; members to be appointed by the Selectmen. Duties will be to accomplish the goals and policies of the Natural Resource Section, and to assist Town officials, Planning Board, CEO, Board of Appeals, and others in understanding and implementing the Natural Resources Section.

1. Policy: Maintain State shoreland zoning on a regular basis.

Strategy: To be maintained by the Planning Board, Board of Appeals, and CEO.

2. Policy: Increase local enforcement through the Code Enforcement Officer (CEO).

Strategy: The CEO should be given adequate pay and adequate training in natural resource based regulations including but not limited to shoreland zoning, Natural Resources Protection Act, DEP and USDA Best Management Practices (BMP's).

3. Policy: Study State guidelines with respect to watersheds and water resources.

Strategy: The Natural Resource Committee will study the DEP's phosphorus guidelines, BMP's, and the wellhead protection program, and will make recommendations to the Planning Board and Selectmen within one year of establishment of the Committee. Any adoption or

enforcement of these guidelines must be coordinated with adjoining communities.

4. Policy: Communicate with and seek assistance from State, Federal, and non-profit groups to be made aware, for educational purposes, of new information and regulations.

Strategy: The Natural Resource Committee will communicate with groups including but not limited to the Soil Conservation Service, Soil & Water Conservation District, DEP, Georges River Tidewater Association, Georges River Land Trust, Crawford Lake Association Information and updates will be shared with the Town.

5. Policy: Create resource protection areas for those sections identified on the cultural/natural resources and wetlands maps.

6. **Policy**: Coordinate with other communities in managing waterbodies, wetlands, aquifers, and deer yards which extend into adjoining towns.

Strategy: The Natural Resource Committee will make a list of those natural resources shared with other towns, and establish contact with adjoining town officials to coordinate strategies for natural resource protection. It is recommended that this committee meet with adjoining town officials at least once a year to discuss these issues.

#### **Cultural Resources**

Goal: To improve the quality of life for Warren residents by maintaining and improving the Town's cultural resources.

1. Policy: The Town should develop a plan for a year-round recreation program for residents of all ages.

#### Strategy:

 The activities of the Recreation Committee and the Park Committee should be coordinated and possibly combined. Facilities, including Payson Park, should be the function of the Park Committee; Program, the function of the Recreation Committee.

- 2. The Parks and Recreation Committee(s) should develop short and long range plans. Resident surveys might be used to assist planning.
- 3. Some facility opportunities in Warren are:
  - a. Recreation Hall
    - Selectmen shall direct the Recreation Committee to explore funding options for a recreation building and report its findings to the 1992 Town Meeting.
    - ii. In conjunction with the Recreation Committee the Selectmen shall request that a Recreation Building be made a part of any school building plans developed by SAD #40 for Warren.
  - b. Payson Park
    - i. Adequate funding should be requested from Town to maintain nature trails.
    - ii. Public spirited groups such as snowmobile and RV clubs, the Canal Association, parents, should be recruited to protect the park from RV degradation.
    - Park Committee should work with the Canal Association and/or Warren Historical Society to obtain funding including grants to restore sluiceways, etc.
  - c. Improve ball park for soft ball, soccer, as well as Little League baseball, install lights for night use.
  - d. Rebuild tennis courts.
  - e. Reclaim ice skating area at Rowe School; install lights.
  - f. Work with State, Georges River Land Trust, etc., to provide canoe access to Georges River at Middle Road Bridge, Powder Mill Road, Seven Tree or White Oak Ponds, and other suitable locations.
  - g. Establish trails for hiking, cross country skiing, horseback riding. Possible locations are old trolley right-of-way, and Pleasant and Mountain Meadow highland area.
  - h. The Town shall obtain a public swimming area by January 1993.
  - i. Basketball—study if more public facilities are needed; work with school district or others to provide.
- 4. Some program concerns:
  - a. Swimming lessons—develop alternative if Beaver Lodge is not available.
  - b. Designate areas for recreational skating, hockey, RV driving on ice.
  - c. Safety programs for hunters, snowmobiles, RVs, etc.
  - d. The Town Forest Committee shall set up a forest management project on suitable Town forest land by January 1993.
- 2. **Policy**: The Town should honor its past by preserving, protecting, and restoring its archaeological and historical resources.

