

CHAPTER 4.

IMPLICATIONS FOR THE FUTURE OF OGUNQUIT

Revisions 10-07-04

INTRODUCTION

The following implications are drawn from the updated inventories in Appendix A. These include existing conditions and current trends concerning the people, the natural and marine environments, the government, public facilities, educational, cultural, recreational, open space and historic resources, and the land use and housing patterns of Ogunquit. The implications lay out the issues that the Ogunquit community needs to address if we are to direct our town in the way the Townspeople desire it to go over the first decade of the 21st Century.

A. Demographic Trends

It has been the influx of higher income retirees, in particular, that distinguishes Ogunquit's recent population trend. The Town's median age increased from 47.5 to 55.2 years over the 1990s, showing that most of the newcomers were retirees. Ogunquit's median age is one the highest in the State. It is reasonable to assume that many of these retirees converted their Ogunquit summerhouses into year-round homes. Being closer to major East Coast metropolitan areas, Ogunquit is likely to fill up with baby boom retirees before resort towns farther up the coast. Because housing is considerably more expensive the closer to the coast it is located, the retirees able to afford new (or winterized summer) homes in Ogunquit will continue to be higher income people.

There appears to be nothing on the horizon that would change these trends from continuing into the first decades of the 21st Century – an increasingly elderly population. The State Planning Office projected in 2002 a 23% increase for Ogunquit's population from 2000 to 2010. Childbearing adults are projected to decrease from 21% of the Town in 2000 to 15% in 2010.

As a consequence of the likely continuation of construction of new motel and other rental rooms in Ogunquit, seasonal population may be projected to increase by 13% between 2000 and 2010 (1/2 the 1990s trend of 26%). This trend would result in over a 10-fold increase in the Town's seasonal population (20,000±) compared to the projected 2010 wintertime year-round population (1,507). It will therefore be a planning challenge for the Town to appropriately balance the needs of an aging year-round population with the needs of an increasing seasonal tourist population composed of all ages. Because the tourist season is steadily extending into the shoulder seasons, the potential conflicts between elderly townspeople and youthful tourists and other visitors will be in play from April to December. On the one hand,

elderly residents cherish quietness, pedestrian amenities such as sidewalks and cross-walks and the cultural amenities of theatres, parks and museums. While many of the Town's visitors also value these assets, some tourists also desire night life with sometimes noisy side effects. Brightly lighted motels, hotels and inns will continue to dominate the Village area to serve the tourist trade near the Beach. Finding the proper balance between motel and other transient rental rooms and other desirable village land uses will continue to be a challenge. Also balancing their public facilities, such as street and parking lot lighting, between tourist and residential land uses will continue to be a challenge.

B. Local Economy

Ogunquit must successfully accommodate large seasonal population fluctuations if it is to benefit its year-round residents. This creates a strong imperative for designing and operating community facilities flexibly: public water and sewer systems, roads and transportation facilities including pedestrian facilities, solid waste management/recycling programs and environmental quality maintenance. These municipal/public systems must be flexible enough to expand during the tourist season, but contract during the off-season of November to March, if their expense to the year-round residents are to be kept reasonable.

Many of the owners of Ogunquit tourist-oriented businesses live outside Town or go to Florida or elsewhere over the winter and therefore may not, perhaps, have as strong a connection to the welfare of the Town as those who live there all year. The year-round residents, including more and more retirees value the peace and quiet of Ogunquit during the winter. The challenge is to properly balance the retirement amenities in Town with the seasonal tourist-related businesses. To achieve and maintain the proper balance will involve zoning and other regulatory measures, flexible transportation and other public facility design and operation, efficient delivery of local governmental services, and solid capital improvement planning and implementation.

The value of the tourist businesses and the retiree homes in Ogunquit have driven up land prices so high that year-round workers in Town, especially young families starting out, cannot afford housing. Moreover, it is virtually impossible for seasonal workers to afford rental housing in Town without the explicit help from their employers. So while the hospitality industry provides jobs, property tax revenues, and sales tax revenues to the Town, municipal government must provide and pay for the services that assure that the hospitality industry prospers, which includes beach cleaning, car parking, estuary water quality maintenance, road and sidewalk maintenance and cleaning, trash removal and recycling.

C. Natural and Marine Resources

1. Possible Sea-Level Rise

Sea-level rise would have the most long-term effects on coastal flooding, especially in Perkins Cove, where there is already wave related flooding on occasion. The building requirements in the Town's 100-Year Floodplain Ordinance may need to be revised.

2. Climatological Factors

Detailed consideration of climatologically factors should be made in the siting of major buildings and future development. Proper solar orientation should be encouraged and the possible negative impact of the shadow and wind patterns created by multi-story buildings on abutting property should be minimized.

