

Town of Maine Comprehensive Plan Update 2017



Acknowledgements

The Town would like to recognize the Town of Maine Comprehensive Plan Committee for their time and assistance over the past year in the preparation of the Town of Maine Comprehensive Plan update. The Town would also like to thank the Town officials and employees, residents, and all others who contributed to the Plan through their input and resources throughout the planning process.

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Executive Summary

In 2015, the Town of Maine began the process of updating its Comprehensive Plan (2008). The Town Board appointed a special committee to carry out this process. This plan will serve as a guide for future development and redevelopment in the Town.

A community forum was held in February 2016 to inform residents about the importance of the plan, and the process the committee would follow. In March 2016, the comprehensive plan committee organized a community charrette, where residents participated in a series of SWOT analysis exercises. Additionally, a public survey was sent in the fall to registered voters living within the Town to provide another opportunity for the public to offer input for the plan.

In the following months, the comprehensive committee held regular monthly meetings to update the chapters of the plan.

Trends

Population, housing, and economic data were collected and analyzed to describe the Town's existing conditions. The Town of Maine's population has slowly declined over the past fifty years. There are 5,377 residents living in the Town, slightly less (82 residents) than the previous plan. Like many places in the County, the Town of Maine's population is aging; almost half of its population is 45 years or older. A variety of households exist in the Town of Maine, a considerable number of which have children (32%) or elderly persons (28%). Over half of the Town's population 25 years and older (55%) has attended some level of college (Associates, Bachelor's or higher). High education levels correspond with the Town's below average unemployment rate (compared to the County and State averages), and its above average median household income (\$58,221) compared to the other municipalities. A substantial number of residents are employed in educational services, health care, and social assistance (24%), various service industries (21%), and manufacturing (17%). The large majority (86%) of housing units are owner-occupied, and the estimated median housing value of homes is about \$112,000.

Community Character

The Town of Maine is a bedroom community and largely consists of residential (52%) and vacant (39%) lands. About six percent of the Town's parcel acreage is classified as tax-exempt, which is average for municipalities within Broome County. There are a number of facilities within the Town that provide services to the community, one of the most prominent facilities being the Greater Binghamton Airport. About 103 miles of roads makeup the Town's road system which residents use to travel through the Town. Agriculture is an important industry to the Town, and almost 10,000 acres are located within a NYS Agricultural District. The Town of Maine contains a variety of historic, cultural, recreational, and natural features. More detailed information about the Town of Maine is included in the following chapters of the plan.

A Vision for the Town of Maine

A vision statement reflects community values and how residents see the Town in the future. The vision statement for the Town of Maine was developed using community input from the public workshops and the public survey.

“Residents of the Town of Maine would like to see a stable to slightly growing population living in primarily single-family dwellings in a rural setting that supports agriculture with open land, fresh air, clean water and strong community/schools. The community should continue to be generationally friendly, support / expand recreational opportunities through the Town Park and remain flexible to future technology changes. Commercial development should focus on small stores, shops, professional services, grocery stores and other pursuits which fit the town rural character and are low impact. Infrastructure focus should be on high speed internet and cell phone access that facilitates home based employment and education. High taxes are the primary concern for residents who overwhelmingly would recommend Maine to family and friends as a great place to live.”

Goals

To achieve this vision and maintain a high quality of life for residents within the Town, a number of goals, objectives and strategies are set forth. The concluding chapter of this plan provides a thorough description of the recommendations for the Town of Maine’s future.

- To Enhance the Town’s Identity
- To Protect Agriculture, Open Space, and Natural Resources
- To Support the Greater Binghamton Regional Airport
- To Improve and Expand Infrastructure
- To Protect, Preserve, and Enhance the Local Housing Stock
- To Design for Aging in Place Community
- To Improve Town Services
- To Minimize the Total Tax Burden
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Introduction

The Town of Maine is a rural bedroom community located in Broome County, New York. Like many communities in Broome County and upstate New York, the Town of Maine must recognize the challenges and opportunities facing its community. Changing demographics, local economic development, and environmental concerns are some of the top areas of concern for residents at the local level. With this in mind, the Town formed a special committee and began updating its 2008 Comprehensive Plan to explore the new challenges and opportunities facing the Town.

Purpose of the Comprehensive Plan

The comprehensive plan is the foundation for development and conservation within a community, providing a basis for future land use and zoning decisions and promoting sound growth. Having a comprehensive plan serves as a guide for Town officials, and also supports the Town in future efforts to obtain public funds. While the comprehensive plan itself is not law, New York's zoning enabling statutes require that zoning laws be adopted in accordance with a comprehensive plan, and other governmental agencies must consider the impact of capital projects on the adopted plan. This plan was prepared in accordance with *New York Town Law §272-a Town Comprehensive Plan*.

The Planning Process

This Comprehensive Plan update was prepared by the Town of Maine Comprehensive Plan Committee in close cooperation with the Broome County Department of Planning. The current plan has been updated to reflect local changes in policy and community priorities, and tracks the progress on implementation of the 2008 Comprehensive Plan. Over the course of two years, the committee met to develop the updated plan. The planning process included an assessment of the previous plan, a brief analysis of current data and trends, a review of local laws, and community participation.

Implementation

The Town of Maine recognizes the importance of updating its comprehensive plan periodically to ensure it reflects the Town's current needs and goals. Because of the changes in policies and community priorities, some of the previous recommendations were removed, and new recommendations were proposed. A revised set of recommendations can be found in the concluding chapter of this plan. Implementation of this plan will be the primary responsibility of the Town's various departments and may require collaboration with other local public agencies. The plan should be reviewed periodically to ensure that it remains relevant to the challenges faced by the Town of Maine.