Strategy:

- 1. Recommend the Town adopt resource protection zoning for archaeologically sensitive areas as identified by the Maine Historic Preservation Commission.
- 2. Owners of such sensitive areas should also be asked to protect this land by nomination to the National Register of Historic Places and/or through preservation easements. The Town should enlist public spirited groups or individuals to further this process.
- 3. The Town should encourage historic and archaeological research on certain areas such as:
  - a. Stirlington Settlement site (1754-1756)
  - b. German and Scottish farmsteads (1730s, 1750s)
  - c. Early shipbuilding sites
  - d. Mount Pleasant Pavilion (1840-1880)
  - e. Peterborough Settlement
  - f. Old factory buildings
- 4. The Georges River Canal Association be encouraged to work with the Park Commission and/or Warren Historical Society to protect, preserve and restore the Canal site.
- 5. A town-wide survey of historic and archaeological resources be made and mapped. Matching funds should be investigated to help defray the cost. The Town consider establishing an historic district, in cooperation with a public spirited group like the Warren Historical Society. Residents of historic homes within the district should be encouraged to fix the date built on their homes, to apply, where appropriate, for National Register status, and to consult The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Revised 1983) when maintaining or restoring their homes.
- 6. The owner of the Knox Arboretum should be encouraged to maintain and preserve the property in harmony with its past use and to carry out any new development in a way that will not impair the pristine natural shoreline of the Georges or Oyster Rivers or be ecologically or environmentally harmful.
- 7. The Town should consider adopting an historical preservation ordinance to protect and preserve the Town's significant historic resources.
- 3. **Policy**: The Town should protect and preserve its scenic resources for the enjoyment of present and future residents and visitors.

Strategy: Many scenic vistas are enhanced by open space, a rural or wild aspect, lack of development, or presence of historic buildings. The Town should encourage owners of such properties to preserve these qualities by use of conservation easements, with cooperation of public spirited

groups, such as Nature Conservancy, Georges River Land Trust, Audubon, etc.

4. Policy: Areas in the Town which contain an assemblage of geological, botanical, zoological, historical or scenic features should be protected and preserved for enjoyment and education of future generations.

Strategy: Areas which would probably qualify should be nominated for designation as Heritage Coastal Areas by the Natural Resources

Committee by June 1992. Two areas in Warren which probably qualify are the Georges River Canal site and the St. George River corridor.

(The Historical Society should recommend the Canal site for designation by the State.)

Section IV
Bibliography

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# Transportation Systems, Public Facilities and Services

# General Administration and Services.

Conversations with:

Town Employees Bob Whitley (Town Manager) Ron Handley (Acting Town Manager) Bob Whiteley (Town Manager)

# Municipal Garages 1

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager) Bob Whiteley (Town Manager)

#### Public Work Yards

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager) Bob Whiteley (Town Manager)

#### Sand Shed

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager) Bob Whiteley (Town Manager)

## Other Services

#### Courthouses

Conversations with

Virginia Lindsey (Knox County Commissioners Secretary) Sheriff Deputy

## Water Supply

Letters from Camden/Rockland Water Company Maps from Camden/Rockland Water Company Conversation with Bill Knowlton (Well Driller) Maine DEP information on injection well

## Health Care

The Care Connector—Directory of Community Services
Conversation and Book (The Care Connector) from Bill Huestes
Material from ALPHA-1
Letter from Downeast Rehab Associates
Material from Miles Memorial Hospital
Conversation with Joanne Henderson (Town Nurse)
Information from Pen-Bay Medical Center
Conversation with ASK Home Health Care

#### Communication

# Telephone

Conversation with Robin Overlock (Warren Telephone) Letter from Warren Telephone Conversation with New England Telephone Letter from New England Telephone

## Television

Letter from United Video Cablevision

#### Post Offices

Letter from Thomaston Post Office Conversation with Warren, Waldoboro, Union Postmasters