Because of predictable higher energy costs and the number of heating degree-days in the winter, structures should be constructed to minimize heat loss and to take advantage of solar radiation.

3. Bedrock Geology

The absence or presence of fault lines or contact boundaries indicates stable or unstable conditions for development due to possible rock movement. Soft bedrock or bedrock of low compressive strength is generally unsuitable for the foundations of large buildings. Bedrock near or at the surface may make trenching and excavating too costly. In addition, the type of bedrock and its depth affects the yield of drilled wells.

Due to the above factors, site-specific geologic investigations should be conducted prior to any future large-scale development to determine the suitability of the underlying bedrock and the possibility of groundwater contamination.

In terms of economic value, although some quarrying has taken place in the past, future quarrying of significance is not considered likely and there are no known deposits of metal, non-metal or fossil fuels of commercial importance within the town.

4. Surficial Geology

Glacial Till Deposits are generally good sources of groundwater. However, since these deposits are so permeable, groundwater contamination is possible. Deeper Till areas are excellent sources of sand and gravel. Glacial Tills are suitable for most uses depending on soil cover, slope and depth to bedrock.

Marine Deposits have poor drainage characteristics and low bearing capacity, both limiting development.

Swamps and Tidal Marsh Deposits and Beach and Dune Deposits all have severe limitations on development.

The large ocean floor deposit of 15,000 cubic yards of sand off the mouth of the Ogunquit River and Bald Head Cliff may be desired as a source for future beach replenishment projects in other towns than Ogunquit. Study would determine if mining this sand pile for use elsewhere would have no effect on Ogunquit Beach or if it would cause net loss of Ogunquit Beach sand over time or other deleterious or beneficial effects on Ogunquit Beach.

5. Soils

In general, Ogunquit has few "poor" soils. They tend to be fairly evenly scattered throughout the Town. Some of the "fair" soils (lumped into the "Developable land" category on the overlay) may have pockets of "poor" quality. The beaches are all considered "poor", as are the coastal wetlands on the north end of Town.

Because the available soils information is too broad for site-specific planning, detailed on-site soils investigations and analyses should be required. Such investigations and analyses should focus with relative specificity on depth to bedrock, depth to seasonal water table, and frequency of flooding, erosion potential, and drainage characteristics.

6. Topography

Since slopes from eight to 25 percent are considered difficult and expensive to build on, future growth and development should be carefully regulated when proposed on these gradients, with careful attention given to accelerate surface water runoff and erosion.

Slopes greater than 25 percent are considered unbuildable gradients and future growth and development approaching and going beyond this degree of slope should be prohibited, including any alteration of the natural vegetative cover.

As happened historically, future growth and development pressure will be greatest in areas close to the shore, above the elevations of flood hazard and back from the shore on slopes from zero to 15 percent.

7. Groundwater

There are no significant sand and gravel aquifers mapped in Ogunquit by the Maine Geological Survey (MGS). Most of Ogunquit obtains its water from the Kennebunk, Kennebunkport & Wells Water District (Chapter II, Section 4 "Public Water Supply" for a discussion of drinking water supply). Those homes that do have wells are likely drawing from unmapped "bedrock aquifers" which are fractures in the bedrock containing water. Information about drilled wells is being collected by the MGS for their well inventory database. The database is useful to towns largely in determining where there are pockets of low yields at deep depths. This would indicate that there might not be sufficient groundwater for additional development in that area.

Threats to groundwater in Ogunquit potentially include isolated incidents such as a toxic spill on the Maine Turnpike. More likely, contamination would be a result of the high level of development on the coastal plain where leaking underground fuel tanks, salt leach ate from salt/sand piles, or infiltration of herbicides, pesticides and pet wastes from domestic lawns could affect groundwater resources.

8. Surface Water

Shoreland areas should be designated as preferred open space. In addition to protecting the critical land and water interface, this designation has the potential of creating a linear open space network forming a natural framework for future growth.

Soil erosion is accelerated on steeper slopes which have had their vegetative cover removed or disturbed. The sedimentation or siltation of water bodies is a form of water pollution which has an adverse impact on both the quality and quantity of water supplies, on plant and wildlife habitat, and on recreation opportunities. Erosion and sedimentation can be controlled and significantly reduced through accepted construction and land management practices.

Acceptable erosion and sedimentation control practices and measures are described in the Environmental Quality Handbook, Erosion and Sedimentation Control for Developing Areas in Maine, published by the Maine Soil and Water Conservation Commission, Maine Department of Agriculture.