Setting and History

Setting

The Town of Maine is located on the western edge of Broome County, approximately 15 miles northwest from the City of Binghamton (see Map in Appendix). The Town encompasses 29,017 acres. It is bordered to the north by the Towns of Nanticoke and Barker, 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 (MSA).

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.

The Town of Maine is accessible via NYS Route 26 Town, which bisects the Town. 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 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.

History

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.

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 2010 Census, the population had dropped to 5,377.

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.

Historical Resources

There are a number of historical resources within the Town of Maine. One of the most prominent historical buildings is the former Maine Central School, now known as J Ralph Ingalls School. It is located at 35 Church Street in the hamlet of Maine. In 1969, the school was renamed after J Ralph Ingalls, in honor of his long-time service and dedication to the Maine-Endwell School District. The two-story building was built in 1939 and closed in the early 1980s. It is characterized by its Colonial Revival architectural style and multi-stage cupola. It was added to the National Registry of Historic Places in 1998. The site is currently owned by a private entity.



J. Ralph Ingalls School (Phil Childs)

The Cyrus Gates Farmstead is a 34-acre property located on 10-17 Old Nanticoke Road. It was constructed circa. 1848 by Cyrus Gates a local cartographer and abolitionist. This site is recognized for its Greek Revival architectural style, and has historical significance as a station on the Underground Railroad during the 19th Century. This site was added to the National Register of Historic Places in 1999. The farmstead is currently a privately-owned residence. More information about the farmstead can be found at: www.wpcsd.org/CyrusGatesFarmstead.aspx



Cyrus Gates Farmstead (Stephen Beukema)

Other historical sites within the Town include:

- The Janet W. Bowers Museum (circa 1850) at 13 Nanticoke Road.
- Schoolhouse #4 (Circa 1845) at the intersection of Nanticoke Road and NYS Route 26
- Norton Carriage Shops (Circa 1840) at 38 Nanticoke Road
- Pitchers Grist Mill (Circa 1830) at 2918 NYS Route 26

Where do we get our data?

A variety of data sources were used for the update on the Town of Maine Comprehensive Plan. These sources are described below:

Decennial Census

The Decennial Census is the official count of all the people who live in the United States. Since 1790, a census has been conducted every ten years, collecting data on the population and households. The **short-form** asks seven questions about the population including, name, gender, age, relationship to householder, race/ethnic group and Hispanic origin, and housing tenure. The **long-form** was more detailed and asked 34 detailed questions about the population and housing characteristics related to socioeconomic status. In 2010, the Decennial Census long-form was replaced with the American Community Survey. The Decennial Census is the most reliable data source for counties and small communities, so whenever available, 2010 data is presented.

American Community Survey (ACS)

The ACS is an on-going survey that replaced the Census long-form in 2010 and is distributed to households annually, rather than once every ten years. The data provides a snap shot of the population and is released in 1, 3, and 5-year estimates. Even though the ACS was designed to replace the long-form there are differences in the way questions were asked and the sample size of the population being surveyed. In addition, the small sample size often leads to a **Margin of Error (MOE)** which is defined as the range, above or below the estimated value where the true value may fall. Considering the Town of Maine's sample size is relatively small, we can expect a high MOE for many questions. Because of these differences, caution was used when comparing and analyzing data based upon these estimates. The ACS is the only place to find detailed population and housing data for counties and local communities. The data tables in the plan do not include the MOE for ACS estimates.

More information about the ACS can be accessed at the following links:

About the ACS: [census.gov/programs-surveys/acs/](https://www.census.gov/programs-surveys/acs/)

Detailed data tables with MOE: factfinder.census.gov/

Broome County Data

Broome County construction and parcel data are presented in the housing section. Each year the Broome County Planning Department updates information on building permits issued in various municipalities. This is used as an indicator of growth and development trends. The Broome County GIS & Mapping Services continually updates the parcel data with information from the local tax assessor. For the purposes of this section, this information is used to determine land/ property uses and values.

More information about the Broome County Data can be accessed at:

gobroomecounty.com/planning/

Population

Introduction

An analysis of the community’s demographic trends is necessary to identify population segments which are an important factor for future decisions regarding land use, infrastructure, and community services. This chapter provides information about population trends, age, race/ethnicity, households, families, poverty, and income. Population data for the Town of Maine was collected from the Decennial Census and the American Community Survey (ACS), the most comprehensive, reliable sources of demographic data for the Town of Maine. 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.

Population Trends

The table below shows the population trends from 1950 to 2010 for the Town of Maine and Broome County. Over the past 60 years, Town of Maine grew from 2,316 residents to 5,377 residents, representing an additional 3,061 residents, and a net growth rate of 132%. The Town’s population trends followed national patterns, where it experienced rapid growth during the 1950s and 1960s. This rapid influx of residents came when residents began moving out of the County’s urban core and in to suburban and rural areas, and as a result, the Town grew more rapidly than Broome County as a whole during this time.

