

Town of Maine Comprehensive Plan Update

2008



Prepared for Town of Maine Planning Board in conjunction with the
Broome County Department of Planning and Economic Development and
the residents of the Town of Maine

TOWN OF MAINE
DRAFT COMPREHENSIVE PLAN UPDATE
2008

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1.0 INTRODUCTION

*“Among the most important powers and duties granted by the [State] legislature to a town government is the authority and responsibility to undertake town comprehensive planning.”
Section 27s-a(1)(b) New York State Town Law*

As state law makes clear, a comprehensive plan is a powerful document. In a court of law, the comprehensive plan gives validity to local land use decisions. In a town with a comprehensive plan, other governmental agencies must consider the impact of capital projects on the adopted plan. By preparing a comprehensive plan, a community lays out its shared vision and builds consensus for projects and policies. A comprehensive plan can be used to protect resources and guide development.

This Comprehensive Plan update was drafted by the Town of Maine Planning Board in close cooperation with the Broome County Department of Planning and Economic Development. Maine originally adopted its comprehensive plan in 1973. That plan was prepared by Robert Murray and Bradford Stark of Crandell Associates. The original plan is discussed in depth in Chapter 14: Existing Comprehensive Plan.

In preparation of this plan update, historic and current community information was assembled, including population, age, household size and type, income, occupation, industry, housing condition, transportation infrastructure, utilities, public facilities, environmental resources, land use, agriculture and existing ordinances. Various authorities such as the Binghamton Metropolitan Transportation Study and Cornell Cooperative Extension were consulted.

To gather public input, the Town conducted a survey of residents and held numerous public meetings. Using records from the Broome County Office of Real Property, 2,185 surveys were delivered to residents of Maine. The Town also conducted a series of open meetings to discuss elements of the Comprehensive Plan. At a public meeting on February 22, 2006, the staff of the Planning Department conducted a modified Strengths-Weaknesses-Opportunities-Threats (SWOT) exercise with the Maine Planning Board and town residents. Through this SWOT analysis, residents listed the assets that a community can draw on, the shortcomings or deficits that must be overcome, the opportunities that should be seized upon, and the dangers that face the Town. This extensive work resulted in the nine recommendations found in the concluding chapter of this plan.

This comprehensive plan will ultimately be judged by how successfully it is implemented. The recommendations in Chapter 16 are the result of a great deal of work, input, and analysis, and now they should be put into action. Implementation will only be successful if the plan is dynamic. The plan should be reviewed periodically, at a minimum in five-year increments, to ensure that it remains relevant to the challenges faced by the Town of Maine.

2.0 LOCATION

The Town of Maine is located on the western edge of Broome County (see Map 2-1). It is bordered to the north by the Town of Nanticoke, the Town of Chenango on the east, the Town of Union to the south, and Tioga County to the west. The Town of Maine, along with the rest of Broome County and Tioga County, is located in the Binghamton Metropolitan Statistical Area. The Town of Maine encompasses 28,446 acres.

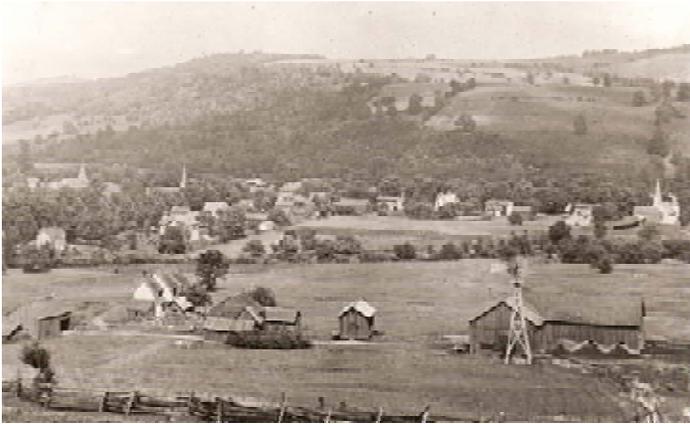
New York State Route 26 serves as the primary north-south corridor for the Town. New York State Route 38B bisects the south west corner of the Maine. The other primary means of travel to the Town are Farm to Market Road (County Route 49), East Maine Road (County Route 45), and Airport Road (County Route 69).

There are no rivers in the Town of Maine. Nanticoke Creek and its tributaries (East Branch, Ketchumville Branch, Bradley Creek, and Crocker Creek) drain most of the Town of Maine. Patterson Creek drains a small section of the southern part of the Town of Maine and empties into the Susquehanna River. The eastern portion of the Town of Maine, including part of Greater Binghamton Airport, is drained by Little Choconut Creek. A small area in the northeastern section of the Town that includes the Broome County landfill is drained by Castle Creek.



There are no incorporated villages within the Town. The unincorporated hamlet of Maine is located on New York State Route 26 roughly between Pollard Hill Road and Lewis Street. The Town's Post Office and Town Hall are within the hamlet of Maine.

3.0 BRIEF HISTORY OF MAINE



In 1794 Benjamin Norton settled in what was then the northern portion of the Town of Union. It would be more than 50 years before Maine was a legally distinct municipality. The first recorded birth among early settlers was Cynthia, born to Winthrop Roe in 1797. The first school in Maine was opened in 1802 and taught by Betsey Ward. Eight years later the first mill was built by Daniel Howard, and in 1825 the first store was opened. In this same period Oliver

Whitcomb opened the first village tavern. Maine was made a postal station in 1828. By 1840, the area had several stores, a tannery, a second mill, a cabinet shop, and three churches.

In 1848, Maine was formerly incorporated out of the Town of Union. The first elected slate of officers included: Supervisor, Andrew H. Arnold; Town Clerk, John W. Hunt; Superintendent of Schools, Marshall Delano; and Collector, John T. Davis. The new town's population was 1,843 by the Census of 1850. A small portion of the Town was annexed by the Town of Chenango in 1856. Maine's borders have not changed in the last 150 years.

This early history of Maine is preserved and displayed at the Nanticoke Valley Historical Museum. The museum is in a Victorian-era house located at the corner of Nanticoke Road and New York State Route 26. The house was originally built about 1869 and purchased by the Nanticoke Valley Historical Society in 1976. The Historical Society also owns the Norton Carriage Factory located just north of the museum across Nanticoke Road and Pitchers Mill further to the north on New York State Route 26.

The Town's population reached an early peak of 2,305 in 1870. From that point there was a steady decline to 1,360 in 1920. The population then rebounded and began to grow dramatically after World War II. The population hit its highest point of 5,842 in 1970. By the 2000 Census, the population had dropped to 5,459.

The most dramatic change in Maine's landscape and character was the construction of the airport. Prior to World War II, Tri-Cities Airport in Endicott was the primary airport for the area. Increases in plane sizes and a growing need for night-time flying led the community to search for a new airport location. They selected Mount Ettrick in Maine. Construction began in 1945 and the airport was opened in 1951. Originally named Broome County Airport, it was renamed Greater Binghamton Airport in 2003.



4.0 POPULATION

4.1 Introduction

An analysis of a community’s population trends is essential to the planning process. The evaluation of demographic data is an important factor for future decisions regarding land use, infrastructure, and community services. Future land use and development policies will be partially based on expected population growth or decline, population age, household and family characteristics, and income and poverty levels.



Population data for the Town of Maine was collected from the United States Census of Population and Housing (Census), the most comprehensive source of demographic data for the Town of Maine. Data is provided for 2000, the latest year for which reliable figures are available and in some cases for earlier decades to show population trends. Also, comparisons are made between the population figures for the Town of Maine, Broome County, and other towns, where applicable, to put the data in perspective.

4.2 Population Trends

Table 4-1 shows the total population for Broome County and the Town of Maine over the last six decades. In 2000, the Town had a population of 5,459 persons or about 2.7 percent of the countywide population. The Town has the fifth largest population of the 16 towns.

As shown in the table, the population of the Town of Maine increased steadily from 1940 to its highest point of 5,842 residents in 1970. The population declined by 2.1 percent from 1990 to 2000. By comparison, the countywide population declined by 5.5 percent from 1990 to 2000.

Table 4-1: Total Population from 1940 to 2000									
Area	1940	1950	1960	1970	1980	1990	2000	Change 1990-2000	
								No.	%
Broome County	165,749	184,698	212,661	221,815	213,648	212,158	200,536	-11,624	-5.5%
Maine	2,076	2,316	3,931	5,842	5,262	5,576	5,459	-117	-2.1%

Source: U.S. Census of Population and Housing.

4.3 Population Density

Overall, the Town of Maine has 121 persons per square mile, less than half the countywide population density of 282 persons per square mile. The most densely settled area of the Town is the hamlet of Maine. Although the Town does not contain any incorporated villages, the area

surrounding Church Streets, NYS Route 26 (Main Street), and Pollard Hill Road is commonly referred to as the hamlet of Maine. The Census Bureau does not provide statistics specifically for this area. The hamlet, however, roughly follows the boundaries of Census Blocks 2014, 2015, 2018, 2019, and 3006 within Census Tract 102. This area is shown on Map 4-1. A total of 216 people lived within the hamlet in 2000 which was just under 4 percent of the Town's population. The population density of the hamlet is 1,275 persons per square mile, or over 10 times the density of the remainder of the Town. Map 4-1 shows the population density for the Town of Maine.

4.4 Urban and Rural Population

The U. S. Census classifies the population of an area as either urban or rural. Maine's population was 5 percent urban and 95 percent rural in 2000. In comparison, the countywide population was 74 percent urban and 26 percent rural. Maine had the third largest rural population in Broome County in 2000.

4.5 Age

The percentage of population by age group for Broome County and the Town of Maine are illustrated in Table 4-2.

Age	Broome County	Percent	Town of Maine	Percent
Under 5	11,271	6%	264	5%
5 to 9	12,961	6%	423	8%
10 to 14	13,996	7%	500	9%
15 to 19	15,506	8%	392	7%
20 to 24	14,516	7%	224	4%
25 to 34	22,740	11%	576	11%
35 to 44	31,049	15%	1,006	18%
45 to 54	26,922	13%	810	15%
55 to 59	10,033	5%	277	5%
60 to 64	8,711	4%	271	5%
65 to 74	16,073	8%	434	8%
75 to 84	12,182	6%	234	4%
85 and over	4,576	2%	48	1%
Total	200,536	100%	5,459	100%
Under 18	46,095	23%	1,435	26%
18 to 64	121,610	61%	3,308	61%
65 and over	32,831	16%	716	13%

Source: U.S. Census Population and Housing.

The percentage of population by age group for Broome County and the Town of Maine are illustrated in Charts 4-1 and 4-2, respectively.

Figure 4-1: Broome County Population by Age in 2000

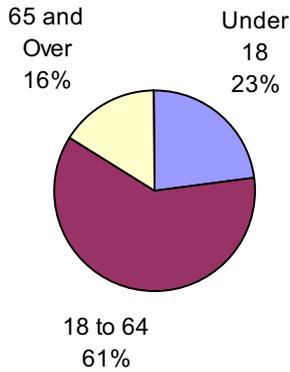


Figure 4-2: Town of Maine Population by Age in 2000

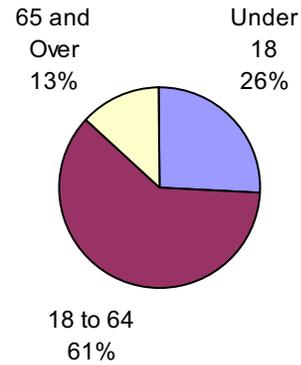


Table 4-3 shows the change in the age of the population in the Town from 1990 to 2000. The “Under 5” and “25 to 34” age groups experienced the biggest percentage decrease in population while the “75 to 84” and “85 and over” age groups experienced the biggest percentage increase. The largest increase in absolute numbers, however, was in the “45 to 54” age bracket.

Table 4-3: Town of Maine Population by Age from 1990 to 2000				
Age	1990	2000	Absolute Change	Percentage Change
Under 5	433	264	-169	-64%
5 to 9	433	423	-10	-2%
10 to 14	405	500	95	19%
15 to 19	377	392	15	4%
20 to 24	327	224	-103	-46%
25 to 34	971	576	-395	-69%
35 to 44	942	1,006	64	6%
45 to 54	552	810	258	32%
55 to 59	276	277	1	0.4%
60 to 64	315	271	-44	-16%
65 to 74	374	434	60	14%
75 to 84	141	234	93	40%
85 and over	30	48	18	38%
Total	5,576	5,459	-117	-2%
Under 18	1,482	1,435	-47	-3%
18 to 64	3,549	3,308	-241	-7%
65 and over	545	716	171	31%

Source: U.S. Census Population and Housing.

4.6 Race and Ethnicity

The race and ethnicity of Broome County and the Town of Maine are presented in Table 4-4.

Table 4-4: Race and Ethnicity in 2000				
Race and Ethnicity	Broome County		Town of Maine	
	No.	%	No.	%
Total Population	200,536	100%	5,459	100%
• White alone	183,153	91.33%	5,344	97.89%
• Black/African American alone	6,575	3.28%	24	0.44%
• Amer. Indian and Alaskan Native alone	384	0.19%	3	0.05%
• Asian alone	5,585	2.79%	29	0.53%
• Native Hawaiian and Other Pacific Islander alone	53	0.03%	1	0.02%
• Some other race alone	1,593	0.79%	4	0.07%
• Two or More Races	3,193	1.59%	54	0.99%
Total Hispanic or Latino	3,986	1.99%	30	0.55%
Notes:				
Hispanic or Latino refers to ethnicity. Race and ethnicity are mutually exclusive and, therefore, the percentages, when added together, total more than 100%. Hispanic or Latino could be of any race.				
Source: U.S. Census of Population and Housing.				

4.7 Household and Family Size

Table 4-5 shows the average number of persons per household and per family. The average household and average family sizes for the Town of Maine are both higher than the countywide figures.

Table 4-5: Household and Family Size in 2000		
Area	Broome County	Town of Maine
Households	80,749	2,036
Average Household Size	2.37	2.68
Families	50,231	1,532
Average Family Size	2.97	3.08
Source: U.S. Census of Population and Housing.		

4.8 Household Type

The Census provides a measure of household type as shown in Table 4-6. Nearly two-thirds of the households in the Town of Maine have no individuals under 18 years. While 64 percent is lower than the countywide 70 percent, it is still high and mirrors the notion of a growing “empty-nester” population in Broome County.

The percentage of female head of households (8 percent) is less than the percentage countywide (11 percent).

Table 4-6: Household Type in 2000				
Households	Broome County		Town of Maine	
	No.	%	No.	%
Total	80,749	100%	2,036	100%
Households with one or more people under 18 years:	24,500	30%	737	36%
Households with no people under 18 years:	56,249	70%	1,299	64%
Female Householder	8,724	11%	166	8%

Source: U.S. Census of Population and Housing.

4.9 School Enrollment

The Census provides figures for school enrollment among the population aged 3 years and over as shown in Table 4-7. The percentage of the population of the Town of Maine enrolled in school is equal to the percentage countywide. A majority of these students (51 percent) are enrolled in elementary school (grades 1 to 8). This is a substantially higher percentage than the countywide figure of under 40 percent.

Table 4-7: School Enrollment for Population Aged 3 Years and Over in 2000				
Population	Broome County		Town of Maine	
	No.	%	No.	%
Total	194,171	100%	5,341	100%
Enrolled in School	56,153	29%	1,570	29%
Enrolled in nursery school, preschool	3,298	6%	73	5%
Enrolled in kindergarten	2,690	5%	99	6%
Elementary School (grades 1-8)	22,164	39%	804	51%
Enrolled in grade 9 to grade 12	10,790	19%	370	24%
Enrolled in college or graduate school	17,211	31%	224	14%
Not enrolled in school	138,018	71%	3,771	71%

Source: U.S. Census of Population and Housing.

4.10 Educational Attainment

The Census provides the educational attainment for persons age 25 and over as shown in Table 4-8. As shown in the table, the Town of Maine has a higher percentage of high school graduates than the County, but a lower percentage of residents with a bachelor's degree or higher.

Table 4-8: Educational Attainment for Population Aged 25 and Over in 2000				
Population	Broome County		Town of Maine	
	No.	%	No.	%
Population Age 25 and Over	132,541	100%	3,644	100%
No schooling completed	1,666	1%	0	0%
Less than 9 th Grade	5,590	4%	196	5%
9 th to 12 th , no diploma	14,705	11%	449	12%
High school graduate (includes equivalency)	43,393	33%	1,278	35%
Some college, no degree	24,311	18%	636	17%
Associate degree	13,355	10%	417	11%
Bachelor's degree	16,662	13%	454	12%
Master's degree	13,359	10%	214	6%
High school graduate or higher	111,080	84%	2,999	82%
Bachelor's degree or higher	30,021	23%	668	18%

Source: U.S. Census of Population and Housing.

4.11 Income

The 2000 Census reports the median household, family, and per capita income for 1999. These figures are provided for Broome County and the Town of Maine in Table 4-9. Family income and per capita income in the Town of Maine are lower than the countywide figure, but the household income level is higher than the countywide level.

Table 4-9: Income in 1999		
Income	Broome County	Town of Maine
Median Household Income	\$35,347	\$39,656
Median Family Income	\$45,422	\$42,514
Per Capita Income	\$19,168	\$17,773

Source: U.S. Census of Population and Housing.

4.12 Poverty

The 2000 Census lists the numbers of individuals and households living below the poverty level based on 1999 income figures. As shown in Table 4-10, the percentages of individuals and households below the poverty level in the Town of Maine are roughly half the rates in Broome County as a whole. The poverty rate for the population aged 65 years and over, however, is nearly identical to the countywide figure.

Table 4-10: Individuals and Households Below Poverty in 1999				
Populations	Broome County		Town of Maine	
	No.	%	No.	%
Total Individuals	191,350		5,425	
Individuals Below Poverty	24,559	13%	321	6%
• Under 18 years	7,438	4%	116	2%
• 65 years and over	2,232	1%	40	1%
Total Households	80,917		2,041	
Households Below Poverty	10,356	13%	114	6%
• Family Households Below Poverty	4,471	6%	69	3%
• Non-Family Households Below Poverty	5,885	7%	45	2%
Notes:				
The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being “below the poverty level.” The poverty thresholds used in the 2000 Census do not vary by geographical location.				
Source: U.S. Census of Population and Housing.				

5.0 HOUSING

5.1 Introduction

An analysis of a community’s housing is important to the planning process. Future land use and development policies are partially based on housing conditions and future housing demand.



Housing data for the Town of Maine were collected from the United States Census of Population and Housing (Census), the most comprehensive source of housing data. Data are provided at the town, census tract, and census block group level for 2000, the latest year for which figures are available and in some cases for earlier decades to show trends. The census tracts (CT) and block groups (BG) are shown on Map 4-1 in Appendix A. Comparisons are made between the population figures for the Town of Maine, Broome County, and other towns where applicable to put the data in perspective.

5.2 Housing Units

As shown in Table 5-1, the Town of Maine had 2,181 housing units in 2000 or about 2 percent of the countywide total. More than one-third of the dwellings were located in Block Group 2, which encompasses the hamlet of Maine.

Table 5-1: Total Housing Units 2000		
Area	2000	Percentage of Total
Broome County	88,817	100%
Town of Maine/CT 102	2,181	2%
Block Group 1	487	22%
Block Group 2	782	36%
Block Group 3	416	19%
Block Group 4	146	7%
Block Group 9	350	16%
Notes:		
The Town of Maine is located entirely within Census Tract 102 (CT 102). CT 102 only encompasses the Town of Maine and no other municipalities.		
Source: U.S. Census of Population and Housing.		

5.3 Urban and Rural Housing Units

The Census classifies the housing of an area as either urban or rural. Maine is predominantly a rural town. As shown in Table 5-2, Maine's housing was 7 percent urban and 93 percent rural in 2000. In comparison, countywide the housing stock was 76 percent urban and 24 percent rural. Maine had the fourth largest rural housing stock of the towns in 2000. The housing located in North Maine was completely rural in 2000.

Area	Total Units	Urban		Rural	
		No.	Percent	No.	Percent
Broome County	88,817	67,081	76%	21,736	24%
Town of Maine/CT 102	2,181	153	7%	2,028	93%
Block Group 1	487	0	0%	487	100%
Block Group 2	782	9	1%	773	99%
Block Group 3	416	68	16%	348	84%
Block Group 4	146	65	45%	81	55%
Block Group 9	350	11	3%	339	97%

Source: U.S. Census of Population and Housing.

5.4 Housing Type

The predominant housing type in the Town of Maine is the single-family house followed by the mobile home. As shown in Table 5-3, nearly three-quarters (74 percent) of the dwellings were single-family houses (1-detached unit) and one-fifth (20 percent) was mobile homes which includes mobile homes located in mobile home parks. The multi-family units comprised 6 percent of the housing stock. Block Group 2 (the hamlet of Maine) had the largest number of single-family dwellings.

Area	Total	1-detached unit		1- attached unit		2 units		3 or more units		Mobile Home	
		No.	%	No.	%	No.	%	No.	%	No.	%
Maine/CT 102	2,181	1,611	74%	17	1%	67	3%	49	2%	437	20%
Block Group 1	483	353	73%	0	0%	7	2%	26	5%	97	20%
Block Group 2	784	621	79%	8	1%	34	5%	18	2%	103	13%
Block Group 3	410	210	51%	0	0%	17	4%	5	1%	178	44%
Block Group 4	144	109	76%	0	0%	0	0%	0	0%	35	24%
Block Group 9	360	318	88%	9	3%	9	3%	0	0%	24	6%

Source: U.S. Census of Population and Housing.

5.5 Mobile Home Parks

The Town of Maine had 437 mobile homes in 2000. This number represented the fifth largest number of mobile homes by town and 12 percent of the mobile homes countywide. Mobile homes and mobile home parks are regulated under Section 12 (Planned Mobile Home District) of the Zoning Ordinance and under the Mobile Home, Mobile Home Park and Travel Trailer Ordinance of the Town of Maine. Mobile home parks are located in Planned Mobile Home Districts which are established by approval of the Town Board. Individual mobile homes are permitted in the Rural-Residential District.

The Town has five mobile home parks, four of which are located within Planned Mobile Home Districts in the NYS Route 26 corridor as shown on Map 5-1. Table 5-4 lists the mobile home parks, location, and units (see Section 7.2 in Chapter 7 Land Use.) An estimated 245 (56 percent) of the 437 mobile homes are located in mobile home parks.

Table 5-4: Mobile Homes Parks		
Mobile Home Park	Location	Number of Mobile Homes
Maine Mobile Court	2088 NYS Route 26	55
Edson Mobile Home Park	622 Edson Avenue	70
Mobile Home Park	84 Twining Road	5
Mann’s Mobile Home Park	3708 NYS Route 26	25
Twining Trailer Court	2354 NYS Route 26	90
Total		245

Notes:

The list of mobile home parks was provided by the Town of Maine. The numbers of mobile homes are estimates based on review of 2002 aerial photographs compiled by the Broome County Department of Planning and Economic Development.

Source: Maine Town Clerk and Broome County Department of Planning and Economic Development.

5.6 Housing Growth

As shown in Table 5-5, the number of housing units in the Town of Maine increased by 5 percent from 1990 to 2000 compared to the 1 percent increase countywide. Block Groups 1 and 2 experienced the largest gain in housing units with 85 percent of the new housing construction occurring in these two rural areas.

Table 5-5: Total Housing Units 1990 – 2000				
Area	1990	2000	Change 1990-2000	
			No.	Percent
Broome County	87,969	88,817	848	1%
Town of Maine/CT 102	2,072	2,181	109	5%
Block Group 1	446	487	41	9%
Block Group 2	731	782	51	7%
Block Group 3	427	416	-11	-3%
Block Group 4	138	146	8	6%
Block Group 9	330	350	20	6%

Source: U.S. Census of Population and Housing.

5.7 Building Permits

Building permit data, which are compiled in the *Broome County Construction Report*, also show trends in housing construction. They track the amount and value of residential construction and alterations, additions, and repairs. Table 5-6 lists the number and value of building permits issued for new residential construction and for residential alterations, additions, and repairs in the Town of Maine from 1996 through 2005.

In 1996, the Town of Maine issued 18 housing permits for a total value of \$293,000 (not adjusted for inflation). In 2005, the Town issued 75 housing permits for a total value of approximately \$2.6 million. New single-family housing and residential alterations, additions and repairs have accounted for three-quarters of the residential construction over the last 10 years in the Town of Maine.

Year	Total Permits	Total Value	New Single-Family (1 unit, detached)				Alterations, Additions, Repairs			
			No.	%	Value	%	No.	%	Value	%
1996	18	\$293,000	0	0%	\$0	0%	18	100%	\$293,000	100%
1997	26	\$757,576	6	23%	\$491,000	65%	20	77%	\$266,576	35%
1998	94	\$1,899,002	6	6%	793,000	42%	75	80%	\$628,819	33%
1999	87	\$3,116,523	10	11%	1,584,000	51%	66	76%	\$1,216,185	39%
2000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2001	61	\$1,382,649	3	5%	\$255,904	19%	49	80%	\$297,745	22%
2002	67	\$2,300,375	15	22%	\$540,194	23%	14	21%	\$1,058,034	46%
2003	30	\$1,063,000	5	17%	\$534,000	50%	22	73%	\$431,000	41%
2004	68	\$3,114,000	13	19%	\$1,595,500	51%	0	0%	\$0	0%
2005	75	\$2,609,302	10	13%	\$1,529,000	59%	65	87%	\$1,080,302	41%
2006	75	\$3,381,340	14	19%	\$1,872,800	55%	57	76%	\$1,390,540	41%

Notes:

The Town of Maine did not report data in 2000.

Source: *Broome County Construction Report*.

5.8 Age of Housing

The age of the housing stock is often a key indicator of the quality of the housing, trends in housing construction, and housing demand. As shown in Table 5-7, one-quarter of the housing (548 units) in Maine was constructed in the post-war years (1940 to 1959). Approximately one-

half of the dwellings (213 units) was built in the hamlet of Maine (Block Group 2). From 1970 to March 2000 housing construction in Maine outpaced housing starts countywide.

Table 5-7: Year Structure Built													
Year Built	Total	1939 or earlier		1940 to 1959		1960 to 1969		1970 to 1979		1980 to 1989		1990 to 3/2000	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Broome County	88,817	29,350	33%	25,334	20%	11,497	13%	9,376	11%	8,219	9%	5,041	6%
Maine/CT 102	2,181	424	20%	548	25%	250	11%	332	15%	311	14%	316	15%
Block Group 1	483	99	20%	96	20%	23	5%	101	21%	55	11%	109	23%
Block Group 2	784	185	24%	213	27%	101	13%	88	11%	91	12%	106	13%
Block Group 3	410	62	15%	41	10%	71	17%	69	17%	111	27%	56	14%
Block Group 4	144	10	7%	69	48%	15	10.5%	15	10.5%	13	9%	22	15%
Block Group 9	360	68	19%	129	36%	40	11%	59	16%	41	12%	23	6%

Source: U.S. Census of Population and Housing.

Table 5-8 shows the median year the structures were built. As shown in the table, overall the housing in the Town of Maine is newer than the housing stock countywide.

Table 5-8: Median Year Structure Built	
Area	Median Year
Broome County	1953
Town of Maine/CT 102	1965
Block Group 1	1972
Block Group 2	1960
Block Group 3	1974
Block Group 4	1959
Block Group 9	1958

Source: U.S. Census of Population and Housing.

5.9 Housing Tenure

Table 5-9 lists the number of renter-occupied and owner-occupied housing units. The Town of Maine had a substantially higher percentage of owner-occupied units than the County as a whole in 2000. Eighty-seven percent of the occupied units in Maine were owner-occupied units

compared to 65 percent countywide. Block Group 4 had the highest percentage of owner-occupied housing units (94 percent) and Block Group 3 had the highest percentage of renter-occupied units (16 percent).

Area	Occupied Housing Units	Owner-Occupied		Renter-Occupied	
		No.	%	No.	%
Broome County	80,749	52,566	65%	28,183	35%
Maine/CT 102	2,036	1,780	87%	256	13%
Block Group 1	463	412	89%	51	11%
Block Group 2	711	607	85%	104	15%
Block Group 3	388	327	84%	61	16%
Block Group 4	138	130	94%	8	6%
Block Group 9	336	304	90%	32	10%

Source: U.S. Census of Population and Housing.

5.10 Occupancy Status

Table 5-10 shows the occupancy status of housing units for the Town of Maine. The Town had a slightly higher percentage of occupied-housing units than the County has a whole in 2000. Ninety-three percent of the housing located in the Town was occupied, compared to 91 percent countywide. Several of the block groups had substantially higher occupancy rates.

Area	Occupancy Status	Occupied		Vacant	
		No.	%	No.	%
Broome County	88,817	80,749	91%	8,068	9%
Maine/CT 102	2,181	2,036	93%	145	7%
Block Group 1	487	463	95%	24	5%
Block Group 2	782	711	91%	71	9%
Block Group 3	416	388	93%	28	7%
Block Group 4	146	138	95%	8	5%
Block Group 9	350	336	96%	14	4%

Source: U.S. Census of Population and Housing.

5.12 Housing Value Range

Table 5-12 shows the number of housing units within a range of housing values. More than three-quarters (80 percent) of the housing located in the Town of Maine were valued between \$50,000 and \$149,999, similar to the countywide figure (79 percent). A high 69 percent of the

housing was valued from \$50,000 to \$99,999 and 10 percent was valued from \$100,000 to \$149,000. Block Group 1 had the most lower-cost housing and Block Group 2 (the hamlet of Maine) had the most higher-cost housing in terms of absolute numbers and percentages.

Table 5-12: Value for Specified Owner-Occupied Housing Units

Year Built	Total	Less than \$50,000		\$50,000 to \$99,999		\$100,000 to \$149,999		\$150,000 to \$199,999		\$200,000 or more	
		No.	%	No.	%	No.	%	No.	%	No.	%
Broome County	41,671	5,522	13%	26,838	65%	5,956	14%	1,833	4%	1,522	4%
Maine/ CT 102	1,120	145	13%	776	69%	117	11%	32	3%	50	4%
Block Group 1	244	54	22%	176	72%	14	6%	0	0%	0	0%
Block Group 2	429	43	10%	318	74%	35	8%	0	0%	33	8%
Block Group 3	148	23	16%	85	57%	25	17%	15	10%	0	0%
Block Group 4	78	0	0%	67	86%	11	14%	0	0%	0	0%
Block Group 9	221	25	11%	130	59%	32	14%	17	8%	17	8%

Source: U.S. Census of Population and Housing.

5.13 Median Housing Values

Table 5-13 lists the median value for specified owner-occupied housing units and for owner-occupied mobile homes in Broome County and in Maine in 2000. “Specified Owner-Occupied Housing Units” included only one-family houses on fewer than 10 acres without a business or medical office on the property. The median value for specified owner-occupied housing units for the Town of Maine was similar to the countywide figure.

As shown in the table, in the Town of Maine the median value for owner-occupied mobile homes was slightly less than the countywide figure. The median value of owner-occupied mobile homes was significantly lower in Block Group 3, which is bordered by NYS Route 26 and Fredericks Road in the south/central portion of the Town. Two mobile home parks are located in Block Group 3 with a combined total of 145 mobile home units or 33 percent of the total number of mobile homes located in Maine.

Table 5-13: Median Value for Owner-Occupied Housing Units and Mobile Homes in 2000

Area	Median Value for Specified Owner-Occupied Housing Units	Median Value for Owner-Occupied Mobile Homes
Broome County	\$75,800	\$26,800
Maine	\$75,900	\$25,800
Block Group 1	\$70,900	\$33,000
Block Group 2	\$80,100	\$25,700
Block Group 3	\$68,400	\$12,900
Block Group 4	\$88,800	\$32,100
Block Group 9	\$76,700	\$32,500

Source: U.S. Census of Population and Housing.

5.14 Housing Turnover

The housing turnover rate is a general indicator of stability of the housing market. Housing tenure by the year the householder moved into the residential unit is provided in Table 5-14. The figures are not available for the block groups.

As shown in the table, the housing market in Maine tends to be more stable than in the County as a whole. In the 5 years prior to the 2000 Census, 30 percent of the householders residing in Maine moved into their units, compared to 41 percent countywide. A high 51 percent of the householders residing in Maine moved into their unit prior to 1990, compared to 46 percent countywide.

Table 5-14: Tenure by Year Householder Moved Into Unit in 2000											
Area	Total Units	1969 or earlier		1970 to 1979		1980 to 1989		1990 to 1994		1995 to 2000	
		No.	%	No.	%	No.	%	No.	%	No.	%
Broome County	80,749	14,282	18%	8,804	11%	13,572	17%	10,991	13%	33,100	41%
Maine	2,036	402	20%	253	12%	390	19%	378	19%	613	30%

Source: U.S. Census of Population and Housing.

6.0 EMPLOYMENT AND BUSINESS CHARACTERISTICS

6.1 Introduction

The employment and business characteristics of a community provide an indication of whether the area serves as a bedroom community or as a work destination for its residents and outsiders. The employment and businesses in a community are also an indication of the economic health of an area. Businesses and jobs affect the quality of life of a community and have implications for land use policies and economic development.



Economic data for the Town of Maine were collected from the United States Census of Population and Housing (Census), the most comprehensive source of demographic data for the Town of Maine. Data is provided for 2000 or for the latest year for which reliable figures are available. Telephone interviews were conducted with the major employers to determine the number of jobs in the Town of Maine.

6.2 Civilian Labor Force, Participation and Unemployment

The civilian labor force consists of non-military residents aged 16 years and older who are available for work and are either employed or unemployed. The unemployment rate measures the percentage of the labor force that is unemployed at the time the Census was conducted. The Census labor figures for 2000 are provided in Table 6-1.

As shown in Table 6-1, the percentage of the population 16 years and over in the civilian labor force is higher in the Town of Maine (64 percent) than in the County as a whole (60 percent). In 2000, the unemployment rate in the Town (4 percent) was lower than the countywide unemployment rate (5 percent).

Table 6-1: Civilian Labor Force, Participation and Unemployment in 2000				
Population	Broome County		Maine Town	
	No.	%	No.	%
Population 16 Years and Over	159,704	100%	5,365	100%
In Labor Force	96,563	60%	3,430	64%
In Armed Forces	55	<1%	-	-
In Civilian Labor Force	96,508	60%	3,430	64%
• Employed	91,340	95%	3,307	96%
• Unemployed	5,168	5%	123	4%
Not in Labor Force	63,141	40%	1,935	36%

Source: U.S. Census of Population and Housing.

The labor force in the Town of Maine declined by approximately 6 percent from 1990 to 2000, representing a loss of 181 persons. This is slightly greater than the Town population decline of 6 percent for the same period.

6.3 Occupations

The 2000 Census lists the employed civilian population 16 years and over by occupation. These figures are provided in Table 6-2 for the Town of Maine and Broome County. As shown in the table, the percentages for Maine are nearly identical as the countywide percentages.

Table 6-2: Occupations of the Employed Civilian Population 16 Years and Over in 2000				
Subject	Broome County		Maine Town	
	No.	%	No.	%
Employed Labor Force	91,340	100%	3,307	100%
Management, Professional, and Related	31,581	35%	1,075	33%
Service	14,766	16%	571	17%
Sales and Office	24,779	27%	884	27%
Farming, Fishing, and Forestry	269	<1%	6	<1%
Construction, Extraction, and Maintenance	6,369	7%	263	8%
Production, Transportation, and Material Moving	13,576	15%	508	15%
Notes:				
Occupation describes the kind of work the person does on the job. For those persons who worked two or more jobs, the data refer to the job at which the person worked the greatest number of hours.				
Source: U.S. Census of Population and Housing.				

6.4 Labor Force by Industrial Sector in 2000

The 2000 Census also lists the employed civilian population by industrial sector. These figures are provided below in Table 6-3 for Broome County and the Town of Maine.

As shown in the table, just under one-quarter (24 percent) of the employed civilian population of the Town of Maine work in the education, health, and social service sectors. The second largest category of employment is manufacturing at 19 percent. These percentages are similar to the countywide percentages.

Table 6-3: Industry for the Employed Civilian Population 16 Years and Over in 2000

Subject	Broome County		Maine Town	
	No.	%	No.	%
Employed Labor Force	91,340	100%	3,307	100%
Agriculture, forestry, fishing and hunting, and mining	535	1%	15	0%
Construction	4,666	5%	160	5%
Manufacturing	15,824	17%	614	19%
Wholesale Trade	3,694	4%	150	5%
Retail Trade	10,657	12%	405	12%
Transportation and warehousing, and utilities	4,363	5%	233	7%
Information	2,449	3%	94	3%
Finance, insurance, real estate, and rental and leasing	4,638	5%	178	5%
Professional, scientific, management, administrative, and waste management	6,541	7%	138	4%
Educational, Health, and Social Services	23,535	26%	782	24%
Arts, Entertainment, Recreation, Accommodation, and Food Services	6,614	7%	210	6%
Other Services	3,929	4%	166	5%
Public Administration	3,895	4%	162	5%
Notes:				
Industry refers to the kind of business conducted by a person's employing organization. For those persons who worked two or more jobs, the data refer to the job at which the person worked the greatest number of hours.				
Source: U.S. Census of Population and Housing.				



6.5 Place of Work

According to the Census, just 6 percent of workers of residing in the Town of Maine work in the Town. Countywide one-third of workers live in the same town or city where they work. These figures are shown in Table 6-5.

Table 6-4: Place Of Work For Workers 16 Years and Over in 2000				
Subject	Broome County		Maine	
			Town	
	No.	%	No.	%
Total Workers	89,552	100%	2,558	100%
Worked in minor civil division of residence	29,800	33%	163	6%
Worked outside minor civil division of residence	59,752	67%	2,395	94%
Notes:				
A Minor Civil Division (MCD) is the primary governmental and/or administrative subdivision of a county. In New York, towns are (MCD's).				
Source: U.S. Census of Population and Housing.				

6.6 Travel Time to Work

The average travel time for Maine residents (20.7 minutes) is higher than the countywide average (18.9 minutes). Table 6-6 shows the daily travel time to work for workers 16 and over in 2000. The majority of Maine residents (52 percent) spent more than 20 minutes traveling to work compare to 37 percent for the county as a whole.

Table 6-5: Travel Time To Work for Workers 16 Years And Over in 2000				
Commute Time	Broome County		Maine Town	
	No.	Percent	No.	Percent
Total Workers	89,552	100%	2,558	100%
Did not work at home	87,315	98%	2,508	98%
Less than 5 minutes	3,580	4%	36	1%
5 to 9 minutes	12,564	14%	224	9%
10 to 19 minutes	38,609	44%	935	37%
20 to 29 minutes	19,160	22%	929	37%
30 to 39 minutes	7,268	8%	246	10%
40 to 59 minutes	2,919	3%	45	2%
60 to 89 minutes	1,713	2%	64	3%
90 or more minutes	1,502	2%	29	1%
Worked at home	2,237	2%	50	2%
Mean Travel Time (in minutes)	18.9		20.7	
Source: U.S. Census Bureau				

7.0 LAND USE

7.1 Introduction

This chapter identifies and examines land use patterns in the Town of Maine. These patterns have been largely determined by topography, waterways, transportation infrastructure, and other environmental constraints. Existing land uses reveal historical development patterns and areas for future growth and open space protection.



The primary source of land use information used in this chapter is the Broome County Real Property Tax Service. The Service maintains all property information for the Town of Maine, including land use information that is provided by the Town of Maine Assessor. Property information from July 2005 is used.

7.2 Current Land Use Patterns

The Town of Maine has a total area of 27,938 acres and as of July 2005 contained 2,729 tax parcels. Single, two and three family residences are the largest category of land uses, making up nearly 60 percent of the tax parcels (1,611) and over 46 percent of the land area (12,958 acres). The second largest land use is vacant land. At over 10,000 acres (36.9 percent of the Town) and 776 tax parcels, vacant land in the Maine is a tremendous resource.

Table 7-1 and Map 7-1 show the amount of land used for different general purposes based on property information from the Broome County Real Property Tax Service.

Table 7-1: General Land Use in 2005				
Land Use	Parcels		Acreage	
	Number	Percent of Total	Acres	Percent of Total
Agricultural	37	1.4%	1,913	6.8%
Single, Two and Three Family	1,611	59.0%	12,958	46.4%
Multi-Family	9	0.3%	195	0.7%
Mobile Home and Mobile Home Park	194	7.1%	876	3.1%
Vacant	776	28.4%	10,298	36.9%
Commercial	51	1.9%	266	1.0%
Community Services	32	1.2%	1,094	3.9%
Industrial and Mining	5	0.2%	82	0.3%
Public Services	14	0.5%	256	0.9%
Total	2,729	100.0%	27,938	100.0%

Source: Broome County Real Property Tax Service, July 2005, rev. 1/10/2006

Residential

Like most municipalities, residential uses dominate the landscape in the Town of Maine. Residential uses encompass 14,029 acres of land, over 48 percent of the total land area of the Town. Not surprisingly, single-family homes are the predominant type of residential dwelling in the Town. There are over 1,400 single-family homes compared to less than 10 multi-family residences.

Mobile homes, individually and in mobile home parks, account for just over 3 percent of the land (876 acres) in the town. According to assessor's records, there are 5 mobile home parks and 184 individual mobile homes. An additional 5 parcels have multiple mobile homes. Three of the five mobile home parks are located along New York State Route 26. A fourth mobile home park is just off of Route 26 on Edson Road. The remaining park is on Twining Road. The parks range in size from 1.1 acres to over 36 acres.

Table 7-2 summarizes residential land use in the Town.