# Radio

Conversations with Stations WMCM, WRKD, WQSS

## Newspapers

Information from Portland Press
Letter from Courier Gazette
Conversation with Mark Preston (Bangor Daily)
Conversation with Free Press

## **Public Safety**

## Ambulance

Conversation with Polly Wood (Ambulance Director)

#### Fire Protection

Conversation and material from Ed Grinell (Fire Department Chief) Fire road information from Paul Andrews

#### Police Protection

Letter from Knox County Sheriff Department Conversation with Deputy Chief Letter and accident figures from Maine State Police Conversation with Bob Whiteley (Town Manager)

# Traffic Safety and Parking

Letter from Main State Police Information from Maine DOT—NODE Maps, Accident Data-85-87 Conversation with Bob Whiteley (Town Manager) Conversation with William Bragg (CEO) Letter from Jeff Evangelos (School Administrator)

#### Rescue Services

Conversation with Irven Lufkin (Civil Defense Director)

## Street Lighting

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager) Bob Whitley (Town Manager)

# Solid Waste Facilities

# Land Fills

Conversations with:

Arnold Hill

Marvin Lewis (Foreman Road Crew)

Ron Handley (Acting Town Manager)

# Recycling Centers

Conversation with Richard Siloway (Selectman)

# Transfer Stations

Conversation with Richard Siloway (Selectman)

# **Energy Facilities**

Hydroelectric Dams

Information from CMP

# Utility Lines

Information from CMP Map on 3 Phase Power from CMP

# Utility Line Growth

Information from CMP

# **Transportation System**

#### Roads

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager)

Bob Whiteley (Town Manager)

Letter from DOT—NODE Maps, Accident Data 85-87, Road Mileage, Snow Mileage, Maintenance Mileage General Highway Map from DOT—Traffic Counts 84, 86, 87, 88

## Public Transportation

Conversation and information from Coastal Transportation Conversation with Greyhound Bus

# Parking Facilities

Conversations with:

Clayton Winchenbach Ron Handley William Bragg (CEO)

# Airports

Conversation with Knox County Airport Workers

#### Rail Lines

Conversation with DOT in Rockland

#### Port Facilities

N/A

# Pedestrian Ways

Conversations with:

Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager) Bob Whiteley (Town Manager)

# Bridges

Maine DOT—NODE Maps, Bridge Data Letter from Jeff Evangelos (School Administrator)

#### **Human Services**

Information from Mid-Coast Human Resources Council Conversation with Joanne Henderson (Town Nurse) Telephone conversations with Nancy Longfellow, Ruth Lund, Kim Overlock, Department of Human Services Boarding Home Licensing Staff

## Education

Information comparing costs 1984-1988 Information from SAD #40 Directors Letter from Jeff Evangelos (School Administrator)

#### Cemeteries

Conversation with Marianne Lowden (Selectman) Information from Warren Historical Society— Warren Cemeteries 1735-1985

# Sewage Facilities

Information from Ron Handley (Former Town Manager),
Arnold Hill (Selectman)

Conversations with:

Bob Whiteley (Town Manager) Marvin Lewis (Foreman Road Crew) Ron Handley (Acting Town Manager)

# Fiscal Capacity and Local Economy

Town Reports

Warren 1980-1988 Waldoboro 1984-1988 Washington 1984-1988 Union 1984-1988

General Community Survey June 1989

Business Community Survey July 1989

Labor Market Information Services, Maine Department of Labor

Regional Labor Market Area

Tax Department, Augusta, Maine

Personal contacts with Warren Town Officials; Mid-Coast Regional Planning Commission, Betty Martin; correspondence and personal interviews with Steven Deller and James C. McConnors; Rick Adams, Regional Planning

The Maine Business Research Report

# Housing

Planning for Growth: Approaches to Developing Affordable Housing. Cumberland County Affordable Housing Venture, 1988.

Preserving Housing Affordability. Cumberland County Affordable Housing Venture, 1990.

## Natural Resources

#### Wildlife

Lawrence Grant, Game Warden, Inland Fisheries & Wildlife.