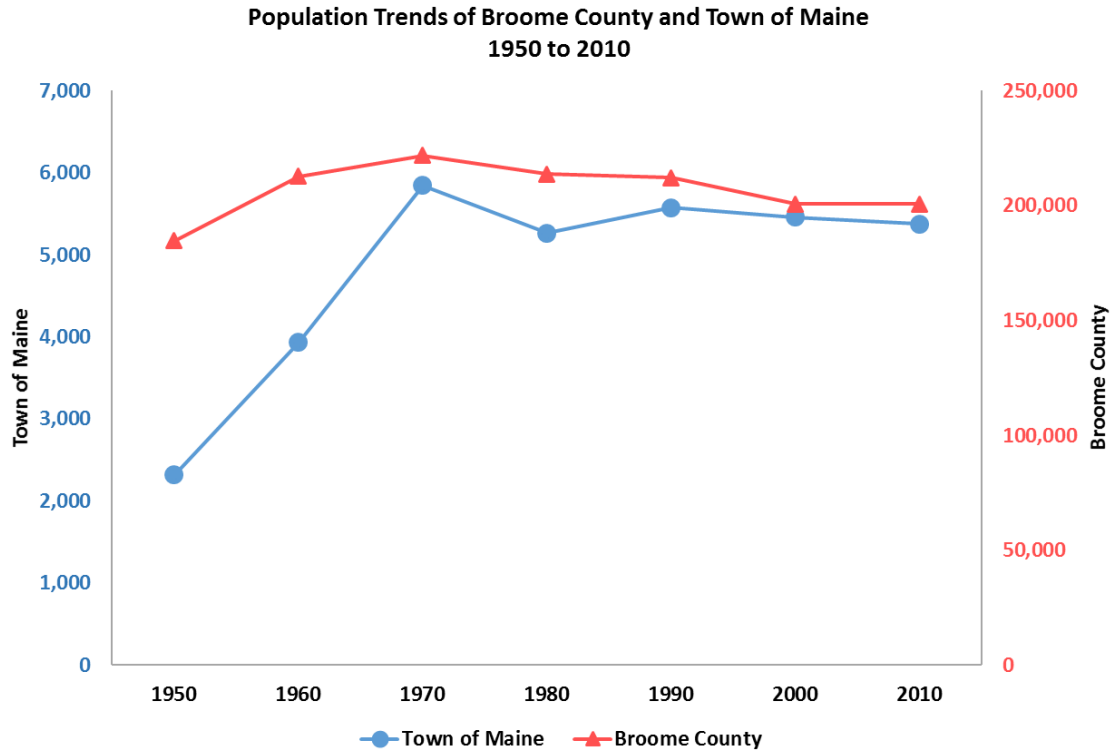
Total Population from 1950 to 2010

Year	Town of Maine		Broome County	
	Population	Percent Change Between Decades	Population	Percent Change Between Decades
1950	2,316	N/A	184,698	N/A
1960	3,931	70%	212,661	15%
1970	5,842	49%	221,815	4%
1980	5,262	-10%	213,648	-4%
1990	5,576	6%	212,160	-1%
2000	5,459	-2%	200,536	-5%
2010	5,377	-2%	200,600	0%

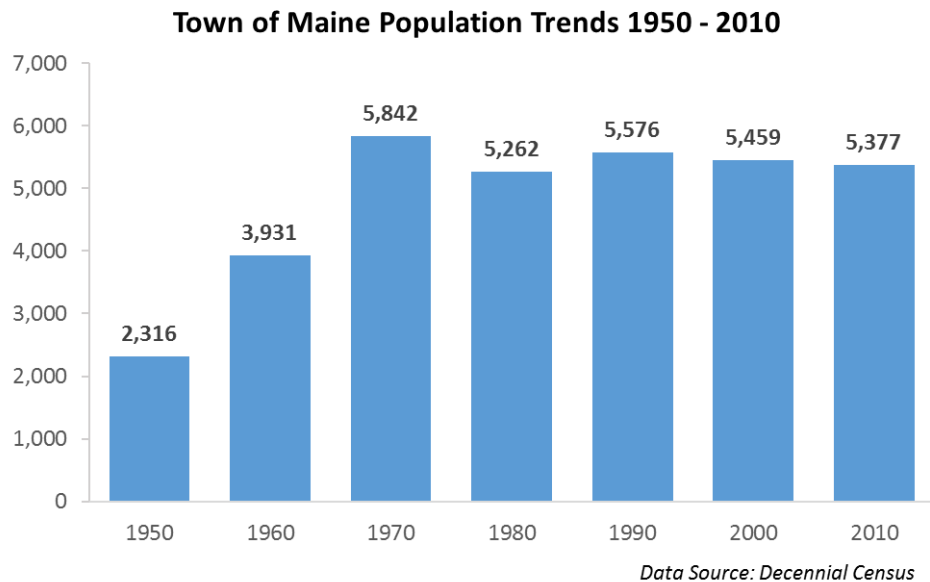
Data Source: Decennial Census

Town of Maine 2017 Comprehensive Plan Update
Population

The graph below illustrates the population trends from the previous table. As mentioned, the Town’s growth came at a much faster rate compared to the County between 1950 and 1970. By 1970, the Town and the County had reached their population peaks of 5,842 and 221,815 residents, respectively. Growth began to gradually drop off in the following decades. After 1990, the population growth and decline rates began to stabilize. Since 1990, the Town’s population has continued to decreased in size, losing about 200 residents over the past two decades.



The most recent data shows in 2010, the Town’s population was 5,377 revealing a loss of 82 residents since 2000. This gradual population loss is part of a county-wide trend; thirteen municipalities lost population over the past decade. Furthermore, small town decline appears to be a part of a national trend as urban areas experience population growth.



Population Density

The Town of Maine covers approximately 29,017 acres, or 45 square miles. Based on the 2010 Census data, the Town’s population density is about 119 persons per square mile, only slightly less dense than what was reported in the previous comprehensive plan (121 persons per square mile). The Town’s population density varies throughout the Town, but it can be characterized as a primarily rural town outside of the Hamlet of Maine. The Town’s population density is less than the neighboring Town of Union (1,556 persons per square mile), Chenango (328 persons per square mile), and the County (281 persons per square mile) as a whole, and is greater than the other neighboring Towns of Barker (66 persons per square mile) and Nanticoke (69 persons per square mile). A map of the Town’s population density is included in the Appendix.