9. Wetlands

Because of their public importance, wetlands should be preserved and protected from adverse impact by public acquisition and regulation. Given the positive influence of wetlands, on both water quality and quantity, on the prevention of flooding, their critical role in the natural cycle of important fish and wildlife species,

and the important open space and passive recreation opportunities they provide; land use activities which have the potential of diminishing or destroying these important public values should be avoided.

10. Floodplains

Because of the potential for serious loss of life and property during floods, the enormous costs involved in cleanup and rebuilding after floods, the enormous costs involved with the construction of flood control projects and their ultimate ineffectiveness, further development in flood plains, flood prone areas, and "special flood hazard areas" should be avoided and only compatible, non-intensive uses permitted.

Existing development and incompatible land use activities should not be allowed to expand and should be amortized for their eventual elimination, to the maximum extent feasible.

11. Marine Environments

Marine environments are sensitive to man-made changes and impact from inappropriate upland activities. Dredging, draining, filling or altering these environments should be discouraged. In addition, pesticides, other chemicals and sewage wastes have significant adverse impact on the marine organism inhabiting these areas.

Marsh environments are particularly susceptible to disturbance from the wakes of motorized boats.

In addition to providing habitat for commercial fisheries, many marine environments provide critical habitat for many wildlife species. Marine environments, such as beaches, also offer significant recreational opportunities.

12. Vegetation

Retaining natural vegetative cover, or, at most, carefully pruning lower branches and thinning overgrown stands, helps retain the natural character of an area and make it more enjoyable to look at and live in. The retention of adequate buffers can provide privacy and reduce noise. Retaining adequate natural vegetation also provides protection from excessive winds, snowdrifts, and too much summer sun. Adequate vegetative buffers of native plant material should be required, particularly along public roads and property lines and between incompatible uses.

Timber harvesting should be regulated to prevent erosion and sedimentation, destruction of significant fish and wildlife habitat and rare, unique and exemplary plant communities; as well as to prevent adverse visual impact along public roads

and shoreland areas and other highly visible areas. Areas of identified rare, unique or exemplary plant communities should be protected from the adverse impact of timber harvesting and development.

13. Wildlife

Wildlife habitats tend to be clumped around ecosystems that are particularly rich and diverse and often in close proximity to water. These same ecosystems, adjacent to water, are in high demand for development.

The persistence of a particular wildlife species depends upon the sustained quality and quantity of habitats the species encounters.

Fisheries habitat is best protected by protecting the surrounding riparian habitat. The significance of rivers and streams that support cold water fisheries should not be underestimated given their relative scarcity and the heavy fishing pressure in southern Maine.

Riparian areas are significant and highly vulnerable habitat for a diverse population of game and non-game species. An undisturbed riparian zone is critical to the maintenance of cold-water fisheries and to the maintenance of wildlife diversity, particularly for birds and small mammals. In addition, many small mammals, furbearers and birds use the riparian zone as travel corridors.

Water quality in rivers, streams, ponds, and wetlands is adversely affected by disturbance within the riparian zone; i.e., changes in ground water temperature, stream flow, and rate of sedimentation. Development threatens to divide habitats into fragments or "islands", thereby confining within them species that do not travel far from cover. Such fragments may cut off the animals from winter and summer ranges particularly if travel corridors are not maintained.

Buffer strips of continuous, undisturbed riparian vegetation are important to the maintenance of fisheries, riparian, deer wintering, and non-game habitats.

14. Marine Resources

Although the commercial harvesting of shellfish and lobsters may no longer be the significant part of the Ogunquit economy that it is elsewhere on the Maine coast, marine resources are still important to the remaining fisherman and to those who harvest for personal use or recreation.

The quality and quantity of marine resources in the waters of Ogunquit also serve as biological indicators of other environmental problems. Pollution from chemicals and sewage adversely impact marine resources as does the inappropriate dredging, draining, and filling of marine related environments.

Further development in or near any productive marine resource areas should be regulated to assure that such areas are not adversely impacted.

15. Critical Areas

Because of the fragile nature of the beach and dune systems and the vegetational compartments associated with them, it is important that these areas be monitored and management plans developed. The attractiveness of beach and dune environments for potentially damaging recreational and development uses could result in their eventual destruction. The maintenance and conservation of these areas and significant portions of the rocky coastline is especially important since they display a variety of values including: scenic, zoological, geological, botanical, educational, and scientific. Proper management of these exemplary areas is necessary in order that they be preserved for future use.

D. Municipal Government

The long-term planning challenge is to supply enough physical space to efficiently but effectively house all the departments and committees of municipal government, but also to promote the efficient interchange of information between related parts of Town government to make more effective and efficient the delivery of governmental services. More integrated town government would synergistically promote more creative government in addressing community issues.