Table 7-2: Residential Land Use in 2005				
Land Use	Parcels		Acreage	
	Number	Percent of Total¹	Acres	Percent of Total¹
Single Family Residence	1,413	77.9%	5,486	39.1%
Two-Family Residence	7	0.4%	89	0.6%
Three-Family Residence	3	0.2%	6	0.0%
Residence with 10 or more acres	187	10.3%	7,366	52.5%
Seasonal Residence	1	0.1%	12	0.1%
Multiple Residences	2	0.1%	60	0.4%
Apartment	7	0.4%	135	1.0%
Individual Mobile Home	184	10.1%	774	5.5%
Multiple Mobile Homes	5	0.3%	27	0.2%
Mobile Home Parks	5	0.3%	75	0.5%
Total	1,814	100.0%	14,029	100.0%
¹ Percent of Total Residential Land Use				
Source: Broome County Real Property Tax Service, July 2005, rev. 1/10/2006				

Commercial

Commercial land uses occupy 51 parcels in the Town of Maine. These uses account for just 1 percent of the total land (266 acres) of the Town. Commercial properties are primarily found in the area near the Greater Binghamton Regional Airport. There is a smaller concentration of less intensive commercial uses in and near the hamlet of Maine.

The largest category of commercial land use in the Town is the 110 acres of junkyards on Tiona Road. These two parcels constitute 42 percent of the commercial land uses in the Town. The next largest commercial land use is warehouse and cold storage. These uses account for one-quarter of commercial land uses in Maine (67 acres). Table 7-3 summarizes the commercial land uses in the Town.

Table 7-3: Commercial Land Use in 2005				
Land Use	Parcels		Acreage	
	Number	Percent of Total¹	Acres	Percent of Total¹
General Commercial	21	41.2%	46	17.4%
Junkyards	2	3.9%	110	41.5%
Storage, Warehouse, Distribution	5	9.8%	67	25.1%
Gas Station and Motor Vehicle Service	10	19.6%	11	4.1%
Auto Dealer Sales and Service	3	5.9%	10	3.7%
Mini mart	3	5.9%	9	3.4%
Retail	2	3.9%	5	1.8%
Bank or Professional Office Building	5	9.8%	7	2.8%
Total	51	100%	266	100%
¹ Percent of Total Commercial Land Use Source: Broome County Real Property Tax Service, July 2005				

Industrial

The Town of Maine has five parcels that are used for industrial or mining activities. All four of the industrial uses are in the Airport Road Corridor and range in size from under 3 acres to 12.75 acres. The single parcel classified as mining is located on Pollard Hill Road. It encompasses 49 acres, which is larger than the total acreage of all the industrial land uses combined.

Table 7-4 shows the number of parcels and acreage dedicated to industrial uses.

Table 7-4: Industrial and Mining Land Use in 2005				
Land Use	Parcels		Acreage	
	Number	Percent of Total¹	Acres	Percent of Total¹
Industrial	4	80%	33	40%
Mining	1	20%	49	60%
Total	5	100%	82	100%
¹ Percent of Total Industrial and Mining Land Use Source: Broome County Real Property Tax Service, July 2005				

Agricultural

There are only 37 parcels classified as agricultural. However, these parcels constitute over 1,900 acres, approximately 6 percent of the total land area of the Town. Agricultural land uses are

found throughout Maine, but are more prevalent in the western and northern portions of the Town. Table 7-5 details the agricultural land uses according to the Real Property information. Agriculture in the Town of Maine is more fully discussed in Chapter 9.

Table 7-5: Agricultural Land Use in 2005				
Land Use	Parcels		Acreage	
	Number	Percent of Total	Acres	Percent of Total
Agricultural Vacant Land (Productive)	3	8.1%	100	5.2%
Livestock and Products	28	75.7%	1,656	86.6%
Field Crops	5	13.5%	156	8.1%
Nursery or Greenhouse	1	2.7%	1	0.0%
Total	37	100%	1,913	100%
Source: Broome County Real Property Tax Service, July 2005, rev. 1/10/2006				

8.0 ENVIRONMENT

8.1 Introduction

The natural environment has always affected settlement patterns and development decisions in the Town of Maine. It is critical to take into account the natural environment during the planning process because it influences the location, type, scale, and intensity of development. The natural features of the Town also contribute to the community's character and quality of life and unique natural features of town or countywide importance should be preserved to



help maintain the high quality of life of town residents and visitors. This section identifies the important environmental features in the Town of Maine.

8.2 Topography

Topography has played a defining role in the physical development patterns of the Town of Maine. The Town's topography is dominated by rolling hills that are characteristic of the Southern Tier region of New York State. Historically, most development has occurred along the roads and highways that were constructed along the many creeks that course through the hilly terrain. Nanticoke Creek, the largest in the Town, runs from the northeast part of the Town to the southwestern edge of town and over time has carved out a flat well-defined valley from the surrounding hills.

Elevations in the Town of Maine range from 850 feet above mean sea level (MSL) at its southern border along Nanticoke Creek to 1,690 feet above MSL in the eastern part of the Town between East Maine Road and Airport Road.

Slope conditions are one of the most important factors that affect the development potential of land. Slopes of less than 10 percent are most suitable for development while development on land with slopes of 10-15 percent generally requires additional costs. Land with slopes greater than 15 percent is usually unsuitable for development. Slope percentages for land in the Town of Maine are shown in Table 8-1 and illustrated on Map 8-1. Approximately 52% of the land in the

Town has a slope of 10% or less however some of this land may be limited in development potential if it is located within a 100-year floodplain.

Table 8-1: Slope Characteristics	
Percent Slope	Percent of land area
0-5%	17%
5-10%	35%
10-15%	23%
15-20%	12%
>20%	13%

8.3 Surface Water

Surface waters, such as ponds, lakes, rivers, streams, creeks, and wetlands, are important features of the landscape. The significant surface waters located in the Town of Maine are described below and are shown on Map 8-2 in Appendix A.

Watersheds

A watershed is defined as an area of land that drains into a body of water. The four main drainage basins in Broome County are the Delaware River, the East Susquehanna River, the Chenango River, and the West Susquehanna River. Within these major drainage basins are a number of minor drainage basins and sub-basins. The vast majority of the Town of Maine is located within the West Susquehanna River basin while a very small area north of Greater Binghamton Airport drains to the Chenango River basin.



Rivers and Streams

All water bodies in New York State are classified by the New York State Department of Environmental Conservation (DEC) on a scale from AA to D according to their use and quality. Waters characterized as AA or A are considered safe as a source of drinking water. Class B waters are suitable for fishing, swimming, and other contact recreation, but not as a source of drinking water. Classification C is for waters that support fish, but that are not suitable for swimming or drinking water. The lowest classification standard is D. The *Susquehanna River* is a Class A water body while the *Chenango River* is a Class B water body. Nanticoke Creek, the Towns largest, supports a trout fishery and is a Class C water body.

Nanticoke Creek and its tributaries (*East Branch*, *Ketchumville Branch*, *Bradley Creek*, and *Crocker Creek*) drain most of the Town of Maine. *Nanticoke Creeks* empties into the *Susquehanna River*.

Patterson Creek drains a small section of the southern part of the Town of Maine and empties into the *Susquehanna River*.

The eastern portion of the Town of Maine, including part of Greater Binghamton Airport, is drained by *Little Choconut Creek*. The creek empties into the *Susquehanna River*.

A small area in the northeastern section of the Town that includes the Broome County landfill is drained by *Castle Creek*. *Castle Creek* drains into the *Chenango River*.

Wetlands

Wetlands are areas that are periodically or permanently saturated, flooded, or inundated. Wetlands include swamps, bogs, marshes, ponds, and the floodplains adjacent to rivers and streams. Wetlands provide habitat for wildlife and plants, play a role in stormwater management and flood control, filter pollutants, recharge groundwater, and provide passive recreational and educational opportunities.

There are two legally recognized classifications of wetlands: federally regulated wetlands and state regulated wetlands. The DEC requires a permit for any activity in or within 100 feet of any wetland 12.4 acres or larger. The Army Corps of Engineers regulates activities on wetlands that are greater than one acre in size and that are connected to a navigable waterbody.

State wetlands regulated by DEC are shown on DEC Freshwater Wetland maps. Federal wetlands regulated by the Army Corps are shown on the United States Fish and Wildlife Service National Wetlands Inventory (NWI). These sources were consulted to determine the location of jurisdictional wetlands in the Town of Maine.

There are six NYS regulated wetlands in the Town of Maine and there are many smaller wetlands regulated by the Army Corps of Engineers located throughout the Town. The mapped wetlands are shown on Map 8-2 in Appendix A.

Not all wetlands areas are mapped or protected. These areas are valuable and care should be taken to protect them even if they are too small to fall under state or federal jurisdiction.

8.4 Ground Water

Water that does not evaporate or runoff into surface waters seeps into pore spaces between soil particles. Once pores are filled, subsurface water is then called groundwater. In Broome County, underground water is stored in aquifers, areas of sand, gravel, or fractured rock that hold a large portion of the groundwater. Groundwater is the primary source of drinking water in Broome County.

The Environmental Protection Agency (EPA) has designated Sole Source Aquifers throughout the United States. These are protected aquifers that supply water to areas with few other alternative sources for drinking water. Most of Broome County, including the Town of Maine, is located above an EPA designated aquifer known as the *Clinton Street Ballpark Aquifer*. Private wells that provide drinking water to Town of Maine residents draw water from this aquifer.

The DEC defines aquifers differently. Aquifers are classified on the basis of their importance as public water supplies, their productivity, and vulnerability to pollution. *Primary* aquifers are highly productive, vulnerable aquifers that are currently used by a sizeable population via public water supplies. *Principal* aquifer systems are geologically and hydrologically similar to primary aquifers, but support a smaller population. Map 8-3 in Appendix A shows the DEC designated aquifer in the Town of Maine that runs below Nanticoke Valley.

Regardless of which definition is used, the groundwater located below the Town of Maine provides drinking water to all residents and efforts must be made to prevent its contamination.

8.5 Stormwater

In 2003, the DEC implemented Stormwater Phase II regulations. The goal of the new regulations is to apply appropriate technologies and management practices to prevent pollution from non-point sources from entering the stormwater system and to address stormwater runoff. To accomplish this goal, the regulations consist of two State Pollutant Discharge Elimination System (SPDES) General Permits, both of which went into effect on March 10, 2003.

The first permit applies to all construction projects that disturb one acre or more of land excluding most residential and agricultural projects. If total disturbance is 1 acre or greater, the project is subject to Stormwater Phase II Regulations and the operator must obtain a (*SPDES*) *General Permit for Stormwater Discharges from Construction Activity (Permit No. GP-02-01)* from the DEC. To receive a Permit, the applicant must complete a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent (NOI) with the DEC stating that the SWPPP will be implemented.

The Second permit, known as the (*SPDES*) *General Permit for Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s) (Permit No. GP-02-02)*, applies to operators of small municipal separate stormwater sewer systems (MS4's). The Town of Maine is an automatically designated MS4 but received a waiver from the requirements of the MS4 permit because it has a very small urbanized population. Although the Town is not subject to MS4 permit requirements, all construction projects with a disturbance of 1 acre or greater are still subject to the Construction Activity Permit.

8.6 Floodplain

A floodplain is the relatively flat area of low land adjoining a body of water (i.e., lake, stream, river, or wetland) that may periodically become inundated during a flood. Flood management experts are most concerned about 100-year floodplains, which are lands that have one-percent chance of occurring during any given year. The 100-year period has special significance for

floodplain management because it is the maximum level of flooding that can reasonable be expected and planned during a project's lifetime. Development within the 100-year floodplain is usually regulated so that flood storage capacity of the floodplain is not reduced. Floodplain development in the Town is regulated through the Local Law of the Town of Maine for Flood Damage Prevention adopted in 2003.

The Federal Emergency Management Agency (FEMA) prepares floodplain maps for communities. Flood zones are mapped on the FEMA Flood Insurance Rate Maps (FIRM), which indicate the areas that require special flood insurance for development. Zone A on the FIRM indicates the Flood Hazard Area boundary which is the area most likely to experience a flood. FIRM maps were last revised for the Town of Maine in 1992.

There is a 100-year flood zone along the entire length of Naticoke Creek and its East Branch in the Town of Maine. These 100-year flood zones are shown on Map 8-4.

8.7 Soils

Soils can have a significant impact on land use within a municipality. Some soils are deep and nutrient rich and are ideal for agriculture while other soils are rocky or sandy. Well-drained soils are suitable for traditional septic systems whereas other soils require more innovative waste-management systems.

Soil information for the Town of Maine was obtained from the U.S. Department of Agriculture Natural Resources Conservation Service *State Soil Geographic Database* (STATSGO). Soil maps for the STATSGO database are produced by generalizing the detailed soil survey data. The mapping scale for STATSGO is 1:250,000. This level of mapping is designed to be used for broad planning uses. The Town of Maine portion of the STATSGO soil map is provided on Map 8-5 in Appendix A.

There are three major soil associations found in the Town of Maine: *Mardin-Lordstown-Volusia*, *Chenango-Howard-Palmyra*, and *Bath-Mardin-Lordstown*.

The majority of soil in the Town of Maine and Broome County is of the *Mardin-Lordstown-Volusia* association. These soils occur primarily in upland areas. These soils have slow infiltration rates and severe limitations that reduce the choice of agricultural plants or require special conservation practices. Development of most kinds is difficult.

Most of Naticoke Valley is comprised of *Chenango-Howard-Palmyra* soils. These soils have high infiltration rates and are deep, well-drained to excessively drained sands and soils. The soils have few to some limitations that restrict their use or reduce the choice of plants or require moderate conservation practices.

Areas along the Main Branch and East Branch of Naticoke Creek in the northern part of the Town, along with a small area in the southeastern corner of the Town, consist of *Bath-Mardin-Lordstown* soils. *Bath-Mardin-Lordstown* soils have some to very severe limitations with some sub-groups generally unsuited to cultivation. These soils have slow infiltration rates with layers that impede downward movement of water.

8.8 Other Environmental Considerations

There are two former dump sites in the Town of Maine. The location of these dump sites are shown on Map 8-6 in Appendix A. The first is the former Town of Maine dump located off Hoskin Road in the northwest corner of the Town. Official municipal disposal took place on this site throughout the 1960s and ceased circa 1970, when centralized County solid waste facilities became available. Leachate breakouts were noted in 1969. Illegal dumping continued at the site throughout the 1970s and 1980s. For a few years during the early 1990s, it appears that the dump was used for more illegal waste disposal by a couple of small garbage haulers and many individuals. Significant amounts of solid wastes, amounting to an additional three acres of coverage, were deposited here after the site was closed by the Town. Regulatory authorities (NYSDEC) became aware of the illegal dumping circa 1995 and stopped the practice by blocking the access road. Broome County subsequently cleaned up the 1970s - 1990s refuse (taken to the County Landfill) at NYSDEC's request after taking title to the land in 1996 for back taxes. The Broome County clean-up was completed circa 2000. A clay cap was installed on top of the old 1960s portion of the site by Broome County around the same time. The neighborhood is served by private wells and septic systems. The nearest house is about 2000 feet to the E (upgradient). The surrounding area is mostly wooded, with a few farm fields. The old dump was never lined, and no environmental monitoring is known to have occurred here.

Considering that dump was used by a rural town without much industry or chemical-using commercial development makes it unlikely that large-scale disposal of hazardous materials took place. Household hazardous wastes can contain a variety of chemicals, however.

The second former dump site is the Airport Drive-in located near Airport Road south of the Greater Binghamton Airport. Solid waste disposal took place on or nearby this facility during the early 1970s. The extent, duration and nature of the waste disposal is uncertain. There did not appear to be any solid wastes present during a late-1990s inspection by the Broome County Health Department.

The Broome County Landfill is located north of the Greater Binghamton Airport and includes property in three municipalities including the Towns of Nanticoke, Barker, and Maine. The site was first used as a private dump in 1968 but was subsequently expanded by Broome County to handle all private and municipal waste in the County.

Although a portion of the landfill property is located within the Town of Maine, the area is only used as a buffer and all activities take place in other areas of the landfill. However, these active areas are in close proximity to several properties in the Town of Maine and since its opening, residents near the landfill have been concerned about the possibility of groundwater contamination and other negative effects.

To address these concerns, the Broome County Legislature authorized the Nanticoke Landfill Host Community Agreement (CA #1732-284) in 1996. The agreement includes provisions to compensate the host communities of the landfill and nearby property owners. The Agreement created the Landfill Citizens Advisory Committee which acts as a liaison between affected

residents and the County Executive and the Legislature. It also created a residential well testing program. Under the program, six residential wells, including three in the Town of Maine, are tested every three years for contamination.

In 2005, Consolidated Edison proposed constructing the Millennium Pipeline, a major natural gas transmission line in upstate New York. The proposed route of the 182-mile Millennium Pipeline runs from Corning in the west to Ramapo, New York near the New Jersey border. The proposed route for the pipeline crosses approximately 5 miles of land in the Town of Maine. The route would travel through the south west corner of the Town and would cross Crocker Creek, Old Newark Valley Road, Naticoke Road, Naticoke Creek, Pitkin Hill Road, Bradley Creek, Bradley Creek Road, Farm to Market Road, and Town Line Road before crossing into the Town of Union. Article VII of the New York State Public Service Law gives authority regarding the siting, design, construction and operation of major transmission facilities to the New York State Public Service Commission. To approve a new facility, the Commission must determine the following:

1. The need for the facility;
2. The nature of the probable environmental impact;
3. The extent to which the facility minimizes adverse environmental impact, given environmental and other pertinent considerations;
4. In the case of an electric transmission line, what part, if any, of the line shall be constructed underground; the extent to which the facility conforms to the long-range plan for the electric power grid and interconnected utility systems to serve the electric system with economy and reliability;
5. In the case of a gas transmission pipeline, the facility location will not pose undue hazard to persons or property along the line;
6. The location conforms with applicable state and local laws; and
7. The construction and operation of the facility is in the public interest.

Under Article VII, individual and group stakeholders have an opportunity to review and comment on the application submitted to the Public Service Commission. Applicants are encouraged to develop and implement a public involvement plan. At a minimum, they must provide advance notice of their proposal to each municipality in the proposed project area.

9.0 AGRICULTURE

9.1 Introduction

Planning for agriculture is important because farming can provide tremendous benefits to an area. Farms help strengthen the local economy by supporting farm-related businesses such as feed supply and equipment stores but they also support a wide variety of non-farm related businesses such as hardware stores and banks. Agricultural lands also contribute to the rural character and open space in the Town. The *Broome County Agricultural Economic Development Plan* (December 2001) cites the following top ten benefits of farming for Broome County:



1. Farming represents a \$99,158,000 business investment in Broome County.
2. Farming provides year-round business for other Broome County enterprises.
3. Income from agriculture goes further than other sectors in helping the economy.
4. Agricultural opportunities can actually increase with development of an area.
5. Farms lower taxes.
6. Farms create rural character and attract tourism.
7. Successful farming limits suburban sprawl.
8. Farms and forests preserve natural environments.
9. Farms and forests support wildlife and sport hunting.
10. Farmland is an invaluable resource for future generations.

The *Broome County Agricultural Economic Development Plan* is discussed further in Section 9.5 of this chapter.

Although most communities value agriculture, farming continues to decrease and many farmers find it increasingly difficult to remain profitable. According to the United States Census of Agriculture, Broome County experienced a significant loss of farmland and farms from 1992 to

1997. Broome County lost 12,065 acres (12 percent) of farmland during this time period. However, Broome County gained 12,472 acres (15 percent) of farmland from 1997 to 2002.

In Broome County where the population has been stable or declining over the last two decades, most loss of farmland is probably attributed to low profits and shifts to less land intensive farming. While traditional dairy farms have declined in number, the region is starting to see an increase in specialty farms that grow produce for niche markets. Specialty produce can be very profitable and may be the future of farming in the region. Since agriculture is an important but threatened segment of the economy, local governments must plan for its future.

9.2 New York State Agricultural Districts

The primary land use tool used in Broome County to protect farmland is the New York State Agricultural District. The Agricultural Districts Law (Article 25-AA of the Agriculture and



Markets Law) was created in 1971 to protect New York’s farming communities. The purpose of the agricultural districting is to encourage the continued use of farmland for agricultural use through landowner incentives and protections designed to forestall the conversion of farmland to non-agricultural uses. Benefits include tax benefits and protections against overly restrictive local laws, government funded acquisition or construction projects, and private nuisance suits involving agricultural practices.

There are three agricultural districts in Broome County. Each district undergoes a full review every eight years during which they may be terminated, modified, or left unchanged. All agricultural district changes must be approved by the

Broome County Legislature and certified by the State of New York Commissioner of Agriculture and Markets.

9.3 Town of Maine Agricultural Districts

Agricultural properties located in the Town of Maine are situated either in Agricultural District No. 4 or in Agricultural District No. 5 (See Map 9-1). These properties are described below.

Agricultural District No. 4

The eight-year review for District No. 4, completed in 2000, reported that agriculture was still a viable industry in Broome County. In fact, during the last revision 9,476 acres were added to Agricultural District No. 4 and only 831 acres were removed resulting in an increase of 14 percent or 8,645 acres.

At present, approximately 12 percent (3,331 acres) of the land located in the Town of Maine is located in Agricultural District No. 4. During the last revision 767 acres of agricultural land located in the Town were added to the District, representing a 30 percent increase. No agricultural land located in the Town was deleted from the district.

Table 9-1 shows the changes in Agricultural District No. 4 between 1992 and 2000.

Town	Total Town Acreage	District Acreage 1992	Additions	Deletions	District Acreage 2000	Percent Increase
Barker	21,147	132	0	0	132	0%
Binghamton (T)	15,756	344	611	0	955	177.6%
Chenango	21,170	2,503	603	0	3,106	24.1%
Colesville	47,179	27,236	3,045	112	30,169	10.8%
Conklin	15,077	2,612	440	0	3,052	16.9%
Fenton	19,919	4,496	775	0	5,271	17.2%
Kirkwood	18,392	298	568	0	866	190.6%
Maine	28,446	2,564	767	0	3,331	29.9%
Sanford	55,337	0	319	0	319	N/A
Union	19,879	448	410	0	858	91.5%
Windsor	54,866	19,079	1,938	719	20,298	6.4%
Windsor (V)	(includes village)	168	0	0	168	0%
Total	317,168	59,880	9,476	831	68,525	14.4%

Source: Broome County Agricultural District No. 4 Eight-year Review, 2000

Table 9-2 shows the number of acres actively farmed in Agricultural District No. 4 in 1994 and in 2000. Due to the sizeable additions in 2000, the number of acres farmed in the District increased by 28 percent, resulting in 42,554 farmed acres or 62 percent of the total acreage.

In 2000 80 percent (2,674 acres) of the total acreage located in Agricultural District No. 4 in the Town of Maine was farmed. This acreage represents a 40 percent (761 acres) increase from the 1992 figure.

Town	Farmed Acres 1992	Farmed Acres 2000	Actual Change	Percent Change
Barker	131	131	0	0%
Binghamton (T)	341	950	609	179%
Chenango	2,218	2,819	601	27%
Colesville	13,320	16,355	3035	23%
Conklin	2,127	2,561	434	20%
Fenton	2,868	3,637	769	27%
Kirkwood	254	818	564	222%
Maine	1,913	2,674	761	40%
Sanford	0	319	319	N/A
Union	375	781	406	108%
Windsor	9,417	11,347	1,930	20%
Windsor (V)	163	163	0	0%
Total	33,127	42,555	9,428	28%

Source: Broome County Agricultural District No. 4 Eight-year Review, 2000.

Agricultural District No. 5

The eight-year review for Agricultural District No. 5, completed in 2003, also reported that agriculture was still a viable industry in Broome County. During the last revision 5,956 acres were added to the District and 2,155 acres were removed resulting in a 5.7 percent net increase.

At present, 6,037 acres or 21 percent of the land in the Town of Maine is located in Agricultural District No. 5. In the last revision 2,182 acres of land located in the Town were added and 545 acres were deleted from the District resulting in net increase of 37 percent (1,637 acres).



Table 9-3 shows the changes in Agricultural District No. 5 between 1994 and 2003.

Table 9-3: Broome County Agricultural District No. 5 1994-2003						
Town	Total Town Acreage	District Acreage 1994*	Additions	Deletions	District Acreage 2003	Percent Increase
Barker	21,147	14,621	1,117	192	15,546	6.3%
Lisle	27,100	22,581	932	0	23,513	4.1%
Lisle Village	553	360	21	0	381	5.8%
Maine	28,446	4,400	2,182	545	6,037	37.2%
Nanticoke	15,142	12,169	413	1,418	11,164	-8.3%
Triangle	25,292	12,906	1,285	0	14,191	10.0%
Whitney Point	724	0	7	0	7	100.0%
Total	118,404	67,037	5,957**	2,155	70,839	5.7%

Notes:

*As reported in the eight-year-review of Broome County Agricultural District No. 5 on October 13, 2003.
 **The total number of acres added to Agricultural District No. 5 was changed to 5,956 acres on December 24, 2003.

Source: Broome County Agricultural District No. 5 Eight-year Review, 2003.

Table 9-4 shows the number of acres actively farmed in Agricultural District No. 5 in 2003 (figures are not available for 1994 to make a comparison). In 2000 the Town of Maine had 6,037 acres located in Agricultural District No. 5, of which nearly 75 percent (4,503 acres) were actively farmed.

Table 9-4: Broome County Agricultural District No. 5 Farmed Acres in 2003				
Town	Total Acres In District	Active Acres	Non-Active Acres	Percent Active Acres
Barker	15,546	9,170	6,376	59.0%
Lisle	23,513	17,409	6,104	74.0%
Lisle Village	381	254	127	66.7%
Maine	6,037	4,503	1,534	74.6%
Nanticoke	11,164	7,785	3,379	69.7%
Triangle	14,191	10,076	4,115	71.0%
Whitney Point	7	7	0	100.0%
Total	70,839	49,204	21,635	69.5%

Source: Broome County Agricultural District No. 4 Eight-year Review, 2000.

Summary of Agricultural District Land in the Town of Maine

Table 9-5 presents the number of acres in agricultural districts as well as the number of farmed acres in agricultural districts in the Town of Maine as of 2003. As shown in the table, one-third (9,368 acres) of the land in the Town of Maine is listed in an agricultural district. One-quarter (7,177 acres) of the land located in the Town of Maine is farmed. More than 75 percent (7,177 acres) of the 9,368 acres of land located in an agricultural district is farmed.

As shown on Map 9-1, agricultural district properties are located in clusters throughout the Town of Maine, but they are particularly concentrated in the northern portion of the Town.

Table 9-5: Town of Maine Land and Farms in Agricultural Districts as of 2003		
Area	Total Acres*	Percent**
District 4 Acreage	3,331	12%
• Farmed Acreage	2,674	9%
District 5 Acreage	6,037	21%
• Farmed Acreage	4,503	16%
Districts 4 and 5 Acreage	9,368	33%
• Farmed Acreage	7,177	25%
Town of Maine	28,446	100%
Notes:		
* Total Acres located in the Town of Maine		
** As a percentage of the Total Acreage in the Town of Maine.		
Source: Broome County Agricultural District No. 4 Eight-year Review, 2000 and Broome County Agricultural District No. 5 Eight-year Review, 2003.		

9.4 Agricultural Districts Law and Local Government

The New York State Agricultural Districts Law imposes certain restrictions on local governments as outlined below:

1. Local ordinances cannot restrict structures and activities normal to farming.
2. Public agencies cannot take farmland and public funds cannot be used to fund non-farm development without special justification.
3. Sewer and water taxes cannot be levied on farmland beyond a house and lot once a district has been formed, and
4. Property tax assessments may be based on agricultural use instead of market value

Additionally, Section 305-a (1)(a) of the Agriculture and Markets Law (and Section 283-a of the Town Law) states:

“Local governments, when exercising their powers to enact and administer comprehensive plans and local laws, ordinances, rules or regulations, shall . . .not unreasonably restrict or regulate farm operations within agricultural districts . . . unless it can be shown that the public health or safety is threatened.”

The New York State Department of Agriculture and Markets can review proposed or existing local laws and ordinances to determine compliance with Section 305-a. In reviewing local laws and ordinances, the Department of Agriculture and Markets examines the following factors:

1. Is the affected farm within an agricultural district?
2. Does the regulated activity encompass farm operations?
3. Is the local law or ordinance reasonable?
4. Is the public health and safety threatened by the regulated activity?

If the Department of Agriculture and Markets concludes that the proposed law or ordinance unduly restricts farming, they will contact the municipality and attempt to arrive at a solution. If a solution cannot be found, the Department of Agriculture and Markets may bring an action in State Supreme Court or may issue an order to comply with Section 305-a of the Agriculture and Markets law.

Section 239-m of General Municipal Law (GML) provides another protection for farms. According to §239-m(3)(b)(vi), the adoption or amendment of a comprehensive plan, the adoption or amendment of a zoning ordinance or local law, the issuance of special use permits, the approval of site plans, and the granting of use or area variances affecting real property located within 500 feet of a farm operation in an agricultural district must be submitted to Broome County Department of Planning and Economic Development for review. The County’s review is advisory only. However, according to GML §239-m(5), if the County Planning Department, “recommends modification or disapproval of a proposed action, the referring body (*local planning board or zoning board of appeals*) shall not act contrary to such recommendation except by a vote of a majority plus one of all members thereof.”

9.5 Local Planning

The most successful local agricultural plans are those that combine various land use tools. Agricultural districts can discourage urban sprawl, leap-frog development, and the costly expansion of public services. In addition, there are other measures local governments can use to protect and promote agriculture and guide development in desired directions. This section outlines those measures available to agricultural towns in Broome County.

Broome County Agricultural Economic Development Plan

The *Broome County Agricultural Economic Development Plan* is a county-wide agricultural plan prepared for the Broome County Agricultural and Farmland Protection Board by the Cornell Cooperative Extension Service of Broome County, the Broome County Department of Planning and Economic Development, and the Shepstone Management Company. The *Plan* was adopted

by the Broome County Legislature in 2001. The full text of the report can be reviewed online at: www.gobroomecounty.com/planning/PlanningPubs.php.

The *Plan* provides a framework for establishing farm policy in the rural towns and provides Major Agricultural Initiatives for the towns to follow. The initiatives are described below:

1. Added Value Enterprise Initiative establishes measures to promote agricultural enterprises.
2. Direct Marketing Initiative outlines measures to develop markets for farm products. The initiative recommends the establishment of an Agricultural Marketing Specialist.
3. Agricultural Tourism Initiative establishes measures to promote agriculture as a tourist attraction.
4. Forest Management Initiative establishes measures to promote the local forest industry.
5. Agricultural Planning Initiative recommends the following measures to ensure agricultural interests are incorporated into land use planning and zoning.
 - Agricultural zoning districts should generally match the New York State Certified Agricultural Districts;
 - Local zoning laws should provide for small niche type agricultural enterprises outside agricultural districts;
 - Local officials should be provided continuous education on farm issues and agricultural law;
 - Agricultural community should be involved in local government and planning; and
 - Right-to-farm laws should be encouraged in Broome County's major agricultural towns to protect the rights of farmers to grow and expand within the community.
6. Agricultural Awareness Initiative outlines measures to maintain good relationships between farmers and farm neighbors.

Local Zoning

A combination of zoning and agricultural districts can be useful for guiding land use patterns in desired directions. Zoning that directs growth away from farming areas toward places where there is adequate infrastructure to support development and achieves a balance between agricultural and non-agricultural development benefits the entire community. Examples of zoning that support agriculture are provided below:

- Farm-based businesses, including traditional and accessory farm uses, are clearly provided for in the zoning code.
- Zoning permits on-farm enterprises and agricultural support businesses.

- Farm-based businesses not related to production such as farm stands or u-pick operations, remain an accessory use and do not interfere with adjacent farms or cause nuisances for neighbors.
- Zoning allows farmers to expand their business with non-traditional off-season or complementary seasonal uses.

The Town of Maine's Zoning Ordinance and its relationship to agriculture is discussed in Chapter 12: Ordinance Review.

Communication between Farm and Non-Farm Communities

Farm and non-farm conflicts have the potential to increase as residential growth spreads into farming areas. The relationship between agricultural and residential use is a critical issue in general in Broome County. More communication between farm and non-farm communities and more education to deal the agricultural issues is needed in Broome County.

Some towns have instituted a local agricultural notice program targeted to builders and realtors to avoid potential conflicts between farms and residences.

Workshops and farm tours hosted by the local town, local farmers, and farm agencies are other tools that can be used to help the community understand the value of agriculture to the community.

Representation on Planning Board

Town Boards also have the authority to appoint one or more agricultural members to the Planning Board to involve members of the agricultural community in local government and planning. In towns where an agricultural district exists, Section 271.11 of the New York State Town Law provides that a town board may include on the planning board one or more agricultural members who earn at least \$10,000 per year in gross income from agricultural pursuits in the town. Such members can be in addition to the other members the Town Law specifies each Board must have.

10.0 TRANSPORTATION AND INFRASTRUCTURE

10.1 Introduction

Because of the close linkage between transportation and land use, it is important that a town comprehensive plan include recognition of that impact. The value of land for development is dependent in part on access. A parcel of land located immediately adjacent to an interchange on an Interstate highway, for example, has much greater value for commercial development than a similar parcel situated on an unimproved Town road. As such, decisions on transportation improvements must be coordinated with the Town's desired land use outcome.

Because the Broome County Greater Binghamton Airport is located in the Town of Maine, the linkage between land development and transportation access becomes much more apparent. There are businesses that find proximity to an airport important because their business is aviation related, they utilize air freight for inbound or outbound goods movement, or they do a lot of business travel. Such businesses may want to locate in the Town of Maine if other needs are met.

It is also important that all transportation facilities throughout the Town provide an acceptable level of reliability and safety to Town residents, visitors, and through travelers. This applies to all modes of travel, including automobile and truck travel as well as cycling and walking.

Road networks in New York are multi-jurisdictional in nature. New York State, through its Department of Transportation (NYSDOT), owns and is responsible for the maintenance of Interstate and State highways. Broome County is responsible for County roads through its Department of Public Works. The Town of Maine has jurisdiction over the remainder of the public roads in the Town.

10.2 Existing Conditions – Highways and Roads

There are 102.5 centerline miles of public roads in the Town of Maine. Of these, 10.9 miles are owned by New York State, 28.6 miles are owned by Broome County, and 63.0 miles are Town roads.

There are only two State highways in the Town.

- NY Route 26 provides for north-south travel in western Broome County and beyond. It connects Endicott to Whitney Point, and traverses the Town of Maine from Union Center through the hamlet of Maine to Glen Aubrey. The total distance in the Town is approximately 7.9 miles. It is a two lane road with 11-foot wide lanes and shoulders varying from 4 feet to 8 feet in width. The Annual Average Daily Traffic (AADT) volume is approximately 3,000 vehicles per day (vpd). As of 2005, the pavement was good physical condition.
- NY Route 38B is a two lane highway connecting Route 26 immediately south of the Maine-Union Town line to Route 38 in eastern Tioga County just south of Newark Valley. The portion in the Town of Maine is approximately 3 miles in length, with 11-foot wide lanes and 8-foot wide shoulders. It has an AADT of about 5,000 vpd. As of 2005, the pavement was in good physical condition.

There are a number of Broome County highways in the Town, all of which are rural in character.

- CR 21, Nanticoke Road, from NY 26 immediately north of the hamlet of Maine northward to Maine-Nanticoke Town line.
- CR 45, East Maine Road, from NY 26 north of the hamlet of Maine, eastward and southward through the hamlet of East Maine to the Maine-Union Town line.
- CR 49, Farm to Market Road, from CR 45 at the hamlet of East Maine southward to the Maine-Union Town line.
- CR 65, Oakdale Road, from CR 45 south to the Maine-Union Town line, connecting to the Village of Johnson City.
- CR 69, Airport Road, from the Maine-Union Town line northward and terminating at the Greater Binghamton Airport. *Note that action is underway at the writing of this plan to transfer the jurisdiction of Airport Road to New York State.*
- CR 73, Knapp Road, from Airport Road to Flint Road, providing access to the Broome County landfill.
- CR 86, Old Newark Valley Road, from NY 38B immediately west of Union Center, westward and intersecting NY 38B again east of the Broome County line.
- CR 89, Upper Stella Ireland Road, from Airport Road northbound to Commercial Road.
- CR 92, Avery Road Extension, a short local connector between Fredericks Road and Harrington Road.
- CR 112, Commercial Road, from CR 45 at the hamlet of East Maine eastward to CR 89.
- CR 116, Arbutus Road, a short connector road between Airport Road and East Maine Road.
- CR 132, Dunham Hill Road. This road connects NY 26 to US 11 at Castle Creek; only a very short segment is in the Town of Maine.

These roads are all similar in nature. They typically have 11-foot wide lanes, a marked center line and edge of pavement markings, and little or no paved shoulder. Speed limits vary from 30 mph to 55 mph. The two busiest are Airport Road and East Maine Road. Traffic volumes on Airport Road are about 4,000 vpd at the Town line, diminishing to less than 3,000 vpd between Commercial Road and the airport. East Maine Road is busiest between Commercial Road and NY Route 26, with volumes between 3,600 and 4,200 vpd.

The Town of Maine has jurisdiction over the remaining roads in the town. These can all be considered low volume rural roads. Pavement width is typically 20 feet to 22 feet. There are no pavement markings and no shoulders.

There is little traffic congestion on any of the roads in the Town. The major traffic generator in the Town is the Greater Binghamton Airport. However, the number of flights, currently a schedule of 15 arrivals and 15 departures spread out over the day, does not create a significant volume of automobile traffic at any time. The Broome County landfill, which is accessed via Airport Road and Knapp Road generates approximately 120 truck trips on an average weekday. Because these trips tend to be spread over the whole day, there is little impact on the capacity of the road, although traffic may be slowed on northbound upgrades north of East Maine Road in the Town of Union, and south of Commercial Road.

Safety is the other critically important factor in assessing transportation facilities. NYSDOT provided a listing of crashes for each roadway in the Town for three years, the standard analysis period. Subsequent analysis indicates that there do not appear to be any exceptionally hazardous roadway locations in the Town. There are more numerous crashes on the busier, higher speed roads, including state highways and Airport Road and East Maine Road. But when reduced to crash rates, these roads cannot be considered hazardous. With respect to Town roads, it is often the case on low volume rural roads that while they do not meet textbook design standards, the traffic is nearly all local and familiar with the roadway terrain and geometry. Drivers typically compensate for what may be considered non-standard design, and drive safely. Weather conditions, deer, and other unexpected events contribute to crash history.

10.3 Existing Conditions – Bridges

Bridges create different concerns than roads. They are more expensive to build, repair, and replace; and they have unique maintenance requirements. In rural areas, like the Town of Maine, closing or load-posting a bridge can create a significant detour. This can result not only in inconvenience for travelers, but also lengthened response times for ambulance and fire trucks.



In general, the bridges in the Town are in good condition. The New York State Department of Transportation is responsible for inspecting all public highway bridges in the state, regardless of ownership. Centralizing this vital safety function ensures a uniform professional approach. All bridges are inspected on a biennial basis. Those that are in generally poor condition and those that have specific deficiencies are inspected annually. These inspections are very thorough, examining every element of the bridge structure.

10.4 Public Transportation

The residents of the Town of Maine are served by the Broome County Department of Public Transportation’s rural dial-a-ride service, BC Country.

In general, rural residents have limited public transportation service. BC Country is a curb-to-curb service with a 24 hour advance reservation requirement. It offers service from rural locations into the urbanized area, but the only destinations in the rural area are Broome County Office for Aging senior centers. Thus, a resident of Maine could ride to and from the Whitney Point Senior Center, but to no other rural destinations. On the positive side, service is available on all weekdays, which is not the case for all areas of Broome County. The service operates from 6:00 AM to 6:00 PM. There is no weekend service. In general, isolation of the rural poor and

elderly who do have a car or cannot drive has been identified as a significant social issue to which lack of public transportation contributes.

Since transit is a Broome County service, the Town may choose to advocate on behalf of its transit-dependent residents for improved service with the Broome County Executive and Legislature.

10.4 Non-Motorized Transportation

Pedestrian and bicycle travel has gained greater recognition in transportation planning. People want safe places to walk, and want to be able to travel safely by bicycle as well. That means having sidewalks and crosswalks in appropriate locations. Cyclists can benefit from a variety of on-street treatments, from designated bicycle lanes to wider curb lanes. On suburban and rural roads, both pedestrians and cyclists rely on paved shoulders for a safe travel way. In addition, the provision of trails can benefit both user groups. Walkers use them mostly for recreation, but cyclists may use them as an off-street part of a longer trip.

Because of the rural nature of the Town of Maine, the consideration of sidewalks and bicycle lanes is limited. It is important to provide and maintain sidewalks in areas of population concentration, like the hamlet of Maine. The Town may wish to work with Broome County to widen shoulders on key county roads.

10.5 Transportation Issues

This comprehensive plan should address potential transportation related issues. As noted in the introduction to this chapter, the demand for transportation is closely linked to land use. Therefore, Town decision makers must be aware of potential transportation impacts of land use choices. Sometimes these impacts can be accommodated with modest changes to the roadway network. But in other cases, the cumulative impact of a number of developments located along or feeding traffic to a single corridor can lead to the demand for highway improvements that are neither affordable nor desirable.

The largest potential for new development is in the Airport Road corridor. Such development may be spurred by proximity to the airport as well as the provision of public utilities, water and sewer service. As a result, BMTS completed the Airport Road Development Study, to analyze the traffic impact of various levels of development in the corridor. The study used development forecasts provided by the Broome County Department of Planning and Economic Development. These were classified in terms of residential dwelling units and employment, with the latter distributed between retail, manufacturing, and other. Three development scenarios were created, with low, medium, and high levels of development. Some of this development would be located in the Town of Union, the remainder in Maine.

The study concluded that Airport Road has a substantial amount of excess capacity. The high development scenario included 500 total dwelling units and 5,000 total employees; the Binghamton Regional Traffic Model indicated that there would only be minor congestion even at that level.

While there may be access issues associated with the Greater Binghamton Airport, and the Broome County landfill, neither will become a traffic generator of concern.