Urban and Rural Population

The Census classifies the population of an area as urban or rural. This classification is used to distinguish urban from rural areas, and can also provide an indication of the residents’ lifestyles. According to the Census, urban areas are densely developed areas, and include residential, commercial, and other non-residential land uses. In 2010, about 7% of the Town’s population lived in an “urban area”, and the remaining 93% of the Town’s population lived in a rural area. This represents a small increase in the number of people living in an urban area within the Town since the previous comprehensive plan. Similar to findings from the previous comprehensive plan, the Town of Maine had the third largest rural population in Broome County in 2010, behind Windsor and Colesville.

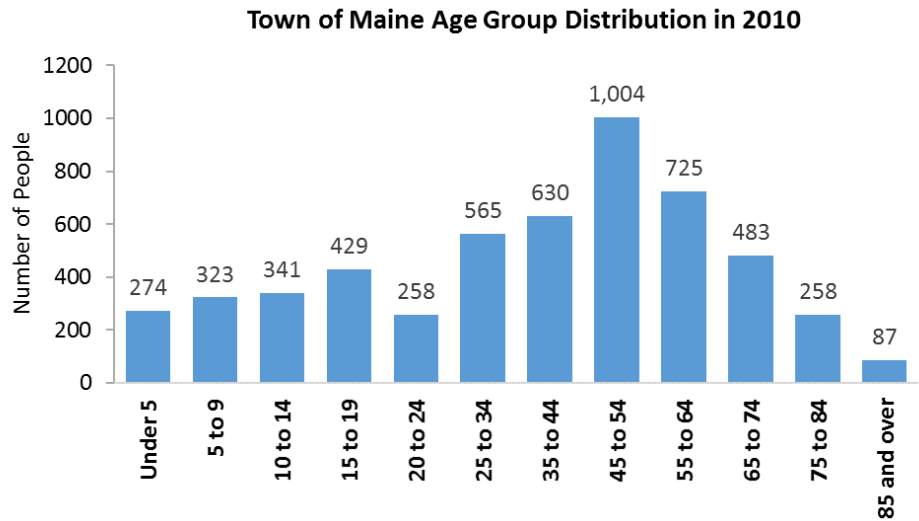
Urban and Rural Population in 2010

Population	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Units	5,377	100%	200,600	100%
Urban	366	7%	148,330	74%
Rural	5,011	93%	52,270	26%

Data Source: 2010 Decennial Census

Age

The chart summarizes the age group distribution for the Town of Maine and Broome County in 2010. Age is one of the most important elements of a population analysis because of its relation to service needs. There are obvious differences in the needs of children, parents, and the elderly population. Generally, the Town and County’s age groups have similar proportions.



In 2010, almost half (45%) of the Town’s population was 45 years or older. The graph shows a spike in the 45 to 54 age group, representing the largest age segment living in the Town. There is also a dip in the 20 to 24 age group, revealing college students and other young adults are the second smallest age group within the Town. The 85 and above age group increased its share in the population, but is still the smallest age cohort in the Town.

Age Group Distribution in 2010

Age	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Population	5,377	100%	200,600	100%
Under 5	274	5%	10,480	5%
5 to 9	323	6%	10,757	5%
10 to 14	341	6%	11,711	6%
15 to 19	429	8%	15,726	8%
20 to 24	258	5%	17,950	9%
25 to 34	565	11%	22,984	11%
35 to 44	630	12%	22,211	11%
45 to 54	1,004	19%	30,736	15%
55 to 64	725	13%	25,201	13%
65 to 74	483	9%	15,668	8%
75 to 84	258	5%	11,539	6%
85 and over	87	2%	5,637	3%

Data Source: 2010 Decennial Census

The graph illustrates the change in age groups between 2000 and 2010 within the Town of Maine. While the total population decreased by 82 persons during this time, four age groups decreased in size. Notably, the 35 to 44 age group lost 376 persons, and the 10 to 14 age groups lost 159 persons. This varies slightly from the previous comprehensive plan, where the Under 5 and the 25 to 34 age groups had the largest rates of decline; the current trends reveal a shift in the population composition.

Every age group above 45 years increased in size over the past decade. The 44 to 54 age group had the largest increase in population and grew by 194 persons, and the 55 to 64 age group increased by 177

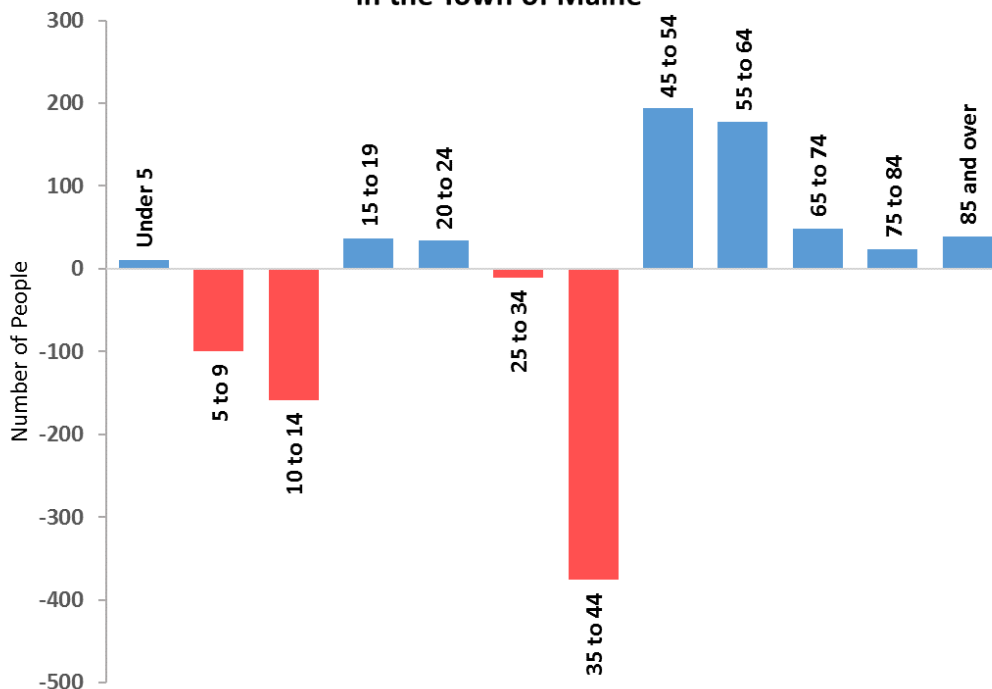
persons. In the previous comprehensive plan, the 55 to 64 age group actually decreased in size. In sum, the changes in age group composition reveal the Town of Maine is aging, and its mobile young adult population appears to be leaving the area to pursue educational and/or job opportunities in other areas.