1. Public Safety

Extension of the summer tourist season from April to November (rather than merely July and August) is changing the social environment prompting adjusted responses by the Town's public safety personnel.

The most effective responses to increased social changes entail additional training of emergency personnel. The Police Department may study the efficiency, effectiveness and cost for additional year-round police officers compared to the costs and liabilities for seasonal officers. The Fire Department may secure additional training in hazardous chemical and biological materials to complement its hazardous material program.

2. Public Works and Solid Waste Management

As the year-round and summer populations may continue to increase in the first decade of the 21st Century and as the cost for disposing solid wastes at the RWS waste-to-energy incinerator continues to increase regardless of the population level, the Town will likely be faced with ever higher solid waste management costs. The

only way to reduce these costs is to reduce the waste stream. To do this, the Town would need to continue to design and implement reduction, reuse and recycling programs for the townspeople and also for the Transfer Station. Source separation and reduction at households and businesses should be practiced, pay-per-bag as in Portland or Kennebunk could be studied.

3. Marine Facilities

Due to its built-up state, maintenance of Perkins Cove marine facilities depend upon solid capital improvement planning and budgeting to afford timely replacements and upgrades of hardware such as docks, pilings, the boardwalk, benches and the Perkins Cove Pedestrian bridge. Equipment including boat motors and mooring gear also require timely replacement and upgrades. As a prime tourist destination as well as a working fishing harbor, Perkins Cove, over time, needs to balance both activities while enhancing both. Tourist amenities and commercial fishing, commercial boating such as whale watching, as well as private recreational boating do coexist in Perkins Cove.

E. Public Utilities

Given projections of continuing global and local population growth, it is said that potable water may become the oil of the 21st Century. Increasing scarcity due to increasing demand and the cost of securing potable water, new technological challenges may be presented to the local public water and public sewer services in Ogunquit. Add to this the uncertain effects of global warming, alteration of precipitation patterns and sea rise and there may result alterations in the local and regional water supply sources.

Long-term planning to help evolve new or expanded technologies to secure and treat water and wastewater may become ever more important. Household water conservation measures are already part of KKWWD's strategy for helping to maintain capacity. This includes water saving toilets, dishwashers and clothes washers, volume-adjustable shower heads and vigorous drip control of other faucets, bucket washing of automobiles and alternatives to using garden hose spraying for leaf removal from driveways and parking areas. Other water saving technologies that may be more rapidly evolved are ecologically appropriate composting toilets, recycling of gray water and use of residential rainwater for gray water tasks.

Currently (2002), sewage treatment plant sludge can be spread on hayfields or forestland without prior composting. This is because there are no heavy metals or other toxins from industrial processes within the wastewater stream. However, in the future, depending on State and Federal standards, composting of sludge could be required before use of it for mulch for landscaping or for fertilizer for crops for human consumption.

New sources of potable water may become much more feasible with evolved technology such as desalinization of seawater. As solar energy technology may advance, so too may application of solar energy to desalinization. Undoubtedly, the KKWWD, Ogunquit Sewer District and other utilities were already engaged in considering their options in 2002 for maintaining the vital supply of potable water and environmental water quality.

F. Fiscal Capacity

As more summer residents retire to their summer homes in Ogunquit, the Town may find its public safety and recreation costs, in particular, increase without a matching increase in the tax base. Retiring to an existing seasonal home does not usually add new tax base to a town, unless the house is winterized or renovated and revalued.

The Town will continue to receive most of its revenue from property taxes (75% ±) and from fees, mainly parking fees from Municipal parking lots and parking meters in Perkins Cove (15% ±). The property tax revenue sources would increase as the value of coastal homes appreciated due to their fixed limited supply in Ogunquit. Likewise, as more tourists come to Town, demand for the limited supply of parking places would allow increased fees at the Municipal parking lots. In short, the coastal setting and resort character of Ogunquit, if maintained, will likely continue to appreciate the tax base and increase the revenues of the Town.

For the foreseeable future, it is likely that the cost of maintaining public education will remain around 48% of the Town's annual budgets. To maintain a favorable character for support of tourism, the Town will need to continue its relatively high public safety (20% ±) and public works costs (12% ±) costs in annual budgets. There will be the salaries and costs, as these may increase over time, for possible additional summer police officers and lifeguards, and for public works crew to clean the Beaches and maintain the parks and public walkways.