"Resource Inventory of the St. George River" by QLF/Atlantic Center for the Environment for the Georges River Land Trust.

#### Wetlands

Gene Dumont, Region B Wildlife biologist for Maine Department of Inland Fisheries and Wildlife.

National Wetlands Inventory, U. S. Fish & Wildlife Service.

# Watersheds

Maine Coastal Inventory Watersheds and Water Classifications, Maine Department of Environmental Protection.

#### Surface Water

Maine Department of Inland Fisheries & Wildlife Station #41, Augusta, Maine.

Maine D.E.P. Division of Environmental Evaluation & Lake Studies Station #17, Augusta, Maine.

## Rivers and Streams

Maine Department of Inland Fisheries & Wildlife Station #41, Augusta, Maine.

Maine D.E.P. Division of Environmental Evaluation & Lake Studies Station #17, Augusta, Maine.

## Ground Water

"The Planning Process for Local Groundwater Protection," by Paul Dutram. Maine Executive Office, January 1988.

Camden-Rockland Water Company.

#### Plant Habitat

Trish Deland, Maine State Planning Office, Critical Areas Program, Station #38, Augusta, Maine.

#### Soils

Soil Survey
Prime Farmland
Woodland Productivity
Floodplain Soils
Highly Erodible Soils
Soils on Steep Slopes
Potential Sand and Gravel Aquifers
Hydric Soils

Soil Survey of Knox-Lincoln Counties. USDA Soil Conservation Service, 1987.

Soil Survey Data for Growth, Management in Knox-Lincoln Counties, Maine. USDA Soil Conservation Service, 1989.

Knox-Lincoln County USDA Soil and Water Conservation Office.

Soil Potential for Low Density Urban Development

Soil Potential Rating for Low Density Urban Development in Knox-Lincoln Counties, Maine. USDA Soil Conservation Service.

# Mining

Information Circular, Union Nickel-Copper Project, August 16, 1990. Black Hawk Mining Inc., 6 Adelaide Street East, Toronto, Ontario, Canada.

# Forestry

Town of Warren Natural Resource Inventory. Eastern Mid-Coast Regional Planning Commission and Warren Coastal Zone Advisory Committee, 1979.

Town of Warren Office Property Tax Records.

Town of Warren Forest Committee.

#### Cultural Resources

Resource Inventory of the St. George River, Maine. Georges River Land Trust, January 1989.

1988 and 1989 Annual Reports, Town of Warren.

List of Scenic Places from Warren Field and Garden Club.

State Comprehensive Outdoor Recreation Plan. Department of Conservation, Bureau of Parks and Recreation, December 1988.

Outdoors in Maine. Department of Conservation, 1988.

Memo re: recreation, park and open space planning from John Picher, Office of Comprehensive Planning, April 25, 1989.

Maine Historic Preservation Commission

Inventory Data for Municipal Growth Management Plans, July 1989

Prehistoric Archaeological Sites, by Arthur Spiess

Historical Archaeological Sites, by Robert Bradley

Historical Buildings/Structures/Objects, by Kirk Mohney

Municipal Background Planning Lecture, by Arthur Spiess, April 1989.

General Guidelines for Municipal Planning—Prehistoric Archaeological Sites.

Slide Talk to Warren Historical Society, by Arthur Spiess, April 3, 1990.

Personal visit and walking tour of Warren, by Kirk Mohney, July 24, 1990. (Mr. Mohney is scheduled to present a slide talk on Historic Districts at the Annual Meeting of the Warren Historical Society, October 4, 1990.)

Maps of Warren showing prehistoric archaeological sites, prepared for Committee by Dr. Spiess, June 19, 1990.

The Maine Heritage Coastal Areas Program, description and map obtained from Eastern Mid-Coast Planning Commission.

Maine Rivers Access and Easement Plan. Bureau of Parks and Recreation, January 1985.

Maine Farmland, It's Worth Saving. Farmland for Maine's Future Talk Force, November 13, 1989.

Meetings with Warren Park & Conservation Commission and Warren Recreation Commission, 1989. Follow-up phone calls in 1990.

Town of Rockport Comprehensive Plan.