The other transportation issue that is of concern to all local governments is having adequate resources to maintain their transportation infrastructure in a state of good repair. Rural towns like Maine have few transportation revenue sources. In addition to local property tax revenue, towns receive money from New York State under the Consolidated Local Street and Highway Improvement Program, known as CHIPS. Money received under the CHIPS program is based on a formula reflecting lane-miles and traffic volume. Funds must be used for capital projects, rather than maintenance; eligible activities include roadway resurfacing and reconstruction, bridge rehabilitation and replacement, and signs and signals. Projects must have a service life of at least ten years.

It can be very difficult for a town to keep its road and bridge infrastructure in reasonable condition, especially in light of large annual increases in the cost of fuel and road construction materials. The Town of Maine receives less than \$90,000 annually from the CHIPS program. The remainder of its capital needs as well as all the annual road maintenance costs come from general tax revenue.

Deteriorated roads and closed or load-posted bridges affect the quality of life in the Town, and can make it more difficult to achieve development goals. The Town must carefully balance infrastructure needs and tax policy to ensure an adequate transportation system that serves its residents and businesses.

11.0 PUBLIC SERVICES, FACILITIES AND UTILITIES

11.1 Introduction

Like most communities, the Town of Maine maintains a number of facilities that are used to provide services to Town residents. The major public facilities in the Town of Maine are described below and shown on Map 11-1 in Appendix A.

11.2 State Facilities

There are no New York State facilities located in the Town of Maine.

11.3 County Facilities

Broome County Government owns and operates several facilities in the Town of Maine. These facilities are described below:

- The *Greater Binghamton Airport*, owned and operated by Broome County Government, is located on approximately 1,150 acres in the northeastern portion of the Town of Maine. The airport, which opened in 1951, is the largest public facility in Broome County.
- Broome County Government also owns a 121-acre property in the northeastern corner of the Town that is used as a buffer for the adjacent *Broome County Landfill*. The landfill is located primarily in the Towns of Nanticoke and Barker.
- Broome County Government owns the several flood control structures in the Town of Maine.
 - Site 26* - 1394 Oakdale Road (Finch Hollow Nature Center)
 - Site 28* - 140 Upper Stella Ireland Road
 - Site 29* - 1947 Airport Road
 - Site 34* - 113 Avery Road (Bradley Creek)
 - Site 41* - 55 Bailey Hollow Road
- At *Site 26* the Broome County Department of Parks and Recreation operates the *Finch Hollow Nature Center*. The Center consists of a natural history museum and approximately one mile of nature trails.
- In 2003, Broome County installed a waterline along Airport Road from the end of the Town of Union Water District (near 1233 Airport Road and 1222 Middle Stella Ireland Road) to the Greater Binghamton Airport and from the airport along Knapp Road to the leachate treatment plant at the Broome County Landfill. The primary purpose of the new water system is to provide adequate and sustainable potable water to the airport and the landfill for daily operations and fire protection needs. Along Airport Road the system consists of a 12-inch waterline along with two booster pump stations and three water storage tanks. From the airport to the Broome County Landfill the system includes an 18-inch waterline. Fire hydrants were also installed at approximately 500 foot intervals along the entire system to enhance local fire fighting capabilities. Although the water system currently only serves the airport and landfill, it is capable of providing adequate water service to future residential, commercial, and industrial uses along the Airport Road corridor.

11.4 Town Facilities

Town Hall

The Maine Town Hall is located at 12 Lewis St in the hamlet.



Town Highway Department Garage

The Town highway garage is located at 17 Ellis Payne Road.

Town Parks

In addition to the *Finch Hollow Nature Center* operated by Broome County, there are three park facilities in the Town of Maine.

- *Maine Memorial Park* is located on Nanticoke Creek at 42 Park Street in the hamlet.
- *Maine Memorial School playground* is located at 2693 Route 26 in the hamlet.
- *Maine Town Park* is located at 2697-2699 NYS Route 26 in the hamlet.



Maine Town Park

11.5 Other Local Facilities

School Districts

Although the *Maine-Endwell School District* serves most of the Town of Maine, the town is also served by four other school districts. Map 11-1 shows the school districts for the Town.

- The *Maine-Endwell Central School District* serves the majority of the Town of Maine. The District has two elementary schools, Maine Memorial School, located at 2693 Route 26 in the hamlet of Maine and Homer Brink Elementary School, located at 3618 Briar Lane in Endwell. Maine-Endwell Middle School is located at 1119 Farm-to-Market Road in Endwell and the Senior High School is located at 750 Farm-to-Market Road.
- Several properties in the western portion of the Town are located in the *Newark Valley Central School District*.
- The southeastern portion of the Town is served by the *Johnson City Central School District*.
- Properties east of the Greater Binghamton Airport are located in the *Chenango Forks Central School District*.
- The *Whitney Point Central School District* serves several properties in the extreme northern and northeastern portions of the Town of Maine.

Historical Society

The Nanticoke Valley Historical Museum owns and operates a museum devoted to the early history of the Town. The museum is in a Victorian-era house located at the corner of Nanticoke Road and New York State Route 26. The house was built about 1869 and purchased by the Nanticoke Valley Historical Society in 1976. The Historical Society also owns the *Norton Carriage Factory* located just north of the museum across Nanticoke Road and *Pitchers Mill* further to the north on New York State Route 26.

**Nanticoke Valley
Historical Museum**



11.6 Public Safety

Fire Protection

The Town of Maine is served by four all-volunteer fire companies. These fire companies are shown on Map 11-1 and described below:

- The *Maine Fire Company* covers a large portion of the northern and central areas of the town including the hamlet of Maine. The station is located at 29 McGregor Ave. in the hamlet of Maine.

- The *Glen Aubrey Fire Company* covers a small area in the northeast section of town. The station is located at 380 NYS Route 26 in the Town of Naticoke.
- The *East Maine Fire Company* serves the entire eastern half of the Town of Maine. The station is located at 849 East Maine Rd.
- The *Union Center Fire Department* serves the south central and southwestern portions of the town. The Company has two stations, one is located at 1807 Union Center-Maine Highway and the other is located at 1209 Taft Ave. Both stations are located in the Town of Union.
- The *Greater Binghamton Airport* provides its own fire protection services.

Emergency Medical Services

Paramedic and emergency transportation services are provided by the *Maine Emergency Squad*. The squad is staffed by one paid technician and supplemented by volunteers. The squad has relocated to the Maine Plaza, 2658 NYS Route 26. The fire departments that serve the Town also provide basic life support.

Police Protection

The Town of Maine is served by the Broome County Sheriff's Office, which is located at the Broome County Public Safety Facility off Upper Front Street in the Town of Dickinson, and by the New York State Police.

12.0 ORDINANCE REVIEW

12.1 Introduction

A comprehensive plan update provides the community an opportunity to review the adequacy of its local laws, ordinances, and resolutions. Court decision, or changes in state laws, may make certain ordinances or definitions out of date. In other instances, there may be gaps or oversights in the current legal framework for making land use decisions. Finally, some ordinances, although well intentioned, may not be functioning as originally planned.

This chapter discusses the ordinances that affect land use. These ordinances include: Zoning, Subdivision of Land, and Junkyards. Adult entertainment, signs, and telecommunications facilities regulations are part of the Town’s Zoning Ordinance.

12.2 Zoning Ordinance

The zoning ordinance provides the most extensive regulation of land use in most communities. New York’s zoning enabling statutes (the state statutes which give cities, towns and villages the power to enact local zoning laws) all require that zoning laws be adopted in accordance with a comprehensive plan. The comprehensive plan should provide the backbone for the local zoning law.¹



The Zoning Ordinance establishes permitted uses, lot limitations and yard requirements (minimum lot area, minimum lot frontage, and minimum lot depth), maximum percentage of lot coverage, building setbacks, building height limitations, and off-street parking and loading requirements.

The Town of Maine adopted its first Zoning Ordinance in 1962. This ordinance has been subject to ongoing revisions. Updates were made in 1972, 1974, 1976, 1983, 1984, 1986, 1988, 1990, 1992, 1993, 1996, 1998, 1999, 2002 and most recently in 2004.

12.2.1 Zoning Ordinance Definitions

Section 4 of the Zoning Ordinance provides definitions for use in implementing the ordinance. These definitions must be kept up to date and comprehensive to address new and changing land uses. There are some shortcomings in Section 4.

¹ Zoning and the Comprehensive Plan, James A. Coon Local Government technical Series, New York State Department of State, December 1999.

The ordinance defines non-conforming use and non-conforming building, but it does not define non-conforming lot. A lot is non-conforming if it was subdivided prior to the enactment of the current zoning ordinance and does not meet today's minimum lot sizes.

The Town's definition of mining is very similar but not identical to the State's definition of a mining operation under Subdivision 8 of Environmental Conservation Law Section 23-2705. The State's definition is as follows:

"Mining" means the extraction of overburden and minerals from the earth; the preparation and processing of minerals, including any activities or processes or parts thereof for the extraction or removal of minerals from their original location and the preparation, washing, cleaning, crushing, stockpiling or other processing of minerals at the mine location so as to make them suitable for commercial, industrial, or construction use; exclusive of manufacturing processes, at the mine location; the removal of such materials through sale or exchange, or for commercial, industrial or municipal use; and the disposition of overburden, tailings and waste at the mine location. "Mining" shall not include the excavation, removal and disposition of minerals from construction projects, exclusive of the creation of water bodies, or excavations in aid of agricultural activities.

The Zoning Ordinance defines Gasoline Station, but does not define convenience store. The Gasoline Station definition is concerned strictly with the sale of fuel and the repair and servicing of motor vehicles. Convenience stores differ in significant aspects from gasoline stations. Convenience stores offer a broad range of goods and, therefore attract customers that are not parking at the pump to purchase gasoline. As a result, the parking demand of a convenience store is typically greater than a gasoline station. In addition, convenience stores often have longer hours of operation. Because convenience store is not defined in Section 4, there is no parking schedule for convenience store and it does not appear in the list of permitted uses.

Section 4 of the ordinance includes a definition of Farm, Full Time as an agricultural operation that occupies in excess of 20 acres. This does not address the smaller niche farms that have arisen in response to market opportunities and the development pressure that larger farms are under. These smaller operations include raising goats for ethnic markets, wildflower growers, and small scale berry and fruit producers. The Farming, Farm Use or Occupancy definition reads, "Any activity customarily carried on upon a farm, such as cultivation of land and animal husbandry". This would not, presumably, cover the growing number of ancillary businesses that farms operate to remain profitable. These include timber, sawmills, pick-your-own produce, Christmas tree farms as well as retail operations such as farm stands and larger retail and agri-tourism operations. Many communities that seek to encourage agriculture will specifically allow these uses in districts zoned for farming.

12.2.2 Zoning Map and Districts

The Zoning Map is an official document, mandated by New York State law to be kept on file in the Town Clerk's office. The Zoning Map was adopted in 1972 and is referenced in Section 5: Zoning Districts of the Zoning Ordinance. The zoning map was amended in 1972, 1981, 1984, 1985, 1987, 1988, 1989, 1992, 1994, 1995, 1996, 1997, 2000, 2001 and 2003.

In 2005, the Town Board adopted a revised zoning map drafted by the Broome County Department of Planning and Economic Development. A copy of the current zoning map is provided as Map 12-1. In addition to the typical zoning map, the Town of Maine has an Airspace Plan Map that delineates overlay zones where additional regulations apply. For reference purposes, these overlay zones are shown on Sheet 2 of 2 of the Zoning Map (see Map 12-2).

The Town of Maine is divided into seven ‘basic’ districts and three planned development districts. These are as follows:

Basic Zoning Districts

- Rural Residential, R-R
- Residential, R-1
- Residential, R-2
- Business District, B-1
- Business District, B-2
- Industrial District, ID
- Airport Zone, AZ

Planned Development Districts

- Planned Multiple Family District, PMFD
- Planned Mobile Home District, PMHD
- Planned Recreation District, PRD

12.2.3 Planned Recreation District – PRD

Section 15 governs the design and development of outdoor recreation uses. Section 15.2 lists the uses permitted in a Planned Recreation District as golf courses, ski areas, parks, amusement parks, zoos and botanical gardens, game preserves and hunting course, golf driving ranges and putting courses, travel trailer camps, and ‘Other outdoor recreational uses found appropriate by the Town Board’.

The Planned Recreation District does not address motor sports facilities such as go-carts, motocross, automotive and truck racing including drag strips. These uses can have significant noise and traffic impacts on properties in their vicinity and several have been developed in the rural portions of Broome County. If the Town wishes to have the greatest amount of discretion in handling motor sports facilities, they should be specifically permitted, disallowed, or allowed with conditions.

12.2.4 Minimum Lot Sizes

Each of the residential zoning districts (R-R, R-1, and R-2) provides for minimum lot sizes for sewerred and non-sewerred areas. In each instance, the Zoning Ordinance requires a larger lot size for residential new construction in non-sewerred areas to allow for installation of a septic system. The minimum lot size for residential new construction in non-sewerred areas ranges from 20,000

square feet (approximately ½ acre) in the R-2 to 80,000 square feet (approximately 2 acres) in the R-R district.

Septic system design must be approved by the Broome County Health Department, which recommends a minimum 2-acre lot for new residential construction on lots not served by public sanitary sewer. This recommendation is based on the *Individual Residential Wastewater Treatment Systems Design Handbook* published in 1996 by the New York State Department of Health.

12.2.5 Lot Coverage

In all districts, the Zoning Ordinance sets a maximum percentage of a lot that may be covered by buildings. The residential districts (R-R, R-1, and R-2) have a maximum lot coverage of 30 percent, in the Planned Multiple Family District (PMFD) and Business District (B-1) it is 40 percent, and in the B-2 Business District it rises to 50 percent. The maximum lot coverage remains 50 percent in the Industrial District, but the ‘aggregate total of buildings, structures of any sort, parking lots, storage areas, loading and travel areas, and signs shall not exceed 80 percent of the gross site area’.

Parking lots, loading areas, and all other paved surfaces typically take up more of a lot than buildings. These paved areas have the potential to generate stormwater runoff equal to or greater than the buildings. Currently, the zoning ordinance does not regulate the percentage of a lot covered by impervious surfaces.

12.2.6 Off-Street Parking and Loading

Section 18 of the Zoning Ordinance specifies the number of off-street parking and loading spaces required for a variety of land uses. According to this section, each parking space must be 10 feet by 20 feet with a, “space necessary for aisles, maneuvering, and driving”. The Zoning Ordinance does not provide a variety of standards for the size of parking spaces and aisle widths based on 90, 75, 60, and 45 degree parking lot configurations.

In addition to the design of spaces and aisle widths, the Maine Zoning Ordinance provides formulas for determining the number of spaces required for each use. The Institute of Transportation Engineers (ITE) Traffic Engineering Handbook, 5th Edition provides guidance for establishing these formulas. The formulas in the Maine Zoning Ordinance vary from the ITE standards.

The Town of Maine Zoning Ordinance does not designate the type of material that may be used on parking lots and drives. This is often specified as a durable, dustless, all-weather surface. Some communities allow for gravel drives and parking areas, others do not allow gravel, and others permit gravel in some districts or for certain uses. Without specifying the material for parking lots and drives, permanent parking on grass and dirt lots would be permitted.

12.2.7 Non-conforming Use

Continuation and extension of non-conforming uses are covered by Section 19 of the Zoning Ordinance. Section 19.1 allows for the ongoing lawful use of a property that is no longer in conformance with the Zoning Ordinance and Section 19.2 provides a mechanism for seeking authorization for the extension or enlargement of a non-conforming use. Uses that lapse for a period of 12 months are not permitted to be re-established. This provision helps eliminate non-conforming uses.

Many zoning ordinances include a provision that states that damage to a building containing a nonconforming use may be repaired and the building used as before if the repairs are accomplished within one (1) year of such damage, unless the cost of the repairs exceeds fifty percent (50%) of the building's assessed value prior to such damage. This type of language in a zoning ordinance accelerates the elimination of non-conforming uses over time.

12.2.8 Site Plan Requirements

A clear and comprehensive site plan is necessary to assess the potential impact of a proposed project. Section 21.4 of the Maine Zoning Ordinance sets out the minimum requirements for a site plan. Although Section 21.4 covers most the elements needed to review a project, a more comprehensive list is as follows:

1. Title of drawing, including name and address of applicant and person responsible for preparation of such drawing;
2. North arrow, scale and date;
3. Property boundaries, street right-of-ways, easements, and other pertinent features of the property plotted to scale;
4. Existing watercourses;
5. Grading and drainage plan, showing existing and proposed contours;
6. Location, design, type of construction, proposed use and exterior dimensions of all buildings;
7. Location, design and type of construction of all parking and loading areas, showing, curb cuts, access and egress;
8. Provision for pedestrian access;
9. Location of outdoor storage, if any;
10. Location, design and construction materials of all existing or proposed site improvements including drains, culverts, retaining walls and fences;
11. Description of the method of sewage disposal and location, design and construction materials of such facilities;
12. Description of the method of securing public water and location, design and construction materials of such facilities;
13. Location of fire and other emergency zones, including the location of fire hydrants;
14. Location, design and construction materials of all energy distribution facilities, including electrical, gas and solar energy;
15. Location, size and design and type of construction of all proposed signs;

- 16. Location and proposed development of all buffer areas, including existing vegetative cover;
- 17. Location and design of outdoor lighting facilities;
- 18. General landscaping plan and planting schedule;

Showing these elements on a site plan enables the reviewing agency to adequately assess the potential impact of a proposed development.

12.2.9 Wireless Telecommunications

Section 34 of the Zoning Ordinance covers the location, design and construction of wireless telecommunication facilities such as cellular telephone towers. The ordinance encourages the shared use of existing towers and the placement of antennas on existing structures and gives the Town reasonable control, to the extent permitted under the Telecommunications Act of 1996, over height, location, lighting and materials used on towers. The ordinance also provides for the removal of telecommunications facilities at the expense of the owner of the tower special permit.

Section 34.6(f) details a thorough list of the material that must be submitted along with an application for a Tower Special Use Permit. The ordinance does not require, however, submission of a boundary survey for the proposed site and does not require elevation drawings for all existing and proposed buildings and antennae. Although Section 34.6(f)(21) requires ‘certification that a topographic and geomorphologic study has been conducted’, the ordinance does not require the submittal of topographic map.

Section 34 does not mandate the type of tower that may be constructed. Some municipalities require a monopole (see picture on left) or a guyed tower, if sufficient land is available, instead of a freestanding tower (see picture on right). Monopoles or guyed towers are typically preferred over lattice towers



12.2.10 Home Occupations

Section 35 of the Zoning Ordinance specifies an approved list of home occupations and standards for their operation. This list includes accountant’s office, barber or beauty services, bed and breakfast, computer programming, music instruction, real estate sales, and wallpaper services.

One home occupation on the approved list, ‘Massage Parlor’, may not be in keeping with the intent of the home occupation standard that the use is ‘clearly incidental and secondary to the use of such dwelling for residential purposes.’ The home occupation ‘Licensed Massage Therapist’ may better fit the home occupation definition and standards.

12.2.11 Performance Guarantees

One of the primary frustrations that arises in administering any zoning ordinance is ensuring that when projects are built they fully follow the approved site plan. For example, a project may receive approval at the end of a construction season and there is no opportunity to install landscaping until the following year. Zoning administrators need a mechanism to compel developers to implement all elements of a site plan or conditions of approval.

One such mechanism is a provision for performance guarantees that can be placed upon developers seeking approvals. These can include money placed in escrow, letters of credit, or performance bonds. The intent of a performance guarantee is to ensure that all elements of a site plan are built. With proper provisions in the zoning ordinance, the Town can require that funds sufficient to complete the site plan are placed in escrow until such time as all elements of the site plan are finished. Sample language for performance guarantees is attached as Appendix C.

12.2.12 Landscaping Standards

A key element of many site plans is the proposed landscaping. In addition to improving aesthetics, landscaping can also buffer incompatible land uses, stabilize stream banks, minimize noise, and manage flood and storm waters. The Zoning Ordinance does not contain standards for designing and installing landscaping. A sample set of landscaping standards is attached as Appendix D. Landscaping standards such as these would be of assistance to the Planning Board and Zoning Board of Appeals in reviewing site plans.

12.3 Subdivision Regulations

In 2000, the Town Board adopted subdivision regulations. Under the Town of Maine Land Subdivision Regulations, the Planning Board is authorized to approve Preliminary and Final Plats of subdivisions. For the purpose of this ordinance, a subdivision is defined as the, “division of any tract or parcel of land into five (5) or more lots, blocks, or sites, with or without streets or highways for the purpose of sale, transfer of ownership, or development.”

The subdivision regulations define a cluster development as a, “planned development in which lots are plotted with less than the minimum lot size and dimension requirements, but which have access to common open space which is a part of the overall development plan approved by the Planning Board.”

Cluster subdivisions have the potential to preserve open space by concentrating homes on a portion of a development site and maintaining the remainder as open space. The reserved space can be used for stormwater retention or simply kept undeveloped. In addition to preserving open space, cluster subdivisions save on infrastructure costs such as road construction by concentrating development in a smaller area. Cluster subdivisions also allow for the more efficient development of land that has unusual features such as wetlands or steep slopes.

The Town of Maine subdivision regulations, however, do not specify how a cluster development may be carried out. There are a variety of methods that communities use to implement the concept of cluster subdivisions. In the simplest model, the developer is permitted to construct the same number of homes as permitted on the entire site on just a portion of the property provided that the remaining land is preserved as open space. In order to support agriculture, some towns permit this reserved land to be used for farming. Regardless of the method chosen, the subdivision regulations must ensure that proper water supply and sewerage facilities are provided.

12.4 Mobile Homes

The Town of Maine adopted the Mobile Home, Mobile Home Park and Travel Trailer Ordinance in 1974. The mobile home ordinance governs the design, occupancy and maintenance of mobile homes in parks, mobile homes on separate lots and recreational travel trailer parks.

All structures permitted in Planned Mobile Home District (Section 12 of the Zoning Ordinance) must be in compliance with the Mobile Home, Mobile Home Park and Travel Trailer Ordinance. The Mobile Home Ordinance provides definitions for a mobile home, mobile home park and

modular home, as does the Zoning Ordinance. However, the definitions for mobile home and for modular home are not consistent between the two ordinances. The inconsistencies are substantial, with the definitions in the Zoning Ordinance being more complete and up to date.

The ordinance is very thorough. However, the ordinance predates the adoption of federal standards for mobile home construction, therefore, it does not specify that all mobile homes be in compliance with standards equal to or more stringent than the U.S. Department of Housing and Urban Development (HUD) Manufactured Mobile Home Construction and Safety Standards, 24 CFR Part 3280 (1976) and any amendments and revisions thereto. Typically, mobile home regulations require that the applicant is responsible for providing adequate evidence that the home is in compliance with these standards by having a permanent certification label affixed to the mobile home by the manufacturer.

Section 6.8(b) of the ordinance specifies that the waste from the, “shower, tub, flush toilets, lavatory and kitchen sink” in a mobile home must be discharged to a public sewer or a County-approved septic tank. This would seem to provide an exemption for waste from the laundry. However, the Section 168-14 of the Broome County Sanitary Code requires all household liquid waste be tied into an approved sewer system or septic tank.

12.5 Junk Yard Local Law

Junk yards in the Town of Maine are regulated by Local Law 5 of 2002, which replaced a 1986 local law. The Junk Yard Local Law does not supersede the Zoning Ordinance and does not permit uses that are disallowed by the Zoning Ordinance of Maine.

Section 4(b) of the Junk Yard Local Law specifies the information required to apply for the license and certificate of approval to operate a junk yard. Applicants are not required to provide information on how the junk yard operation will be conducted. Specifically, questions such as where will vehicles be flushed or emptied of fluids, how will fluids be handled and disposed of, what is the depth to the water table, whether the applicant has a NYS DMV permit, whether they will be selling parts and whether they will be operating a crusher are not included in the application for a permit to operate a Junk Yard.

Section 4(g) of the Junk Yard Local Law requires the Town Board to make a decision within two weeks. This may not be sufficient time to adequately review the application and consider testimony at the hearing.

13.0 Build Out Analysis

13.1 Introduction

To better understand the potential for development in the Town of Maine, the Planning Board requested that the Broome County Department of Planning and Economic Development prepare a build out analysis for the Comprehensive Plan. This analysis will provide a general assessment of the potential for the entire town and a more in-depth examination of the development opportunities within the Airport Road Corridor. Because of its proximity to interstate highways and the recurring discussion providing water and sewer within the Airport Road Corridor, the Planning Board decided that the development potential of this area merited a closer look.

The primary source of land use information used in this chapter is the Broome County Real Property Tax Service and the Broome County Geographic Information System. The Real Property Tax Service maintains all property information for the Town of Maine, including land use information that is provided by the Town of Maine Assessor. Property information from July 2005 is used.

13.1 Land Available for Development

The Town of Maine has a total area of 27,938 acres and as of July 2005 contained 2,729 tax parcels. The build out analysis begins with the land classified as vacant. Over 10,000 acres, or 36.9 percent, of the Town is listed as vacant in the Broome County Real Property Tax Service.

The two natural features that result in the most significant restrictions to the ability to develop vacant land are floodplain and slope. Land located within the 100-year floodplain is more difficult to build upon due to additional restrictions. For this reason, vacant land within the 100-year floodplain was subtracted from the inventory. The floodplains in Maine are shown in Map 8-4.

Steeply sloped land, generally considered to be land with a slope of greater than 10 percent, is more costly to develop due to additional expenses associated with grading the land. Land sloped greater than 10 percent was also removed from the inventory of property where development is most likely. Map 8-1 shows the slope of property within Maine.

The resulting inventory of land was reviewed for land locked pieces or portion of flat land that was substantial distance from a road right of way. These remote properties were also removed from the inventory.

After these subtractions are made from the vacant land inventory, there are approximately 3,285 acres of land available for development in the Town. Of this amount, 500 acres are in the Airport Road Corridor. This land, while not representing all possible land for development, is the area where development is most likely to take place.

13.2 Anticipated Type of Development

After preparing the final inventory of land available for development, it is necessary to anticipate the most likely type for each piece. The best method for this portion of the build out analysis is to compare the land with the underlying zoning districts. This was done for the Town as a whole and for the Airport Road Corridor. Those figures are shown in Figure 14.1, Developable Land.

Zoning District	Town Wide		Airport Road Corridor	
	Acres	%	Acres	%
B-1 Business	17	1%	-	0%
B-2 Business	50	2%	32	6%
ID Industrial	74	2%	74	15%
PMHD Planned Mobile Home District	16	0%	-	0%
PRD Planned Recreation District	-	0%	-	0%
R-1 Residential	1,458	44%	223	45%
R-2 Residential	157	5%	52	10%
RR Rural Residential	1,513	46%	120	24%
Totals	3,285	100%	500	100%

Source: Broome County Real Property Tax Service, July 2005

Town wide, the R-1 Residential and RR Rural Residential districts account for 90 percent of the developable land. Commercial or industrial land makes up just 5 percent of the town wide inventory. The situation is quite different in the Airport Road Corridor. Here over 20 percent of the developable land is zoned for commercial (6 percent) or industrial uses (15 percent). All of the industrial land available in the Town (74 acres) is found in the Airport Corridor.

13.3 Airport Road Corridor Analysis

The Airport Road Corridor is widely perceived as having strong development potential. The Corridor has good access to New York State Route 17 (future I-86), over 500 acres of developable land, and the Greater Binghamton Airport as an anchor. In 2004, a water line was installed along Airport Road to serve the airport. Construction of this line was necessitated by fire fighting needs at the airport, but there is the potential to create water districts and provide public water for homes and businesses in the corridor. Public sewer for the airport has discussed extensively. There are several alternatives that could be pursued to provide sewers to the airport. A package plant could be constructed at the airport with a loop that incorporates nearby properties, a line could be run south-west down Farm to Market Road to the Endicott Sewage Treatment Plant, or a line could be run south-east down Airport Road to the



Binghamton-Johnson City Joint Sewage Treatment Plan. Each plan faces serious obstacles that are beyond the scope of this analysis to consider. However, although there are currently no short-term plans to provide sewers for this area, public sewer remains a possibility that should be considered. The combination of public water and sewer could have a dramatic impact on the development of the Airport Road Corridor. Map 13-1 shows the parcels that are available for development based upon the build out analysis.

To assess the build-out potential of the Airport Road Corridor, the Broome County Department of Planning and Economic Development assumes that new construction would comply with existing zoning regarding land use. The analysis does not take into consideration any potential rezoning within the Corridor.

Residential Construction: Nearly 400 acres of developable land is zoned residentially within the Corridor. There are three residential zoning districts within the Corridor: R-1 Residential, R-2 Residential and R-R Rural Residential. The minimum lot sizes for sewer areas within these districts vary from 20,000 square feet (approximately one-half acre) in R-1 to 40,000 square feet (approximately one acre) in the R-R district. Minimum frontage varies from 80 feet (R-1) to 100 feet in the R-R district. Maximum lot coverage was 30 percent for buildings in all three districts. In assessing the potential for residential new construction, this analysis assumes that residential construction would consist of single-family homes. Two-family, three-family and larger apartments constitute just 5% of the housing stock with the Town and therefore were not considered to be a substantial part of any future development. Also, although zoning districts in the Corridor allow for construction on as little as one-half acre in a sewer area, typical development patterns in a suburban/rural setting would be on larger lots. For this reason, the analysis assumes that residential construction would take place on lots of approximately one acre or larger.

Based on these assumptions, approximately 105 single-family homes could be reasonably constructed within the Airport Corridor. These would primarily be constructed on existing lots with one potential subdivision of sixteen homes. Additional land available for development was not included in this inventory because of its close proximity to the end of the airport runways.

Commercial Development: Two parcels are available for development within the B-2 Business District. These parcels total nearly 27 acres. The B-2 district requires a minimum lot size of 20,000 square feet (approximately one-half acre) and a minimum lot frontage of 150 feet. Maximum lot coverage is 50 percent for buildings. The 27 acres of developable land could generate approximately 100,000 square feet of office park or retail development.

Industrial Development: Approximately 13 parcels are available for industrial development within the Corridor. These parcels total approximately 50 acres. The current industrial zoning requires a minimum of 100 feet of street frontage and permits lot coverage of up to 80 percent for building and paving. Allowing for land for parking, loading docks and access drives, these 50 acres can support approximately 107,500 square feet of industrial development.

14.0 EXISTING COMPREHENSIVE PLAN

14.1 Introduction

The Town of Maine has an extensive, adopted comprehensive plan that is dated December 31, 1973. The plan was prepared by Robert Murray and Bradford Stark of Crandell Associates, of Glens Falls, New York. Like many similar documents that were produced in the 1970's, preparation of the plan was paid for by federal funds. This exhaustive report was the result of a three year effort on the part of the consultants and the Town Planning Board. In preparing the current comprehensive plan, it is important to review the relevant portions of the existing plan.

14.2 Population

Maine in 1973 shares many similarities with the current town, and it has several substantial differences. Perhaps the most significant difference was the rate of change facing the town in the 1970's. For the period from 1960-1970, Maine was the second fastest growing town in Broome County. During this decade, the Maine population grew by 48.6 percent compared to 4.3 percent for Broome County. This follows on a nearly 70 percent population rise from 1950 to 1960. At the time the original plan was prepared, the Town's population had grown from 2,316 in 1950 to 5,842 in 1970. This was a 2 1/2 fold increase in population. The planners developed population projections for the Town of 7,400 by 1980 and 9,050 by 1990. As the population grew, Maine was 'becoming a "younger" community.' The 5 to 14 age cohort increased 10.2 percent while the population aged 65 and over decreased by 2.2 percent.

These trends did not continue. Ultimately, 1970 proved to be the high point for population. By 2000, the Town's population had fallen to 5,459 which is 6.5 percent less than the 1970 figure. As the population has declined, the Town has 'aged'. In 1970, 12.4 percent of Maine's residents were aged 65 and over. In 2000, 16 percent of the Town's population was aged 65 or over.

14.3 Land Use Inventory

The 1973 comprehensive plan inventoried the land uses for the Town. Unfortunately, this inventory is limited to the number of parcels devoted to each land use and does not assess the total acreage for each activity. The development of GIS technology over the past 15 years has given the current planners the ability to provide a more sophisticated analysis of land use. However, there are some lessons that can be garnered from the 1973 plan.

In 1973 and today residential land uses are overwhelmingly the predominate activity in the Town. Approximately 80 percent of the parcels survey in 1973 were residential in nature. Single-family homes accounted for 70 percent of the residential parcels in 1973, compared to 77 percent in 2000. Commercial land uses in 1973 were a minor part of the Maine landscape and they remain so today. One significant difference, however, relates to junkyards. The number one 'problem' cited in the land use section of the 1973 plan, was 'junkyards scattered throughout the town'. According to the 1973 land use map, there were 14 parcels used as junkyards in Maine. In the 2005 land use inventory, just two parcels are listed as junkyards.

14.4 Natural Characteristics

The Natural Characteristics section of the original plan outlined those areas with low, moderate, and high development potential based on soil type and other natural characteristics. This information for the Town is covered in detail in Chapter 8.0 Environment of the current comprehensive plan.

14.5 Town Growth

14.5.1 Growth in the Housing Sector

Single-family home construction, outside of subdivisions, had been growing at the time of the 1973 plan, and it was expected to continue to grow at an increasing rate. The growth rate for homes in subdivisions was thought to be more limited due to the cost of land and the ‘development requirements imposed by state and local regulations’.

Although the population has declined, the number of housing units in the Town has continued to grow since the time of the original plan. According to the 1970 Census, there were 1,659 housing units in Maine. By the 2000 Census there were 2,181 housing units. This happened while the population has dropped from 5,842 in 1970 to 5,459 in 2000.

14.5.2 Growth in the Retail/Wholesale Sector

It was expected that increasing population, especially in the hamlet of Maine, would result in an increase in retail trade especially in pharmaceuticals, clothing, and dry cleaning. This largely did not occur for a number of reasons. The population increases of the 1950’s and 1960’s did not continue, so the market did not grow as anticipated. Also, some retail trade has shifted from specialty stores to convenience markets which have increased in the Town. Finally, the original plan anticipated that, “improved access to the Binghamton-Johnson City-Endicott area...will tend to mitigate the success of local retail ventures.” Clearly, the construction of the Oakdale Mall and then the dramatic growth of the Vestal Parkway since adoption of the original plan have worked to lessen demand for local retail.

14.5.3 Growth in Industrial Sector

The 1973 plan found that Maine has two areas where the, “probability of industrial development is relatively high - the Route 26 Corridor, and the Airport Road Corridor.” Development in both areas, however, was constrained by “lack of investment in public utilities.” Airport Road Corridor growth was thought more likely because of its proximity to the recently completed New York State Route 17, availability of development sites, and location of the airport.

14.6 Housing

The 1973 plan found that the Town’s housing stock was ‘excellent’ with ‘very few dilapidated or deteriorated homes’. Of the survey conducted for the original plan, 80 percent of respondents were, “satisfied with the Town’s housing and with the cleanliness of their neighborhood”. Direct comparisons with the current Town are not possible, but there some indications that the housing

stock has declined in quality since the 1970’s. According to the survey conducted for the current comprehensive plan, 58 percent of respondents rated the ‘overall appearance of the Town’ as ‘Good’ or ‘Excellent’ and 69 percent thought it was ‘Important’ or ‘Very Important’ to ‘Improve the Appearance of buildings/properties’.

According to the 1970 Census, of the 1,659 housing units there were 349 mobile homes. The vast majority of these mobile homes (over 87 percent) moved into the Town in the decade prior to the adoption of the original plan. This growth rate of mobile homes, however, did not continue. The 2000 Census found 437 mobile homes out of 2,181 housing units. This is 20 percent of the current housing stock, which is almost identical to the 1970 figure (21 percent).

14.7 Financial Resources

The 1973 Comprehensive Plan provides an exhaustive analysis of the Town’s financial condition. As part of this analysis, the plan provides a per capita breakdown of the key elements of the Town’s budget. These elements are the total outstanding debt that the Town has incurred, the total revenues from all sources, the total cost of current operations (excluding debt repayments), and the total expenses for the Town. In the original plan, the figures were for 1968 and the most recent available budget numbers available for Maine are for 2003. Table 15-1 provides these figures for 2003, for 1968, and the 1968 figures adjusted for inflation.

Table 15-1: Budget Comparison			
	2003 Per Capita	1968 Per Capita	1968 Adjusted for Inflation
Total Debt Outstanding	\$17.78	\$3.51	\$18.56
Total Revenues	\$418.09	\$43.48	\$229.89
Total Current Operations	\$360.74	\$35.36	\$186.96
Total Expenses	\$414.86	\$43.22	\$228.52
<i>Source: New York State Comptroller, Town of Maine Comprehensive Plan, 1973, U.S. Bureau of Labor Statistics</i>			

The outstanding debt per capita has dropped, when adjusted for inflation from \$18.56 in 1968 to \$17.78 in 2003. Total revenues per capita have increased markedly since the time of the original plan as have the current operations and total expenses figures. It should be noted that at the time of the original comprehensive plan, approximately one-half of the Town’s roads were unpaved. Of the total per capita expenses in 2003, nearly 60 percent (over \$237) were devoted to transportation related expenses. The Town of Maine’s total expenses are in line with communities of a similar size in New York. According to figures compiled by the New York State Comptroller, towns with a population of between 4,000 and 7,000 (2000 Census) had total expenses per capita of over \$440 compared to \$414 for the Town of Maine for 2003.

14.8 Goals & Objectives

The 1973 plan lays out the following of goals:

- To promote the most appropriate use of land and natural resources
- To regulate and discourage environments not compatible with, or detrimental to, the attractiveness, safety, health, environmental quality, growth potential, and general well being of the Town
- To enhance property values
- To be primarily a suburban-residential community
- To promote planned commercial and multi-family development for services, a varied housing stock, and tax base
- To improve the Town's financial capabilities to meet the needs of its population
- To encourage and preserve appropriate types of rural land use
- To provide the opportunity for a decent home in a healthy environment for all persons
- To facilitate the establishment of adequate transportation to accommodate the present and future mobility needs of the population
- To provide for senior citizens' comfort, safety and well-being
- To provide parks & recreational areas, both public and private throughout the Town
- To plan for and provide those utility services required to meet the present and future needs of the community
- To identify and preserve those historic structures and places which are and will be, an asset to the community
- To provide for and encourage the participation of all interested citizens in the community planning process

It is difficult to provide a quantitative assessment of whether these goals have been achieved, but some accomplishments are clear. The Town has reduced, dramatically, the number of junkyards from 14 to 2. This change will improve the attractiveness, safety, health, and environmental quality as well as enhance property values. The character of the Town has largely remained a 'suburban-residential' community with well managed commercial development.

14.9 Land Use Plan

A land use plan compares existing and projected land uses with the natural characteristics and infrastructure of a community. The goal of preparing a land use plan is provide a blueprint for the nature and location of future development. The 1973 land use plan divides Maine into following categories:

- Rural-Residential
- Low Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Institutional
- Industrial
- Recreational

The plan lays out where in the Town these types of land uses would be most appropriate based on the natural characteristics, existing infrastructure and compatibility with surrounding land uses. The future land use map is attached as Map 14-1.

This land use plan became the basis for the Town of Maine Zoning Map. The current zoning for the Town remains close to this original guide. There are two substantial areas of difference. The area along Route 26 near East Maine Road is now zoned B-2, Business and not low density residential as shown in the land use plan. In addition, the B-2, Business district near the Airport has been expanded to include the area south of Commercial Drive between Airport Road and East Maine Road.

As a measure of the effectiveness of the Town's zoning ordinance, current land uses in the Town of Maine are substantially in accordance with the land use plan outlined in 1973. The current land uses are shown on Map 7-1.

14.10 Transportation

The original comprehensive plan provides an excellent inventory of the Town, County and State roads in the Maine. According to the inventory, there were 61.4 miles of Town roads in 1973. Of these, nearly half (30.01 miles) were dirt or gravel. These unpaved roads are as follows:

Table 15-2: Town of Maine 1973 Inventory of Unpaved Roads			
Road Name	Length (in miles)	Condition	Material
Bailey Road	1.20	Good	Dirt
Bates Road	0.36	Fair	Dirt
Bringham Road	1.03	Good	Dirt
Brooks Road	0.28	Good	Dirt
Corson Road	1.11	Fair	Dirt
Doughtery Road	1.74	Fair to Good	Dirt/Paved
Death Valley Road			
a. Open Portion	0.80	Good	Dirt
b. Unopen Portion	0.90	Seasonal	Dirt
Edson Road	2.81	Good	Gravel/Paved
Flint Road	1.87	Good	Dirt
Hand Road	0.26	Good	Dirt
Hardy Road	2.20	Good	Paved/Dirt
Harrington Road	1.19	Good	Paved/Dirt
Haskins Road	1.65	Good	Dirt/Gravel
Hayes Road/New Ireland Road	1.52	Good	Gravel/Paved
Helen Dale Road (Barry Road)	0.21	Good	Gravel
Higby Road	0.41	Good	Dirt
Kay Road	1.84	Good	Paved/Dirt
King Hill Road	1.06	Fair	Dirt
Kolb Road	1.20	Good	Gravel/Paved
Kulp Road	1.05	Good	Gravel/Paved
Meyers Road (Hoskin Road)	0.88	Good	Dirt
Sherder Road	1.08	Good	Dirt/Paved
Southerland Road	0.58	Fair	Dirt
Spring Road	0.13	Fair	Dirt
Stratton Road	0.37	Good	Dirt
Tokos Road	0.20	Good	Dirt
Wyok Road	2.08	Good	Dirt
Total	30.01		

Source: Town of Maine Comprehensive Plan, Phase 2, Functional Elements, 1972

All 21.72 miles of County roads and 10.1 miles of State roads were paved in 1973.