If the Town maintains its annual outlays for capital improvements and debt service around 10% of the Town operating budget, it will be able to borrow money for long-term benefits at very favorable interest rates. If the total municipal debt is maintained approximately 25% of overall operating expenses, the Town will be able to easily engage in large-cost capital projects and pay off the debt incurred over time. This will be important to successfully implement the 2003 Comprehensive Plan Update because Ogunquit will necessarily incur many desirable capital projects to respond to desired changes in the already developed Village and coastal neighborhoods. Capital improvement projects, such as sidewalk, streetlight and park improvements are high cost but also high-return investments that attract more tourists but also benefit the residents of Town.

G. Transportation

Route 1 through Ogunquit is owned and maintained by the Maine Department of Transportation (MDOT) necessitating ongoing coordination between the Town of Ogunquit and MDOT. Coordination will be especially important during the design and reconstruction of Route 1, which is currently listed in MDOT's 2002-2007 Six-Year Transportation Improvement Plan. Similarly, Shore Road is eligible for state funding for maintenance and reconstruction as needed.

The peak season traffic volumes on Route 1 have leveled out at approximately 25,000 vehicles per day, resulting in gridlock conditions on many hot summer days. This capacity restriction parallels Ogunquit's parking capacity limits, effectively limiting the number of day visitors to Ogunquit. However, gridlock conditions impede the movement of emergency vehicles through the downtown area, creating a safety hazard. Additionally, idling vehicles create more emissions than those moving at free flow conditions. Vehicle emissions have been linked to global warming and the rising sea level, which could have a devastating long-term effect on this small coastal community.

Historical traffic volumes on Route 1 indicate increasing travel in or through Ogunquit during the shoulder and off-seasons. Transportation management alternatives may vary depending on whether this is through-traffic or Ogunquit generated. An origin-destination survey could determine which scenario exists.

Many believe that drivers funnel their cars and trucks onto Route 1 rather than pay the toll at York, which covers the ride as far as the next barrier toll in Gray, about 60 miles north. For local traffic, the \$1.50 toll is perceived to be unfair. At the town-wide visioning session, Ogunquit citizens suggested that moving the barrier toll south to the state line or north to Wells or Kennebunk, moving the sign with the toll price north of the York exit, and/or installing variable message signs that compare traffic conditions of the turnpike versus Route 1 all have the potential of decreasing the volume of traffic traveling through Ogunquit.

Another suggested reason why travelers may be driving on Route 1 through Ogunquit instead of using the Maine Turnpike is the exit numbering system. Traveling north, a driver sees Exit 1 in Kittery after crossing the Piscataqua River at the Maine/New Hampshire border. From there, exit numbers increase to 4 at York then start over at 2 in Wells. For years, both northbound and southbound drivers have mistakenly exited the turnpike prematurely and utilized Route 1 to finish their trip. The interstate system will be renumbered. New exit numbers will correlate with the distance in miles from the Maine/New Hampshire border. This task is scheduled to be completed by the summer of 2003. It will be interesting to see if the change results in a decrease in traffic volume along Route 1 in Ogunquit.

In a town-wide survey, 79% of the respondents agreed with maintaining pressure on MDOT for traffic improvements, 64% agreed with undertaking a traffic study including some one-way alternatives, and 52% agreed with establishing one-way traffic movement on some roads during the summer, but only 30% felt the same way about discouraging both residents and visitors from driving in the downtown area during the summer.

Because of the retrograde arterial designation on Route 1, any new or changed driveways and entrances will have to follow the most stringent design standards. One standard that has the greatest potential effect is the minimum required distance between driveways and entrances. In the downtown section of Ogunquit, where there are already numerous driveways and entrances in close proximity to each other, a change of use that generates more traffic than an existing use may not be permissible under the Access Management Law.

The intersections of Route 1 with Shore Road and Beach Street, and Route 1 with Berwick Road have continually been identified as High Crash Locations (HCLs). The ability for vehicles to move safely through these intersections should be considered in the scheduled design and reconstruction of Route 1.

The location and design of both sidewalks and crosswalks is increasingly important as the average age of Ogunquit residents is increasing.

Sidewalks are provided on only one side of most major roadways within a ½-mile radius of downtown Ogunquit, which limits pedestrian capacity and creates reliance upon crosswalks. In a survey distributed to all tax payers and registered voters in Ogunquit, 64% agreed with building a sidewalk on the west side of Main Street, 71% with building one on the east side of Route 1 south, and 61% with providing sidewalks on both sides of the Beach Street bridge. Additionally, 72% indicated support for a five-year plan for sidewalk improvement and construction and 56% for acquiring property in the Village for sidewalk construction and traffic mitigation.

Ogunquit lacks adequate bicycle facilities. When Route 1 and Shore Road are reconstructed by MDOT, paved shoulders are eligible for consideration and funding. The construction and paving of shoulders on other roadways would be the responsibility of the town. In the town-wide survey, 72% of respondents agreed with providing pedestrian and bicycle facilities along major roads as they are reconstructed. Also, 59% of respondents agreed with developing an alternate route around the Village for bicyclists so they would not have to use Route 1.