Letters from Department of Conservation re: snowmobiling, September 1989, and phone calls with Terry Benner.

Personal research by Kathy Swan on Town-owned properties, tax maps, etc.

Personal research by Donald Bowles on recreation licenses issued by the Town.

# Maps

Plainimetric Base Map: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

United States Department of the Interior Geological Survey Maps (4):

Waldoboro East Quadrangle 7.5 minute series
Thomaston Quadrangle 7.5 minute series
West Rockport Quadrangle 7.5 minute series
Union Quadrangle 7.5 minute series
7.5 minute series

Town of Warren Tax Map 4/1/89.

Composite Property Map: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

Town of Warren Tax Map 4/1/89.

Land Use Zoning and Shoreland Zoning Map: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

Town of Warren Zoning Map.

Land Use Map: Prepared by Carta Graphics, Lincolnville, Maine.

Land Use Task Force/Comprehensive Plan 4/1/90.

Soils Map: Prepared by Carta Graphics, Lincolnville, Maine.

"Soil Survey of Knox and Lincoln Counties, Maine," 1987, furnished by Knox County Soil Conservation Service.

"Soil Potentials for Soil Survey of Knox and Lincoln Counties," from Knox County Soil Conservation Service.

Water Resources Map: Prepared by Carta Graphics, Lincolnville, Maine.

Streams from topo map.

Maine Freshwater Wetlands Maps 9 and 18, from Maine Geological Survey, Department of Conservation, 1983.

National Wetlands Inventory, Union and West Rockport quadrangles, July 1987, from U. S. Fish & Wildlife Service, from Maine Geological Survey, Department of Conservation.

Watershed divides from "Maine Coastal Inventory, Watersheds and Water Classification," Maine State Planning Office, and from aquifer maps.

Aquifer: "Hydrological Data for Significant Sand & Gravel Aquifers," Map 18, 1987, from Maine Geological Survey, Department of Conservation.

Additional wetland numbers from Maine Inland Fisheries & Wildlife, drawn on a topo map furnished by Natural Resource Committee.

Flood Boundary Map: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

Natural Cultural Resource Map: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

Deeryards: Maine Department of Inland Fisheries & Wildlife, Station #41, Augusta, Maine.

Critical Areas of Rare Plants: Maine State Planning Office, Critical Areas Program, Station #38, Augusta, Maine.

Prehistoric Archaeological Sites: Maine Historic Preservation Commission, Arthur Spiess, Augusta, Maine.

Topo: Prepared by John E. O'Donnell & Associates, Auburn, Maine.

United States Depart of the Interior Geological Survey Maps (4):

Waldoboro East Quadrangle 7.5 minute series
Thomaston Quadrangle 7.5 minute series
West Rockport Quadrangle 7.5 minute series
Union Quadrangle 7.5 minute series
7.5 minute series

# Section V Maps

# Maps

There are several maps which have been prepared for this plan. These maps should assist the plan in a visual understanding. Numerous sections of the plan require this visual interpretation.

<u>Planimetric Base Map</u>: The Planimetric is a base map which contains roads, waterbodies and major utilities routes which encompass Warren. This map is used as a base in all of the other maps.

<u>Composite Property Map</u>: This map is not intended to show correct property lines, but to show the basic configuration of each parcel and the number of lots within Warren as shown on the Town of Warren tax maps of April 1, 1989.

<u>Land Use Zoning and Shoreland Zoning Map</u>: This map shows the current zoning districts for the Town of Warren as of April 1, 1989.

<u>Land Use Map</u>: The Land Use map tries to identify the current use of the land as of April 1, 1990. It is noted that some error may exist.

Soils Map: The Soils map shows each of the different types as well as their soil potential rating found in Warren.