One of the recommended transportation policies of the original plan was to, “Continue to improve the Town’s roads until all collector roads (emphasis added) are surfaced as the demand becomes apparent.” Collector roads carry fairly high volumes of traffic or provide access from local streets to higher level roads. Examples of collector roads in Maine include East Maine Road and Hardy Road. The Town has met and exceeded this standard by paving *all* roads, including local streets such as Tokos Road and Hayes Road.

The number one recommended policy, however, remains unfulfilled. The top transportation priority of the original plan was to, “Promote the completion of the four-lane Airport Road from Choconut Center to the Airport, to provide access to the proposed industrial areas as well as to the airport.”

14.11 Public Utilities

The Public Utilities section of the original plan discusses three interrelated systems: sewer and septic, drinking water, and storm water. At the time of the drafting of the plan, significant studies of the public sewer and public water had been recently completed by Broome County. Public sewers were under consideration to serve several limited areas within Maine. These potential service areas were the Route 26 corridor ending at the hamlet of Maine, a portion of the Airport Road Corridor including Stella Ireland Road. None of these proposals have been implemented.

Similar to the public sewer study, a County Water Study had proposed water transmission lines for a number of areas. These include portions of Newark Valley Road, Route 26, Bradley Creek Road and Pitkin Hill Road. These have not been constructed. A waterline, however, has been installed up Airport Road to the Binghamton Regional Airport and the Broome County Landfill. This waterline does not provide public water at this time.

The third element of the public utilities section is stormwater. There have been substantial changes in stormwater management since adoption of the original plan. In 2003 New York State implemented Stormwater Phase II regulations. Under the new regulations all construction projects that disturb one acre or more of land excluding most residential and agricultural projects must obtain a (*SPDES*) *General Permit for Stormwater Discharges from Construction Activity* (Permit No. GP-02-01) from the DEC. To receive a Permit, the applicant must complete a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent (NOI) with the DEC stating that the SWPPP will be implemented. These new regulations are discussed in further detail in Chapter 8 Environment.

14.12 Community Facilities

The original plan inventories the various community facilities including medical services, town buildings, and parks. In 1972 there were no medical facilities within the Town, and ambulances took patients to Ideal Hospital in Endicott or Wilson Hospital in Johnson City. Today there is a recently constructed medical facility on Route 26 (Maine Medical). According to the original plan there was some level of dissatisfaction with ambulance services. On the survey conducted

for the plan update, however, 71 percent of respondents rated ambulance service as ‘Excellent’ (36 percent) or ‘Good’ (35 percent). This is one of the highest rated services in the Town.

In 1972, the Town Hall and Town Highway Garage were located in shared space on Lewis Street in the hamlet. There was concern at the time that this residential neighborhood was an inappropriate setting for a town garage. The Town Highway Garage is now in a separate building located at 17 Ellis Payne Road. The Town Hall remains at 17 Lewis Street in the hamlet.

The most significant park facilities in 1972, hamlet of Maine Park, Maine Memorial Park, and the Maine Memorial School playground, remain in service. There has been one major addition to the recreation facilities in the Town of Maine since the original plan was written. At that time, Finch Hollow was a County watershed project with a stormwater impoundment area. The plan recommends that this site become a Town park. Instead, Broome County has developed this into Finch Hollow Nature Center. Located at 1394 Oakdale Road, Finch Hollow has walking trails and a building that houses interpretive nature exhibits. Educational programs take place at the site year-round with a summer day camp for school age children.

According to a survey taken as part of the 1972 plan, a large majority of residents were dissatisfied with the recreational facilities or felt that none existed. A recommendation of the plan was that a summer recreation program be instituted to encourage use of the existing facilities. On the survey taken for the plan update, nearly 60 percent of respondents rated the parks as ‘Excellent’ (10 percent) or ‘Good’ (49 percent) and there is apparently little desire for additional parks. According to the recent survey, over one quarter of respondents (28 percent) said it was not important to ‘Establish more parks and recreational activities’. This was the lowest rated activity on the survey. However, there was interest in improving existing parks and recreation. Almost 60 percent of survey respondents thought it ‘Very important’ (18 percent) or ‘Important’ (39 percent) to improve existing recreational facilities.

The current community facilities are discussed in greater depth in Chapter 11 Public Facilities.

14.13 Comprehensive Plan and Implementation

The original plan culminates in a comprehensive plan map and a series of implementation recommendations. The comprehensive plan map combines the proposed land use map with projected infrastructure upgrades. As has been discussed previously in this section, the proposed water and sewer projects were not implemented. However, the Town has exceeded the proposed transportation upgrades by paving all roads, including local streets such as Tokos Road and Hayes Road.

The projected land use plan was incorporated into the sweeping zoning changes that resulted from the original comprehensive plan. This was the key accomplishment of the original plan: the complete rezoning of the Town and the adoption of an entirely new zoning ordinance that was integrated with the goals and vision of the comprehensive plan. That zoning map and ordinance have been used, with amendments, by the Town since 1972.

The original plan goes on to make several recommendations for the municipal governance of the Town of Maine. A number of these recommendations cover minor items such as the establishment of a deputy supervisor position and that the Town should continue to contract for engineering and legal services instead of adding a staff engineer or attorney. The two more substantial recommendations are that the Town of Maine should seek out opportunities for shared services with other jurisdictions, and the Town should undertake capital improvement programming for major, long-term expenses.

15.0 INPUT FROM TOWN RESIDENTS

15.1 Introduction

Public participation is essential to the success of a comprehensive plan. Input from the community is necessary to provide information for the development of the plan and to ensure buy-in by the residents. In preparing the comprehensive plan, the Town of Maine Planning Board actively encouraged public participation through a mail survey and a series of public meetings.

15.2 Survey

In the fall of 2005, the Town Planning Board, in close collaboration with the Broome County Department of Planning and Economic Development, prepared a mail survey with 20 questions. Using records from the Broome County Office of Real Property, 2,185 surveys were delivered to property owners and residents. An effort was made to have surveys delivered to all tenants in multi-family apartments and residents within mobile home parks. In addition, a flyer was sent home with children attending Maine Memorial School to encourage their families to participate in the survey. A total 515 surveys were completed. This results in a 24 percent return rate (515 completed of 2,185 delivered). The full survey results are provided in Appendix E.

The first question on the survey asked how respondents would like to see the Town’s population change over the next 10 years. Almost 70 percent of respondents wanted to see the population grow significantly (19 percent) or grow slightly (49 percent). This desire for growth was tempered throughout the survey by concerns over the type of development that would come and wish to preserve agriculture and the rural character of Maine. For example, nearly half of the respondents (46 percent) believed that mobile home parks were not compatible anywhere in the Town and one-third thought that individual mobile homes were not compatible anywhere. By contrast 96 percent of respondents thought that agricultural tourism was compatible everywhere (29 percent) or compatible some places (67 percent). A similarly positive response was given for agriculture that included livestock, poultry, goats, greenhouses or Christmas tree farms.

Questions 2 through 5 asked whether the Town Board should *consider* having public water or sewer available within the hamlet of Maine and/or the Airport Corridor. The results have been broken down by residents within these two areas as follows:

Table 15-1: Public Water and Sewer		
	Hamlet of Maine	Airport Corridor
Public Water		
Yes	43%	56%
No	36%	31%
Maybe	20%	13%
Public Sewer		
Yes	55%	58%
No	34%	31%
Maybe	11%	11%

Based on the survey results, there is strong interest in further consideration of water and sewer in the hamlet and in the Airport Corridor. In each case, nearly two-thirds of respondents said ‘Yes’ or ‘Maybe’ to the Town Board *considering* adding public utilities.

Even stronger positive responses were given to expansion of natural gas availability and improvement of cell phone service. Although these are outside of the authority of local government, there was interest in documenting the market demand for both services as a possible means to encourage their development. Three-quarters of respondents (76 percent) answered ‘Yes’ or ‘Maybe’ to the question, “Would like to see natural gas service expanded in the Town?”

The strongest positive response came to the question of improvement of cell phone service. Ninety percent of respondents answered ‘Yes’ (79 percent) or ‘Maybe’ (10 percent) to the question, “Would you like to see cell phone service improved in the Town?” Lack of cell phone coverage was one of the top shortcomings listed in Question 15 of the survey, and poor cell phone service was mentioned as a weakness during the public meeting.

One of the most powerful means of guiding development of a Town is the ability to control land use through the zoning ordinance. Question 8 of the survey asked about the compatibility of new residential development or commercial activity in the Town. Respondents could answer that each type of development was ‘Compatible Everywhere’, ‘Compatible Some Places’, or ‘Not Compatible Anywhere’. The strongest negative response was to heavy industry such as high intensity manufacturing, processing, and chemical refining uses. Two-thirds (66 percent) of respondents thought these uses were not compatible anywhere in the Town. This contrasts with three-quarters (76 percent) of respondents that believed that light industry such as low intensity manufacturing was compatible some places in the Town.

Question 9 of the survey asked how important certain characteristics of the Town were to respondents. These included the quality of the schools, job opportunities, scenic beauty, social activities, rural character, and cost of living. Overall quality of life was rated the highest at 92 percent saying that it is very important. This just edged out Environmental Quality at 91 percent. Interestingly, Natural Area such as wetlands, forests, etc were thought very important by 68 percent of respondents. This is a strong showing, but significantly less than the Environmental Quality figure. This may indicate that a sizable portion of the Environmental Quality responses were related to concerns about air and drinking water.

For question 10 respondents were asked to rate the quality of various services in the Town. The quality of public transportation received the worst mark with 45 percent of respondents ranking it as ‘Poor’. The largest percentage of ‘Excellent’ responses came in for schools (41 percent), fire service (37 percent) and ambulance service (36 percent).

In question 11 respondents were asked to set priorities for the Town by rating activities on a scale from ‘Not Important’ to ‘Very Important’. Following along with one of the trends of the survey, ‘Protect natural resources such as air quality and groundwater’ received a ‘Very Important’ rating from three-quarters (76 percent) of respondents. This was 10 percentage points higher than the next highest response. The desire to control the location of junkyards (65 percent) was the second highest priority followed by permit industrial development in specific areas only (58 percent).

Next respondents were asked whether current land use controls in the Town of Maine were ‘Too restrictive’, ‘Just right’, or ‘Not restrictive enough’. Almost one-third (29 percent) thought they were ‘Just right’ but another 19 percent believed current controls were ‘Not restrictive enough’. This may indicate that the current regulations should be tightened somewhat.

Because of the potential significance of the Airport Corridor, question 13 was devoted to potential redevelopment scenarios for this area. The largest majority came out in support of residential development of the Corridor (56 percent) followed by professional offices and/or office park development (54 percent). Regardless of the development type, almost sixty percent of survey respondents (59 percent) wanted to see restrictions on businesses to protect groundwater.

The final questions, outside of demographics, asked respondents for the major assets and shortcomings of the Town of Maine. These were open-ended questions. Fully one-quarter of respondent said that the ‘Rural Character’ of the Town was its major asset. This was followed by the community, people, activities (16 percent) and natural beauty, environment, air and water quality, and natural resources (10 percent). The shortcomings were more widely distributed, with the most significant shortcoming being the lack of retail shopping choices (11 percent).

15.3 Public Meetings

On February 22, 2006 the Town of Maine Planning Board held a public meeting at the Maine Memorial School regarding the comprehensive plan. The meeting was moderated by the staff of the Broome County Department of Planning and Economic Development. A notice of the meeting was sent home with the children who attend Maine Memorial School, and a press release was sent to all local media.

The first portion of the meeting was devoted to reviewing the survey results. Then Planning Department staff conducted a Strengths-Weaknesses-Opportunities-Threats exercise designed to encourage participation by attendees of the meeting. Through the SWOT analysis, residents listed the assets that Maine can draw on, the shortcomings or deficits that must be overcome, the opportunities that should be seized upon, and the dangers that face the Town. There can be substantial overlap between these categories. For example, a soft housing market may be considered a weakness for current property owners but an opportunity to attract new residents.

The strengths and weaknesses largely tracked the findings of the survey. The schools were the first asset listed at the meeting. On the survey, 84 percent of respondents rated the schools ‘Good’ (43 percent) or ‘Excellent’ (41 percent). However, the fact that the Town was divided between multiple school districts undermined the sense of identity for Maine residents. The identity of the Town was further eroded by the multiple zip codes and municipal addresses.

Also in keeping with the survey was the listing of rural environment as an asset of the Town. At the meeting, this idea was further defined to mean ‘small-town atmosphere’, ‘low crime’, and a ‘Mayberry hometown feel’. The large number of activities such as the Fireman’s Christmas parade and the summer recreation program were also cited as assets that added to the rural character of the Town. Although Maine was seen as a safe community there was concern expressed about methamphetamine labs being operated in the area.

The weakness listed at the public meeting also followed those found on the survey. Meeting attendees cited poor cell phone coverage as a weakness, and they added lack of access to broadband Internet. Poor communication with Town leaders was also listed as a weakness. This is despite the fact that the Town website that has minutes for all meetings. The website was named a strength in the first portion of the exercise.

Attendees also expressed concern about the Town's disaster preparedness plan and the lack of emergency shelters, especially for the vulnerable population.

The Town has many opportunities. First was a large inventory of flat, undeveloped land. The Town's proximity to two highways adds to the development potential. The recently completed private sports complex on Airport Road in the neighboring Town of Union was seen as a magnet to attract development interest to Maine. The lack of water and sewer in the Airport Corridor, however, hampers the ability to support development.

The airport was also seen as a development opportunity, but the possibility for airplane crashes was seen a threat to the community. The lack of infrastructure capacity to accommodate development was also cited as a threat to the future of Maine. This threat was compounded by being a 'high tax' area that is in close proximity to 'low tax rate' areas, namely Pennsylvania.

A full set of notes from the February 22, 2006 public meeting are attached as part of Appendix E.

16.0 GOALS AND RECOMMENDATIONS

16.1 Introduction

In preparing this plan update, the Town of Maine Planning Board assembled historic and current community information, including population, age, household size and type, income, occupation, industry, housing condition, transportation infrastructure, utilities, public facilities, environmental resources, land use, agriculture and existing ordinances. The Planning Board consulted with various authorities such as the Broome County Department of Planning and Economic Development, the Binghamton Metropolitan Transportation Study and the Greater Binghamton Airport. This work was augmented by a survey of residents and public meetings. Based on this extensive work, the Planning Board has established the following goals and recommendations for action.

16.2 Goals and Recommendations

The identification of the goals for this plan comes from the public meetings, the survey, and the extensive discussion and consideration by the residents of the Town. To achieve these goals, a number of more specific recommendations are made. The goals and recommendations for the Town of Maine Comprehensive Plan Update are as follows:

16.2.1 Enhance Town Identity

The Town should work to firmly establish the identity of the Town in the minds of residents. The Town of Maine lacks a strong, unifying identity. This is in part due to the fact that Maine is divided into five (5) school districts and five (5) zip codes. Children living in Maine attend either Whitney Point, Maine-Endwell, Newark Valley, Johnson City or Chenango Forks schools. Residents of Maine receive mail with addresses that include Binghamton, Newark Valley, Glen Aubrey, Johnson City, Maine, and Endicott. This confusion is compounded by the fact that Maine does not have an incorporated village.

One means of establishing the identity of the Town in the minds of the residents would be to place signs at each major vehicular entrance to the Town. Appropriate signage would help residents and visitors recognize the boundaries of the Town.

Another means of enhancing the Town's identity is to host events such as Town of Maine Days. According to the survey, residents seem eager to have more activities in the Town. Only one third of respondents (37 percent) rate recreational activities or youth activities and services in Maine as 'Excellent' or 'Good'. The number of respondents rating senior citizen activities and services as 'Excellent' or 'Good' drops to 12 percent. Events and activities serve to bring people together and to build a sense of community. Events can also be used as fund raisers for projects that are important to residents of Maine.

The Town's identity and history should be maintained. Maine was settled as early as 1794 and incorporated in 1848. Some of this history is on display at the Nanticoke Valley Historical Museum. These buildings and grounds should be enhanced and expanded as part of the Town's effort to enhance its identity.

The Town would prefer to have one zip code and one post office to further unify and establish the Town’s identity. Establishing one post office and one zip code would require a supporting population and logical and efficient delivery routes. If the Town wishes to pursue this goal further, it is recommended that a Town Board consult with the United States Post Office.

16.2.2 Maintain the Vitality of the Hamlet

Related to the lack of identity is the need to preserve and enhance the hamlet of Maine. Although unincorporated, the hamlet does serve as the center of Town life. It is part of the Town’s identity as a community and is the host for many of Maine’s events. To maintain the health and vitality of the hamlet requires special consideration.

The hamlet would benefit from housing assistance, storefront rehabilitation and streetscape improvements including sidewalks and pedestrian furniture. Nearly 60 percent of hamlet residents thought that it was ‘Important, or ‘Very Important’ to improve the appearance of buildings and properties in the Town. Almost one-third (32 percent) of hamlet residents rated the sidewalks as ‘Fair’ or ‘Poor’. Potential funding sources for these community development type projects include the following:

<u>Program</u>	<u>Source</u>
• HOPE VI Main Street Grants	• U.S. Department of Housing and Urban Development
• Small Cities Community Development Program	• Governor’s Office for Small Cities
• New York Main Street Program	• NYS Housing Trust Fund

16.2.3 Protect Natural Resources

Maine is a town that recognizes the importance of its natural resources and the need to protect and preserve them. From the survey, 93 percent of residents think it is ‘Very Important’ or ‘Important’ to protect natural resources such as air quality and groundwater. This is especially important in a community that is served by private wells.

In addition to wanting to protect natural resources, nearly 80 percent of respondents want to preserve open space. Open space is a key component of the Town’s rural character. Open space is land not intensively developed, and it includes waterfront land, working farms, forests, parks, and scenic landscapes. This land may be publicly or privately held.

Open space protection can include a variety of methods. One example is the cluster or conservation subdivision. Through a conservation subdivision, a developer concentrates residential development on a portion of the land, leaving a large area untouched. This method of development is discussed further in the Subdivision section of these recommendations.

Potential threats to the natural resources of Maine are the pipelines, such as natural gas, oil, etc., and the electric transmission lines that cross the Town. In 1997, Millennium Pipeline LLC proposed constructing the Millennium Pipeline, a major natural gas transmission line, in New York State. The proposed route for the pipeline crosses approximately 5 miles of land in the Town of Maine. The route would travel through the south west corner of the Town and would cross Crocker Creek, Old Newark Valley Road, Nanticoke Road, Nanticoke Creek, Pitkin Hill Road, Bradley Creek, Bradley Creek Road, Farm to Market Road, and Town Line Road before crossing into the Town of Union. Article VII of the New York State Public Service Law gives authority regarding the siting, design, construction and operation of major transmission facilities to the New York State Public Service Commission. The Town of Maine should remain fully engaged in the review of any proposed transmission lines, such as natural gas, oil, etc. and should provide comments to the Public Service Commission as appropriate. It is recommended that no new land (green fields) be acquired for an activity when the old or present right-of-way (ROW) is available. If there is reason to oppose any project, the Town should consider joining with other municipalities as part of a consortium for necessary legal work.

16.2.4 Support Alternative Sources of Energy

The Town Board recognizes that alternative energy sources is an abundant, renewable, and nonpolluting energy resource and considers the use of alternative energy (such as wind, solar, hydro, etc.) important. The Town Board could receive requests in the future from local residents and businesses for the installation of alternative energy sources for homes and businesses. The Town Board should consider adopting a local law regulating the development of alternative energy sources to accommodate the necessary infrastructure for residential and commercial alternative energy-generating facilities so that these facilities may be developed in a manner deemed compatible with the general health, safety and welfare of the residents of the Town. Such a local law would regulate and restrict the height, size, location, and other features of alternative energy sources.

16.2.5 Improve and Expand Infrastructure

The Airport Road Corridor is widely perceived as having strong development potential. The Corridor has good access to New York State Route 17 (future I-86), over 500 acres of developable land, and the Greater Binghamton Airport as an anchor. The significant limiting factor for development in the Airport Corridor is lack of public water and sewer.

In addition to the potential for economic development, water and sewer are highly desired by the existing residents in the area. According to the survey, 87 percent of residents are interested in public water and 89 percent are interested in public sewer.

In 2004, a water line was installed along Airport Road to serve the airport. Public sewer for the airport has been discussed extensively. There are several alternatives that could be pursued to provide sewers to the airport, but each plan faces serious obstacles. Although there are currently no short-term plans to provide sewers for this area, public sewer remains a possibility that should be considered. The combination of public water and sewer could have a dramatic impact on the development of the Airport Road Corridor. Chapter 13 Build-Out Analysis projects

approximately 105 single-family homes, 100,000 square feet of office park or retail development, and 107,500 square feet of industrial development if both water and sewer are provided in the Corridor. The Town should continue to pursue mechanisms for providing this infrastructure.

Water and sewer have been extensively discussed for the hamlet as well, but for different reasons. The hamlet of Maine has approximately 10 times the population density of the remainder of the Town. Because of this higher density, the hamlet has to pay special attention to water and sewer. The Broome County Health Department recommends a minimum two-acre lot for new residential construction on lots not served by public sanitary sewer. Parcels located within the hamlet are typically one-acre or less. In addition to these physical considerations, there appears to be community support for public water and sewer in the hamlet. According to the Comprehensive Plan survey, 43 percent of hamlet residents believe that the Town Board should consider obtaining public water and 55 percent of hamlet residents are interested in public sewer. The Town should fully investigate providing public water and sewer for the hamlet.

16.2.6 Support the Greater Binghamton Regional Airport

The Town of Maine considers the Greater Binghamton Regional Airport a valuable asset and seeks to encourage development of the surrounding property with airport-compatible land uses that would benefit from convenient access to a regional airport and interstate highway. Currently, the airport and some surrounding vacant properties are zoned Rural Residential District. It is recommended that an inventory of these surrounding vacant properties be taken, suitable uses be determined and the appropriate zoning be established for these properties and for the airport. Appropriate land uses are those businesses suitable for manufacturing, distribution and office facilities. Land uses typically surrounding regional airports are airport industrial parks supporting light manufacturing, warehousing, distribution and transportation, call centers, hotels, commercial uses and restaurants. Industrial parks are strategically located along transportation corridors, such as Airport Road, to allow easy interstate highway and airport access. Other uses include golf courses and stand alone commercial and industrial businesses. Appropriate zoning should be established for land on and around the Greater Binghamton Regional Airport to ensure that future uses of the land are compatible with airport operations, to protect and preserve the airport, and to encourage development that supports the airport. One example of zoning for a regional airport and an airport corporate park is "Airport Business District." Rezoning of the airport property would require consultation with the Federal Aviation Administration.

As explained in Section 16.2.5, public infrastructure, such as public water, natural gas and sewer, is also necessary to facilitate development near the airport and in the Airport Road Corridor. Adequate roadways are also necessary to facilitate development. As explained in Chapter 10, plans are underway to transfer Airport Road, beginning from the Maine-Union Town line northward and terminating at the Greater Binghamton Airport, to New York State. The Binghamton Metropolitan Transportation Study (BMTS) recently completed the Airport Road Development Study to analyze the traffic impact of various levels of development in the corridor. The study concluded that Airport Road has a substantial amount of excess capacity and only minor congestion would occur even at the high development scenario. (See Chapter 10,

Transportation.) Development proposed for the Airport Road Corridor would be reviewed by the New York State Department of Transportation (NYSDOT) and the BMTS.

16.2.7 Protect, Preserve and Enhance Local Housing Stock

It is essential for communities to preserve and protect their housing stock. The home is typically a household's largest investment. In addition, for a bedroom community like Maine, single-family homes form the bulk of the Town's assessment roll. Maine is fortunate that its housing stock is on average newer than the countywide stock and more likely to be owner-occupied. The housing stock, however, should be balanced to meet the needs of all segments of the community.

Senior housing is underrepresented in Maine. Between 1990 and 2000, the population over age 65 increased 31 percent. Despite the growing elderly segment of the population, there are no senior housing facilities located in the Town.

Housing options for the elderly begin with helping seniors maintain their current home in safe condition. Repair and weatherization programs are in place for seniors throughout the County. The first step to securing decent, safe, and affordable housing for the elderly is to promote the current repair and weatherization programs to Maine's seniors.

When living alone is no longer an option, then planned senior housing is appropriate. Senior housing includes a wide spectrum of housing choices from retirement communities for active seniors to congregate care and skilled nursing facilities for the frail elderly. Senior housing is typically provided by a non-profit or private developer and not by the local municipality. The Town should work with these entities to determine if there is sufficient market demand to support senior housing development. If the local market is strong enough to warrant new senior housing, the Town should encourage its development by working with the appropriate agencies. This can include site selection, grant writing, and zoning changes when necessary.

16.2.8 Improve Town Services

Overall residents are very happy with Town of Maine services. According to the survey, 81 percent rank ambulance services as 'Good' or 'Excellent' and nearly as many give high marks to fire service. The Town's snow plowing has an approval rating of 70 percent by the respondents. There are, however, areas for improvement.

One weakness cited at the public hearing for the Comprehensive Plan was communications with the Town officials. The Town has taken important steps to improve communications. The Town's website, www.townofmaine.org, is an excellent source of information about the governance of Maine. The website provides meeting minutes, all pertinent laws, an up-to-date calendar of meetings, and contact information for all town officials. The website is one of the best municipal sites in Broome County and was listed as a strength during the public hearing. To improve communication, the Town should promote the website by including the address in all official correspondence and documents including the Town's letterhead. The Town should consider adding a section on the website where residents can provide their email address to receive notices and bulletins on meetings, activities, and items of interest electronically. The website is also one means of providing community identity and should be used as an avenue for

announcing community events. It is recommended that the website also include an online user feedback form for residents to send comments and to request information electronically.

Even though the Town of Maine's total expenses are in line with communities of a similar size in New York, there is increasing pressure on towns and villages to become more efficient. Municipalities in the State are looking more closely at shared services as a means to cut expenses and to hold the line on property tax rates. The New York State Department of State has begun offering grant funds for these types of projects under the Shared Municipal Services Incentive (SMSI) program. The Broome County Department of Planning and Economic Development has applied for SMSI funding in the first round to establish a database of shared services agreements currently in place. The Town of Maine is strongly encouraged to participate in this effort by providing copies of all shared services agreements that are currently in effect. The Town should also consider applying for a SMSI grant in future funding rounds as appropriate.

The Town parks are highly rated by residents, but could use some improvement. Nearly 60 percent of respondents consider the parks to be 'Good' or 'Excellent'. The parks, however, would benefit from additional landscaping. The New York State Department of Environmental Conservation annually provides community assistance grants for urban forestry projects. These grants must be equally matched by local funds or in-kind resources. The Town of Maine should apply for these funds to provide additional trees and landscaping for the Town parks.

16.2.9 Improve Emergency and Disaster Planning

At the comprehensive plan public hearing, the issue of improved emergency and disaster planning was raised. The Town of Maine has in place an emergency response plan. The Town, however, does not have a hazard mitigation plan in place. Through the hazard mitigation planning process, a community identifies the hazards that create the greatest threat to the community and assesses the best methods to lessen the potential impact. Only two municipalities in Broome County have such plans in place (Union and Conklin), but a multi-jurisdictional hazard mitigation plan is being prepared at the county level. The Town of Maine has named representatives to the hazard mitigation plan steering committee and they should remain fully committed to preparing this plan and adopting the final plan.

16.2.10 Update Laws and Ensure Consistency

Through the process of preparing a comprehensive plan, a community has an excellent opportunity to assess the adequacy and consistency of its local laws, ordinances, and resolutions. Court decisions, changes in State laws or the development of new land uses make certain ordinances or definitions out of date. In other instances, there may be gaps or oversights in the current legal framework for making land use decisions. Finally, some ordinances, although well intentioned, may not be functioning as originally planned. The Zoning Ordinance should be amended as follows.

Zoning Ordinance Definitions

A definition for non-conforming lot should be added to the Zoning Ordinance. A lot is non-conforming if it was subdivided prior to the enactment of the current zoning ordinance and does not meet today's minimum lot sizes.

The Town's definition of mining should be changed to be identical to the State's definition of a mining operation under Subdivision 8 of Environmental Conservation Law Section 23-2705. The State's definition is as follows:

"Mining" means the extraction of overburden and minerals from the earth; the preparation and processing of minerals, including any activities or processes or parts thereof for the extraction or removal of minerals from their original location and the preparation, washing, cleaning, crushing, stockpiling or other processing of minerals at the mine location so as to make them suitable for commercial, industrial, or construction use; exclusive of manufacturing processes, at the mine location; the removal of such materials through sale or exchange, or for commercial, industrial or municipal use; and the disposition of overburden, tailings and waste at the mine location. "Mining" shall not include the excavation, removal and disposition of minerals from construction projects, exclusive of the creation of water bodies, or excavations in aid of agricultural activities.

A definition for convenience store should be added. In addition, convenience store should be added to the parking formulas and the list of permitted uses where appropriate.

Section 4 of the ordinance should be expanded to include definitions for smaller niche farms of under 20 acres. Also, complementary and secondary agricultural businesses such as timber, sawmills, pick-your-own produce, Christmas tree farms as well as retail operations such as farm stands and larger retail and agri-tourism operations should be defined and added to the list of permitted uses where appropriate.

Zoning Map and Districts

Planned Recreation District – PRD

The Planned Recreation District does not address motor sports facilities such as go-carts, motocross, automotive and truck racing including drag strips. These uses can have significant noise and traffic impacts on properties in their vicinity and several have been developed in the rural portions of Broome County. If the Town wishes to have the greatest amount of discretion in handling motor sports facilities, they should be specifically permitted, disallowed, or allowed with conditions.

Minimum Lot Sizes

Each of the residential zoning districts (R-R, R-1, and R-2) provides for minimum lot sizes for sewered and non-sewered areas. In each instance, the Zoning Ordinance requires a larger lot size for residential new construction in non-sewered areas to allow for installation of a septic system.

The minimum lot size for residential new construction in non-sewered areas should be no less than 2-acres for all districts. Septic system design must be approved by the Broome County Health Department, which recommends a minimum 2-acre lot for new residential construction on lots not served by public sanitary sewer. This recommendation is based on the *Individual Residential Wastewater Treatment Systems Design Handbook* published in 1996 by the New York State Department of Health.

Lot Coverage

Parking lots, loading areas, and all other paved surfaces typically take up more of a lot than buildings. These paved areas have the potential to generate stormwater runoff equal to or greater than the buildings. Currently, the zoning ordinance does not regulate the percentage of a lot covered by impervious surfaces. The Zoning Ordinance should stipulate maximum lot coverage, including all impervious surfaces, for all districts.

Off-Street Parking and Loading

Section 18 of the Zoning Ordinance specifies the number of off-street parking and loading spaces required for a variety of land uses. According to this section, each parking space must be 10 feet by 20 feet with a, “space necessary for aisles, maneuvering, and driving”. The Town should specify a variety of standards for the size of parking spaces and aisle widths based on 90, 75, 60, and 45 degree parking lot configurations. Use of these standards helps ensure safe and efficient parking lot design.

In addition to the design of spaces and aisle widths, the Maine Zoning Ordinance provides formulas for determining the number of spaces required for each use. The Institute of Transportation Engineers (ITE) Traffic Engineering Handbook, 5th Edition provides guidance for establishing these formulas. The formulas in the Maine Zoning Ordinance vary from the ITE recommendations. The Town of Maine parking formulas should be compared to the ITE guidelines and changed as appropriate.

The Town of Maine Zoning Ordinance does not designate the type of material that may be used on parking lots and drives. This is often specified as a durable, dustless, all-weather surface. Some communities allow for gravel drives and parking areas, others do not allow gravel, and others permit gravel in some districts or for certain uses. Without specifying the material for parking lots and drives, permanent parking on grass and dirt lots would be permitted. Maine should specify an all-weather paving material for the commercial and business districts.

Non-conforming Use

The Zoning Ordinance should be amended to include a provision that states that damage to a building containing a nonconforming use may be repaired and the building used as before if the repairs are accomplished within one (1) year of such damage, unless the cost of the repairs exceeds fifty percent (50%) of the building’s assessed value prior to such damage. This type of language in a zoning ordinance accelerates the elimination of non-conforming uses over time.

Site Plan Requirements

A clear and comprehensive site plan is necessary to assess the potential impact of a proposed project. Section 21.4 of the Maine Zoning Ordinance sets out the minimum requirements for a site plan. Although Section 21.4 covers most the elements needed to review a project, it should be revised to require the following:

1. Title of drawing, including name and address of applicant and person responsible for preparation of such drawing;
2. North arrow, scale and date;
3. Property boundaries, street right-of-ways, easements, and other pertinent features of the property plotted to scale;
4. Existing watercourses;
5. Grading and drainage plan, showing existing and proposed contours;
6. Location, design, type of construction, proposed use and exterior dimensions of all buildings;
7. Location, design and type of construction of all parking and loading areas, showing, curb cuts, access and egress;
8. Provision for pedestrian access;
9. Location of outdoor storage, if any;
10. Location, design and construction materials of all existing or proposed site improvements including drains, culverts, retaining walls and fences;
11. Description of the method of sewage disposal and location, design and construction materials of such facilities;
12. Description of the method of securing public water and location, design and construction materials of such facilities;
13. Location of fire and other emergency zones, including the location of fire hydrants;
14. Location, design and construction materials of all energy distribution facilities, including electrical, gas and solar energy;
15. Location, size and design and type of construction of all proposed signs;
16. Location and proposed development of all buffer areas, including existing vegetative cover;
17. Location and design of outdoor lighting facilities; and
18. General landscaping plan and planting schedule.

Showing these elements on a site plan enables the reviewing agency to adequately assess the potential impact of a proposed development.

Wireless Telecommunications

Section 34 of the Zoning Ordinance covers the location, design and construction of wireless telecommunication facilities such as cellular telephone towers. The ordinance should be amended to require the following:

- submission of a boundary survey for the proposed site
- elevation drawings for all existing and proposed buildings and antennae
- a topographic map for the antennae site

Home Occupations

Section 35 of the Zoning Ordinance specifies an approved list of home occupations and standards for their operation. One home occupation on the approved list, 'Massage Parlor', is not in keeping with the intent of the home occupation standard that the use is 'clearly incidental and secondary to the use of such dwelling for residential purposes.' The home occupation 'Licensed Massage Therapist' should be substituted for 'Massage Parlor'.

Performance Guarantees

A provision for performance guarantees should be added to the Zoning Ordinance. These guarantees would be placed upon developers seeking approvals. These can include money placed in escrow, letters of credit, or performance bonds. The intent of a performance guarantee is to ensure that all elements of a site plan are built. Sample language for performance guarantees is attached as Appendix C.

Landscaping Standards

A key element of many site plans is the proposed landscaping. In addition to improving aesthetics, landscaping can also buffer incompatible land uses, stabilize stream banks, minimize noise, and manage flood and storm waters. The Zoning Ordinance should be amended to include standards for designing and installing landscaping. A sample set of landscaping standards is detailed in the site plan application as Appendix D. Landscaping standards such as these would be of assistance to the Planning Board and Zoning Board of Appeals in reviewing site plans.

Subdivision Regulations

Cluster subdivisions have the potential to preserve open space by concentrating homes on a portion of a development site and maintaining the remainder as open space. The reserved space can be used for stormwater retention or simply kept undeveloped. In addition to preserving open space, cluster subdivisions save on infrastructure costs such as road construction by concentrating development in a smaller area. Cluster subdivisions also allow for the more efficient development of land that has unusual features such as wetlands or steep slopes.

The Town of Maine subdivision regulations include a definition for cluster subdivisions, but they do not specify how a cluster development may be carried out. There are a variety of methods that communities use to implement the concept of cluster subdivisions. In the simplest model, the developer is permitted to construct the same number of homes as permitted on the entire site on just a portion of the property provided that the remaining land is preserved as open space. In order to support agriculture, some towns permit this reserved land to be used for farming. The subdivision regulations should be amended to provide standards for developing a cluster subdivision.

Mobile Homes

The Town of Maine adopted the Mobile Home, Mobile Home Park and Travel Trailer Ordinance in 1974. The mobile home ordinance governs the design, occupancy and maintenance of mobile homes in parks, mobile homes on separate lots and recreational travel trailer parks.

All structures permitted in Planned Mobile Home District (Section 12 of the Zoning Ordinance) must be in compliance with the Mobile Home, Mobile Home Park and Travel Trailer Ordinance. The ordinance is very thorough, but the following changes should be made:

- The Mobile Home Ordinance provides definitions for a mobile home, mobile home park and modular home, as does the Zoning Ordinance. However, the definitions for mobile home and for modular home are not consistent between the two ordinances. The inconsistencies are substantial, with the definitions in the Zoning Ordinance being more complete and up to date. The definitions in the Mobile Home Ordinance should be updated and made consistent with those in the Zoning Ordinance.
- The Mobile Home Ordinance should be amended to specify that all mobile homes be in compliance with standards equal to or more stringent than the U.S. Department of Housing and Urban Development (HUD) Manufactured Mobile Home Construction and Safety Standards, 24 CFR Part 3280 (1976) and any amendments and revisions thereto.
- Section 6.8(b) of the Mobile Home Ordinance should be changed to require that all household liquid waste be tied into an approved sewer system or septic tank.

Junk Yard Local Law

Junk yards in the Town of Maine are regulated by Local Law 5 of 2002, which replaced a 1986 local law. Section 4(b) of the Junk Yard Local Law should be changed to require that Applicants provide information on how the junk yard operation will be conducted. Specifically, questions such as where will vehicles be flushed or emptied of fluids, how will fluids be handled and disposed, what is the depth to the water table, does the applicant have a NYS DMV permit, will the facility sell parts and will the facility operate a crusher should be included in the application for a permit to operate a Junk Yard.

Section 4(g) of the Junk Yard Local Law requires the Town Board to make a decision within two weeks. This may not be sufficient time to adequately review the application and consider testimony at the hearing.

16.2.11 Support Code Enforcement

Just 30 percent of residents ranked code enforcement as ‘Good’ or ‘Excellent’ and almost 80 percent thought it ‘Somewhat Important’, ‘Important’, or ‘Very Important’ to have stricter code enforcement. The Town Code of the Town of Maine does not provide penalties for violations of the law or enforcement authority to the Town Building and Code Inspector except as specified in the “Local Law Regulating Abandoned and Junk Vehicles in the Town of Maine” and in the

“Local Law of the Town Regulating Junk Yards in the Town of Maine.” The lack of penalties and enforcement provisions can hamper the work of the Building and Code Inspector and render meaningless the decisions of the Town Board, Planning Board and Zoning Board of Appeals. It is recommended that the Town Zoning Code be revised to include a chapter on “Administration” of the Zoning Code with sections addressing enforcement, violations and penalties. The enforcement section would grant authority to the person responsible for enforcement to serve written notice of violations and established deadlines for compliance upon the violator. The violations and penalties section would stipulate the fines for each offense and state the actions or proceedings the Town Board may institute to prevent unlawful acts, to restrain, correct or abate such violation, or to prevent an illegal act. The Administration Chapter could also include application fees for site plan review, variances, special use permits or interpretations and for publication of legal notices in the local newspaper.

16.2.12 Maintain the Plan

To be effective, a comprehensive plan must remain current. As conditions change and new information becomes available, the plan should be reviewed to ensure that it remains accurate and relevant to the needs of Maine residents. To keep the plan current, the comprehensive plan should be reviewed, and amended as necessary, no later than five years after its adoption and every five years thereafter. This should include updated demographic information as it becomes available from the 2010 Census.