Change in Age Groups Between 2000 and 2010

Age	2000	2010	Absolute Change	Percent Change
Total Population	5,459	5,377	-82	-2%
Under 5	264	274	10	4%
5 to 9	423	323	-100	-24%
10 to 14	500	341	-159	-32%
15 to 19	392	429	37	9%
20 to 24	224	258	34	15%
25 to 34	576	565	-11	-2%
35 to 44	1,006	630	-376	-37%
45 to 54	810	1,004	194	24%
55 to 64	548	725	177	32%
65 to 74	434	483	49	11%
75 to 84	234	258	24	10%
85 and over	48	87	39	81%

Data Source: 2010 Decennial Census

**Change in Age Groups Between 2000 and 2010
in the Town of Maine**



Race and Ethnicity

The table below summarizes the racial and ethnic group composition in the Town and County. In 2010, the vast majority of the Town’s population identified as white, compared to a slightly smaller majority countywide. While there was notable growth within non-white populations living in Broome County, there was little to no growth of these groups in the Town of Maine.

Race and Ethnicity in 2010

Racial and Ethnic Groups	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Population	5,377	100%	200,600	100%
White	5,250	98%	176,444	88%
Black or African American	24	0.4%	9,614	5%
American Indian or Alaska Native	8	0.1%	396	0.2%
Asian	20	0.4%	7,065	4%
Native Hawaiian and Other Pacific Islander	2	0.04%	82	0.04%
Some Other Race	9	0.2%	1,912	1%
Two or More Races	64	1%	5,087	3%
Hispanic or Latino	43	1%	6,778	3%

Data Source: 2010 Decennial Census

Households and Family Size

The table below summarizes the number of persons per household and family in the Town and Broome County. A family household is a household that contains at least two people and at least one person is related to the householder by birth, marriage or adoption. A non-family household may contain only one person, or additional persons who are not related to the householder. In 2010, the Town reported 2,106 households and 1,506 families which reveals over 70% of the households within the Town are comprised of families, compared to the 59% family households countywide. Similar to findings from the previous comprehensive plan, the Town’s average household and family sizes are still slightly larger than the countywide averages. On both scales, the number of households increased while the number of families decreased, revealing a change in household structure.

Household and Family Size in 2010

Households and Families	Town of Maine	Broome County
Total Households	2,106	82,167
Average Household Size	2.55	2.32
Families	1,506	48,646
Average Family Size	3	2.92

Data Source: 2010 Decennial Census

Household Type

The table below summarizes Town of Maine and Broome County’s household types. Understanding household types is important so the Town can address shifts in the demand for housing and other facilities. The Town’s proportion of households within each of these groups is comparable to the County as a whole. The aging population trends partially explain why Town of Maine households with one or more people under 18 decreased by almost 9% (66 households), and the number of households with one or more people 65 years and older increased by 15% (82 households) between 2000 and 2010. In addition, the number of families with female householders and no husband present increased from 166 to 185, revealing an 11% increase since the previous comprehensive plan.

Household Type in 2010

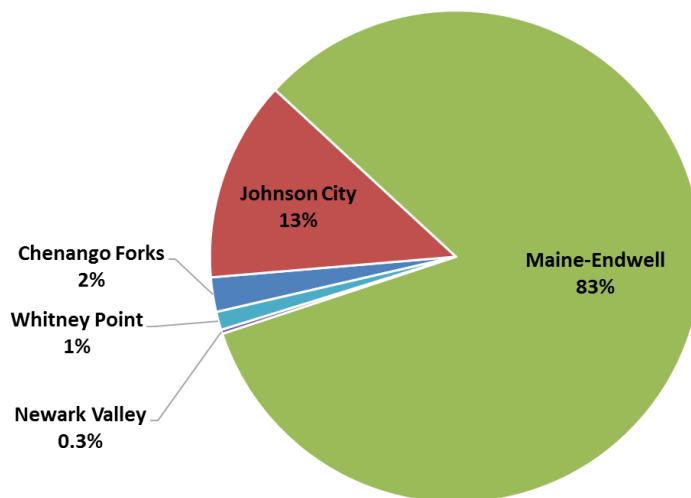
Household Types	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Households	2,106	100%	82,167	100%
Households with one or more people under 18	671	32%	21,969	27%
Households with no people under 18	1,435	68%	60,198	73%
Households with one or more people over 65	598	28%	23,318	28%
Households with no people over 65	1,508	72%	58,849	72%
Female householder, no husband present	185	9%	9,875	12%

Data Source: 2010 Decennial Census

School Districts

The graph shows the proportion of residential parcels within each of the Town’s school districts. Maine is divided into five school districts (see Appendix for map) including: Chenango Forks, Johnson City, Maine-Endwell, Newark Valley, and Whitney Point. Most of the Town is encompassed by the Maine-Endwell School District, more than 80% of the Town’s residential parcels are located within this boundary. The Johnson City School District covers a small area in the southeast section of the Town. The remaining school districts are small areas located along the Town’s boundaries.