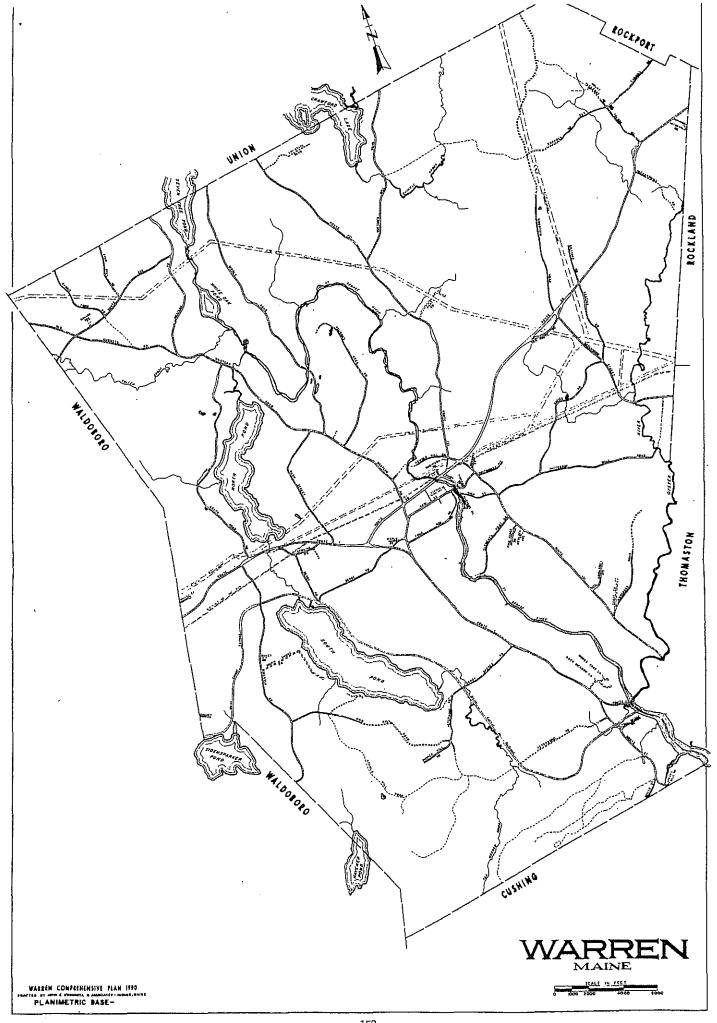
Water Resources Map: This map identifies the Wetlands, Aquifers, Watersheds and Streams.

<u>Flood Boundary Map</u>: This map shows those areas which may be subject to flooding.

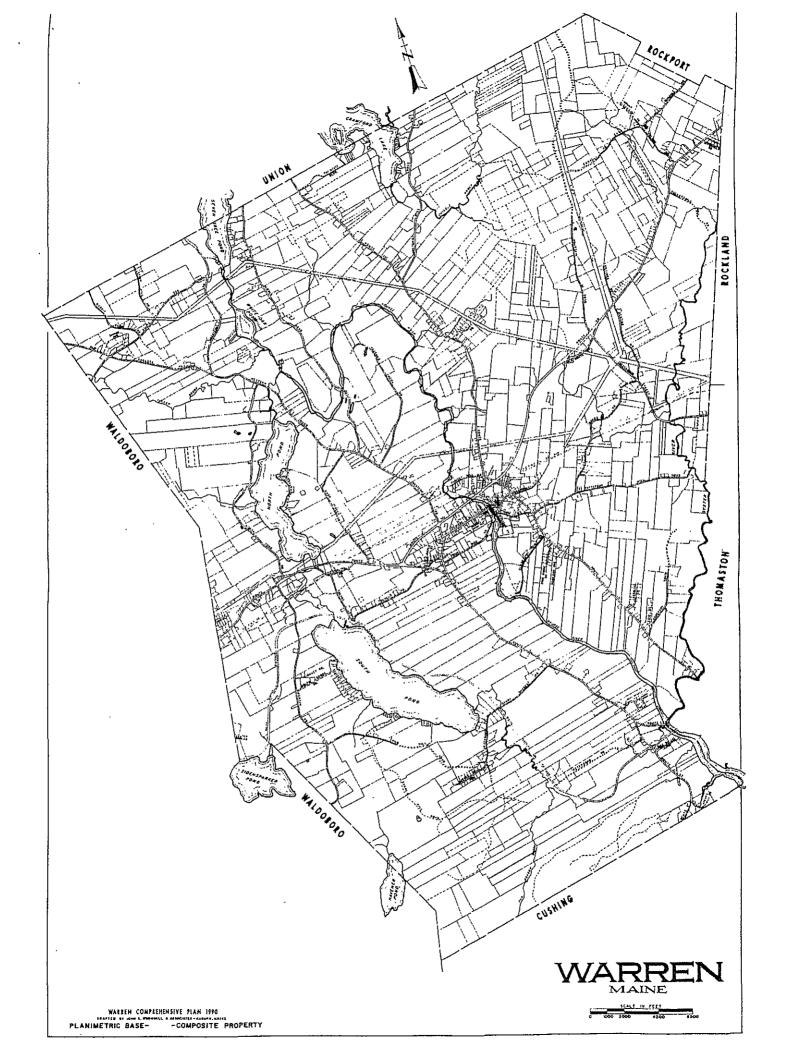
<u>Nature/Cultural Resource Map</u>: This map identifies the five deeryards, three critical areas of rare plants and about 36 prehistoric archaeological sites.