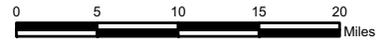
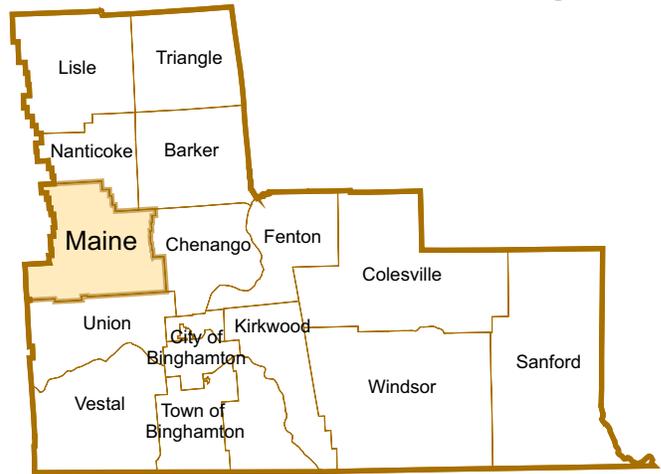
Town of Maine Comprehensive Planning
Appendix A

Town of Maine Comprehensive Plan

Map 2-1 Location

Town of Maine
Map 2-1 Location

Draft

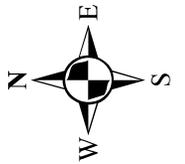
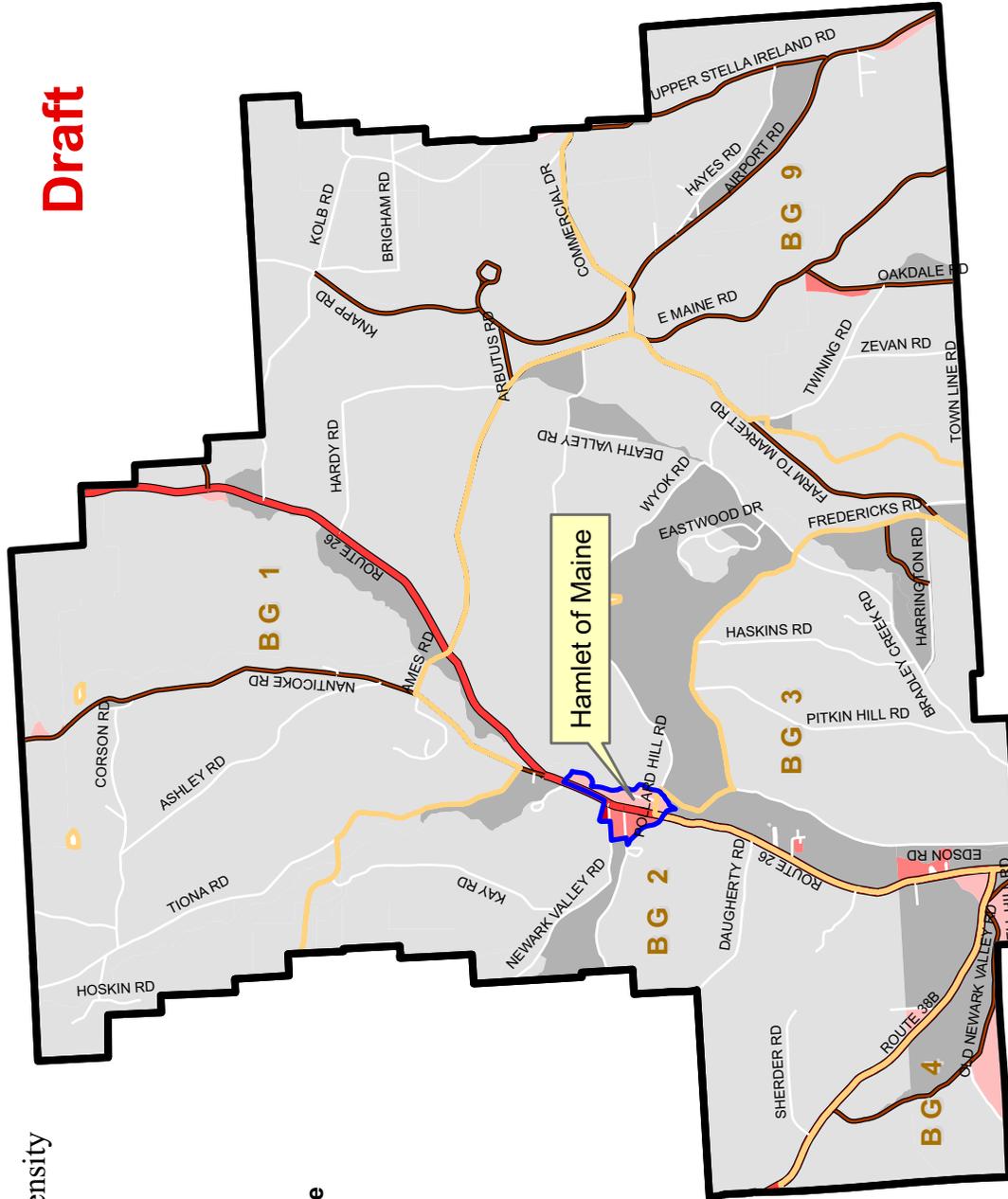
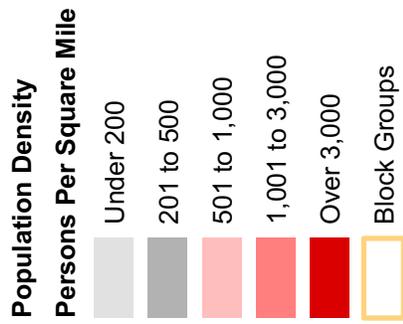


Map created March 10, 2006

Prepared for the Town of Maine
by the Broome County Department of
Planning and Economic Development

**Town of Maine
Comprehensive Plan**
Map 4-1 Population Density

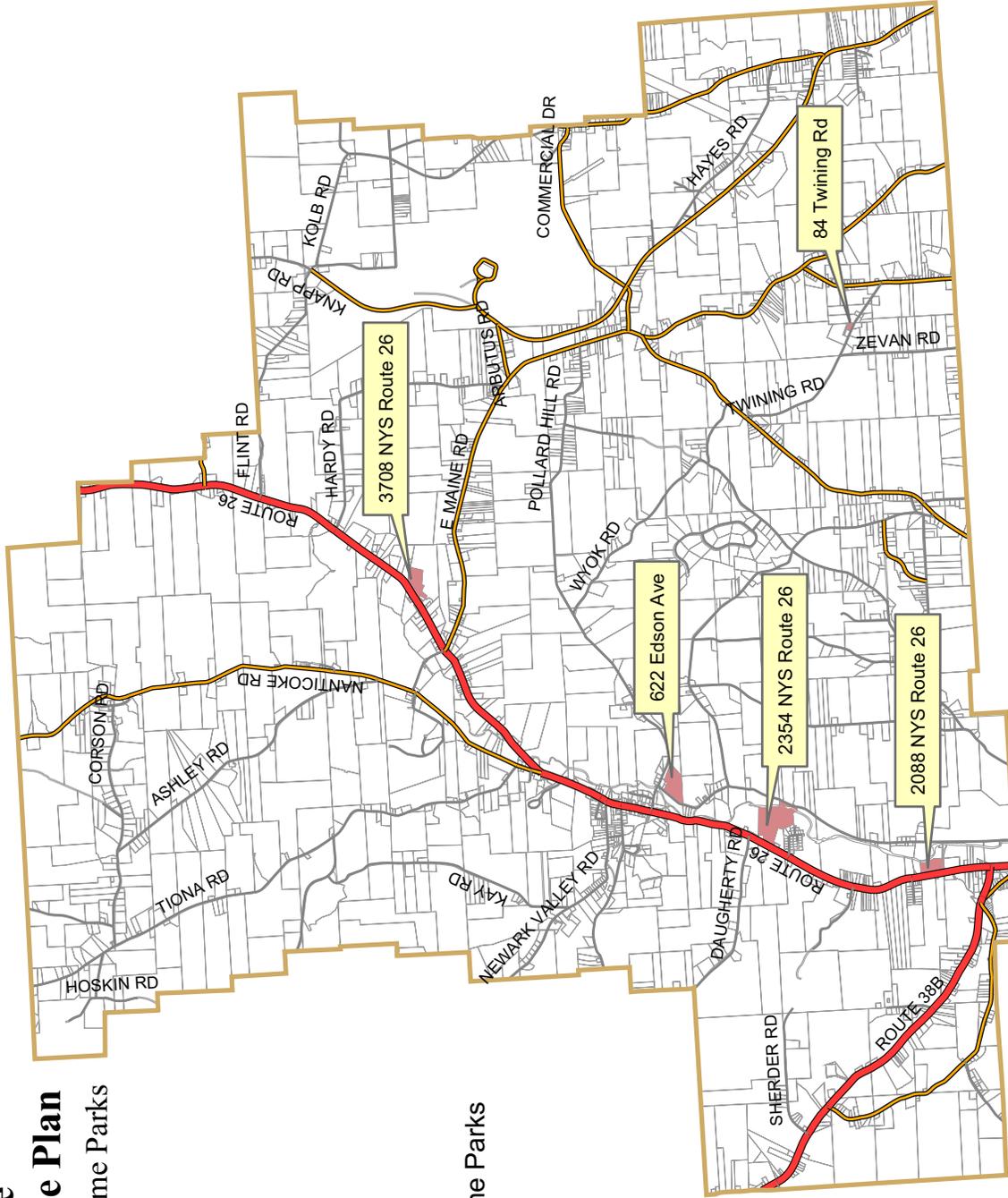
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by the Broome County Department of
Planning and Economic Development

Town of Maine Comprehensive Plan

Map 5-1 Mobile Home Parks



Legend
Mobile Home Parks

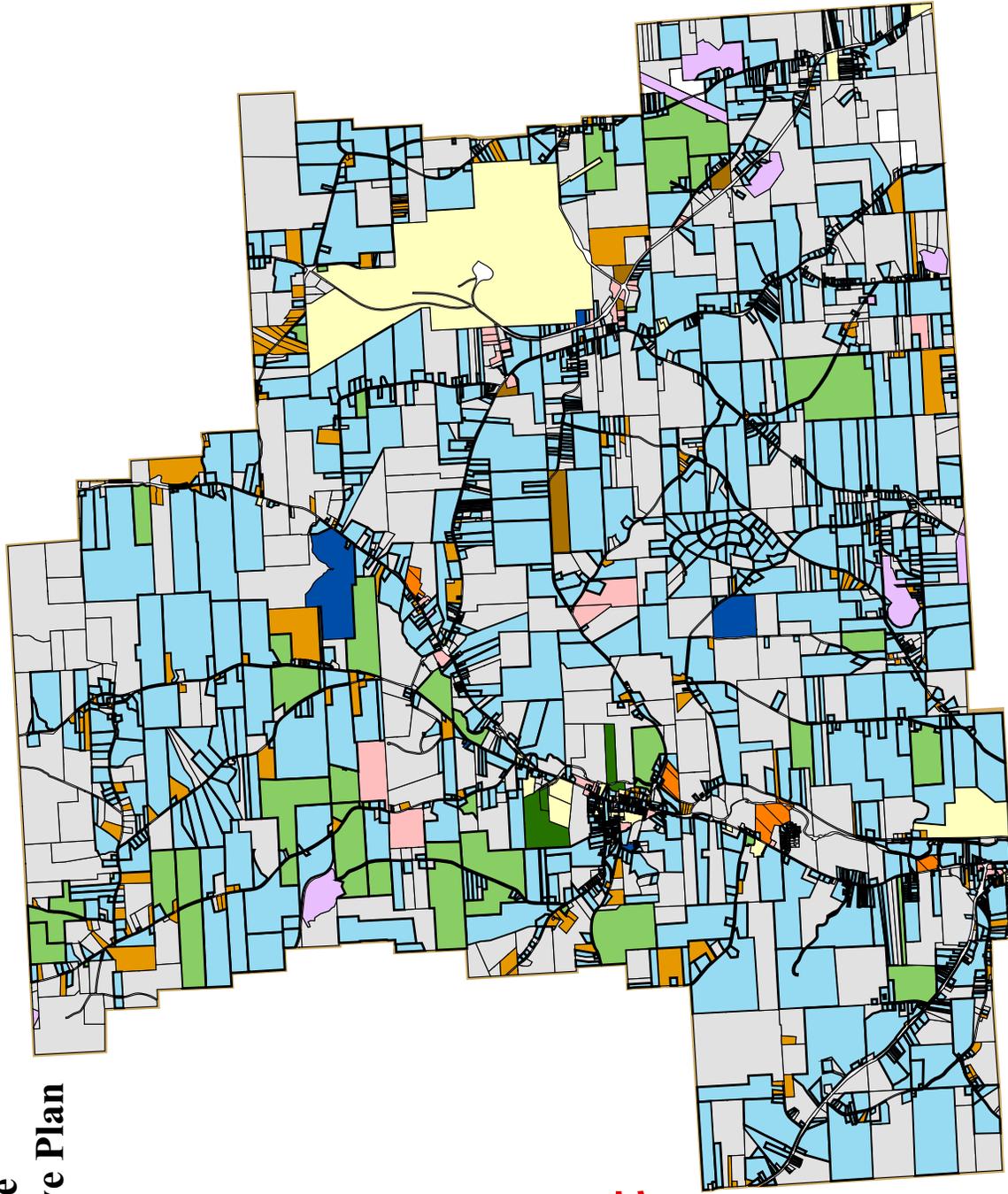
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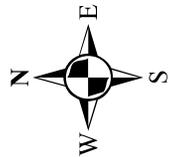
Town of Maine Comprehensive Plan Map 7-1 Land Use

Town of Maine
Map 7-1 Land Use



- Legend
- maine_parcels_2005_comp_plan
 - No Data
 - Agriculture
 - Single, Two and Three Family
 - Multi-Family
 - Mobile Home
 - Mobile Home Park
 - Vacant
 - Commercial
 - Community Services
 - Parks
 - Industrial and Mining
 - Public Service and Utility

Draft



Map created January 10, 2006

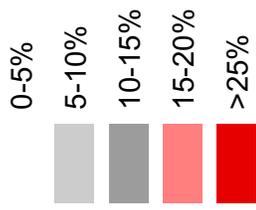
Prepared for the Town of Maine
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Planning and Economic Development

Town of Maine Comprehensive Plan

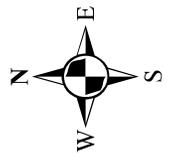
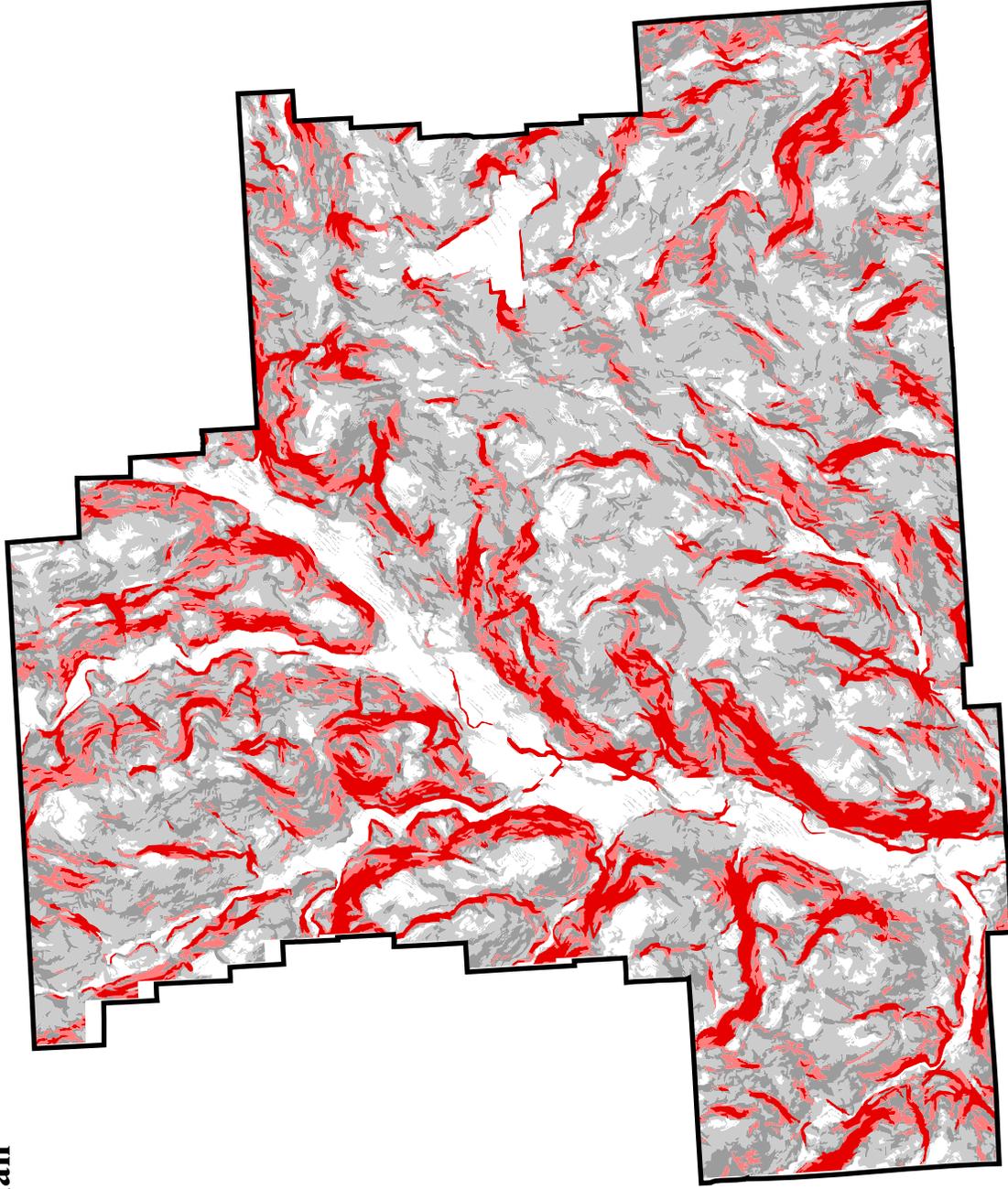
Map 8--1 Slope

Legend

Slope



Draft



Map created February 28, 2006

Prepared for the Town of Maine
by the Broome County Department of
Planning and Economic Development

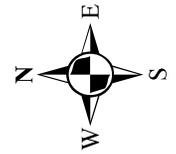
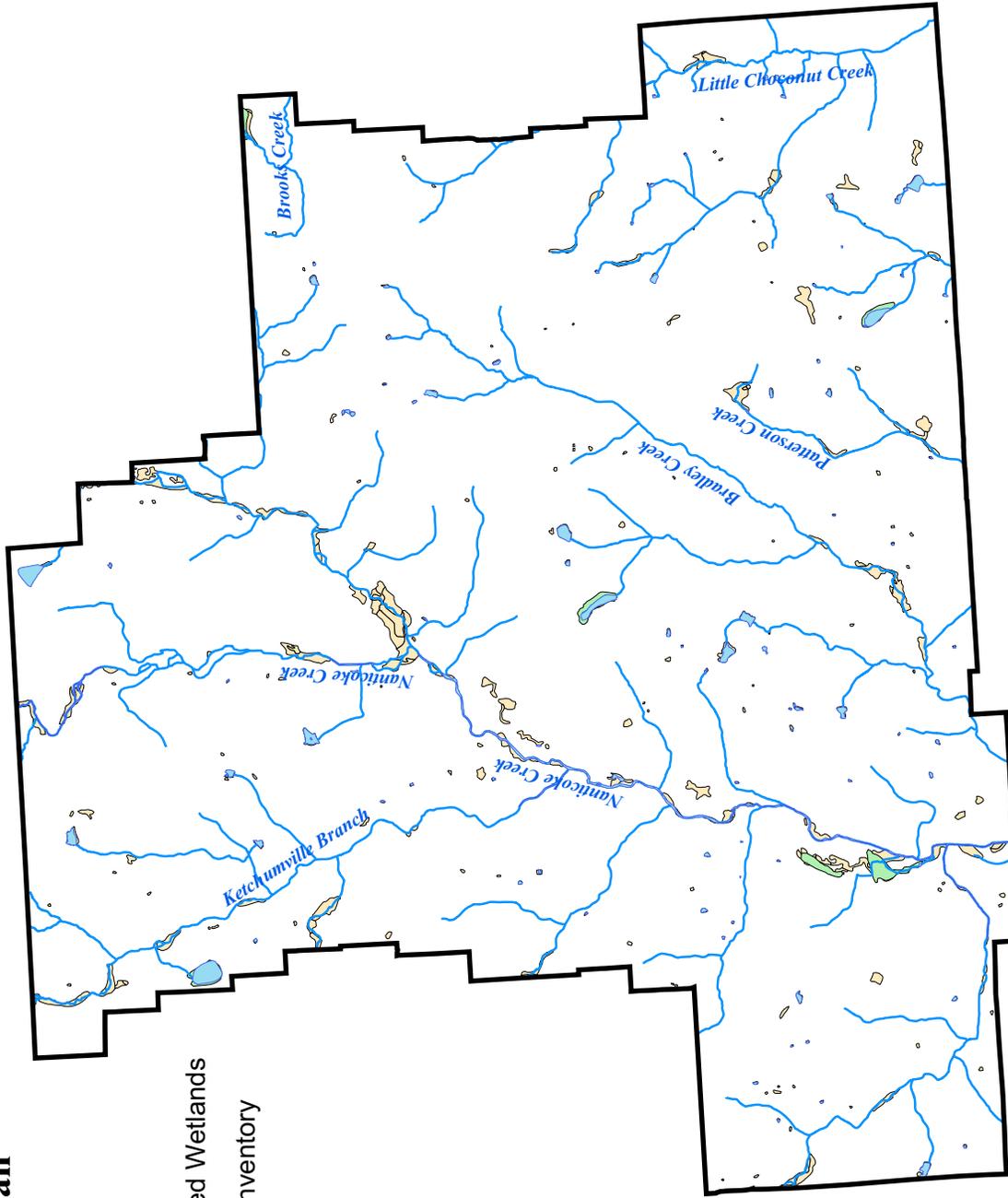
Town of Maine Comprehensive Plan

Map 8-2 Surface Waters

Legend

-  NYS DEC Regulated Wetlands
-  Federal Wetlands Inventory
-  Rivers and Ponds
-  Streams

Draft



Map created February 28, 2006

Prepared for the Town of Maine
by the Broome County Department of
Planning and Economic Development

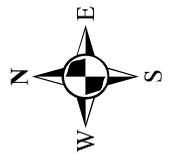
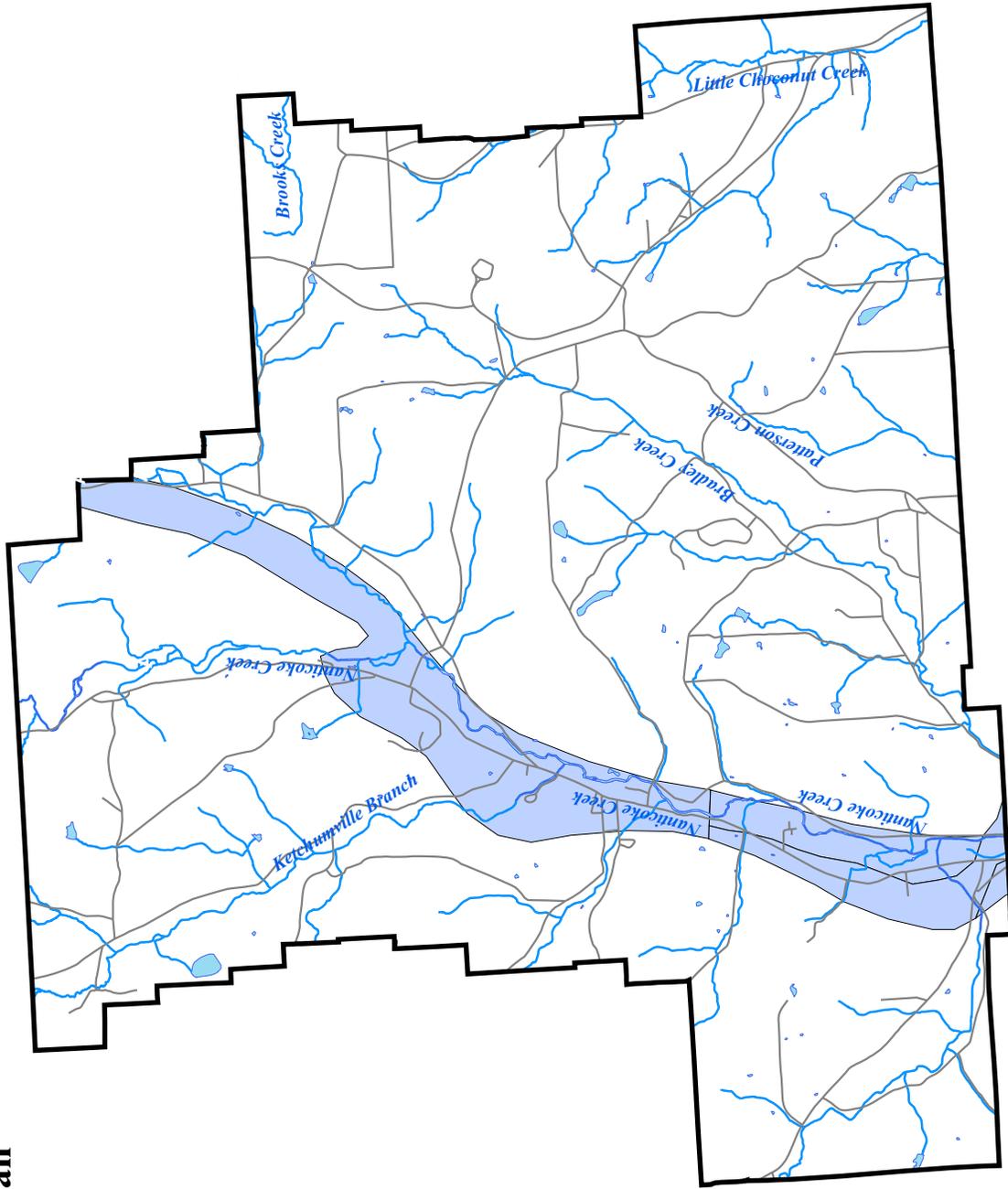
Town of Maine Comprehensive Plan

Map 8--3 Aquifer

Legend

 Aquifer

Draft



Map created February 28, 2006

Prepared for the Town of Maine
by the Broome County Department of
Planning and Economic Development

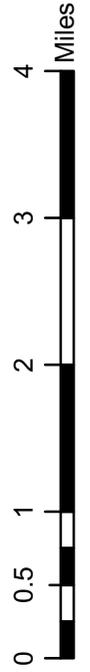
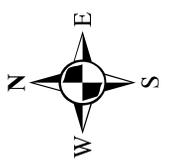
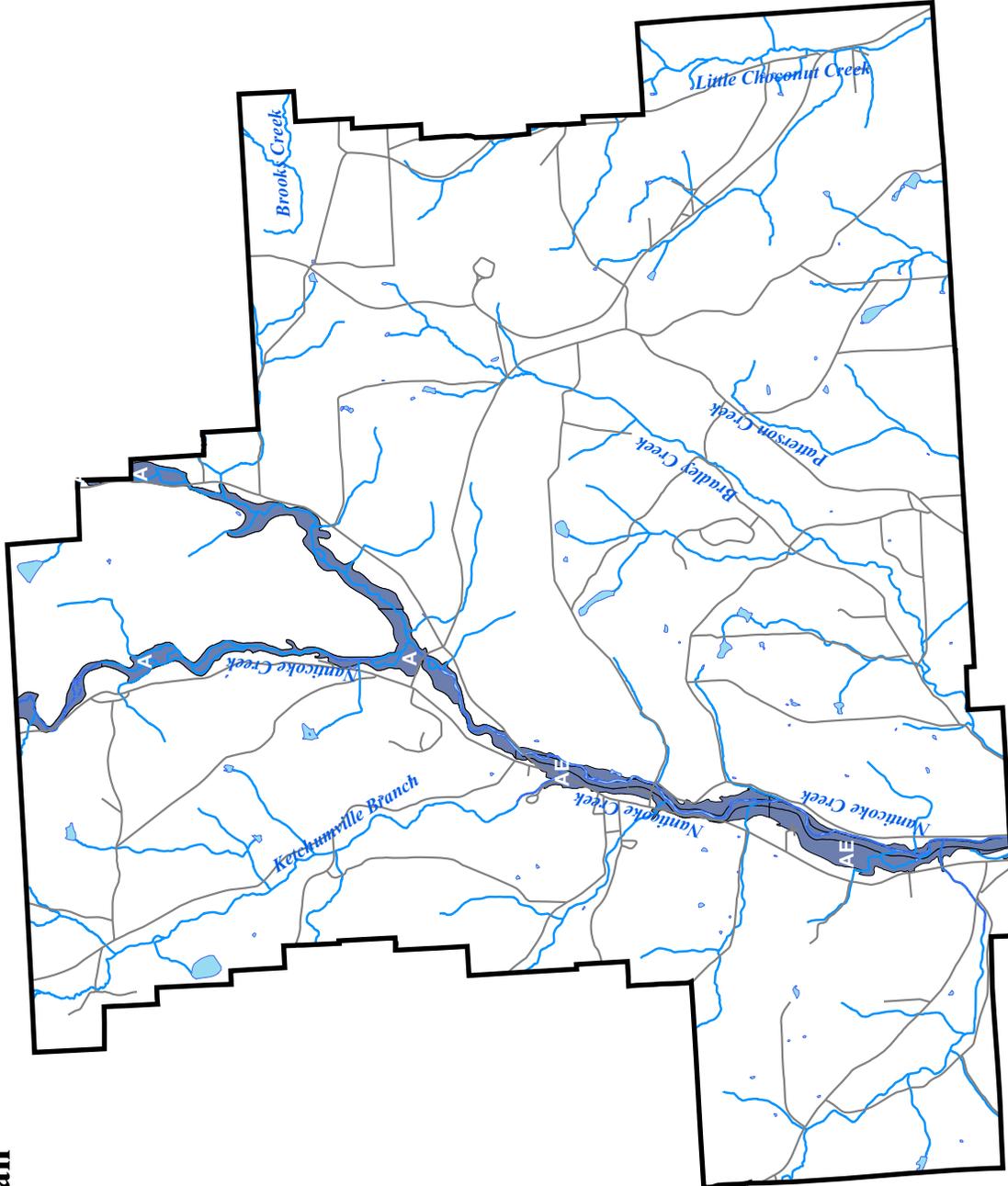
Town of Maine Comprehensive Plan

Map 8-4 Floodplains

Legend

 100-year floodplain

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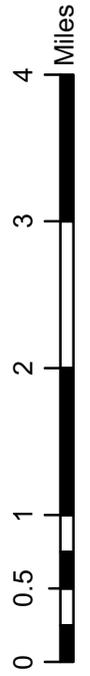
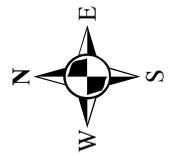
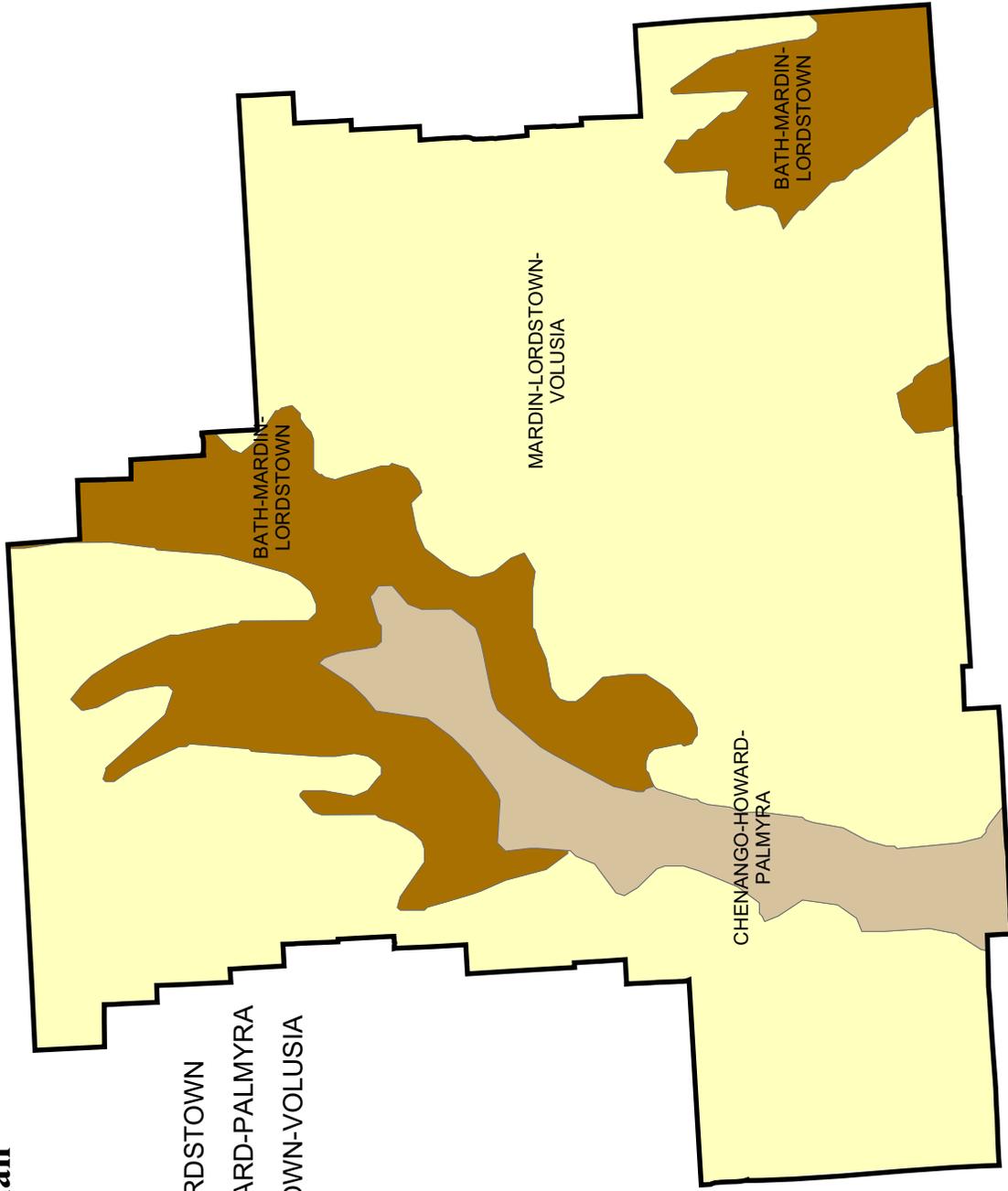
Town of Maine Comprehensive Plan

Map 8-5 Soils

Legend

- BATH-MARDIN-LORDSTOWN
- CHENANGO-HOWARD-PALMYRA
- MARDIN-LORDSTOWN-VOLUSIA

Draft



Map created February 28, 2006

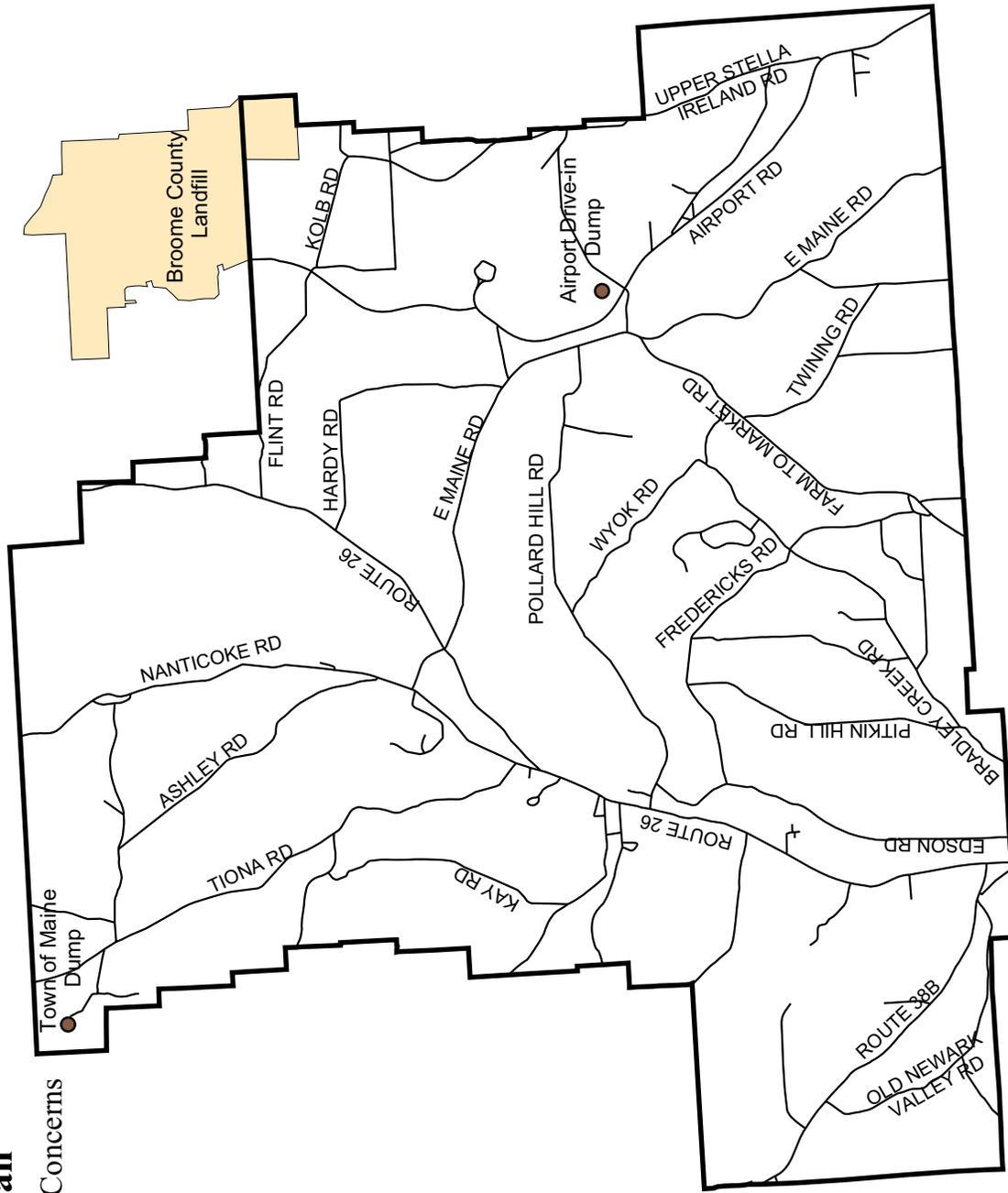
Prepared for the Town of Maine
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Planning and Economic Development

Town of Maine Comprehensive Plan

Map 8-6 Environmental Concerns

Draft

Town of Maine
Map 8-6 Environmental Concerns



Map created February 28, 2006

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by the Broome County Department of
Planning and Economic Development

Town of Maine Comprehensive Plan

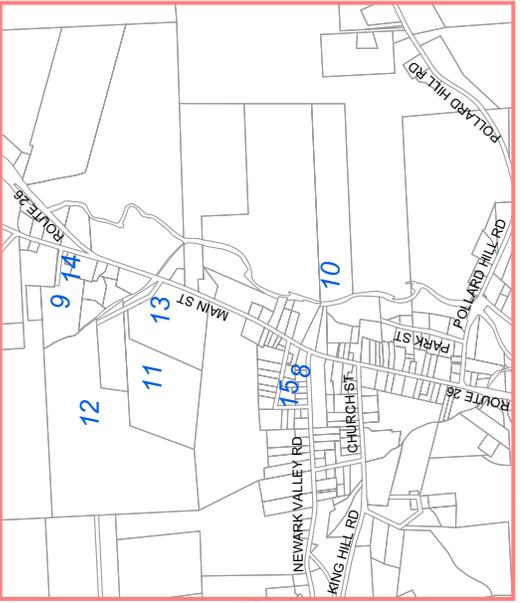
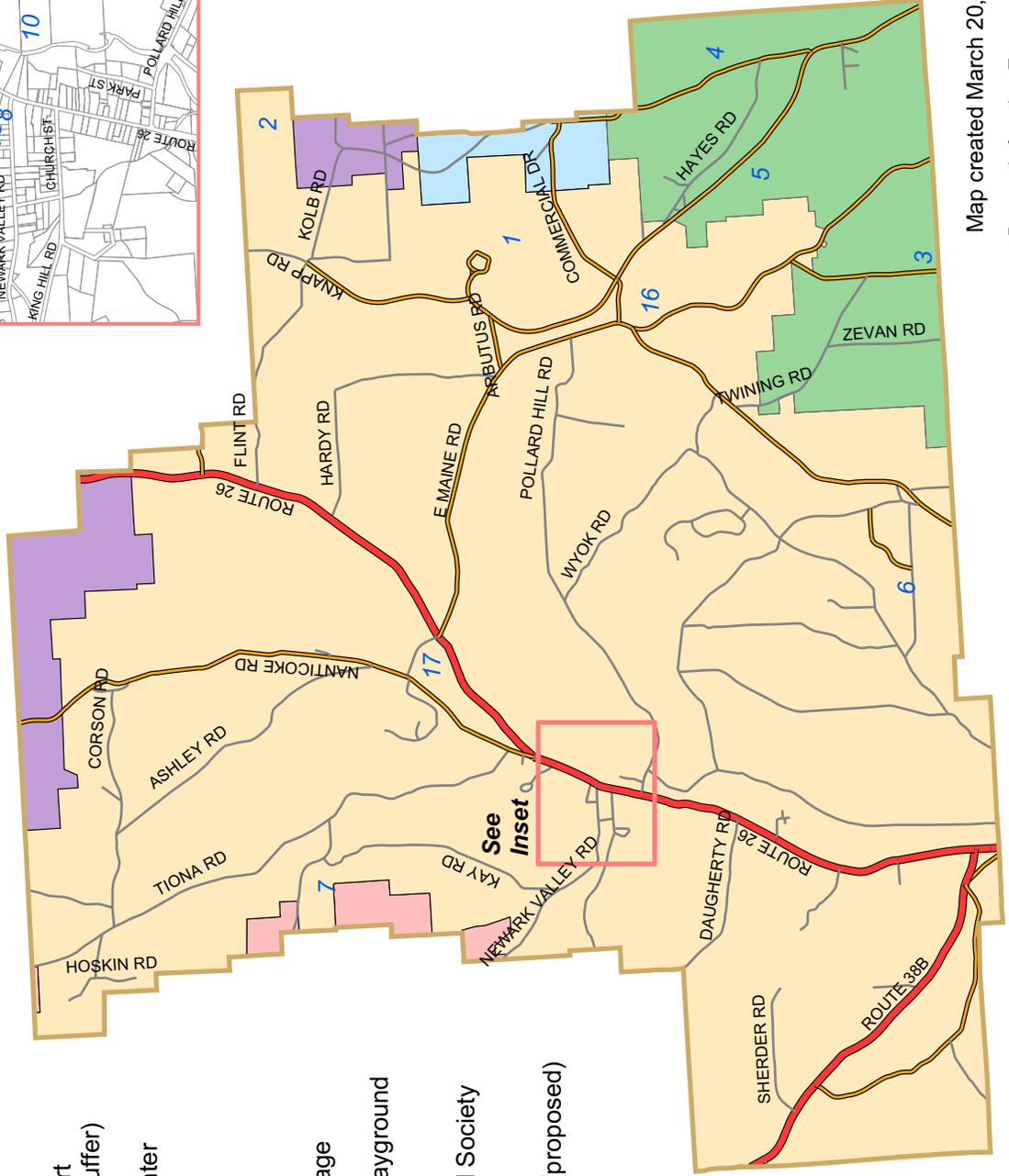
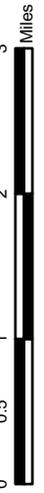
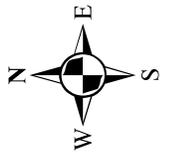
Map 11-1 Public Facilities