School District Shares of Residential Parcels



Data Source: 2016 Broome County Parcel Data

School Enrollment

The table below shows the estimated school enrollment rates for the Town and County. In 2014, an estimated 1,463 Town of Maine residents (29%), ages 3 years and over, were enrolled in school. Of this, the largest percentage (38%) of school-aged children were enrolled in grades 1 through 8, about 29% were enrolled in high school, and about 20% were enrolled in college or graduate school. Overall the proportions of residents enrolled in different levels of school are fairly similar at the Town and County levels. However, the County’s college/graduate school enrollment rate is nearly twice as high as the Town’s. Changes in the school-enrolled population are cyclical, and often attributed to shifts in the population size and its age cohorts.

2014 Estimated School Enrollment for Population Aged 3 and Over

School Enrollment Type	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Population	5,106	100%	192,758	100%
Enrolled in school	1,463	29%	53,936	28%
Nursery school, preschool	142	10%	2,633	5%
Kindergarten	42	3%	2,584	5%
Elementary School (grades 1-8)	553	38%	17,440	32%
High School (grades 9-12)	417	29%	9,617	18%
College or graduate school	309	21%	21,662	40%
Not enrolled in school	3,643	71%	138,822	72%

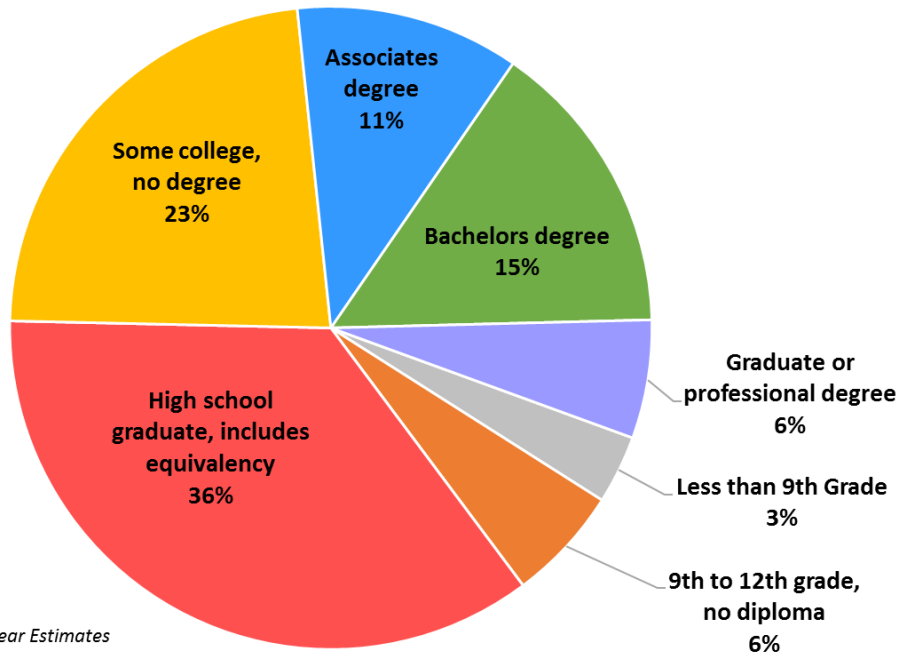
Data Source: 2014 ACS 5-Year Estimates

Educational Attainment

The graph below summarizes the educational attainment levels for the population 25 years and over within the Town. It is defined as the highest level of education completed by an individual. Educational attainment is important for the Town to consider because it is a key indicator of employment and income. Typically, attainment levels will differ between age and gender groups.

In 2014, it was estimated that 91% of the Town’s population had a high school diploma or higher. Over half of the Town’s population (55%) has some type of college experience. In addition, about 21% of the Town’s population had a bachelor’s degree or higher, which is slightly less than the countywide rate (26%). Only a small percentage (9%) of the population attained less than a high school degree. In general, the Town has similar educational attainment rates compared to the County as a whole.