It is estimated that over a quarter of a million people utilize the Marginal Way each year. As the maintenance of this trail is the responsibility of the town, ongoing support from the community is essential. In a town-wide survey, 66% of the respondents indicated support for a system of walking paths or trails.

The availability or lack of public parking in downtown Ogunquit is directly related to the number of day visitors that the town can effectively serve. Providing more daytime parking would be in conflict with this Comprehensive Plan's economic policy of encouraging its visitors to stay overnight.

Although Ogunquit has a trolley system in place during the peak travel months, rides are generally provided to people who have already driven to Ogunquit's downtown parking and/or businesses. Parking lots outside the downtown area served by public transit could alleviate some of the traffic that is hindered by the limited capacity of the Route 1/Shore Road/Beach Street intersection. In a survey distributed to Ogunquit's taxpayers and voters, 58% of the respondents agreed with constructing one or two satellite parking lots. Such satellite lots would also be appropriate places for tour buses to access Ogunquit. In fact, 85% of respondents in the town-wide survey agreed with regulating where tour buses are allowed to stop and where and for how long their engines are allowed to idle.

The Downeaster schedule is likely the reason for the lower-than-anticipated ridership at Wells. Day-trips from Boston to Maine are inhibited with the earliest train arriving in Wells close to noontime and the last one leaving before dinner. Conversely, someone traveling to Boston from Maine could get there before 9:00 AM and could leave to come home as late as 11:00 PM.

H. Education

Given Ogunquit's increasing retiree population and declining number of school-age children, there is a continuing need for adult education programs to better fit the needs of the changing demographic profile of Ogunquit. There has been an increased emphasis in this curriculum area over recent decades.

Even with LD 1725, the fact that the cost for public education (as a percentage of the total for running municipal government) decreased only modestly between 1990 and 2000, suggests that the fixed costs for public education: buildings, grounds, curricula, books and overhead, irrespective of the actual number of students from Ogunquit, will likely remain the major expenses in supporting public education.

The Ogunquit Village School is a real community asset. Besides providing a sense of history and continuity to Ogunquit children who attend now and adults who attended in years past, the school also provides a real sense of community to the residents of the Village as well as a superb (upgraded in 2002) playground for the school children and the residents. Located near the Dorothea Grant Common, the Village School is part of the municipal facilities anchoring the center of the Village along with the Dunaway Community Center and Grant Common itself.

I. Culture

A Town Library fulfills an important educational and recreational service, which is essential to any community. Traditional problems concerning library services include the scheduling of hours to best serve the needs of the community, availability of books and reference materials and space to house materials. The Library in 2002 to be fulfilling the needs of the community.

Cultural institutions are the soul of any community and both reflect that community and lead it in generating and supporting creativity and wisdom. Ogunquit is fortunate to be among Maine towns like Portland, Rockland and Bar Harbor as a conservator of Maine artistic heritage. The Town could better support its unique cultural heritage by advertising it more, through the local Chamber of Commerce.

J. Historic and Archeological Sites

Historically, old homes have been torn down to make room for parking lots or business ventures. The expansion for business uses continues to be a threat to the older dwellings. Private cemeteries have been destroyed also for business ventures.

A significant grant was awarded the Town in 2001 for major rehabilitation of the Marginal Way. The townspeople had previously accepted the gift of the Capt. Winn house and the work to restore it and make it a Town Museum was accomplished in 2002. In 2000, the Townspeople adopted an Ordinance to allow owners to voluntarily have their historic property so designated. This may encourage more to become active in preserving Ogunquit's heritage.

Maine cemetery laws require care for private cemeteries with military burials.

K. Parks and Open Space

Three broad recreation trends are affecting parks, open space and the land use pattern in Ogunquit in the first decade of the 21st Century. The continuing construction of hotels and motels is increasing the number of outdoor and indoor swimming pools in Town, weight rooms, spas and other exercise facilities. While many of these serve exclusively the summer tourist, some of these facilities also remain open year-round and also serve year-round residents.

The design of the Dorothea Grant Common includes walkways, benches and a flat lawn for audience sitting for the enjoyment of arts performances. It also includes a children's post & beam playhouse.

The year-round interest in more pedestrian connections between Town parks and the Beach is paralleled by the more youthful residents (and tourists) interest in more inter-connected bicycle pathways. The manifest desire among retirees for greater, and safer, pedestrian facilities: sidewalks, crosswalks across busy streets and more pathways like the Marginal Way prompt the development of an interconnected Town open space pattern. Preservation of in-town open space for park use by locating new parking lots on the fringes of the Village is another expressed desire of many residents.