Key

- 1) Greater Binghamton Airport
- 2) Broome County Landfill (buffer)
- 3) Flood Control Site 26 and Finch Hollow Nature Center
- 4) Flood Control Site 28
- 5) Flood Control Site 29
- 6) Flood Control Site 34
- 7) Flood Control Site 41
- 8) Maine Town Hall
- 9) Maine Town Highway Garage
- 10) Maine Memorial Park
- 11) Maine Memorial School Playground
- 12) Maine Town Park
- 13) Maine Memorial School
- 14) Nanticoke Valley Historical Society
- 15) Maine Fire Company
- 16) East Maine Fire Company
- 17) Maine Emergency Squad (proposed)

School Districts

- Chenango Forks
- Johnson City
- Maine-Endwell
- Newark Valley
- Whitney Point



Inset

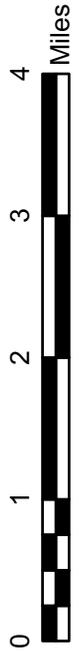
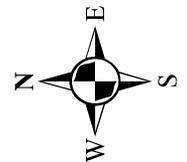
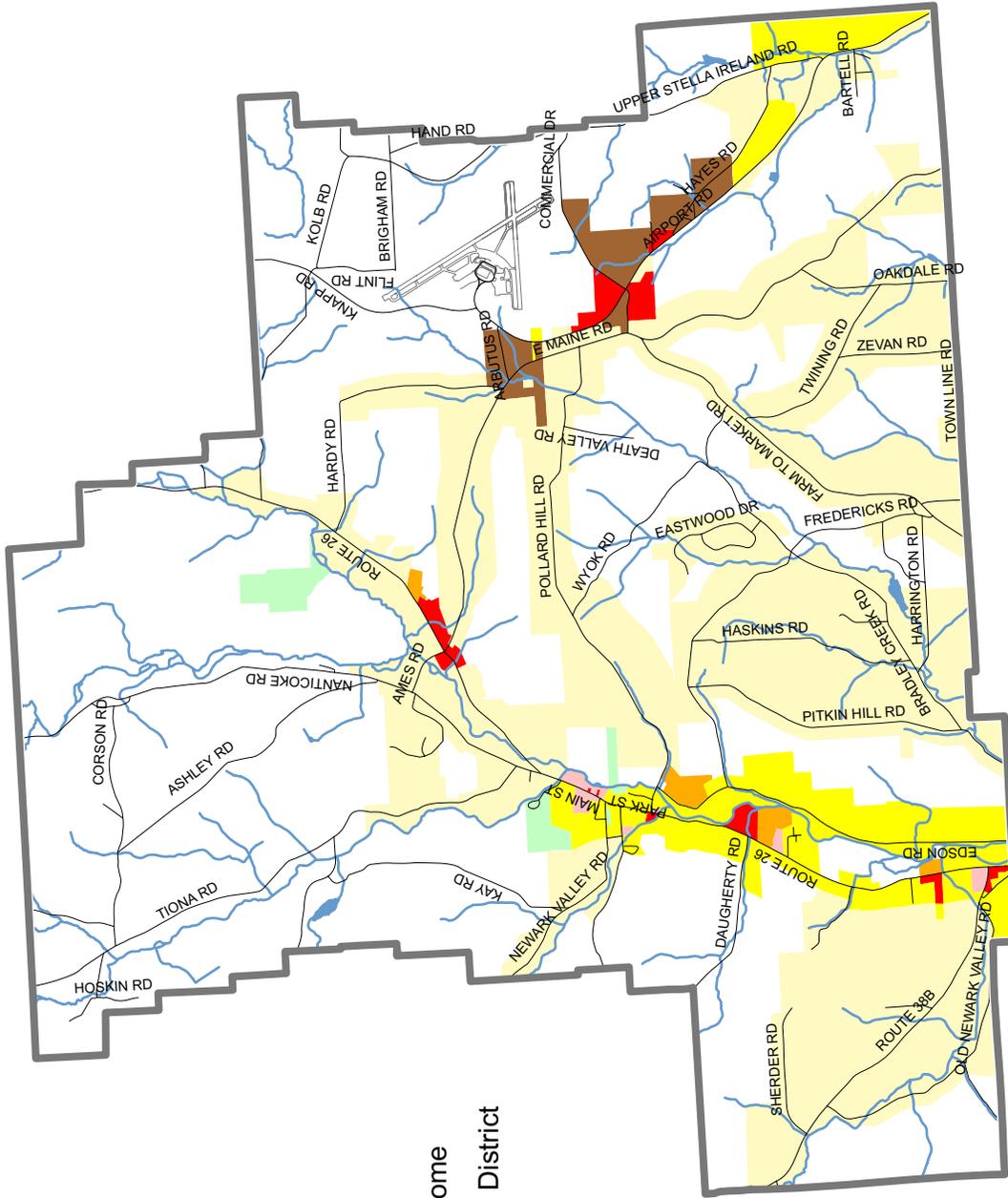
Town of Maine
Map 11-1 Public Facilities

Map created March 20, 2006

Prepared for the Town of Maine
by the Broome County Department of
Planning and Economic Development

**Town of Maine
 Comprehensive Plan**
 Map 12-1 Zoning Map 1 of 2

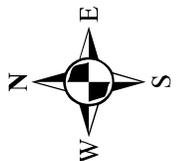
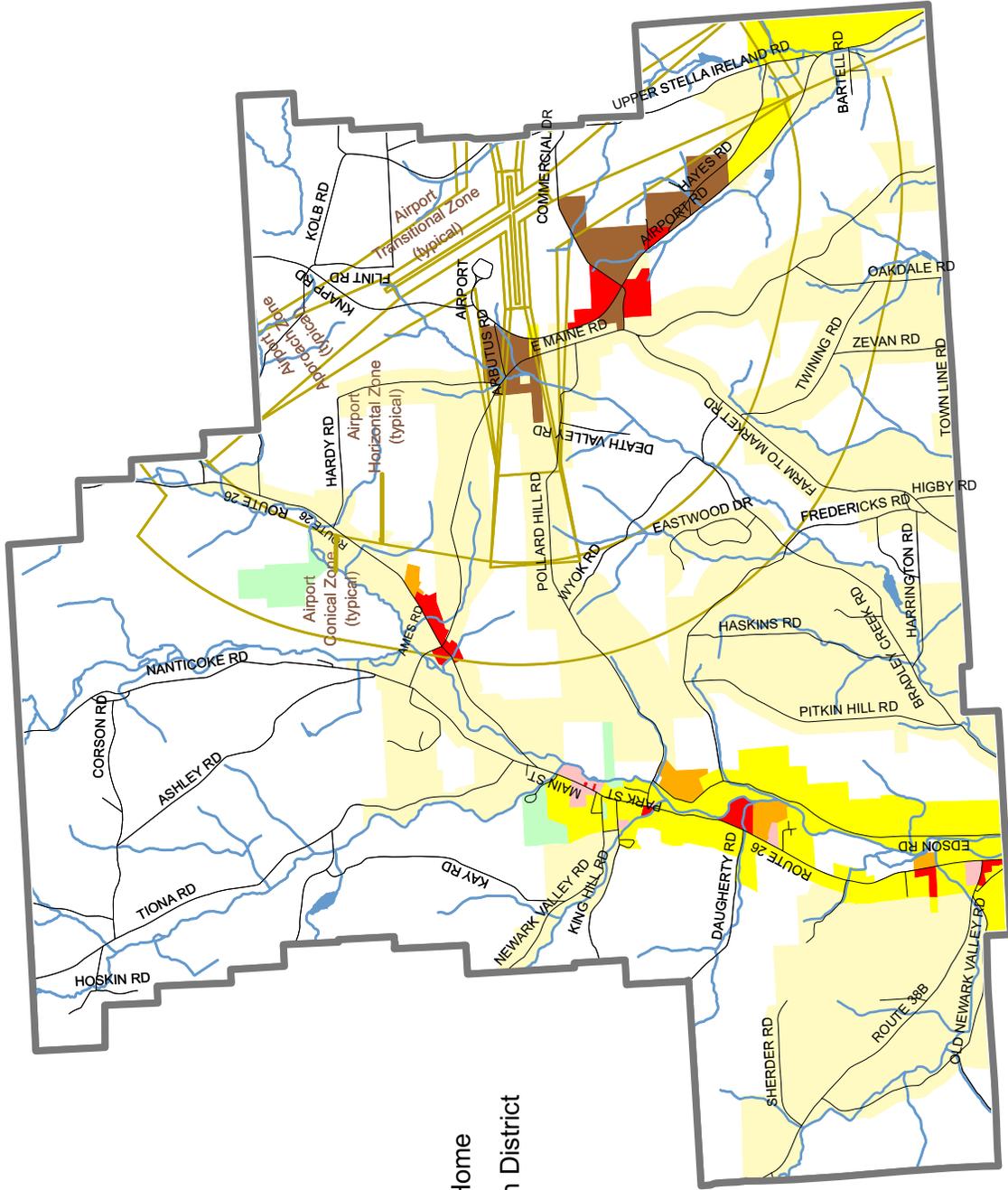
- Legend**
- B1 Business District
 - B2 Business District
 - ID Industrial District
 - PMHD Planned Mobile Home
 - PRD Planned Recreation District
 - R1 Residential
 - R2 Residential
 - RR Rural Residential



Map created March 15, 2006
 Prepared for the Town of Maine
 by the Broome County Department of
 Planning and Economic Development

**Town of Maine
 Comprehensive Plan
 Map 12-2 Zoning Map 2 of 2**

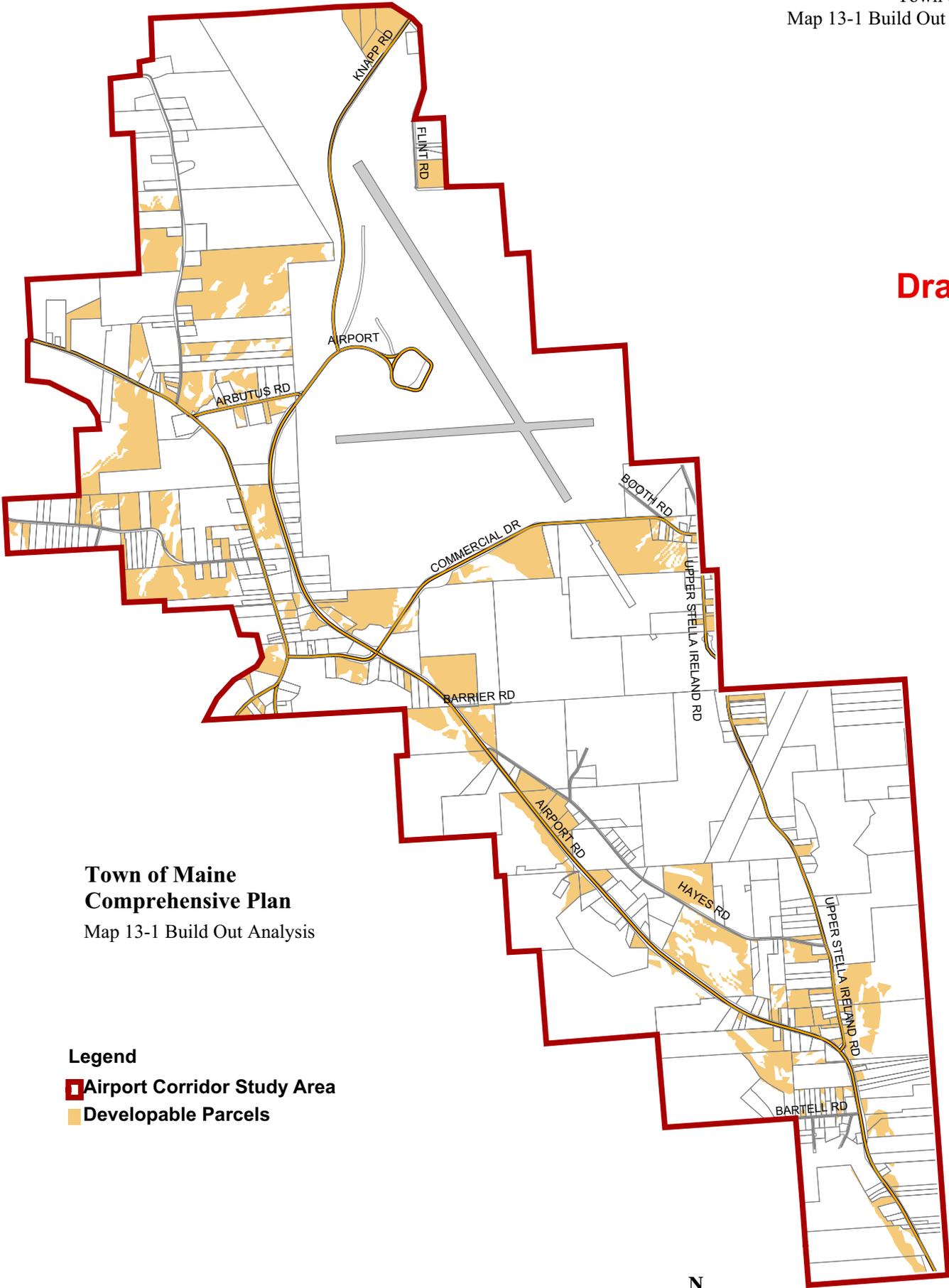
- Legend**
- B1 Business District
 - B2 Business District
 - ID Industrial District
 - PMHD Planned Mobile Home
 - PRD Planned Recreation District
 - R1 Residential
 - R2 Residential
 - RR Rural Residential



Map created March 15, 2006

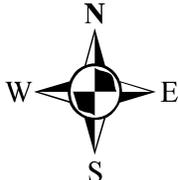
Prepared for the Town of Maine
 by the Broom County Department of
 Planning and Economic Development

Draft



**Town of Maine
Comprehensive Plan**
Map 13-1 Build Out Analysis

- Legend**
- Airport Corridor Study Area
 - Developable Parcels



Map created March 8, 2006

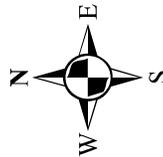
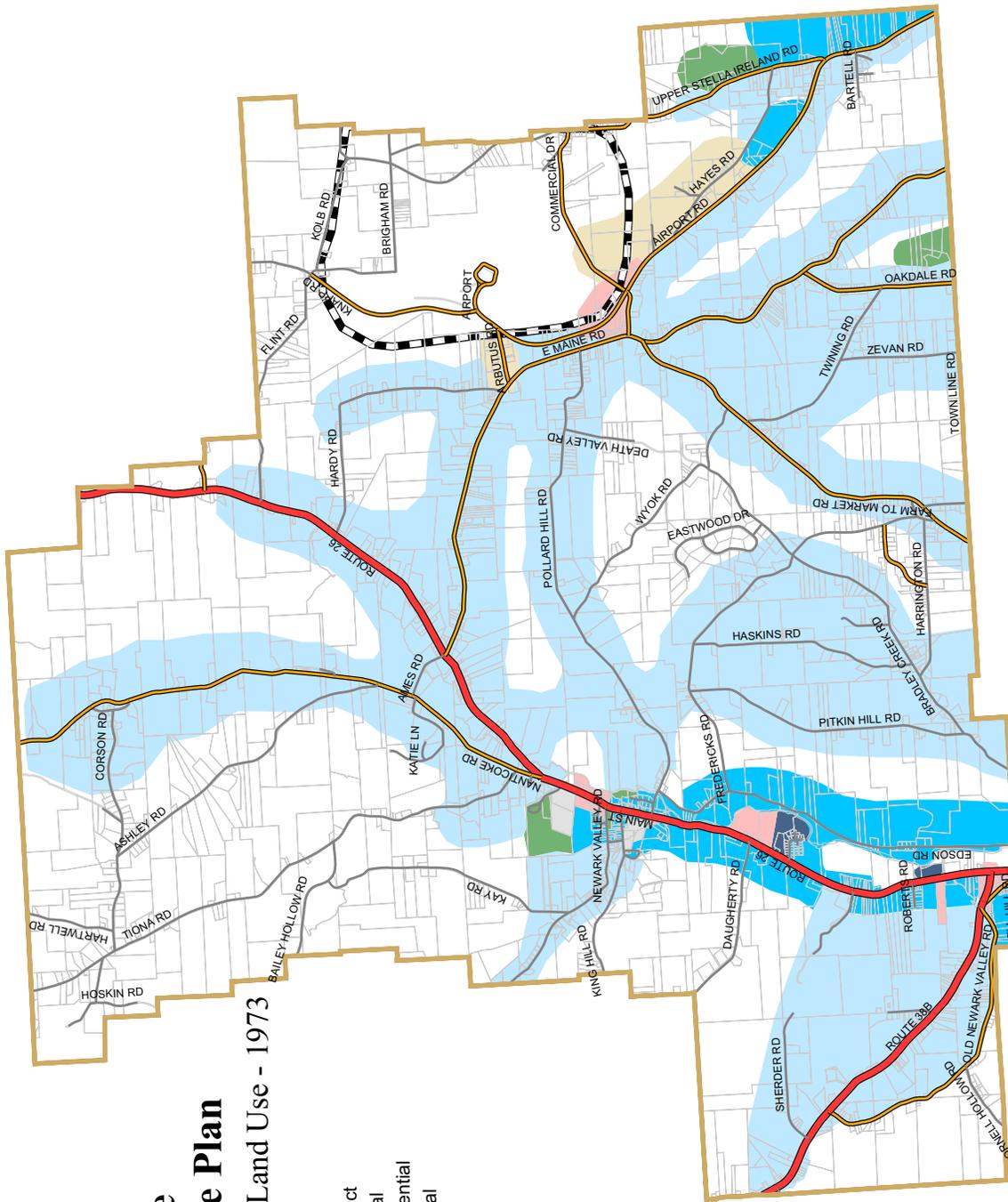
Town of Maine Comprehensive Plan

Map 14-1 Proposed Land Use - 1973

Legend

-  Rural - Residential
-  Airport Protection District
-  Low-Density Residential
-  Medium-Density Residential
-  High-Density Residential
-  Commercial
-  Industrial
-  Institutional
-  Recreation

Draft



Map created January 17, 2006

Prepared for the Town of Maine
 by the Broome County Department of
 Planning and Economic Development

Town of Maine Comprehensive Planning
Appendix B

Table 14-5 Stall Width Classification

Class	Width (ft)*	Typical Turnover			Typical Uses
		Low	Medium	High	
A	9.00			X	Retail customers, banks, fast foods, other very high turnover
B	8.75		X	X	Retail customers, visitors
C	8.50	X	X		Visitors, office employees, residential, airport, hospitals
D	8.25	X			Industrial, commuter, university

*For large-size vehicle, measured at right angles to stall.

1 ft = 0.305 m

Table 14-6 Large-Size Parking Layout Dimension Guidelines

(See Figure 14-1 for description of elements)

Parking Class	2 - S _w Basic Stall Width (ft)	3 - W _P Stall Width Parallel to Aisle (ft)	4 - V _{P_w} Stall Depth to Wall (ft)	5 - V _{P₁} Stall Depth to Interlock (ft)	6 - A _W Aisle Width (ft)	7 - W ₂ 8 - W ₄ Modules	
						Wall to Wall (ft)	Interlock to Interlock (ft)
Two-Way Aisle — 90 Degrees							
A	9.00	9.00	17.5	17.5	26.0	61.0	61.0
B	8.75	8.75					
C	8.50	8.50					
D	8.25	8.25					
Two-Way Aisle — 60 Degrees							
A	9.00	10.4	18.0	16.5	26.0	62.0	59.0
B	8.75	10.1					
C	8.50	9.8					
D	8.25	9.5					
One-Way Aisle — 75 Degrees							
A	9.00	9.3	18.5	17.5	22.0	59.0	57.0
B	8.75	9.0					
C	8.50	8.8					
D	8.25	8.5					
One-Way Aisle — 60 Degrees							
A	9.00	10.4	18.0	16.5	18.0	54.0	51.0
B	8.75	10.1					
C	8.50	9.8					
D	8.25	9.5					
One-Way Aisle — 45 Degrees							
A	9.00	12.7	16.5	14.5	15.0	48.0	44.0
B	8.75	12.4					
C	8.50	12.0					
D	8.25	11.7					

Notes: In general, these dimensions are subject to slight reductions by local agencies under high-cost conditions (such as garages) or slight increases in areas subject to special needs (such as extensive snowfall). Aisle width may be narrowed by about 1 ft without a major increase in congestion and accessibility of parking stalls (particularly in structures where high construction cost is a factor). A one-step trade-off can be made between stall and aisle width. A decrease of 2 ft in the module can be compensated for by a 0.5-ft increase in stall width for the appropriate class.

Column 1 — See Table 14-5 for typical uses (A for high turnover, B and C for medium turnover, and C and D for low turnover).

Columns 5, 8 — May also apply to boundary curb where bumper overhang is allowed.

Column 6 — To vehicle corner.

Columns 6 to 8 — Rounded to nearest foot.

1 ft = 0.305 m

Source: ITE Technical Council Committee 5D-8, *Guidelines for Parking Facility Location and Design*, A Recommended Practice, Washington, D.C.: ITE, 1994.

disabilities), because of inefficiency—wasted land and pavement area, unnecessary added maintenance such as cleaning and lighting, decreased capacity for a given site, increased storm water runoff, and increased walking distances for users.

One approach to the range of stall-width needs is to consider a stall classification that relates width to type of use.⁸ This might be roughly equated to the level-of-service concept, whereby parking delay and ease of access and egress vary with expected activity and type of user. Table 14-5 identifies four stall width classes associated with typical turnover/user characteristics, for large vehicles 1.8 m wide by 5.2 to 5.5 m long (6 ft wide by 17 to 18 ft long).

Table 14-6 lists design dimension guidelines for large cars for typical parking angles, stall widths, and modules. In practice, a more rapid parking operation will be achieved if the dimensions are increased. Slight reductions are also feasible as given in the table notes.

Narrowed stall width in each class for parking angles of less than 90 degrees is not desirable. There is a relation between stall width and aisle width, as shown in Table 14-6, but the stall width needs are basically determined by door-opening clearances. Only at very flat angles of less than 35 degrees may doors open ahead or behind the cars in adjacent stalls, and even then there can be little reduction in basic stall width.

Table 14-7 Small-Size Parking Layout Dimension Guidelines
(See Figure 14-1 for description of elements)

1 Parking Class	2 - S _w Basic Stall Width (ft)	3 - W _P Stall Width Parallel to Aisle (ft)	4 - V _{P_w} Stall Depth to Wall (ft)	5 - V _{P₁} Stall Depth to Interlock (ft)	6 - A _W Aisle Width (ft)	7 - W ₂ 8 - W ₄ Modules	
						Wall to Wall (ft)	Interlock to Interlock (ft)
Two-Way Aisle — 90 Degrees							
A/B	8.0	8.0	15.0	15.0	21.0	51.0	51.0
C/D	7.5	7.5					
Two-Way Aisle — 60 Degrees							
A/B	8.0	9.3	15.4	14.0	21.0	52.0	50.0
C/D	7.5	8.7					
One-Way Aisle — 75 Degrees							
A/B	8.0	8.3	16.0	15.1	17.0	49.0	47.0
C/D	7.5	7.8					
One-Way Aisle — 60 Degrees							
A/B	8.0	9.3	15.4	14.0	15.0	46.0	43.0
C/D	7.5	8.7					
One-Way Aisle — 45 Degrees							
A/B	8.0	11.3	14.2	12.3	13.0	42.0	38.0
C/D	7.5	10.6					

Column 1 — See Table 14-5 for typical uses (A for high turnover, B and C for medium turnover, and C and D for low turnover).

Columns 5, 8 — May also apply to boundary curb where bumper overhang is allowed.

Column 6 — To vehicle corner.

Columns 6 to 8 — Rounded to nearest foot.

1 ft = 0.305 m

Source: ITE Technical Council Committee 5D-8, *Guidelines for Parking Facility Location and Design*.

⁸ ITE Technical Council Committee 5D-8, *Guidelines for Parking Facility Location and Design*, A Recommended Practice (Washington, D.C.: ITE, 1994).

Town of Maine Comprehensive Planning
Appendix C



Guide to Applicants

FINANCIAL GUARANTEES FOR
PLANNING BOARD APPROVALS

Originally Adopted:
December 1, 1993

Revised:
July 24, 2002
July 9, 2003

CITY OF SARATOGA SPRINGS
Room 10 - City Hall
474 Broadway
Saratoga Springs, NY 12866

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A GUIDE TO FINANCIAL GUARANTEES FOR PLANNING BOARD APPROVALS

I. INTRODUCTION

In 1990 the Saratoga Springs City Council revised its zoning ordinance to include a requirement for performance guarantees for most Planning Board approvals. A similar policy for subdivisions was implemented in 1987. These provisions require that “a letter of credit, performance bond or equivalent security” be given to the city to ensure that the required improvements be completed within a reasonable period of time.

In order to guarantee the performance of work agreed to by any developer/applicant for the continuity, repair, addition or improvement of the City’s infrastructure and/or any on site improvement the City of Saratoga Springs requires Planning Board applicants to post a financial guarantee.

This guide is intended to describe the financial guarantee requirements, options and procedures for Planning Board applicants.

II. LEGAL REQUIREMENTS

For many types of applications submitted to the Planning Board financial guarantees are required.

Site Plans:

Section 240-5.8 of the city’s Zoning Ordinance establishes the performance Guarantees for site plans and Planned Unit Development site plans. It states that:

“A letter of credit, performance bond or equivalent security shall be delivered to the city to guarantee thereby to the city that the applicant shall faithfully cause to be constructed and completed within a reasonable time the required improvements as indicated on the site plan.”

Subdivisions:

Section 2 in Article III of the city’s 1987 Subdivision Regulations contains a Similar requirement for subdivisions:

“A letter of credit, performance bond, or equivalent security shall be

delivered to the city to guarantee thereby to the city that the applicant will faithfully cause to be constructed and completed within a reasonable time the required improvements and convey the required lands and improvements, where applicable, to the city free and clear of all encumbrances.”

Special Use Permits:

Financial guarantees are permitted, but not required, for special use permits. Section 240-6.3G states:

“As a condition of approval of a special use permit, the Planning Board may require a performance bond or letter of credit to guarantee satisfactory performance of the required improvements.”

Watercourse Protection Permits:

Financial guarantees are permitted, but not required, for watercourse protection Permits. Section 240-12.23G(3) states:

“The City of Saratoga Springs, at the discretion of the City Planning Board as appropriately determined by the size of the proposed watercourse Disturbance activity, may require a bond, letter of credit or other financial Disturbance activity permit to cover the cost of constructing and Maintaining all soil erosion and sediment control measures which it deems necessary. The amount of the bond, letter of credit or other financial Security will not exceed one thousand dollars (\$1,000) per acre.”

Erosion and Sediment Control Permits:

Financial guarantees are permitted, but not required, for soil erosion and sediment Control permits. Section 240-12.24D(2) states:

“The City of Saratoga Springs, at the discretion of the City Planning Board as appropriately determined by the size of the proposed soil disturbance activity, may require a bond, letter of credit or other financial security prior to the issuance of any soil disturbing activity permit to cover the cost of constructing and maintaining all soil erosion and sediment control measures which it deems necessary. The amount of the bond, letter of credit or other financial security will not exceed one thousand dollars (\$1,000) per acre.”

III. FREQUENTLY ASKED QUESTIONS ABOUT FINANCIAL GUARANTEES

Why are financial securities required?

Upon by the Planning Board's recommendation, the City Council enacted regulations that would enable the city to guarantee the completion of required infrastructure and site improvements. The 1987 and 1990 regulations relating to performance guarantees now ensure that infrastructure and site work on subdivision and site plans will be completed in a timely fashion and in the manner agreed to by the developer.

Prior to enactment of the regulations, the city was unable to adequately remedy the problems arising from unfinished site work (which typically resulted from bankruptcy and abandoned projects). Unfinished site work not only caused distress for homeowners, but also posed hazards to public safety. By enactment of the regulations, the city is in a position to complete failed or failing projects without any expense to the taxpayers.

What types of financial securities are acceptable?

In order to meet the financial security requirements, an applicant may post a letter of credit or establish a cash escrow account with the city. Any cash placed on deposit with the city will be placed in an interest-bearing account. The applicant will be entitled to any interest accrued.

The Planning Board has accepted performance bonds written for 75% of the on-site costs, but only when the total cost of all site improvements was over \$1 million. Performance bonds are generally not acceptable on smaller projects.

Whenever the Planning Board has under consideration a form of financial security other than a letter of credit or cash, it consults with the City Attorney and the Commissioner of Finance regarding the degree of risk such securities present and the appropriate conditions that should be imposed in order to mitigate the risk. The final decision on the use of alternative financial security rests with the Planning Board as stipulated by City regulations.

What portions of improvements require a security?

Pursuant to the regulations, the Planning Board typically requires security for 100% of the cost estimate for all required site work within the public right-of-way and 25% of the cost estimate for all required site work on the applicant's private property.

The Planning Board requires that a letter of credit for the full amount of cost estimates be written by an accredited banking institution, with the full amount payable to the City, minus the value of any completed work, at a specific expiration date.

Are any types of applicants exempt from the requirements?

The requirements apply to all applicants. The ordinance makes no distinction between private developers, schools, churches, or non-profit organizations.

Are any waivers possible?

The ordinance does permit the Planning Board to waive, at its sole discretion, a financial security for site plans if the total cost of the site improvements is less than \$10,000. The Planning Board also has the discretion to waive financial securities for improvements required in “minor” subdivisions (3 lots or less). However, the Planning Board’s policy is not to grant such waivers absent unusual circumstances.

How much does the financial security cost the applicant?

Banks typically charge applicants between 1% and 2% of the total amount of a letter of credit. Some evidence has indicated that other forms of financial security, such as performance bonds, cost developers about the same annually. There is no bank fee when an applicant establishes a cash escrow account with the City.

The City Attorney’s office charges a fee for the legal and administrative costs of handling financial securities. The fee schedule can be found in Section IV, Step 4.

The City Planning Board requires payment of a \$200 application fee for all letter of credit reductions or extensions of expiration dates.

IV. GENERAL PROCEDURES

The city requires letters of credit, cash escrow accounts, performance bonds or equivalent security for construction activities associated with project approvals granted by the Planning Board.

The steps in the process of securing these financial guarantees are as follows:

Step 1 Submission of cost estimates with application.

The applicant is required to submit a list of proposed site improvements and the unit costs at the time an application is filed with the Planning Board. The City has a model form that can be used for most projects. (See Appendix “G”.)

The cost estimate should include such items as grading, curbs, sidewalks, utilities, street lighting, driveways, parking lots, plantings, signs, etc., as indicated on the applicant’s plans. No cost estimates or financial guarantees are required for construction of a structure covered by a building permit.

Cost estimates should usually be submitted by an engineer or site designer.

Per unit cost estimates should reflect local construction prices that the municipality would likely receive if bidding the project. The final cost estimate shall be rounded to the nearest \$100.

Any questions regarding the preparation of the cost estimates should be directed to the Office of the City Engineer.

Step 2 Review of cost estimates by the city staff.

When cost estimates are received with the Planning Board application, they are sent to the Office of the City Engineer for review and comment.

The Office of the City Engineer reviews the estimates for completeness and reasonableness. The quantities used in the estimates will be measured against the quantities shown on the submitted plans. The per-unit figures will be compared to prices received in recent municipal bid contracts.

If the Office of the City Engineer has any questions as to how estimates were prepared, the applicant may be contacted for clarification.

The advisory recommendations of the Office of the City Engineer are sent to the Planning Board prior to the public meeting at which the applicant’s project is discussed. A copy of that recommendation is often made available to the applicant prior to the public meeting in the draft Planning Board agenda notes. All cost estimates will be rounded to the nearest \$100.

Step 3 Planning Board decides on requirements.

When the application is discussed at the Planning Board meeting, a final decision will be made in regard to the type of financial security (letter of credit, cash deposit or performance bond), the amount of the security, and the expiration date. The Planning Board has the final say on each of these items.

Sometimes the Planning Board makes a number of changes in the design of the project. If this happens, the cost estimates may have to be revised. The Planning Board's usual policy is to let the applicant work with the Office of the City Engineer to arrive at a revised cost estimate. If the applicant and the Office of the City Engineer are unable to reach an agreement, the applicant has the right to return to the next Planning Board meeting to have the Board resolve the matter.

For ease of administration, the City typically sets expiration dates on a quarterly basis. These dates are March 31, June 30, September 30 and December 31. The expiration date cannot exceed 24 months from the date of Planning Board approval. The applicant is able to request one of the above four dates for the expiration date of the financial guarantee for the project.

Step 4 Filing of the financial security with City Attorney.

After the Planning Board has made the decisions, the applicant's financial security must be filed with the Office of the City Attorney.

The City Attorney will review the security to be sure the format is acceptable. There are model forms available from the Office of the City Attorney for use by the applicants and their financial institutions. Copies of these forms are also included in the appendices of this Guide.

The letter of credit or performance bond shall identify the "City of Saratoga Springs" as the beneficiary and will state that funds may be collected at an institution/location within forty (40) miles of the Saratoga Springs municipal boundaries upon receipt of a written demand from the "City Attorney of the City of Saratoga Springs."

Legal and administrative costs incurred by the city for the processing of the performance bonds, letter of credit, or cash deposits shall be paid by the applicant/developer at the time of submission of the financial guarantee or review by the City Attorney.

The City Attorney's office charges the following fees for legal and administrative costs of handling financial securities.

<u>Range of Securities</u>	<u>Fee</u>
\$ 0 - \$10,000	\$100
\$ 10,000 - \$19,999	\$200
\$ 20,000 - \$39,999	\$300
\$ 40,000 - \$59,999	\$400
\$ 60,000 - \$79,999	\$500
\$ 80,000 - \$99,999	\$600
\$100,000 or more	\$700

Applicants are also required to submit a signed declaration with the financial security. This declaration authorizes the city to undertake the required inspections and complete the proposed improvements if the applicant fails to complete them on time. A copy of a model “Declaration” is included in the appendices.

Once the financial security is filed with the Office of the City Attorney, the Planning Board chairman will be authorized to sign the plans of the project so construction can begin.

Step 5 Making reductions or extensions during construction (optional).

If the project construction schedule is delayed or if the applicant wishes to reduce the amount of the original financial security, an application must be made to the Planning Board.

About 60 days prior to the expiration of financial security, the Office of the City Attorney will send a letter to all applicants notifying them of pending expiration and describing what options are available.

Upon 30 days written notice, letters of credit, performance bond or equivalent security may be extended for a period not to exceed 12 months at each occurrence. All extensions require approval by the Planning Board. For each extension the Planning Board can require a revised cost estimate and alter the sum required on the financial security.

Upon 30 days written notice the applicant may request an amendment to any financial guarantee for a reduction of the original amount after a portion of the required improvements are completed. Upon receiving such

a request, the Planning Board will instruct the City Engineer to inspect the improvements. If the inspection is satisfactory upon recommendation by the City Engineer, the Planning Board will by motion determine if such a reduction is appropriate; and, if so, reduce the amount required and advise the City Attorney of this reduction.

The Planning Board has established general guidelines relating to the amount of reduction. They are as follows:

Subdivisions and Site Plans:

For all improvements, the Letter of Credit or cash escrow account can be reduced in direct proportion to the percentage of the improvement completed at the time of the inspection, except that no improvement shall be reduced no more than 95 percent of the original construction estimate for on-site improvement and no more than 85 percent of the original construction estimate for off-site improvements until the City formally accepts the street/improvements.

Material deliveries, without installation per approved plans, shall not be considered for Letter of Credit reductions.

Since the intent of the financial security is to insure that sufficient funds exist to complete the planned improvements, the City reserves the right to alter the above guidelines in such a way as to guarantee that the remaining Letter of Credit will contain adequate monies to finish the project.

After approval from the Planning Board a revised security must be filed with the Office of the City Attorney.

Step 6 Canceling the financial security.

Letters of credit, performance bond or equivalent security will be canceled by written notice from the City once the applicant has satisfactorily completed all required construction.

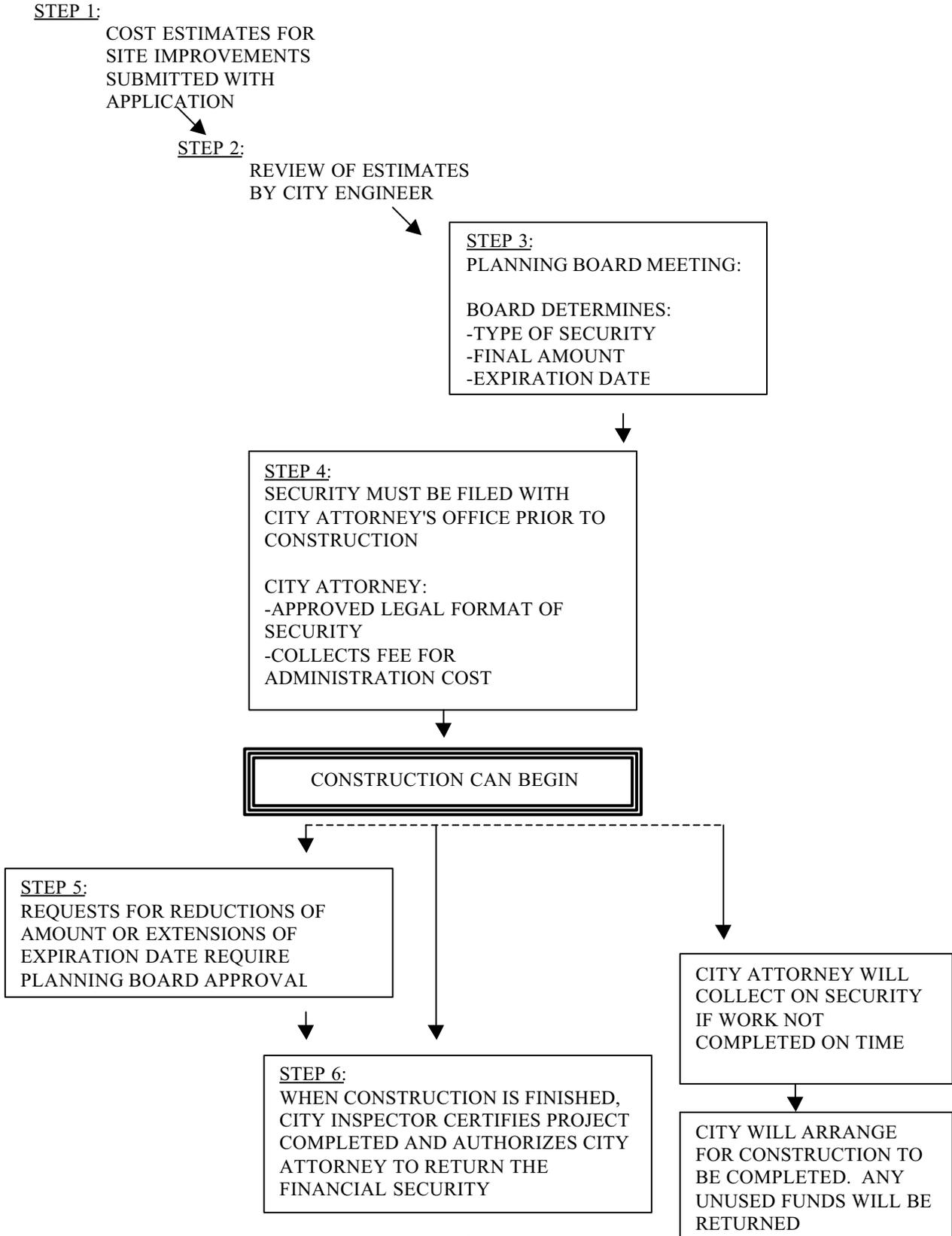
When construction has been completed, the applicant must file the required “as-built” drawing and have an on-site inspection conducted by the City. If the City inspector approves of all the work and all inspection fees have been paid, a confirming letter will be sent to the Office of the City Attorney. Before the inspector sends the confirming letter relating to any work in the current or future public right of way, approval from the Department of Public Works must be obtained.

As a final step, the City Attorney will return the financial security to the applicant or the financial institution.

If the applicant fails to complete the construction by the required expiration date and does not request a time extension, the City will collect on the financial guarantee. The Office of the City Attorney will take the necessary steps to obtain the security prior to the expiration date.

Once the City has control over the security, arrangements will be made to have the city's labor force, or another contractor, complete the necessary required improvements.

**FLOW CHART OF PROCEDURES
FOR FINANCIAL SECURITIES**



V. LIST OF CONTACT PERSONS

Saratoga Springs Planning Board
c/o City Planner
Room 10 – City Hall
Saratoga Springs, New York 12866

Tel: 518-587-3550 extension 517

Saratoga Springs Office of the City Engineer
c/o City Engineer
Room 10 – City Hall
Saratoga Springs, New York 12866

Tel: 518-578-3550 extension 621

Saratoga Springs Office of the City Attorney
c/o City Attorney
Room 9 – City Hall
Saratoga Springs, New York 12866

Tel: 518-587-3550 extension 516

Saratoga Springs Department of Public Works
c/o Director of Public Works
City Hall
Saratoga Springs, New York 12866

Tel: 518-587-3550 extension 556

APPENDIX "A"

**- MODEL -
CITY OF SARATOGA SPRINGS
LETTER OF CREDIT**

Beneficiary:

City of Saratoga Springs
City Hall
474 Broadway
Saratoga Springs, NY 12866

Applicant:

Dear

We hereby establish our Irrevocable Letter of Credit No. _____ in favor of the City of Saratoga Springs for the account of (Name of Planning Board Applicant) up to an aggregate amount of \$ _____ to secure on-site or off-site improvements at (Address) _____.

Your drafts must be accompanied by the following:

- 1. The original Irrevocable Letter of Credit and any amendments thereto;
AND
- 2. A written certificate completed and purportedly signed by an authorized representative of the City of Saratoga Springs in the form of Exhibit A attached hereto.

Partial drawings are permitted.

We are informed that the project secured by this Letter of Credit was approved by the Planning Board of the City of Saratoga Springs on _____. The amount of this Irrevocable Letter of Credit represents an amount equal to the cost of the on-site or off-site improvements as detailed on the cost estimate for site plan approval , located at _____, Saratoga Springs, NY.