2014 Estimated Educational Attainment for Population 25 Years and over in the Town of Maine



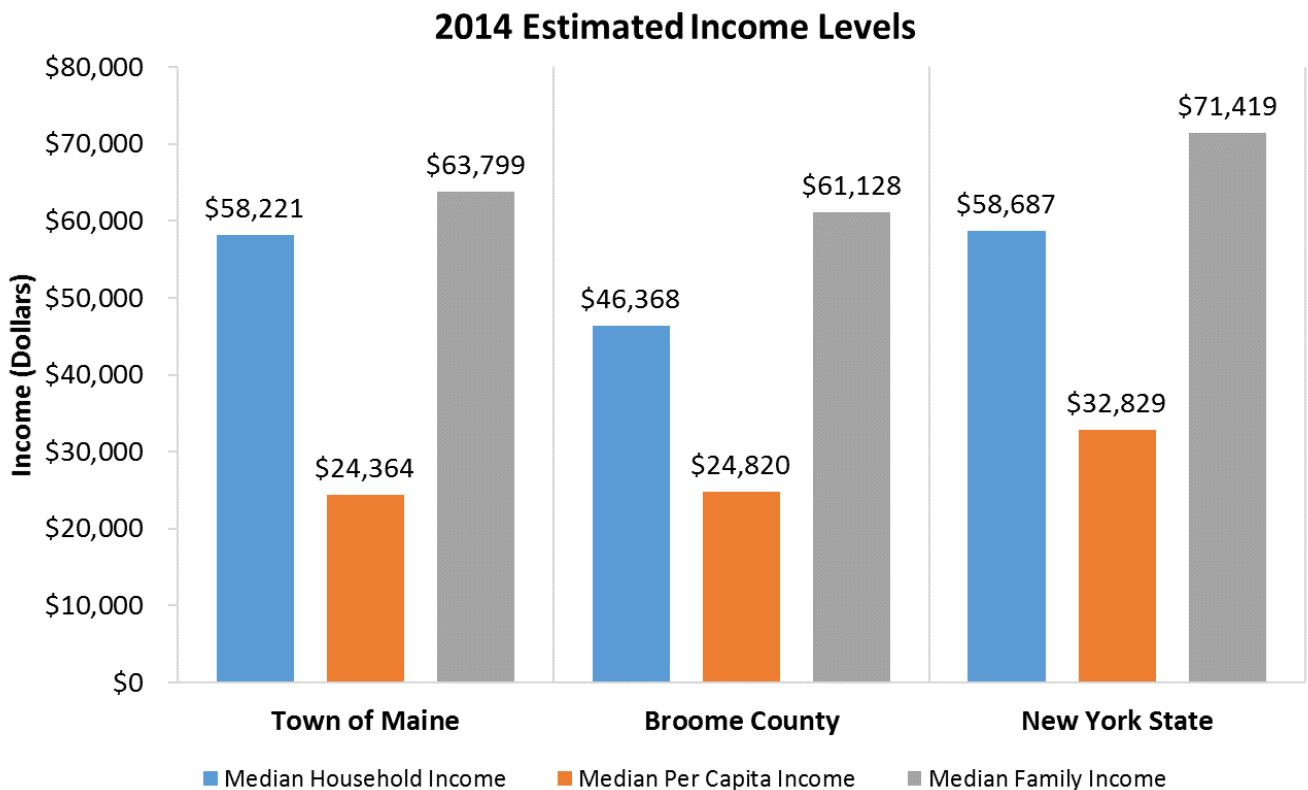
Data Source: 2014 ACS 5-Year Estimates

Income

The graph below shows the estimated income levels of residents within the Town, County, and State. Income is related to education, and is often an indicator of social and economic well-being. Similar to education levels, income varies between age and gender groups.

Median household income is the combined income of all members of a household, and the reported number represents the middle value. Another income measurement is per capita income, which can be more useful for comparisons because it accounts for population size. The per capita income is derived by dividing the total income of an area by the number of residents in the working population (15-64 years old). Finally, the median family income represents the middle number of all family incomes of an area; this is typically higher than the median household income figures because families tend to have more people with higher incomes than households. These figures are not adjusted for inflation.

The Town of Maine’s estimated median family and median household incomes are above average compared to the other sixteen municipalities within the County. However, the Town’s per capita income is below average compared to the other municipalities. The estimated median household income within the Town is \$58,221; this is almost \$10,000 higher than the County, and only marginally less than the State average. Maine’s per capita income of \$24,364, is lower than the County and State as a whole. Maine’s median family income of \$63,799 is almost \$3,000 more than Broome County and almost \$8,000 less than the State.



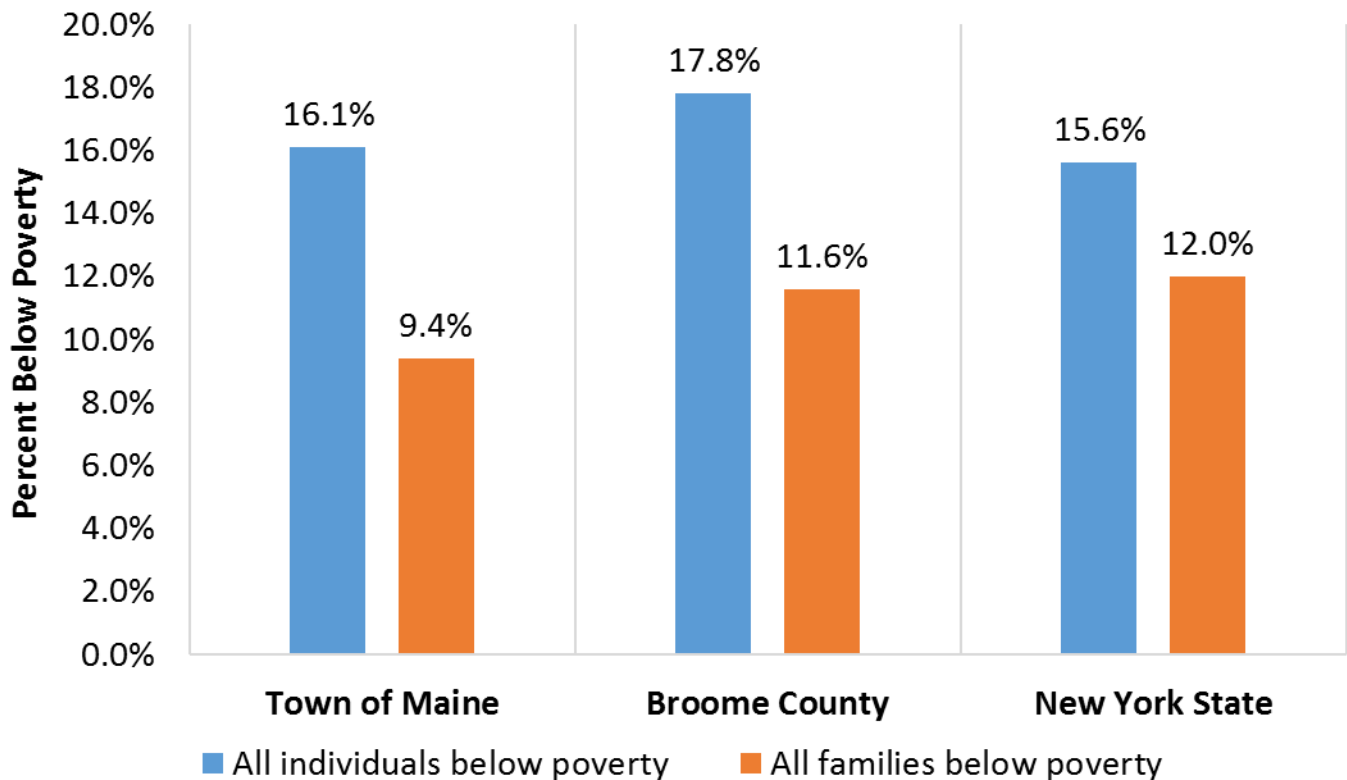
Data Source: 2014 ACS 5-Year Estimates

Poverty

The graph below shows the estimated poverty rates for individuals and families below the poverty threshold for the Town of Maine and Broome County. The Census Bureau defines a poverty threshold as the minimum income required to meet basic daily needs. A community's poverty rate is determined by comparing the local income to federal income thresholds.