The Marginal Way provides a marvelous example of how to get around on foot and there is likely to be a positive response to plans for similar-type river walks along the Ogunquit and Josias Rivers and perhaps along the Ogunquit River Estuary. Sidewalks and paths that tie together the various parks in the Village with Grant Common Park, the central park in Town, with the Marginal Way and the passenger trolley system would enable easier pedestrian movement around the Village.

Also identification of crucial open space for habitat protection, recreational objectives and environmental quality maintenance in an open space pattern seems desirable. Such a mapped pattern would enable the Planning Board to allow subdividers and major site plan developers to contribute cash toward land purchases within a Town Open Space Plan in lieu of providing open space within their own subdivisions or site plans.

Properly balancing recreational interests with the hospitality industry's recreational services with provision for youth facilities and programs both within the Village and at athletic fields is likely to be one of the biggest land use challenges of the 21st Century.

L. Community Character

Ogunquit has two community characters. On the one hand, there are still scattered aspects of its historic 19th Century character as a coastal fishing, farming, boat building settlement overlaid with its early 20th Century arts colony, summer hotel and summer home ambiance. These characteristics may be found primarily east of Route One in the older residential neighborhoods along the shore within which a number of historic homes and inns have been preserved and in Perkins Cove in which some of the original fishing character remains. On the other hand, there is the late 20th Century motel strip along Route One and the hotel strip along Shore Road that reflect the character of contemporary automobile-based vacationing.

The major issue is how best to balance these two community characters, even integrate them. During the 1990s, based on the 1993 Comprehensive Plan, the Town attempted – quite successfully - to reconcile the two town characters through

zoning and design review ordinances. These confined new hotel/motels to the Route One North strip while allowing for preservation of historic buildings in the Route One and Shore Road business areas by the design review process administered by the Planning Board.

In the 21st Century, the aging of the population in general is likely to continue to bring more retired people to live in Ogunquit either year-round or partial-year, some having been local summer home owners in the past. It may be assumed that this increasing retiree population would be more interested in the historic community character of Ogunquit than its hotel/motel tourist trade character, but not exclusively. The tourist trade helps support local museums, theatre and makes possible good restaurants in town, all of which also benefit the residents. The overlapping benefits of the historic village and the resident's historic housing, in turn, contributes ambiance to the tourist trade and a congenial setting for contemporary hotels and motels. There are, indeed, elements within both community characters that may form the basis for better integration of the two.

The Planning challenge will be to, in fact, better affect the integration of the two communities while preserving the ambiance of the quiet historic residential neighborhoods in the Village. Whereas the 1990s saw the application of the regulatory approach (through zoning, etc.), the 2000s will need to apply a capital improvements approach. This will need to include design and implementation of such public facility developments as new or rehabilitated sidewalks, cross walks, pathway maintenance and integration of town parks, trolley route extensions and possibly satellite parking lots. The design review process coupled to the enlightened stewardship of historic properties by both the residential and business communities will be needed if the historic character of the community is to be preserved and, more importantly, contribute to the contemporary resort character of Town.

As part of pursuing a balance between, and integration of, the two community characters of Ogunquit, the aging tourist population along with the aging residential population provides the opportunity to capitalize more on the Town's historic assets including its museums and theatres to develop more cultural tourism. The traditional tourist benefits principally for families and youth from the recreational enjoyment of the beach, the restaurants, shops, and clubs that cater to a younger crowd, may, perhaps, be better balanced with more amenities aimed at the older tourist and resident: museums, theatres, parks, walkways and the like.

Long-term preservation of the historic community character of Ogunquit will depend on being able to use the remaining historic artifacts so that they pay for their upkeep – an empty museum or playhouse does not pay for itself. On the other hand, the contemporary resort character of Ogunquit represented by hotels, motels, inns and B&Bs will continue to respond to the changing vacation market. Again, the Town will need to attend to the community infrastructure such that the beach and estuary maintain the water quality upon which the entire resort economy is built. It

is upon environmental quality maintenance that the other community infrastructure elements may be evolved successfully: sidewalks, pathways, parks, landscaping, trolley service and the integration of all these elements to hospitality lodging, the beaches and the cultural amenities in Town.

M. Land Use Trend

The land use trends of the 1990s are likely to continue during the first decade of the 21st Century. The east side of Route One is mostly built-out and, therefore, new houses and other new dwelling-units are much more likely to be built on the west side of Route One where land is available and cheaper. During the 1990s, fully 2/3 of new dwellings were built on the west side of Route One. A major portion, probably more than half, of the 210 new houses west of Route One were constructed on recent subdivision lots created since 1990 (150 new house-lots). There has been no large residential subdivision of land on the east side of Route One since at least 1990.