This Irrevocable Letter of Credit No. _____ sets forth in full the terms of our undertaking and such an undertaking shall not in any way be modified, amended or amplified by reference to any documents, instruments or agreements referred to herein, or in which this Irrevocable Letter of Credit is referred to or to which this Letter of Credit relates and any documents, instruments or agreements.

Except as otherwise expressly stated herein, the Irrevocable Letter of Credit No. ____ is subject to the Uniform Customs and Practice for Documentary credit (1993 Revision), International Chamber of Commerce Publication No. 500 and where not applicable, the irrevocable Letter of Credit is governed by the laws of the State of New York.

We engage with you that all drafts and comments drawn under and in compliance with the terms of this credit will be duly honored by us, on delivery of documents as specified, if presented at _____ on or before the expiration date of _____.

Sincerely,

(Bank Officer)

EXHIBIT A

IRREVOCABLE LETTER OF CREDIT NO. _____
CERTIFICATE FOR DRAWING

The undersigned, being the duly authorized representative of the City of Saratoga Springs, New York (the "Beneficiary"), hereby certifies as follows to _____ (the "Bank"), with reference to Irrevocable letter of Credit No. _____ (the "Letter of Credit") issued by the bank in favor of the beneficiary:

- A. The applicant was provided 30 days written notice of the City's intent to draw upon this letter of credit, including a statement listing the type, nature and description of the construction work not completed.

- B. The amount shown on the accompanying sight draft is less than or equal to (I) the stated amount of the Letter of Credit, and (ii) the amount necessary, in the sole opinion of the beneficiary, to complete the obligations of the account party under the terms of the declaration.

In witness whereof, the beneficiary has executed and delivered this certificate as of the ____ day of _____, 200__.

Authorized Signature

APPENDIX "B"

CASH IN LIEU OF LETTER OF CREDIT ESCROW DECLARATION

THIS DECLARATION made and entered into this _____ day of _____ 200__, by and between _____, Saratoga Springs, NY 12866 party of the first part and the CITY OF SARATOGA SPRINGS, NEW YORK, a municipal corporation formed under the laws of the State of New York, located at City Hall, 474 Broadway, Saratoga Springs, New York, as party of the second part.

WHEREAS, the party of the first part and the party of the second part desire to establish an Escrow Declaration for the purpose of depositing and disbursing funds in connection with proposed infrastructure improvements at _____, in the City of Saratoga Springs, New York,

NOW, THEREFORE, the parties hereto agree as follows:

1. Establishment of Escrow Account. In partial consideration for final Site Plan approval granted on _____ for _____, the party of the first part shall place into escrow the sum of _____ (\$ _____). This sum is identified in a Schedule attached hereto and made a part hereof as an estimate approved by the City Engineer of the City of Saratoga Springs on behalf of the Planning Board for the cost of site improvements at the site known as _____.

2. Escrow Agent. The Commissioner of Finance of the City of Saratoga Springs, City Hall, 474 Broadway, Saratoga Springs, New York, shall act as Escrow Agent and shall deposit any and all funds received under this Agreement into an interest bearing escrow account at the Adirondack Trust Company with offices located on Broadway in the City of Saratoga Springs, New York.

3. Escrow Fee. The party of the first part shall pay the sum of _____ through the City Attorney's Office to the City of Saratoga Springs as an establishment and management fee for this Declaration.

4. Disbursement of Escrow Funds. The City of Saratoga Springs shall in its sole and absolute discretion review and approve or disapprove all of the improvements agreed to by the party of the first part. The City of Saratoga Springs may access at will at any time any or all of the funds held in escrow by the City of Saratoga Springs in order to complete all or any portion of the work agreed to by the party of the first part as identified in the estimate attached hereto and made a part hereof.

5. Interest on Escrow Account. All interest accruing on the Escrow Account shall be for the benefit of the party of the first part and the Escrow Agent is hereby authorized and directed to pay such interest to the party of the first part upon the termination of this Declaration.

6. Termination of Escrow Declaration. This Declaration shall terminate on the _____ day of _____. A "termination event" will require that the City Engineer of the City of Saratoga Springs certify in writing that all of the improvements agreed to by the party of the first part have been completed to his satisfaction and that all as-built drawings have been filed. At the termination date any and all monies remaining in the Escrow Account shall be returned to the party of the first together with any interest that has accrued and this Declaration shall terminate.

7. Entire Declaration. This Declaration constitutes the entire understanding between the parties with respect to the establishment of this Escrow Account and to the disbursement of escrow funds.

IN WITNESS WHEREOF, the party hereto has set his/her hand the date and year first above written.

(NAME OF COMPANY)

By:

APPENDIX “C”

**- MODEL -
CITY OF SARATOGA SPRINGS
PERFORMANCE AND PAYMENT BOND**

KNOW ALL MEN BY THESE PRESENTS

THAT WE, _____, hereinafter called Principal, as PRINCIPAL,

AND THE _____ COMPANY of the _____ of the County of _____ in the State of _____ as SURETY, are held and firmly bound unto

CITY OF SARATOGA SPRINGS, NEW YORK in the sum of _____ Dollars, to be paid to the said CITY OF SARATOGA SPRINGS, NEW YORK, its successors and assigns, for which payment will and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the PRINCIPAL has submitted to the Planning Board of the CITY OF SARATOGA SPRINGS, NEW YORK for its approval, a Plan for On-Site Improvements at _____, Saratoga Springs, New York per approval dated _____ on plans prepared by _____, which Plan is by reference made a part hereof, and is hereinafter referred to as the Site Plan.

WHEREAS, on _____, 200__, the Planning Board of the CITY OF SARATOGA SPRINGS, NEW YORK approved said Plan (the “Plan Approval”) on the condition that the Principal file with the CITY OF SARATOGA SPRINGS, NEW YORK, a bond in the amount of _____ Dollars, with SURETY and in the form approved by the CITY OF SARATOGA SPRINGS, NEW YORK and with the conditions satisfactory to the Planning Board securing to the CITY OF SARATOGA SPRINGS, NEW YORK actual completion by _____ (the “Completion Date”) of certain work and installations required by the Planning Board, as more fully appears on the application maps, plans and profiles filed by the PRINCIPAL with the Planning Board in connection with the Site Plan Approval.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the PRINCIPAL shall, on or before _____, 200__ perform and complete the conditions set forth in the Site Plan Approval in accordance with the terms of the Site plan approval and obtain a certificate of site work completion from the Office of the City Engineer of the CITY OF SARATOGA SPRINGS, NEW YORK, all as more specifically set forth in an instrument executed and delivered by the PRINCIPAL for the benefit of the CITY OF SARATOGA SPRINGS, NEW YORK (the “DECLARATION”) and any

and all applicable zoning and subdivision regulations of the CITY OF SARATOGA SPRINGS, NEW YORK to the satisfaction of the CITY OF SARATOGA SPRINGS, NEW YORK, as determined in accordance with the Declaration, then this obligation shall be null and void, otherwise, it shall remain in full force and effect. The PRINCIPAL shall pay an amount equal to one percent (1%) of this performance and payment bond to the CITY OF SARATOGA SPRINGS, NEW YORK, for reimbursement of any administrative expenses.

1. Whenever the PRINCIPAL shall be, in the sole and exclusive opinion of the CITY OF SARATOGA SPRINGS, NEW YORK, in default under the conditions set forth in the Declaration, the CITY OF SARATOGA SPRINGS, NEW YORK shall notify the SURETY in writing of said default in the form of notice attached hereto as Exhibit A, and the SURETY shall within seventy-five (75) days from the receipt of such notice either:

a) Undertake to perform and complete with diligence and continuity all of the conditions set forth in the Plan Approval itself, through its agents or through independent contractors, with the consent of the CITY OF SARATOGA SPRINGS, NEW YORK.

b) promptly obtain bids or negotiated proposals from qualified contractors acceptable to the CITY OF SARATOGA SPRINGS, NEW YORK for a contract for performance and completion of the conditions set forth in the Plan Approval, arrange for (i) a contract to be prepared for execution by the contractor selected by the SURETY and approved by the CITY OF SARATOGA SPRINGS and (ii) the obligation of the contractor selected with the concurrence of the CITY OF SARATOGA SPRINGS, NEW YORK, to be secured with payment and performance bonds executed by a qualified surety in amount, form and substance satisfactory to the CITY OF SARATOGA SPRINGS, NEW YORK; or

c) notify the CITY OF SARATOGA SPRINGS, NEW YORK in writing of its decision (i) to waive (a) its right to perform and complete (b) to arrange for completion or obtain a new contractor and contemporaneously with the delivery of such written notice, and (ii) to pay to the CITY OF SARATOGA SPRINGS, NEW YORK, in immediately available funds, an amount equal to the lesser of (i) the outstanding amount of this Bond or (ii) the full amount necessary to complete the conditions set forth in the Plan Approval in accordance thereof and in accordance with applicable zoning and subdivision regulations, which amount must be satisfactory to the CITY OF SARATOGA SPRINGS, NEW YORK; and the PRINCIPAL does grant the CITY OF SARATOGA SPRINGS, NEW YORK permission to enter onto the site to complete construction of all required improvements as per the Site Plan Approval; or

If the SURETY elects to proceed under subparagraphs a. or b. of paragraph 1 above and thereafter fails to diligently and timely perform its duties hereunder, the CITY OF SARATOGA SPRINGS, NEW YORK may send the SURETY a written notice of default and if the SURETY shall thereafter fail to perform its obligations hereunder within fifteen (15) days of the sending of such notice, the CITY OF SARATOGA

SPRINGS, NEW YORK may, at its option, enforce any remedy available to the PRINCIPAL and/or the CITY OF SARATOGA SPRINGS, NEW YORK. If the SURETY proceeds as provided in subparagraph c. of paragraph 1 above, and fails to make payment, in whole, without further notice, the CITY OF SARATOGA SPRINGS, NEW YORK shall be entitled to enforce any remedy available under this Bond.

2. If the SURETY elects to act under subparagraph a. and b. of paragraph 1 above, then the SURETY shall be obligated for (i) the responsibilities of the PRINCIPAL for correction of defective work and completion of the conditions set forth in the Plan Approval and in accordance with applicable zoning and subdivision regulations and (ii) additional legal, design professional and delay costs resulting from PRINCIPAL'S default under the Plan Approval and resulting from the actions or the failure to act of the SURETY under paragraph 1 above

3. No right of action shall accrue on this Bond to any person or entity other than the CITY OF SARATOGA SPRINGS, NEW YORK, its successors or assigns.

4. The SURETY hereby waives notice of any change, including changes of time, to the conditions set forth in the Plan Approval or to related approvals or other such obligations in connection with the Site Plan.

5. Notice to sureties, the PRINCIPAL of the CITY OF SARATOGA SPRINGS, NEW YORK shall be mailed or delivered to the address shown on the signature page of this Bond.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this ____ day of _____, 200__.

PRINCIPAL:

SURETY:

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Address: _____

Address: _____

2. Compliance with the requirements of paragraph 1 above shall be conclusively evidenced by the issuance of a certificate of site work completion by the City by the date specified or such later date as is justified by intervening events of force majeure. The determination of the City Engineer as to the qualification of the Project for the issuance of the certificate of site work completion shall be conclusive.
3. In the event the City shall draw funds under the Letter of Credit in which to complete the project and said funds are insufficient to complete the Project, the Developer shall immediately, on demand by the City, remit payment in full of said deficiency to the City.
4. In the event the City shall draw fund sunder the Letter of Credit in which to complete the Project and upon completion of said Project there is a surplus of funds held by the City, then the City shall refund said surplus to the Developer without interest.

IN WITNESS WHEREOF, the Developer hereto has executed this instrument as of this _____ day of _____, 20__.

(The “Developer”)

By: _____

APPENDIX "E"

NOTICE OF EXPIRATION LETTERS

DATE

APPLICANT

RE: Cash in Lieu of Letter of Credit/Letter of Credit - \$ _____
Project Name _____
PB # _____

Dear _____:

The above referenced cash in lieu of letter of credit agreement will expire on (Date) ___. Please be advised of the following:

1. You must contact the City Planner **no later than** (Date) to be on the Planning Board agenda for the (Date) ___ meeting if your project will not be completed prior to (Expiration Date) .

2. If your project will be completed by (Expiration Date) you must file the final as-built drawings and contact the City Engineer's office to arrange for a final site inspection **no later than** Date .

3. You must notify the City Attorney's office of the status of your project **no later than** (Date) . If we do not hear from you by that date, it may become necessary to begin the collection process on your letter of credit.

Very truly yours,

JEFFREY D. WAIT
City Attorney

nw
cc: City Engineer
City Planner

APPENDIX “F”

APPENDIX “G”

MODEL FORM FOR SUBMITTING COST ESTIMATES

(This form is being developed by the Office of the City Engineer.
When available it will be include here.)

Town of Maine Comprehensive Planning
Appendix D

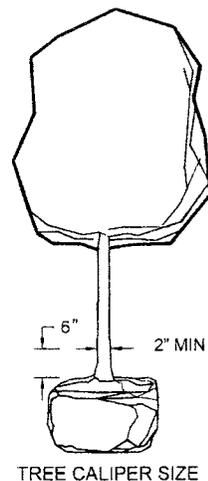
H. Landscaping Standards

1. General Standards

- a. Planting shall be in accordance with the recommended practice of American Society of Nurserymen.
- b. Plants shall be guaranteed for one planting season and the guarantee shall be submitted with the application.
- c. All landscaped areas must be within an excavated area and not placed in containers on top of a hard surface. This shall not apply to outdoor seating areas.
- d. A landscaped area shall have a minimum width of six (6) feet excluding curbs, retaining walls or similar enclosing structures.
- e. Landscaping materials shall be contained so as not to spill or intrude into the public right-of-way.
- f. The use of synthetic vegetation (turf, plastic plants, etc.) shall not be allowed for any required landscaping.
- g. All landscaped areas shall be mulched.
- h. Mulch shall be installed and maintained at a minimum depth of three (3) inches on all planted areas except where ground cover plants are fully established.
- i. All required planting shall be permanently maintained in good condition, and, when necessary, replaced with new plant material to ensure continued compliance with these standards. For the purpose of enforcement, the property owner shall be responsible for maintenance. Maintenance shall include watering, weeding and pruning.

2. Trees

- a. All trees shall be planted and maintained to grow upright and plumb and the tree pit mulched or covered with groundcover or a grate.
- b. The minimum size for a tree shall be two (2) inch caliper measured at 6 inches above the root ball.



- c. Tree and plant species provided to meet the landscaping and screening standards of this Section shall comply with the following:

DECIDUOUS TREES – PARKING AREAS AND ACCESS

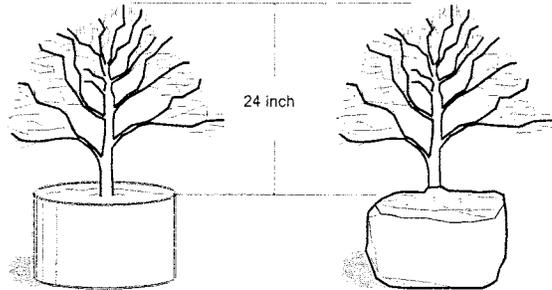
Botanical Name	Design Canopy Standards Used In Planting Plan	Common Name
Small Canopy		
	15 feet	
Acer x fremanii		Freeman Maple Hybrids
Acer rubrum		Red Maple
Amelanchier spp.		Serviceberry
Craetegus crus-galli inermis		Thornless Cockspur Hawthorn
Craetegus punctata inermis		Ohio Pioneer Hawthorn
Craetegus phaenopyrum		Washington Hawthorne
Fraxinus pennsylvannica		Green Ash
Malus spp.		Crabapple
Prunus virginiana		Chokecherry
Robinia pseudoacacia		Blacklocust
Large Canopy		
	25 feet	
Celtis occidentalis		American Hackberry
Gleditsia triacanthos inermis		Honeylocust
Gymnocladus dioicus		Kentucky Coffeetree
Quercus rubra		Northern Red Oak
Uimus spp.		Elm Hybrids

DECIDUOUS TREES – PUBLIC RIGHT OF WAY AND STREETS

Botanical Name	Design Canopy Standards Used In Planting Plan	Common Name
Small Canopy		
	15 feet	
Acer x fremanii		Freeman Maple Hybrids
Acer rubrum		Red Maple
Amelanchier spp.		Serviceberry
Craetegus phaenopyrum		Washington Hawthorne
Fraxinus pennsylvannica		Green Ash
Prunus virginiana		Chokecherry
Large Canopy		
	25 feet	
Celtis occidentalis		American Hackberry
Gleditsia triacanthos inermis		Honeylocust
Quercus rubra		Northern Red Oak
Uimus spp.		Elm Hybrids

3. Shrubs

- a. The minimum size for a shrub shall be twenty four (24) inches in height or spread at the time of planting.



4. Lawn Areas/Groundcovers

- a. Lawn areas shall be planted with species suitable as permanent lawns in the region.
- b. Lawn areas may be sodded or seeded.
- c. Lawn on impermeable surfaces shall be prohibited.
- d. Ground covers used in lieu of grass in whole or in part shall be planted in such a manner as to present a finished appearance and complete coverage after 3 complete growing seasons.

Town of Maine Comprehensive Planning
Appendix E

**Town of Maine
Public Meeting
Strengths, Weaknesses, Opportunities and Threats Analysis
February 22, 2006**

STRENGTHS

- Schools
- Town Park
- Airport
- Small Tight-Knit Community Groups
 - Address special issues
 - Important resource
- Fire Service
- Ambulance Service
- Rural Environment
- Not industrial, but good location, near highways
- Historic aspect of the Town
- “Mayberry” hometown feel to Town (i.e., houses without mailboxes force residents to go to post office to collect mail)
- Small-town atmosphere
- Natural Resources
- Town Website
- Low crime
- Fireman’s Christmas Parade and other community events
- Summer Recreation Program
- Halloween Trick-or-Treat in Hamlet
- Retention of residents – not a huge turnover
- Senior population is a living history (Seniors want improvements but with a reminder of the past.)
- Museum Complex
- Restrictions on Agriculture

WEAKNESSES

- Multiple zip codes and municipal addresses – create lack of identity
- Split school districts with some school districts located in other counties
- Multiple zip codes create confusion for emergency services
- Confusion and lack of knowledge about Town Code requirements regarding cleaning and maintaining properties in the Hamlet
- Junk vehicles
- Acreage restrictions on agricultural properties
- Roads

WEAKNESSES (continued)

- Lack of sidewalks in the Town
- Poor speed limits on Town roads
- Town minutes – need better access to Town minutes once approved
- Lack direct line of communication between Town and residents, poor means of getting information to the residents – frustration on both sides
- Lack of Broadband (Broadband is nonexistent in the Town.)
- Lack of cell phone coverage
- Sidewalks needed on Lewis Street due to tremendous traffic and concern about pedestrian safety
- Lack of public sewer, water, natural gas, and public garbage pick up
- Methamphetamine laboratories
- No disaster preparedness plan or emergency response plan
- No emergency shelter plan (Lack of emergency shelter is a problem for vulnerable populations such as mobile home residents and seniors who are at a disadvantage during emergencies.)
- Zoning restrictions limit ability to rebuild old houses and old mobile homes – need to revisit the “grandfather clause”
- Minimum lot requirements could be reduced (Town Board should consider changes to address variance requests from business on NYS Route 26, Pollard Hill Road and Nanticoke Avenue.)
- Lack of guard rails on Haskins Road
- Agricultural restrictions on minimum lot sizes for non-domestic animals are too strict (Some residents want the requirements for horses and cows and other non-domestic animals to be reduced.)

OPPORTUNITIES

- Flat land located across from plaza and other undeveloped land are good opportunities for senior housing
- Undeveloped land – large inventory
- Sport Complex on Airport Road – Now need to bring more development to Airport Road but Airport Road lacks public sewer and water
- Grant dollars for public water and sewer (Residents ask: When will County install public sewer on Airport Road?)
- Septic pumping – What is the feasibility of providing septic pumping as an alternative? Some residents maintain their septic systems and others do not.)
- Water well protection: What is the opportunity to require mandatory pumping?
- Town location – proximity to two highways
- Airport
- No red lights

THREATS

- Potential for airplane crashes
- Methamphetamine laboratories
- Lack of infrastructure investment
- Junkyards
- Lack of capacity to accommodate development (e.g., housing development with septic systems and impact on water supply and quality)
- High taxes with proximity to low-tax-rate areas
- Lack of jobs
- Tanker truck traffic en-route to landfill – Where are these trucks going?

Town of Maine Comprehensive Plan
Survey Results

Surveys Delivered: 2,185 Surveys Responses: 515 Response Rate: 24%

1. How would you like to see the Town's population change over the next 10 years?

Grow significantly	19%
Grow slightly	49%
Stay about the same	30%
Decrease	2%
	<hr/>
	100%
<i>No response</i>	36

2. Should the Town Board consider having public water in the Hamlet of Maine?

	Town	Hamlet
Yes	29%	43%
No	41%	36%
Maybe	30%	20%
	<hr/>	<hr/>
	100%	100%
<i>No response</i>	16	1

3. Should the Town Board consider having a public sewer system for the Hamlet of Maine?

	Town	Hamlet
Yes	32%	55%
No	41%	34%
Maybe	27%	11%
	<hr/>	<hr/>
	100%	100%
<i>No response</i>	16	1

4. Should the Town Board consider having public water in the Airport Corridor/Airport Road?

	Town	Corridor
Yes	40%	56%
No	36%	31%
Maybe	24%	13%
	<hr/>	<hr/>
	100%	100%
<i>No response</i>	19	3

5. Should the Town Board consider having a public sewer system for the Airport Corridor/Airport Road?

	Town	Corridor
Yes	37%	58%
No	38%	31%
Maybe	25%	11%
	<hr/>	<hr/>
	100%	100%
<i>No response</i>	16	3

6. Would you like to see natural gas service expanded in the Town?

Yes	51%
No	23%
Maybe	25%
	<hr/>
	100%
<i>No response</i>	17

7. Would you like to see cell phone service improved in the Town?

Yes	79%
No	11%
Maybe	10%
	<hr/>
	100%
<i>No response</i>	16

Town of Maine Comprehensive Plan
Survey Results

8. How compatible do you feel the following types of NEW residential development or commercial activity would be in the Town of Maine. Please place one "X" on each line.

Residential Development or Commercial Activity	Compatible Everywhere %	Compatible Some Places %	Not Compatible Anywhere %	Not Sure %	No Response Number
Single-family homes on large lots (5 or more acres)	44%	48%	5%	3%	18
Single-family second or vacation homes	26%	53%	12%	9%	23
Mobile home parks	2%	44%	46%	7%	25
Individual Mobile Homes	8%	55%	33%	5%	28
Townhouses and apartments	9%	64%	21%	6%	23
Conservation subdivisions where homes are concentrated on smaller lots to preserve open space	13%	56%	20%	12%	23
Small stores, shops and offices	22%	72%	4%	3%	16
Tourism, hotels and motels	7%	50%	32%	11%	20
Large scale commercial development	3%	50%	37%	10%	23
Light industry (such as low intensity manufacturing that does not have significant impacts like noise, smoke or odor)	6%	76%	13%	4%	18
Electronic/high tech firms	7%	63%	21%	9%	17
Heavy Industry (such as high intensity manufacturing, processing, and chemical refining uses)	1%	25%	66%	8%	18
Used car sales	1%	53%	39%	7%	20
Mining, stone and gravel operations	1%	54%	34%	11%	19
Sports Complex	5%	63%	21%	11%	21
Timbering	7%	67%	18%	7%	15
Sawmills	3%	66%	22%	8%	16
Agriculture A: Livestock, poultry, goats, sheep, etc.	12%	78%	6%	4%	20
Agriculture B: Greenhouses, Christmas Tree Farms	18%	78%	2%	1%	18
Agriculture tourism (such as farmers markets, produce stands, farm tours)	29%	67%	2%	2%	17

Town of Maine Comprehensive Plan
Survey Results

9. How important to you are each of the following characteristics?

Characteristic	Very Important	Somewhat Important	Not Very Important	Not Sure	No Response
a. Quality of schools	80%	15%	4%	1%	16
b. Place to raise children	86%	10%	3%	1%	13
c. Job opportunities in the area	57%	32%	7%	4%	16
d. Scenic beauty	72%	25%	2%	1%	15
e. Environmental Quality (water, air, etc.)	91%	8%	1%	1%	15
f. Natural areas (wetlands, forests, etc.)	68%	27%	3%	2%	14
g. Social activities	18%	58%	16%	7%	15
h. Recreational opportunities	23%	59%	13%	5%	15
i. Cultural activities	15%	56%	19%	9%	17
j. Places to shop	26%	48%	20%	6%	13
k. Rural character	62%	30%	3%	4%	22
l. Overall quality of life	92%	8%	0.4%	0.4%	14
m. Cost of living	86%	12%	1%	1%	14

Which 3 of the above items are most important

- a. Quality of schools 16%
- l. Overall quality of life 15%
- m. Cost of Living 15%

10. How would you rate the quality of the following services in the Town of Maine?

Services	Excellent	Good	Fair	Poor	Not Sure	No Response
Ambulance service	36%	35%	6%	1%	22%	15
Fire service	37%	41%	4%	1%	17%	13
Police service	12%	32%	24%	8%	24%	19
Town road maintenance	11%	40%	28%	16%	5%	20
Sidewalks	3%	10%	22%	20%	46%	45
Town's snow plowing	24%	46%	16%	5%	8%	19
Public transportation	1%	4%	8%	45%	42%	45
Code enforcement efforts	5%	27%	22%	20%	25%	25
Schools	41%	43%	4%	1%	10%	21
Child care services	2%	11%	12%	6%	69%	34
Senior citizen activities and services	2%	10%	14%	13%	61%	30
Youth activities and services	7%	30%	17%	7%	40%	26
Parks	10%	49%	23%	4%	14%	22
Recreational activities	5%	32%	28%	9%	25%	26
Overall Appearance of the Town	8%	50%	34%	6%	2%	20

Town of Maine Comprehensive Plan
Survey Results

11. How important is it for the Town of Maine to do the following?

Activity	Very Important	Important	Somewhat Important	Not Important	Do Not Know	No Response
Regulations						
Improve the appearance of buildings/properties	34%	35%	25%	4%	2%	22
Require buffers between residential areas and commercial and industrial activity	37%	35%	21%	5%	3%	22
Stricter code enforcement	24%	28%	27%	12%	9%	27
Improve the Town's dog ordinance	15%	22%	26%	23%	14%	28
Prohibit the harboring of dangerous animals	45%	31%	16%	5%	4%	19
Allow junkyards in specific areas ONLY	65%	21%	8%	4%	2%	21
Permit commercial development in specific areas ONLY	54%	31%	11%	3%	2%	22
Permit industrial development in specific areas ONLY	58%	28%	10%	2%	1%	19
Limit the number of tax exempt properties in the Town	45%	28%	15%	4%	8%	22
Control noise	33%	30%	27%	7%	2%	27
Natural Resources						
Protect natural resources such as air quality and groundwater	76%	17%	5%	1%	1%	20
Preserve open space	49%	30%	16%	3%	1%	22
Preserve agriculture	51%	30%	14%	2%	2%	23
Services						
Improve existing parks and recreation	18%	39%	32%	8%	3%	22
Establish more parks and recreational activities	10%	19%	37%	28%	6%	26
Improve access to public transportation	20%	24%	27%	17%	13%	32
Improve senior citizen activities and services	16%	28%	28%	10%	19%	25
Provide senior citizen housing	20%	25%	27%	15%	13%	23
Improve youth activities and services	18%	32%	32%	9%	10%	23

12. How would you describe the current land use controls in the Town of Maine?

Too restrictive	15%
Just right	29%
Not restrictive enough	19%
Don't know	37%
No Response	42

Town of Maine Comprehensive Plan
 Survey Results

13. The Airport Road Corridor is a major gateway to the Town of Maine. This area is of interest because of its access to the Airport. With the installation of a water line to the Airport there may be an opportunity for public water in this Airport Road Corridor. In addition, there has been some discussion of providing a public sewer system in the corridor. We are interested in what you think the best future uses of this area would be for the community.

Best Future Uses for the Airport Road Corridor	Yes	No	Maybe	No Response
Residential - Senior Housing, Single Family, Townhouses	56%	13%	31%	33
Lodging (Hotels and Motels)	43%	29%	29%	35
Professional Offices and/or Office Park Development	54%	16%	29%	32
Light Industrial and/or Industrial Park Development	49%	23%	27%	36
Retail, Restaurants, Drugstores, Discount Stores	45%	26%	30%	33
General Commercial	41%	28%	32%	43
Restrict businesses to protect groundwater	59%	17%	24%	39

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14. The Town of Maine's 3 major assets are:

	Number	Percent
Rural Character	234	25%
Community, People, Activities, Churches	145	16%
Natural Beauty, Environment, Air and Water Quality, Natural Resources	89	10%
Location, Proximity to Highway and Services/Shopping	81	9%
School System	56	6%
Airport	54	6%
Emergency Services	39	4%
Parks	29	3%
Road Condition and Snow Plowing	27	3%
Town Services	20	2%
Low Crime Rate/Safety	17	2%
Historic Buildings and Character	16	2%
Land Available for Development	16	2%
Low Taxes	14	2%
Appearance of Homes and Buildings	13	1%
Miscellaneous	78	8%
Total	928	100%

15. The Town of Maine's 3 major shortcomings are:

	Number	Percent
Lack of Retail Shopping Choices	107	11%
High Property and School Taxes	79	8%
Poor Building Appearance	77	8%
Road Condition	77	8%
Lack of Water, Sewer and/or Natural Gas	74	8%
Town Board, Town Services in General	54	6%
Code Enforcement	47	5%
Lack of Development and/or local Jobs	44	5%
Cell Phone Service/Coverage	41	4%
Poor Public Transportation	24	3%
Lack of a Plan/Vision, and/or Improper Zoning	21	2%
Limited Tax Base	20	2%
Lack of Senior Housing and/or Senior Activities	20	2%
Overly Restrictive Zoning	19	2%
Traffic and/or Speeding	15	2%
Lack of Youth Activities	13	1%
Ineffective Dog/Animal Control	12	1%
Landfill	11	1%
Increased Development	13	1%
Mobile Homes and/or Mobile Home Parks	9	1%
Insufficient Recreational Opportunities/Amenities	8	1%
Bar	7	1%
Sidewalks	6	1%
Snowplowing	6	1%
Airport	4	0.4%
Lack of Community Activities	4	0.4%
Need to Consolidate	3	0.3%
Historical Society	3	0.3%
Noise	3	0.3%
Lack of Police Protection	3	0.3%
Miscellaneous	120	13%
Total	944	100%

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- Raising my children in the Town of Maine has been very rewarding. We have no issues with children walking the streets and hanging out because they are in the country. I like the community atmosphere where you know your neighbor. I would like to see some place where the older residents could stay in the community if unable to live alone. Our older people are sad to leave their community where they have lived their lives. Encourage small businesses that will fill vacant buildings
- We just recently moved into this area so our comments are limited.
- Please don't try to dictate control of everything. You don't have to try to make the town into someones ideal of their or some ideal of someone else.

Let the residents enjoy their lives on their own property. Not as some new neighbor who wants to control the area.

- Suggestions:

Enforce speed limits, more police patrols in general. Decrease the amount of "summer vandalizing".

Consider not "penalizing" property/home owners by raising their taxes if/when they should make home improvements (structurally) to their homes and/or property.

The Town Park is a huge asset! Keep it beautiful.

Keep the great Town Programs: Halloween Parade, other holiday activities and baseball/softball leagues

Great job snowplowing!!

- A traffic light and lowered speed limit is needed at the Airport Road & Commercial Drive.

The speed limit needs to be lowered from Lutheran Picnic grounds to the 4lane part of Airport (red light). The speed limit has to be lowered from 55mph to 45 mph. More growth has taken place here in this section & 55mph is too fast for the existing conditions.

You all need to check into the dumping that is taking place along Airport Rd. in 2 locations between Airport Rd & the creek. Who is allowing extensive dumping of construction & destruction debris of this magnitude? It seems that the Environmental Impact of such dumping should be studied. How is this larger amount of dumping allowed? Who has issued the dumping permits? The rubble & debris would certainly seem to impact the floor plain of the creek. It looks like a disaster waiting to happen. The run-off from the road and the hill will not be able to follow the natural contours to get into the creek. I cannot imagine that Br. Co Planning & Code Enforcement and Main code Enforcement, Zoning & Planning Boards and Town Council are allowing this to happen. If you are so concerned about the "Airport Corridor" and it's quality of environment, it seems that you would check into this large scaling dumping and stop it! The DEC should be involved in this. They'd be more concerned than Broome County is.

Think about developing all of Maine, not just the Airport Corridor.

- Don't be so anxious to grown. There's nothing wrong with being a small town. Keep long time town of Maine residents involved in government. New residents have already screwed up their towns. That's why their moving to Maine.
- Reduce taxes
- Consider public water/sewer in central Maine (Area #4). Also natural gas.
- The shoulders of the road (around Farm to Market, Fredericks and Oak Tree Lane) are being washed away.

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The yield sign (traveling south on Fredericks Rd) @ the Oak Tree the sign is poorly placed. Nobody knows to yield because the sign is twisted and sort of faces the Oak Tree.

Traffic moves too fast hooking off Farm to market traveling south & turning on to Oak Tree Lane. Not sure what sign (or police car) would get people to slow down.

- First of all this survey has very little substance in it. There is nothing here that addresses the short comings of the area. Example: What happened to the \$1 billion corridor that was touted by Kraham (past Broome exec)? Why are questions being asked about water/sewer/[unreadable] that going to help the declining population of our young people? One does not want to add to their property because of the increase in taxes (assessment) etc? How/why would want more costs associated with living here?

Did anyone of our residents read this questionnaire prior to sending it out? The survey must be for some state that is business friendly, not NYS especially Broome County!

This survey is a good example of County waste. Even the most ignorant resident can see the future of Maine/County is not to grow or expand its resources. We should concentrate on streamlining what we are doing in order to improve the life in this area such as enhancing our roads, reducing our taxes (M-E taxes have doubled in last eight years), and stop the local/state/fed government in putting our farmers and small businesses out of business.

Once again this survey is nothing more than a warm fuzzy for some politician - anyone that lives here knows the main concern is taxes.

- tax breaks for small shops
- Provide the town, during the summer months, with a place to show off local produce by farmers and avid gardeners, such as a farmer's market.

A senior housing project between the bank and the school would benefit the town by providing something more to look at than an overgrown field when people drive thru Maine.

Better "Welcome to the Town of Maine" signs. Such as flower beds with blue, yellow & gold lettered signs.

Flashing yellow lights near the school to help drivers slow down.

- This is a NYS problem - taxes. Unfortunately this discourages any development. Also too many layers of government - consolidation should be of prime importance to any politician, but all too often keeping the status quo is more important than actually working at what we can do countywide to lessen the tax burden.
- Get the junk storage - removed off of properties i.e., cars, fallen bldgs, burned down bldgs.

Encourage home developments such as creating a new neighborhood w/ smaller lots 1/4, 1/3, 1/2 acre etc. This would probably require sewer service, but not necessarily

Town taxes need to be in line with services provided, i.e., sidewalks, fire hydrants, street lights, roads that are repaired timely/properly.

Create more access by adding roads between other roads

- Listen more to the people who live outside the hamlet. Sorry we all don't live in your picturesque (plaque houses) but we do have rights and opinions.

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- An eldercare facility in Maine would be a plus. I know the townies don't want it, but what they don't realize is they are old. and there is a 6 month to 2yr waiting list at all of the homes in Broome county. If you need care you will be put in the first available bed. Which may not be where you want to stay! It's time to think of the future.
- We have lived here for 40 years and we have no complaints to speak of.
- We bought our first home last year in the Town of Maine. We love the community and the rural atmosphere of the Town.
- Try to vote in leaders who know how to get government money for our roads - water - sewage and land Devlp.

If not voted in hire a person who will work for the Town of Maine who no the way around government red tape. This should have been done 10 yrs ago.

- I think the back roads (non-major) are in bad shape and should be fixed before you dig up the ground for sewers, gas lines, etc.

One question often posed by people who reside in Maine is: "Why do Maine residents pay more for town services than neighbors who live right across Town Line Rd in Union and the Union residents are reimbursed for getting septic tanks pumped?"

There are more services for rural Town of Union tax payers and they also pay a lower tax rate than Town of Maine taxpayers.

The road repairs of deep potholes made during the winter are very slow to be repaired. Some roads were not patched at the end of July. The problem is compounded in that taxpayers vehicles are further damaged during Summer months by these untouched potholes.

- Broome County Highway needs to take better care of Route 21. We were told they would come at some point this summer and regrade the road. Every time it rains, the runoff from the road and driveways north of ours is washed down into our drain and driveway. We have had to dig piles of dirt out of our driveway and drain. There should be a way to correct this problem.
- A phased master plan needs to be developed so that the town can grow, but grow in areas that can first increase the town's revenue. no tax exempt or tax differed organizations - nursing homes especially. The airport road areas is good for commercial development because of access to highway and airport. jobs for residents or for people to buy from town businesses. Then can the town look to expand residential areas but limit mobile home areas. Or develop parks with larger lots, better roads, waste treatment and youth activities. make it a community not a mobile parks, as it is today.

It's easier to improve the town appearance when properties are cleaned up and neat. First impressions are key.

- TEAR DOWN AND CLEAN UP DAVEY'S GARAGE

IMPROVE "MALL" WHERE FRIENDS DINER IS

J RALPH INGALLS SCHOOLS. EVICE CURRENT OWNER

- THE BOARD SHOULD REALLY LOOK AT THE HIGHWAY DEPT AND MAKE DRASTIC CHANGES. I'VE WITNESSED FOR MYSELF HOW HARD THESE GUYS WORK. There are many people looking for jobs I n the area and should have a chance to replace a few of them if there work ethic doesn't change. starting with the superintence Don Huffman. I LIKE LIVING IN THE TOWN OF MAINE, I JUST TTHINK THERE IS A LOT OF WASTED MONEY IN THE HIGHWAY DEPT. I SEE MR. HOFFMAN COMING FROM THE ENDICOTT AREA EVERY MORNING GOING TO WORK AND WONDER WHY IS HE DOWN HERE, WITH THE TOWN TRUCK

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USING TAXPAYERS GAS. WHY DOES IT TAKE 5 GUYS TO GO TO THE BLACKTOP MILL TO FILL ONE TRUCK? THIS IS JUST THE TIP OF THE ICEBERG. SO IN FINALE THE HIGHWAY DEPT IS THE ONLY IMPROVEMENT WE NEED IN THE TOWN OF MAINE.

- Let's keep the character in Maine! No more bars, gas stations, trailers, etc.

Future planning extremely important! Let's vote out Board members that don't agree.

The town bar is a disgrace! Shut it down. Should have a bar next to Post Office and church. Let them drink at the Airport Inn away from the center of town.

- Most of the commercial and industrial ventures in the area seem out of place and many have ultimately closed. This type of expansion should be needed and wanted by the community before it is given the go ahead.
- Cell phone access needs to be improved!
- 1. More time and effort should be spent on Airport Road and other roads to clean up the junk vehicles and other garbage to make it more scenic for people traveling to and from the Airport.
 2. Make a law and set a time limit for keeping unlicensed and junk vehicles on individual property.
 3. Stricter code enforcement.
 4. No used car lots. There is enough used car lots in the Triple Cities to serve the whole country.
 5. 11 million dollars was spent on building a water line to the landfill in case of fire. What a joke. There hasn't been a fire there in forty years. How were we so lucky to be stuck with the landfill. Who does it benefit.
 6. How fortunate that I live on Airport Road and have to listen to the [deleted] garbage trucks rumbling up and down the road all day long.
 7. Why do we have to import garbage? Who does it benefit? May be its time to have some one else have a turn in running a landfill.

- PLEASE IMPROVE THE CELL PHONE COVERAGE IN THE TOWN!!!!
- No free health insurance, etc. for elected officials ("No Free Lunch")
- It doesn't take a genius or developers or a planning board to figure out why most people live here or move here. Its an uncluttered, peaceful, natural environment free of traffic snarls, noise & air pollution and the plastic buildings that development brings.

Has anyone tasted Binghamtons or Johnson Citys water lately? I'll keep my well, thank you.

Should we sell our souls to the developers and turn the airport corridor into the make a fast buck corridor only to have the desert us and move on to greener pastures (pun intended) when economic and technology conditions change?

Lets work with what we already are gifted with and approach the future of our town very thoughtfully and carefully. Lets try to keep the farms and open spaces and the woods, these are truly the assets that are the keys to our towns future. The less we are, the more we are - people want to live here and that will build our tax base.

- If you made another section on your map from section 4 bounded by E. Maine and Farm-to-Market Roads to the

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line of Section 5 you could establish a sewer district and also expand natural gas service. Then after area 5 is developed, water could be in the future. It would be a easy connection to Town of Union on Oakdale Rd and the Town of Union is close to utility development on E Maine Rd at Maine Border. The roads between Farm-Market and E Maine could be future consideration.

I'm glad you are doing this survey and hope it contributed greatly to your forward planning!

- Highway superintendent should be appointed instead of elected. Get someone who knows what he is doing.
- Develop Airport Corridor with upscale, high-end houses, with large lots. This will improve property values and increase tax base. Increase tax revenue will enable the Town of Maine to fund water and sewer in this area. This area could be the next major development in Broome Co.

- The towns motto should be "Living in the Past/Fearful of the Future"

Rid the town of Lantz's junkyard. It's a blight on the community.

- Although I recognize most of the planning board members and know that they good people and well intended, the fact that they are under a dictatorship referred to as the "Town Board" and in particular the current town supervisor, I don't see how they can be effective in regards to what is best for the people of the town.