<u>Topo Map</u>: The topo map basically shows the elevation of the Town of Warren. There are other items as well, such as gravel pits, cemeteries, and the railroad line.

Proposed Zoning District Map: Layout of proposed zoning districts in Town.

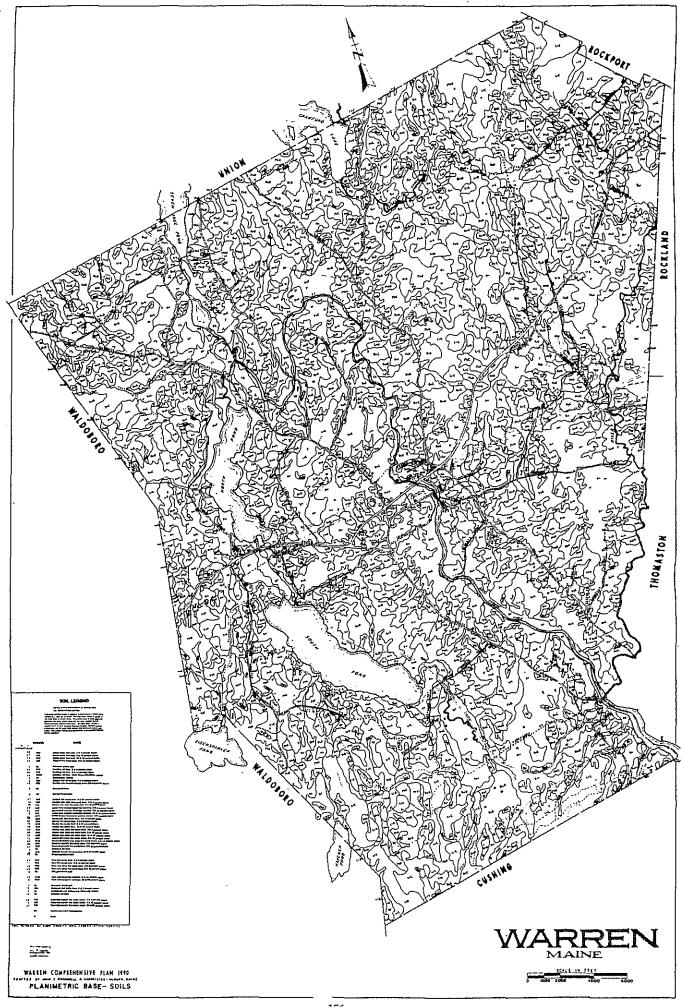


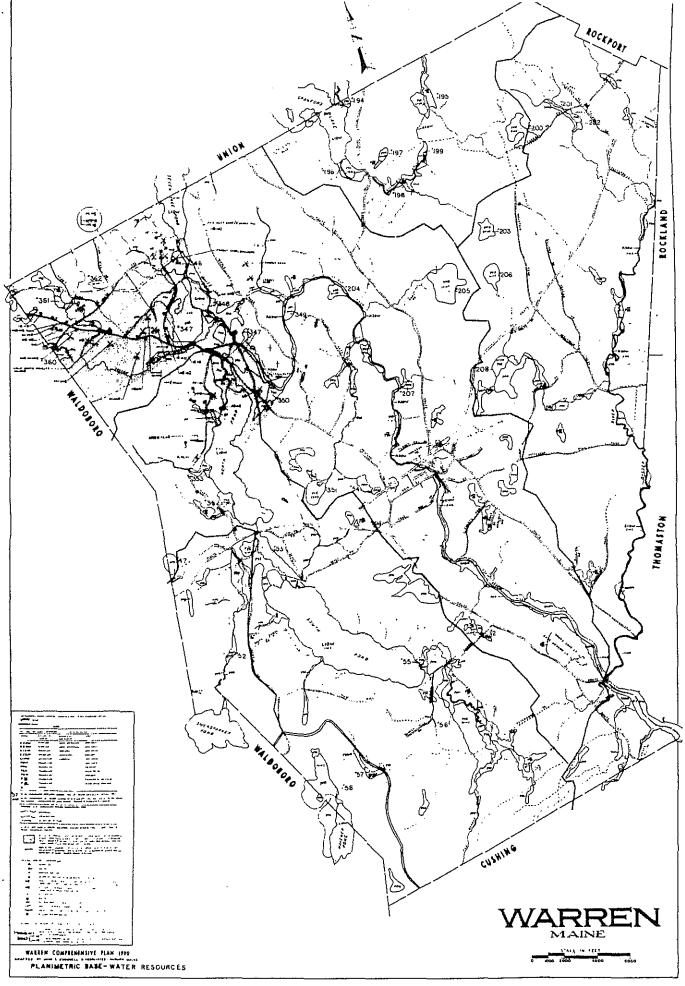
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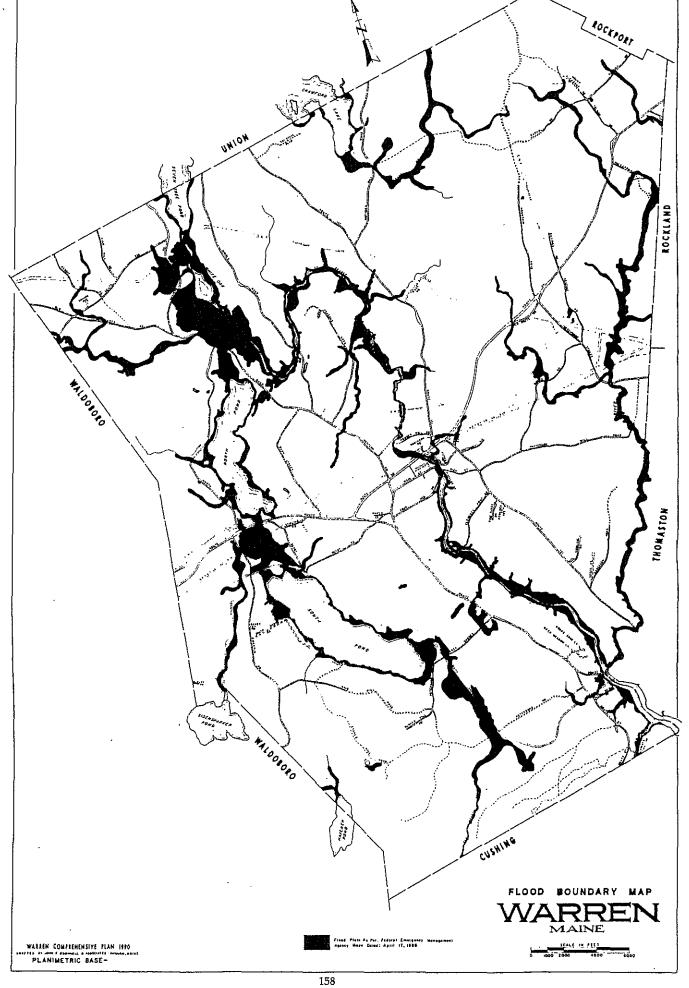


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