The modest rate of new dwelling-unit construction is likely to continue. While Ogunquit had about a 17% increase in dwelling-units during the 90s (similar to York County as a whole), the Town had a 26% increase in population, considerably faster than the County. This is certainly due to the fact that 71% of the dwelling-units east of Route One were seasonal homes as were 58% west of Route One. The aging median age of Ogunquit residents suggests that a significant portion of the additional people in Town during the 90s were retiree who had made their erstwhile seasonal homes into their primary residences.

Whether the retiree seasonal home converters actually live in their new primary home in Ogunquit year-round or only part of the year, the effect is still the same. These new members of the year-round Ogunquit community did not need to build a new house to become primary-home residents of Ogunquit.

The rising median income of Ogunquit households during the 90s also reflects the higher income level of many of the new retirees in Town but also of the new homebuyers. The cost of either purchasing an existing home east of Route One or buying a new subdivision lot and building a new house requires a higher income. It is difficult for moderate or lower income households to afford a new house in Ogunquit. Middle and lower income households in Town are likely to be either natives from way back who still own some of the family's ancestral land or retirees who converted a modest summer cottage they had purchased before 1980.

The land use pattern emerging in Ogunquit (and to a greater or lesser extent along the entire southern Maine coast) is characterized by four strips of land parallel to the shore. The first strip of land in Ogunquit along the shoreline east of Route One is characterized by very expensive year-round and seasonal homes. Along Shore Road and in Perkins Cove it is also characterized by historic or historic-influenced tourist

lodgings, restaurants and retail shops. The second strip is the land on either side of Route One in which the contemporary motel strip, tourist-oriented restaurants and retail shops are located. The third strip is land west of Route One over to the Turnpike in which there is a mixture of year-round and seasonal homes, mostly single-family houses. Beyond the Turnpike to the west is traditional rural Maine supporting fields and forestland with few roads and only scattered houses. This area is likely to remain rural because it is hard to get to, has only one road accessed from Ogunquit through either Wells or York and new subdivision lots would need to be very large thus new subdivision roads very long and expensive.

The strip between Route One and the Turnpike continues to be in transition from rural to urban and is where the most land use activity may be expected. With the continued availability of public water and sewer, this area is certain to continue to receive development pressure for residential subdivisions and for multi-family site plans. From high income housing, such as in the Windward Subdivision (1999), to more modestly-priced housing, as in the Riverbrook Manufactured Home Park (1990), a range of housing prices responding to the market may be expected. Interestingly, the moderate price of the initial manufactured houses in Riverbrook Park are reportedly considerably higher at resale reflecting the continued strong demand for retirement housing in Town. The market will continue to attract retirees, from moderate to high incomes, seeking retirement condominiums, as well as higher income families seeking second homes.

Ogunquit will continue to be challenged on how best to respond to the continuing market pressures for high cost houses as well as moderate to high cost retirement housing. In order for the Town to effectively address the housing needs of its dwindling lower income natives, especially new families starting out, the Town will need to formulate and implement realistic measures to provide affordable housing within - or in spite of - the existing land use and housing trends along the coast. If the Town is to continue to accommodate its tourist economy, the Town will need to formulate and implement measures to house the increasing number of seasonal workers in its hospitality industry.

The Town is challenged by the developing area immediately west of Route One. What needs to be resolved is what the townspeople want with respect to all or a portion of this area becoming an extension of the existing village with an interconnected road pattern and village-scale density of development. There is an option for a portion of this area to become a suburban area with large lot single-family housing. There is an option for multi-family housing in this area, including retiree condominiums or moderate-income apartments. There is still opportunity for parks, open space and public trails in the developing area between Route One and the Turnpike before development, either planned or unplanned, overtakes the area.

N. Affordable Housing

Ogunquit's attractiveness to affluent homebuyers from outside of Maine makes it one of the least affordable communities in the entire state on paper, when a pure comparison of median household income to median home prices is done. However, there are a number of mitigating factors that make Ogunquit's affordable housing situation somewhat less dire. These include:

- Many lower-income residents are long-time residents who have paid off mortgages. This group is challenged, though, by rising property taxes due to soaring valuations.
- The large stock of seasonal units provides a substantial supply of off-season affordable housing for the workforce in the region.
- A large manufactured housing development was recently built in Ogunquit that substantially increased the Town's supply of affordable housing

Adding together the current gap of affordable units and the expected future need, Ogunquit would need to add an estimated 58 affordable units by 2015. This translates to an average of about four units per year.