This town board knowingly and willfully operates on innuendo, violates its taxpayers rights and bases its decisions on lies and rumor, not on facts. When facts are presented and the board disagrees, they try to have you removed and silenced at board meetings. They also violate state mandates on a regular basis.

This is a town board that punishes the innocent and victims,...rewards and enables violators.

This is a town board that forwards it's own agendas through 'executive sessions' as seen with the 'Free Health care' and prescription plan for life issue that occurred recently. That issue is just the tip of the iceberg. This is a town board that calls people of the town that disagree with them 'vigilantes' and carrying out 'personal vendettas'

- Senior housing really needed near the village not up by the airport corridor
- THE TOWN OF MAINE HAS SOME DIAMONDS IN THE ROUGH. CENTRAL MAINE SHOULD BE A TARGET FOR DEVELOPMENT OF RESIDENTIAL PROPERTY. ITS CLOSENESS TO JC, ME & ENDICOTT, VESTAL MAKE IT AN IDEAL BLDG LOCATION FOR HIGH END HOMES OR CONDO COMPLEXES. SENIOR LIVING CENTER COULD ALSO BE CONSIDERED. HOWEVER, TO DO THIS WILL REQUIRE ZONING CHANGES AND OVER TIME THE REMOVAL OF TRAILERS AND UNSIGHTLY STRUCTURES. THE BENEFIT WILL BE A GROWTH IN THE TAX BASE. RESTRICTING LOT SIZE TO 5 ACRES MINIMUMS HELPS MAINTAIN THE RURAL FEELING.

THE OTHER DIAMOND IS THE AIRPORT CORIDOR. THIS IS PRIME AREA FOR AN OFFICE COMPLEX OR LIGHT INDUSTRIAL. THESE STRUCTURES CAN BE BUILD TO BLEND WITH THE RURAL AREA. THE CLOSENESS TO THE AIRPORT IS ALSO A PLUS. AT THIS POINT THERE DOES NOT SEEM TO BE A CASE FOR A HOTEL BUT SHOULD ENOUGH BUSINESS LOCATE THERE IT MIGHT CHANGE.

ALTHOUGH I HAV ENOT BEEN ACTIVE IN GOVERNMENT IN MAINE AND AM NOT FULLY AWARE OF ALL THE PLANS, I DO NOT BELIEVE THERE HAS BEEN A COHESIVE PLAN FOR GROWTH. IT IS IMPERATIVE THAT A STRATEGY BE DEVELOPED WITH A SET OF OBJECTIVES AND MEASUREMENT TO DRIVE THE TYPE OF GROWTH THAT WILL IMPROVE THE TAX BASE AND QUALITY OF LIFE FOR THE RESIDENTS.

- WE DO NOT WANT PUBLIC WATER OR PUBLIC SEWER IN THE AIRPORT CORRIDOR, ESPECIALLY ON UPPER STELLA IRELAND ROAD

WE WOULD LIKE TO SEE THE TOWN CONTROL EXPENSES AND NEW SPENDING TO AVOID RAISING

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TAXES. WE WOULD PREFER THE TOWN OF PROPOSE WAYS TO REDUCE THE TAX BURDEN FOR ITS RESIDENTS.

WE BELIEVE THE TOWN DOES A GOOD JOB OF SNOWPLOWING AND THE NEW PAVEMENT ON UPPER STELLA IRELAND ROAD IS VERY NICE.

- How can you expect people to afford to live here if the job wages are so low and the taxes are so high. No wonder people are moving South. New York is a beautiful place to live. It's no fair that people can live on welfare-get free medical & dental & subsidized housing and yet I work, I don't sit around all day and I do not come out any better financially than those living on welfare. Even the mentally challenged work, so why are so many people on welfare and why do you make it so easy for them to get free money and medical coverages while our taxes continue to pay for them to sit around all day.
- Sewer and water for all main corridors.
- Need better communication from Town Board to Town Residents about town activities and future plans:
 - Town newsletter 1 - 2 times per year with board members/contact numbers
 - Website to communicate activities, meetings, accomplishments
- Fix Pollard Hill Rd and add lines for safety.

Look at the end of Death Valley Rd for Code Enforcement!

Take drive on all town road's 1. Maint. 2. Code

- Go slowly into big projects.

Maintain small town northeast USA.

- Over the coming years I expect that the Airport Rd corridor will become increasingly developed. I do not have a problem with this but given the fact that this area is protected by a volunteer fire dept I foresee problems and offer the following suggestions to minimize issues:
 1. Stricter fire codes with safety and fire prevention in mind. Use non-flammable materials, use fire breaks, keep structures to low-rise units (no more than 2 or 3 stories) put good distances between buildings, insist on sprinklers for high fire loads such as the old Broome Packaging facility.
 2. Avoid companies which are chemical intensive and which could produce a hazardous materials incident.
 3. Avoid hi-rise structures as the E. Maine Fire Co does not have an aerial truck and these are very expensive. Also you are near the Airport so it would see that hi-rise structures would be undesirable.

In general, I think that the Town of Maine does an excellent job of controlling costs. I have attended numerous Town meetings and have been impressed with the lengths that the Board goes to expend money efficiently. I only wish the Board's practices would spread to the County level as well as the school district.

- Please get our board with the 21st century. We need cellphone service in the Town of Maine. See this day of high gas prices, we need a grocery store & a drug store; maybe a small general store, so we don't have to drive 9 or 10 miles, one way to do any kind of shopping.
- Extend the sewer line up the Farm to Market Road to Airport area!
- We realize the economic success depends on bringing in new businesses, but we're against retail/fast food chains which do not fit in with the town's appeal. Although the Dollar General and formerly Maine Hardware Plaza is very convenient, it remains as one of the biggest eyesores of the area. Also the rundown buildings in that area (near

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Friend's Diner) contribute to a "rundown" look. We'd love to see more private businesses in the town, run by residents. We love the Town of Maine and hope that commercialization isn't in the future.

- Please get cell service.
- The only thing we get from the Town of Maine is the ambulance and they are very good. All service on this Road is County maintain.
- The population of Maine has not significantly increased since 1st comp plan developed in 1970.

The airport road area needs in-depth study. There are more than 3 miles of vacan frontage between the town line and the airport (I have measured it).

High paying jobs no longer are in abundance in the Broome County area, therefore, town boards must reduce growth of spending. i.e. salary and benefit limits.

Consolidation of local governments:

A. Combine Maine, Nanticoke, Lisle, Triangle and Barker into a single municipal area.

B. 1 supervisor, 6 councilmen, to represent the five towns.

C. 1 attorney, 1 ordinance adm, 1 assessor etc. for the five towns (appointed)

D. Each town would retain its highway supt and town clerks (elected) and highway employees budget to be approved by area council.

- we are over-burdened by the sky high taxes. Too much government. The entire situation, govt., taxes, etc. (Politicals) are out of control!!! Broome County govt. should be dissolved! Lets start from scratch, couldn't do any worse.
- I am not in favor of adding services (water and sewer) that I will have to pay for with higher taxes because these services will never be available to me. Taxes are so high that soon Maine will be a Town only for the rich.
- Need a cell phone tower - we have no service at all.
- TOWNLINE ROAD NEEDS TO BE MAINTAINED IN BETTER CONDITION CONSISTENTLY!! ALL THE TIME THROUGH THE YEAR!
- Lower taxes!
- Try "0" budgeting. Justify each expenditure. Look at town attorney - Worth the price? What has he ever done? Clean up junk houses. Start training program for HUD houses. What is expected from new owners? Rules to follow. Place to go for help.
- Expanded natural gas and public water. Sewer on farm to market road. This service is less than 1 mile from my home. Lower the speed limit on farm to market road. Posted limit is 45 mph. I would guess the average speed is 55-60 mph.
- How many junk yards are going to be on Tiona Road. Looks like we have some at 456, then Don Lance, across from Chuck Haskins, behind barns and a junk tire place up the road a little farther and then up by the town line. Ashley Road has over 50 junk cars. It's out of control. You try to have a nice place and all you have around you is junk. What is going to be done? Look what it does to our property values. It's time we cleaned up. We pay

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outrageous property taxes and the town looks bad. What has happened to the pride of home ownership. Lets make our town appealing to people instead of making us want to move out.

- I think Maine is a lovely community. Some development is I suppose inevitable. I think the real challenge here is maintaining the character of our Town with minimal, well thought out development. The development should aim at enhancing the flavor of our Town. Keeping the tax load down, and perhaps making the Town more attractive. This can be very challenging to Town Government, especially part time or mostly part time Government. So this must be a team effort. So now I want to wish all in the Town of Maine's Government, good luck in the Towns pursuit of the future.
- Town of Maine, long term, could be a showplace and major contributor to entire county rural destinations/local shopping desirable suburb travellers entry - good impression safe environment

or

in 50 years we could be just a suburb without identity, part of urban sprawl, no place for our grandchildren to come back to and recognize.

- I would like to see enforcement of codes particularly helping own property in a clean order manner business owners and private home alike should be responsible for keeping a good enviroment. Junk cars and junk in front yards is not acceptable
- taxes are too high
- THE LAWS NEED TO BE ENFORCED ESPECIALLY THE ONES PERTAINING TO JUNK CARS AND MOBILE HOMES
- THERE NEEDS TO BE AGRICULTURE KEPT IN OUR COUNTRYSIDE. THAT WAS PART OF MAINE
- THE TOWN OF MAINE SHOULD OFFER CLASSES FOR PARENTS LIKE: PARENTING CLASSES, CLASSES/PARENTS OF CHILDREN W/DISABILITIES, SAFETY CLASSES, CHILD DEVELOPMENT, CHILDCARE, ETC.

MAYBE COMPUTER CLASS, RECORD KEEPING, BOOKKEEPING, FILING.

- If provide tax incentives for new businesses, some should be extended to existing businesses.
- Hotels, bus terminal, convention centers, sports complex, motor sports activities would generate more activity for airport
- Road repairs need improvement. Pot holes on Pollard Hill Rd and other roads may go months without being filled. Many road patches end up being speed bumps because of poor patching procedures.

The Town park should be monitored more closely. All terrain vehicles often speed through the park and several times I have been threatened by dogs allowed to run loose by their owners.

I would like to thank the folks in the town clerk's office. They are always cheerful and courteous and willing to help with any problem or question one might have.

- Bury power/electrical lines

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- Have people remove excess amt of cars (junk) on Kolb Road
- We have had several problems in the past with loose dogs in our property. It takes too long for them to be picked up. They have raised havoc in our [property before they are taken away. We are helpless to do anything for fear of being bit or the rabies scare. Although we are a rural area it seems many dogs are allowed to run loose and wander.

A sewer system would greatly benefit our area as the septic systems we have generally have a life of less than 20 years and the cost of replacement is now near \$7,000 a large expense for one family.

A good grocery store is needed here. We have to travel a long distance to purchase groceries at a quality grocery store. We don't even have as long a distance to travel as the residents in North Maine as far as Whitney Point. I don't consider Big M a quality supermarket.

- Code enforcement - have been at town meetings where an issue on this came up. Reply to board on a commercial property with trailers
...have sent notice of non compliance...

Now 2 years have passed; situation still the same .

town board

- I think it is important to allow small businesses to be in the town. It is also a good idea to be restrictive on peoples properties and what they do with them, being careful not to let them become overrun with junk. An improvement in cell phone signal would be great. I don't understand why there would be any argument on putting up a tower that would cover Maine. On the same note of being restrictive, I don't think it is the town's job to police every little part of the town. Meaning people should be allowed to do things with their property, such as building the 9 hole golf course. Things like that only improve on the town and should be allowed.
- Watch for noise pollution. Keep the town quiet. (gun clubs, raceways, etc)
- Don't plan
- Lower taxes
- We would like to say thank you to the highway department for plowing so well in winter. They are always out, the roads are scraped clean, they work hard, put in long hours and it is something we are grateful for. We also worry about overbuilding and recreation centers, and so on. Taxes are high, but that cost is the trade off to have pure clean air and have wonderful fish clean water and wildlife, and not being crowded. Public transportation helps in some ways, but also brings undesirables to the area, where there are buses there are inmates, welfare and other such things. I believe overall the sense of community and life would be destroyed with this addition, as with making the area population dense. Please keep our area free of big industry. That is the reason we stay here.

Thank you!!

- It would be great if Maine could follow in the little village of Whitney Point. You can do anything in that town without driving to town.

Lumber yard
Drug Store
Grocery store
Variety store
McDonalds
Subway

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Parts store (car)
Laundromat

- Ribbon cutting & one commercially taxed business DOES NOT make for an esthetically pleasing local NOR fiscally responsible lineage! To change zones in hopes of allowing tax breaks isn't planning for the future. Didn't the slummy owning by absent landlords of the Binghamton & Endicott plazas teach us anything?!? The existing businesses near the Red Barrel Mini mart are messy, non productive "dumps". Four vacant car lots 2 on Airport Rd & 2 on Arbutus show us you can't control what already exists.

My belief is you first need to clean up what you have before encouraging more.

I would like to see a Senior Citizen "village" go up, using the natural beauty of the area & build from their, instead of commercial ventures. Gardens (for fun & profit), greenhouses & a better transportation schedule. NOT race tracks, hotels & others who never "get out here" & would find a tax break a great way to hide their losses!

- Thank you for sending this out.
- Please preserve the character of Town of Maine, i.e. Rural & yet close to commercial centers of the County.

While I realize there is pressure to increase tax base & bring in commercial development, that should be done with a good deal of zoning control. As suggested by the questionnaire, this might be done in the airport corridor - but not elsewhere.

I also have some concerns about real estate developers buying large tracks of land for large posh homes. This too would change the character of the Town of Maine.

- % of tax breaks for volunteers who work or have worked on fire or ambulance based on years of service.

This would be a win-win situation as it would guarantee a sustained volunteer network and a low cost fire & ambulance service. Plus keep house & property insurance reasonable & attractive to younger couples.

- All state highways should be commercial.
- The Town of Maine must perform better maintenance of its roads. The pavement is being patched year after year in many places, and after only few months the patches redevelop in major path holes again. Many roads have not been constructed properly, and some have water sipping through the pavement because of ground springs that have not been isolated.

The winter time snow removal is acceptable, but the dirt that is being put on the pavement to improve traction is not tolerable. Besides the fact that streets are not being cleaned well and on time, the dirt sticks to vehicles and being tracked everywhere, including driveways and garages. We keep our driveway and garage clean, and so can do the town of Maine. This dirt ends up everywhere on vehicle's underside, including wheels which become unbalanced because of large amounts of dirt stuck to them, resulting in vehicle vibration.

The condition of houses are often needy of basic maintenance. Maybe the town can emphasize the fact that taxes will not go up if one puts a fresh coat of pain, while taxes naturally go up regardless of building condition. There are building that are more suitable for storage rather than people living. There are buildings (usually barns) that have been damaged or even taken down and removed. There is a very suspicious building on Airport Road with a house number in the area of 1930-something that looks like unfinished construction for many years, with a tarp on top, several tents around, and it appears that there are people residing or doing some sort of business there all the time. Are we living in a third world country? Town of Maine absolutely must do something about unsafe and unsatisfactory buildings.

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Cars in people's yards must not be visible from the roads. There is law requiring people to keep all vehicles registered, and it is being enforced in the city of Binghamton. Town of Maine must follow that lead. This is out of control, and many residents believe that they can just park their junk cars by the road and just leave them like that for

years. If the Planning Board enjoys such scene so much, please advise residents to bring their old vehicles to Planning Board members' yards. This must be enforced throughout the town, including part-time residences and farming properties. The magnificent view of Lance's Salvage is plenty for the town, and also is very conveniently located.

And last but not least - Natural gas would be nice.

Regards,

Town of Maine resident

- Why fill this out as there are certain people that don't want any changes. Want town to stay the way it was in the 1800's. There are certain people that their only concern is the hamlet of Maine. Why isn't it all Town of Maine. There seem to be different rules for different people. The Town needs better communication with the people. Not everybody has a computer or gets the people. Didn't know about work at airport and trucks on our road all night which
- Maine has forest and agricultural land that is underutilized. Preserving each in large tracts is important. The Town should encourage and assist with grants any business that provides raw materials for alternate fuels such as corn for gasahol and wood for burning or fiver for natural material products. Encouraging processing plants in the town would provide jobs and limit the haul distance. Public transportation is more important now because of rising fuel prices. Park and ride bus service to Binghamton and Vestal would help. Maine could use a senior housing/senior center to keep our elderly here.
- Establish ATV riding and snowmobile trails
 - motels & campgrounds & restaurants for lodging
 - other states have done this very successfully and generated millions of dollars from tourism i.e. West Virginia's Hatfield/McCoy trail system
 - some places in NY (Tioga County, Adirondacks) have already done similar things to generate revenue
- fill the empty businesses or demolish them. Give anyone willing to come into them with a business a tax break for one year.
- Our property taxes continue to rise at an alarming rate, and yet, we are restricted more and more as to how we use our own private property. What we can and cannot have on our property, etc.
- particular attention should be paid to making sure residential and commercial/industrial activity is separate.

plans should be carried through to provide senior living communities within the town i.e., Townhouse environment 55 and over.

make sure all zoning laws are strictly followed and no exceptions are giving which will affect residents property and way of life.
- Thank you for accepting my suggestions. I think it is wonderful that you are including everyone and looking to the future.

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- For the 38 years I've lived here I have really loved it.
- Promote faith based organizations ie. Bible based churches. Expand water, sewer, natural gas access.
- We live on Airport Road and are not anxious to see a lot of industrial and commercial development out this way. Development does not always benefit the residents except for those who sell out to the developer. Look at what has happened to the Town of Vestal in recent years, traffic has increased on the Parkway and Old Vestal Road and property taxes for residents have risen tremendously and I don't think the quality of life has improved for people in Vestal. I think most people in the Town of Maine are content with the status quo. That is why they live here. I know I'm happy with our well and septic system and do not need Johnson City water and I don't want to contribute to the Binghamton - Johnson City Sewage Treatment Facility. I think the Town of Maine will live to regret getting involved with that sewer system.
- don't try and run the town like the town's of Union or the city of binghamton. leave people alone, this is a rural area.
- Make it easier for people with good ideas to run for town board. Encourage residents to take more active role in how town is run. Get the zoning board educated into what makes a positive environment for quality living and to stop interfering with desire of residents to upgrade property.
It is very important that the fourth amendment to the United States Constitution be observed by all town officials. It is important that the dog control officer be educated in this matter. He should not open any residence door without permission. He has no constitutional right to do so. He must be advised that to violate any of the constitutional amendments is a crime.
The zoning board also must be apprised of the importance of maintaining a common sense attitude regarding private property and its use as determined by the owner.
We do not need a New York City attitude! If one likes New York City living so much he/she should live there. Not here! I did not serve four years in the military to have my constitutional rights violated by one or two overzealous individuals. For the most part the town officials are excellent.
- I would like to see the road even with at least where one side of the street use to be. All roads, sidewalks and lawns and driveways have had to be built up to be near the road. When this is done we should decide if water, sewage, gas etc. should be brought into town.

I would like to see more interest in the cosmetic look of our town with people passing through. Trees, plants, etc.

- Would be nice to have cell phone service along the Rt 26 Corridor.
- grocery store, leaf pickup
- With recent studies citing exploding child obesity rates, a sidewalk in the town of Maine connecting major areas (school, park, post office, etc.) is a necessary addition.
- Any public job/project can not be bid on or contracted by any person or their business if they sit on a town or County board/Committee - Conflict of interest.

I have made copies and will try to follow results of this survey, if made available. I will check with our representatives.

Our family has spent most of our open time this summer cleaning up illegal dumping on us this has been an on going problem along our road (Edson). I've called the landfill several times when excessive amounts have been dumped!

Refrigerators, sinks, stoves, washers/dryers, car parts, tires, hot water heaters, TV's, couches regular trash - dead animals (sheep deer) We've used 5 of Lantz's metal tubs for metal alone. We have paid to dispose of this at the landfill, we were advised to report it to security which we had already done and security was told the person

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did not know how their garbage got on our land!

We have had people drive up our woodland roads and park right behind our homes - scary thought! We did not know them; to get there, they threw the hay bales (over the bank) which we placed there to protect the area. After we finished raking & seeding to prevent erosion - "they" left deep ruts. Report this also - our land is posted. Now there are gates.

- This year I remove 5 roll off tabs of steel waste from the edge of Edson Road (stoves, refrigerators, washers, etc.) We need stronger enforcement in illegal dumping. Presently addressing tires and domestic waste. I have to pay to get rid of this stuff at the dump - why?

I believe Edson Road needs to be at a lower speed limit like 30 mph - We hav walkers/bikers/joggers - It needs Police attention - Yes I have addressed this on more than one occasion with the Police. It's a cut through, that people take to avoid the speed limits on Rt 26 also to avoid police - Just have them set up a trap between 4:00 p.m. and 6:00 p.m. some where on the road.

Conflicts of interest - People on this board cannot put in bids or play a role in work related to Maine public funds.

- I have resided on Airport Rd in the Town of Maine most of my life. I can recall safely riding my bicycle up and down Airport Rd during my childhood years when Airport Rd ws not nearly as busy and dangerous as it is today. My wife and I purchased property and built a home on Airport Rd approximately 18 years ago because we prefer a rural setting. I feel that encouraging any major development, for example, hotels, motels, townhouses, subdivisions, etc. would only increase traffic and crime, would decrease safety & rural character of our neighborhood.
- The traffic on Route 26 has increased considerably making it dangerous to cross the road each day to get my mail and out of the mailbox. It is most dangerous in the winter. I would appreciate it if the Town Planning Board would address this problem and request the Postal office to allow the mailboxes to be on our side of the road as well as the other side. Thank you.
- the town tax payer should not pay for the medical retirement plan for town board members who only work part time.
- Zoning throughout the town should be revisited and changed as appropriate. Particulary on Rt.26 in the vicinity of the hamlet or Maine.

One of two new recreation districts should be created.

The road frontage available for development has been reduced significantly since standards were set in 1972. Therefore:

- a) Minimum frontage for RR should be changed from 200' to 150'.
- b) Minimum frontage for R1 should be changed from 150' to 125'.

The minimum setbacks for sideyards and rear yards in an ID district should be reduced from 50' to 25' to permit industrial use on smaller parcels than presently required.

- It is important to me to have sewer and water on my property frontage on airport road
- Need to lower taxes, increase tax base
Increase shopping or other stores
tax compare - one house is valued at \$200,000 new, yet the same type of home is worth more new? The taxes are killing our growth.

Town board out of touch with its' members.

This effort asking us is welcome.

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- The growth problem is a chicken-egg dilemma, Maine is not viewed as an attractive place to move to because it is "way out of town" and there are no "services". I have to go into town(i.e., Endicott/Binghamton/JC/ Vestal) for everything. It is too expensive to start a service business in Maine and resident traffic is not enough to keep it afloat.

Need an on-going schedule of activities that exploit the assets of Maine to bring many visitors into the town. Once the visitors are there, find ways to have them support businesses in the town. Ex. The airshow is a terrific draw in terms the number of people brought into Maine. I wonder how many air show visitors actually visited the hamlet. I'm guessing none. How many businesses did anything special to attract air show spectators to visit the hamlet? I'm guessing none.

- We live on Airport Road in the town of Maine for 30+ years. I have a vision of this road as a ____ gateway to the downtown area - Rolling hills with trees --- well maintained residences --- neatly planted shrubs and flowers--- mailboxes with Carousel horses heralding the "Carousel Capital" theme --- stately pines and maples in all seasons. Fresh air and a respite from the "downtown". The sounds of birds.. the path of a deer... groundhogs poking up their heads...

I know we have the airport traffic and the landfill rigs roaring past to dump their trash, but when those noisy sounds die down. There is peace here. You could look up on a starry night. And see the stars not impaired by glaring billboards or business signs. just the stars with a regular/visit from mr. moon. I would like to keep those things.

- THE TOWN OF MAINE HAS TWO DIFFERENT TYPES OF AREAS - THE BEAUTIFUL "OLD FASHIONED" VILLAGE OF MAINE WITH ITS SURROUNDING HILLS AND THE AIRPORT CORRIDOR, WHICH IS A VERY IMPORTANT PART OF BROOME COUNTY. THE VILLAGE AND ITS SURROUNDINGS SHOULD RETAIN THAT SAME SMALL TOWN VILLAGE ATMOSPHERE AND LIMIT CHANGE THAT WOULD DO ANYTHING BUT ENHANCE THAT IMAGE. THE AIRPORT CORRIDOR ON THE OTHER HAND, MUST FOR THE SAKE OF THE FUTURE OF BROOME COUNTY AS A WHOLE, OFFER THE CONVENIENCES THAT HAVE BECOME THE NECESSITIES OF OUR TIME. PUBLIC WATER, PUBLIC SEWERS AND AS MUCH AS WE DISLIKE THE EYESORE A CELL TOWER CREATES, CELL PHONE SERVICE FROM THE AIRPORT TO ROUTE 17 NEEDS TO BE IMPROVED.

THE PROPERTY OWNERS ALONG AIRPORT ROAD SHOULD ALSO BE HELD TO A HIGHER STANDARD THAN THOSE TOWN OF MAINE RESIDENTS WHO LIVE OUT IN THE COUNTRY. VISITORS ARRIVING AT OUR COUNTY AIRPORT AND TAKE THE DRIVE TO THE HIGHWAY SHOULD BE IMPRESSED WITH WHAT THEY SEE ALONG THE SIDES OF THE ROAD AS THEY ARE TALKING ON THEIR CELL PHONES ARRANGING MEETINGS ETIC. YOU NEVER GET A SECOND CHANCE TO MAKE A FIRST IMPRESSION. NONE OF US WHO HAVE LIVED HERE ALL OUR LIVES WANT BROOME COUNTY TO BECOME ANYTHING THAT EVEN RESEMBLES A BIG CITY, BUT WE MUST STAY UP WITH THE TIMES. IF WE WANT TO ATTRACT THE FUTURE ENDICOTT JOHNSON'S, IBM'S OR LINK'S OUR COUNTY MUST BE ATTRACTIVE TO THESE WHO MAY BE CONSIDERING RELOCATING HERE.

AS YOUR PIECE TOGETHER YOUR MASTER PLAN FOR THE FUTURE, I SUGGEST YOU HAVE THE TWO SEPARATE MIND SETS. KEEP THE VILLAGE OF MAINE AS IT IS SO THOSE WHO APPRECIATE SMALL TOWN AMERICAN CAN CONTINUE TO LIVE IT. ON THE OTHER HAND, DO YOUR BEST TO HELP BROOME COUNTY COMPETE FOR JOBS WITH THE REST OF THE COUNTRY. IT'S NECESSARY FOR THE FUTURE GROWTH OF BROOME COUNTY TO DEVELOP A SOLID PLAN FOR THE FUTURE IMPLEMENTATION OF WATER AND SEWERS ALONG AIRPORT CORRIDOR SO WE CAN ATTRACT NEW AND EXPANDING BUSINESSES. THE TOWN OF MAINE IS IN THE POSITION TO MAKE THIS HAPPEN WITH THE HELP OF BC. IT WON'T BE A SMALL TASK TO DEVELOP AND MAINTAIN A WATER DISTRICT, BUT WITH THE RIGHT GUIDANCE FROM PROFESSIONALS IN THIS FIELD YOU WILL BE A SUCCESSFUL IN CREATING ONE.

WE ASK THAT YOU WORK CLOSELY WITH COUNTY OFFICIALS TO PROMOTE DEVELOPMENT OF PROSPEROUS AESTHETICALLY PLEASING PROPERTIES ALONG AIRPORT ROAD AND PROVIDE THEM

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WITH THE NECESSARY UTILITIES BUSINESSES REQUIRE. RESIDENTS AND GOVERNMENT OFFICIALS FROM ALL OVER THE COUNTY TRAVEL AIRPORT ROAD. LETS SET AN EXAMPLE FOR THE REST TO FOLLOW.

- Whatever improvement anyone will do in the Town of Maine will mean the taxes will go up. this is my concern . What will this cost me?
- Bigger is not better!
Keep things simple, do not try to improve Maine by adding stuff.
I am concerned that the planning board may come up with grand plans (big ideas) that would change maine. It is a great town. Exploit what we have and don't try to be a Vestal.
- Do as other areas are doing. Buy development rites to keep open land. We need to preserve our country land.
- It would be appreciated if the airport would let area residents aware of work being done.

Snowplow drivers need to be more aware of property lines and mailboxes. We have had to replace several mailboxes because of plow drivers knocking them down.

- The town's highway maint. plan is absolutely ineffective. Dissolve the town highway dept. and let Broome County take over. Our roads, ditches, shoulders, etc. are in terrible condition. Get some Professionals to take care of the important things in the town. not the "good ole boy" elected into office by the neighbors, because they think he's a great guy. Junk cars , junk mobile homes, buildings that are not fit to inhabit , litter the countryside in the town of Maine. Is there any pride of ownership in the rural areas of Broome County? Start by cleaning up the junk.
- Airport road needs to be developed!
Water and sewer is a must for this to happen!
the road is cracked everywhere, potholes, deteriorating shoulders
- There is a need for Senior housing. We are fast becoming a Town of Seniors as the "majority". Ideal location is next to Maine memorial. If we had water & gas lines on Rte. 26, thru Hamlet, there would be a chance a builder would take on this project.

This Senior complex could have little shops of interest to seniors and town of Maine residents as a whole. It would need to have an over the road high walkway for access to citco and Dollar general (safety access for seniors so they did not have to cross the actual road surface. It would need to be a ramp type access for those in wheel chairs, etc.

- Town of Maine residents need a grocery store much like the Old Big M. Also, the old gas station on Rte 26 next to Friend's Diner is an eye sore and needs to be destroyed. maybe the Town of Maine could buy this property and bring a new business in town.

The airport Road corridor is the gateway to the Greater Binghamton Regional Airport. Airport Road is currently has a water line and the Town of Maine needs to allow all interested home owners, and business owners on Airport Road access to this water line. Also, the town of maine needs to extend this water line to commercial drive. This change would help encourage the current business to stay and may encourage new business to develop on Commercial Drive. This Commercial drive water line could extend better fire protection to more Town of Maine businesses and residents by installing fire hydrants and stand alone pipes on Commercial Drive.

With the pending installation of a new sport complex on Airport road, in the town of union, the Town of Maine ahs the opportunity to bring many new businesses in the town. These new businesses if established on Airport Road , would help to build a stronger tax base to help improve our roads and extend more services to the Town of Maine Residents.

Finally, the Town of Maine needs to look at installing a sewer line on Airport Road and commercial drive to retain and develop business in this part of Maine.

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- Enforce all restrictions and variances placed on residential property before it changes hands. In the past written restrictions placed on a residential property to allow the senior couple to live there were not enforced when the property was transferred to their daughter and subsequently sold upon their deaths. The homes on the property did not meet code when they were illegally built and do not meet code now.

Limit industrial and commercial development to the airport road area and Rt 26 areas, with few exceptions. Variances such as those allowed on Cross Road (now commercial drive) should not be allowed in residential/agricultural areas.

Provide cell phone service in the town not just the Hamlet of Maine.

Remember the town of Maine is more than the Hamlet or the Rte. 26 corridor.

- No grocery or basic stores
- Suggestions:
Has any of the town board or officials really went out and took a good look at Maine in town and the outskirts. It's not too appealing. The BC landfill would put some areas to shame.

An example of poor planning - Ashley Rd. after all these years some lame brain put up road signs. The curve Sign by Corson road on Ashley should say stop sign ahead. No one stops there. 5 out of 20 cars. Even the town trucks go through it.

Comments: We are getting ripped off in taxes, who is going to pay for a Public water and sewer system. Tax payers and or people that don't use it. We could have the ditches and road now on Ashley Road for a change. The last time it was done was by Carl King. What is wrong with cleaning up old buildings, junk cars. That is what Code enforcement is for. Look at Ashley Road for a start? if we had a Mayor, like Binghamtons, we would have a darn good looking town. things would get done. We need a dentist office! Pharmacy! Library! Our town or Village & surrounding areas has needed improving for many years. Not just now. If our officials can't get the job done, get out and let someone who can. It's time for a change!!!

- Senior housing needed!

Improve website of town

- I believe - that if the Hamlet of Maine needs a sewer system and a water system - they should have them. I also believe - that those who benefit from those services should be the only ones that pay for them; ie a Hamlet of Maine tax, separate from our town tax. The cost of sewer and water systems at the airport corridor should be born by Broome County. If we can pay our county taxes to further the BC Open and allow area golfers to golf at a cheaper rate - then the county can help pay to develop the airport corridor.

- LOOSEN CODE RESTRICTIONS FOR NEW HOME BUILDING, TO ALLOW PEOPLE TO BUILD WHAT THEY NEED OR WANT, INSTEAD OF WHAT THE RESTRICTIONS THAT HAVE BEEN SET, SAY MUST BE BUILT.

DO WHAT WE CAN TO KEEP FRIEND'S DINER IN TOWN. IT IS ABOUT THE ONLY PLACE PEOPLE CAN GET TOGETHER TO INTERACT WITH EACH OTHER.

- Speed limit, kept 40 mph or under
- Farm to Market road needs to be reconstructed to make it safer for all the people who like to walk. We need side walks to walk on.

A walmart. Going to the one in Vestal is like going to hell.

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More restaurants and shopping.

A real park with a pool.

- We have often considered moving back to the township but, when we last lived there, our present property although rural in nature and suitable mainly for farming, was restricted to the degree that the only animals allowed were dogs and cats! Not even horses were allowed.

We have 80 acres (20 in the town of Maine) much of it originally in pasture, and yet cannot have livestock. In some other, less rural areas, 1 acre is all that is needed to be able to keep a horse on the property.

- Since I am not a resident of the town, I did not answer many of the questions. I do not intend to be self-serving, because I am the owner of the open land between the elementary school and the bank, but the property is going to be actively marketed very soon. As I look at the hamlet, I feel that the property is the only area for expansion in the future, and depending on how it is utilized, it could have a major influence on the quality of life in the hamlet.

this property has been in the family since the 1830's and I am very interested in how it can be utilized, but reality says that it must be sold to whoever is interested as soon as possible.

Looking farther into the future, there is going to be need for expansion of the hamlet at some point. Obviously water and sewers are needed for major properties. I sincerely hope that the property can be used in the future for a retirement facility, some residential development and possibly some small business. I realize that the town is very restricted in its ability to purchase property without a specific funded project approved.

If the planning board could somehow develop a long term plan for the property, possibly a group of private investors from the town could become involved.

- STOP TRYING TO INVENT WAYS TO SPEND OUR TAX MONEY!!!!
- I do not want any new facilities that would increase taxes. One of the reasons for living here is the low taxes. You should give more incentive to increase agriculture and farms in the town. reduce or eliminate zoned residential and add more zoned agricultural.
- More info of town meetings mailed to Maine residents.
- People in New York have not learned that high taxes have driven jobs and people south where there are tax breaks.

There are no incentives to create jobs in this state let alone in the Town of Maine. I think people come to live in the Town of Maine for it's rural beauty. There is still a lot of space to build here but we must be careful because the very thing we love (rural beauty) and move here for will disappear. I commend you for doing this survey so you will get a better understanding of what all the people who live here want. I'm sure people that live closer to villages or the city will want different things than us in the country. I pray that you as a planning board will discern between the needs and the wants of the people. As American we tend to think that our wants are true needs.

- I am a previous resident of the hamlet and a property (vacant land) owner. I hope to eventually move back. Future development should be carefully planned and segregate between residential and commercial. Towns seem to be plagued with controversy when commercial development encroaches on personal residents. The Town of Maine have a great deal of charm and natural beauty. Keeping commercial development separate preserves the charm and natural beauty. A well balanced approach is key to a healthy future.
- Please take time to visit next door property. Abandoned garbage, collapsed during heavy snowfall six years ago, still sits there as is. No attempt to clean up area. Previous owner contacted around 7 years ago has failed to clean up area.

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- Without knowing all the details, on the surface, we in our family considered it a mistake that J. Ralph Ingalls school building was privately sold and not used for town offices, Dr. Offices, etc.

Community family functions could have been held there also.

We thought this building had a lot of potential for the town and the residents.

- My Concern about airport road development is if we add sewer and water/gas service - Is this to be paid for by residents that will not have these services? If so, it would increase the cost of living here which I feel would also reduce families ability to live here. We are a diverse group of people which adds to the "character" of the community. By increasing costs more (taxes), you put more of a burden on families ability to stay here. We already are experiencing excessive cost due to the high rate of energy costs recently, which has not been offset by wage increases in the area.

If any expansion is going to occur - how about focusing on reducing homeowners costs - taxes, energy cost, etc. Possibly municipal electric.

Increasing population here would also increase costs, how will these costs be paid for? Higher taxes? Let's focus on keeping Maine "affordable" and not loose perspective on why people live here. If we wanted extension commercial development we could move to areas that have such things.

I moved here 3 years ago to be in the county, but close enough to a metro area that I could share what it offered - Open your eyes - We have a "diamond in the rough" here, fix up the downtown stores & bring back the "quaint" community look and feel.

- More charm to street lights & general town appearance.
- No new taxes
- My main advice is to at least start policies and goals to consolidate services to a county wide government, with all municipal services turned over to Broome County Government
- Unfortunately, with the ever-widening economic gap, I encourage the town's planners & decision makers to do or consider nothing that would increase taxes of any kind.
- We do not want the airport Road to turn into another Vestal Parkway!

This would only ruin the community and raise taxes. The taxes are high enough!

- The tax base needs to be appropriately increased in order to reduce costs to individual property owners without ruining the current effects of the community (land, water trees, etc.).
- Sewer system should be a priority on Airport Rd. After all dignitaries do come into our airport. The smell of the septics is unpleasant at times.

I'm also surprised that there isn't a motel or inn on Airport Rd. Why is that? Perhaps taxes too high or our town board just doesn't want to let in more business.

- The hamlet of Maine needs enhancement- Lewis St is long overdue for widening, sidewalks and improved drainage (curbs & gutters) not rocks in the ditches. Because of a major obstacle, eminent domain may be the answer. Sidewalks along some streets are missing. Mainly in front of and along the side of the post office. Sidewalks will not diminish the traffic hazard, caused by lack of parking at the post office. Maybe it time for the post office to be in a better location?
We have a few properties that are very degrading to the town. Especially on Route 26 entering the town heading

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north. The hill/blind curve on Lewis St. is an accident about to happen. For lack of planning - 2 homes were permitted to be built too close to the road. It is too later to make a proper fix, but the road could be improved and the bank cut back to increase visibility some. This would be an advantage both the road traffic and those using the blind driveways.

- 1. It should be up to the landowner how they use there property and it should not be desc without all the landowners in the area being notified (Ex changed zone class! Done more than once).
- 2. Conceter the size of the property before making dissions on what is going on it.
- 3. Different rules for different areas
- 4. Place for elder people to go + socialize. Place for them to live + not have to leave the place they have spent all there life.
- 5. Better control of things being stolen.
- 6. Faster police respond to accidents.
- All tax payers should not be required to foot bill for utilities installed in hamlet of Maine or on Airport Corridor. Let property owners pay for this by footage. We can't afford to give tax breaks for commercial or industrial developers in the Town of Maine.
- It would be nice to have a grocery store, also public transportation to Endicott and Vestal
- The town desperately needs a grocery store, as well as restaurants, fast food, drugstores, hardware, etc.
- why don't you make plans to build up Binghamton instead of destroying our rural setting?
We do not want to have another Route 434 or Airport Road
- Gentlemen:

If you have extra money to spend put sewers and water lines on E. Maine Rd. The area in question is from the Town Line to Farm-to-Market Rd.
- We live above Town Line Road, but our kids will go to JC Schools. I would prefer ME Schools. Could you change bus routes to accommodate this?
[Name Withheld]
- Developing the forest lands would take away from Maine's country setting. Natural gas, sewer, water would be an asset. Development in certain areas for industry may be an option. Better flood control measures would also help our town. Town garbage collection may also be an option. Keep "environmental eye" on the landfill. Consolidate any duplicate services.
- You need a large grocery store, butcher, clothing and hardware store to get area moving
- Ticks me off - yrs ago someone wanted to build a miniature golf course - voted down. It would have been great for kids and families. We once were a "dry town", but now we have a bar. The town allowed a bar but kept out a miniature golf course. Really stupid - someone had their priorities mixed up.
- Cell phone service is non-existent as far as I can tell in the town.

Towers in the town would equal income.

Molyneaux Christmas Tree Farm allows dogs to run coyotes in fenced in area at 5 am every morning. Control the noise! And, is it legal to raise coyote's in New York.

Maine Comprehensive Plan
Survey Responses

- What can residents do about accumulating leaves in the fall?

In some places sand used in winter accumulates on lawns and street corners year after year (unreadable on Lewis's corner)

The abandoned gas station on 26 is falling down and is truly unattractive. This could be either taken out or improved in some way.

Sidewalks and curbs on Main Street (between Church St to the Park would be an improvement)

- Bring water and sewage to Airport Rd for residents
- Clean up junk cars in fields/lots, etc

Old fallen down barns on Rt 26

Have more than one town clean up set of day, Spring & Fall, not just Spring

- Work with Highway Superintendent to establish ongoing yearly highway improvement - Keep this posted on-going for public viewing.
- I apologize for being late in sending this in but I do appreciate the opportunity to share my opinion with you.

I am very happy with the current state and atmosphere of the town. I like the rural feel of the town and the community as it is. I feel any over development would take away from the town as a whole. Some development in the Airport corridor wouldn't take away anything that would cause taxes to go up.

I was terribly upset to hear that the town board voted themselves lifetime medical benefits for themselves and their families. If this was true I find it an abuse of power. I believe our town should be concerned with maintaining its image as a rural community and anything that raises the cost of governance like this would be a disservice to us citizens. My insurance costs have skyrocketed, if my taxes continue to rise I would be forced into considering moving out of the town (and possibly the state) I call my home. Low cost development (from the town's position) and low cost governance, keeping the town's rural image, are in my opinion – very important.

Thank you!