The estimated individual poverty rate in the Town of Maine was 16.1%, which was slightly lower than the County and higher than the State rates. Within the Town an estimated 25.7% of the individuals living below poverty are under the age of 18, compared to the County (24.8%) and State (22.1%). In addition, within the Town about 6.3% of the individuals below poverty are over the age of 65, compared to the County (7.8%) and State (11.4%). The estimated poverty rate of all families was 9.4%, lower than both the County and State rates. In sum, the Town's individual poverty rate was above average, and its family poverty rate was below average compared to the other sixteen municipalities within the County.

2014 Estimated Poverty Rates



Data Source: 2014 ACS 5-Year Estimates

Housing

Introduction

An analysis of the Town’s housing stock is important to provide an overall picture of the housing characteristics and demand trends. This chapter provides information about the housing growth, types, value, age, and other housing-related topics. Housing data for the Town of Maine were collected from the Decennial Census and American Community Survey (ACS) the most comprehensive, reliable sources of housing data. Data are provided for which figures are available and in some cases for earlier decades to show trends. 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.

Housing Units

The table below shows the change in the number of housing units in the Town of Maine and Broome County. In 2010, the Town reported 2,223 housing units, comprising about 2.5% of the County’s total housing stock. Since 2000, the Town had a 2% growth rate with 42 additional housing units. This is about half of the growth rate than seen in the 1990s (5%), but is on par with the countywide housing unit growth rate over the past decade.

Total Housing Units 1990 to 2010

Area	1990	2000	2010	Actual Change Between 2000 and 2010	Percent Change Between 2000 and 2010
Town of Maine	2,073	2,181	2,223	42	2%
Broome County	87,969	88,817	90,563	1,746	2%

Data Source: Decennial Census

Urban and Rural Housing Units

The table below shows the number of housing units located in urban and rural areas within the Town and the County. Over 90% of the housing units in the Town of Maine are located in a rural area. Since the previous comprehensive plan, there were 33 housing units built in rural areas and 9 units built in the urban areas of the Town. These percentages are similar to the urban and rural population counts.

Urban and Rural Housing Units in 2010

Classification	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Housing Units	2,223	100%	90,563	100%
Inside urban area	162	7%	67,664	75%
Inside rural area	2,061	93%	22,899	25%

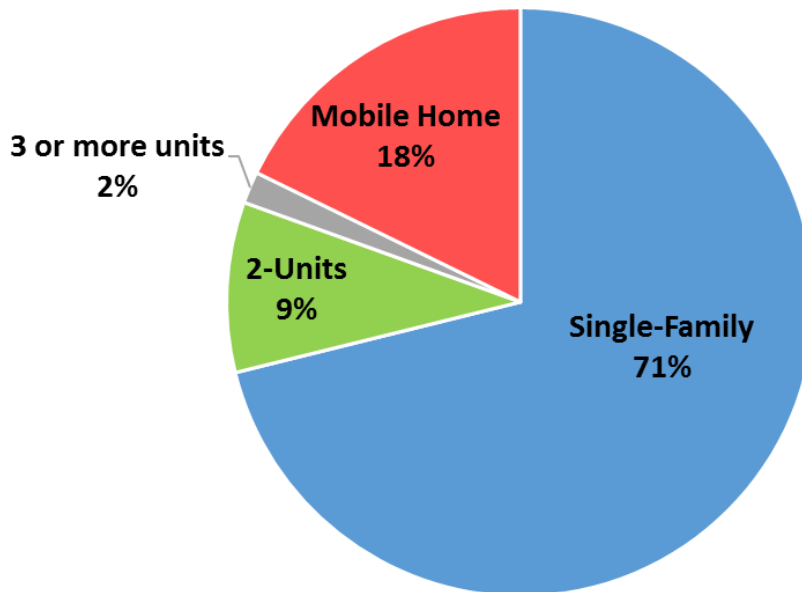
Data Source: 2010 Decennial Census

Housing Type

The graph below shows the ACS estimated units per structure in the Town of Maine. The number of units in a structure corresponds with the different housing types available to residents, or the Town’s housing diversity. A diverse housing supply can cater to the needs of individuals at different stages in life. In addition, changes in demographics and lifestyle preferences are creating demand for specific housing types.

Single-family homes make up over 70% of the Town’s housing stock. The remaining portions include mobile homes (18%), 2-unit homes (9%), and multi-family homes (2%). By comparison, Broome County’s housing mix is also primarily comprised primarily single-family homes, but has significantly greater proportion of multi-family homes (32%).

Estimated Housing Mix in 2014



Data Source: 2014 ACS 5-Year Estimates

Mobile Home Parks

There are five mobile home parks within the Town. There are approximately 237 mobile homes within these parks, which represents a slight decrease of eight units from the previous comprehensive plan estimates. There are a number of individual mobile homes in other residential districts of the Town, but they are not included in these estimates. More information about recent mobile home construction is provided in the Residential Building Permits section.

Residential Building Permits

Each year, the Broome County Planning Department collects data on the building permits issued by each municipality. This information is a useful indicator of growth and development. It should be noted that not every permit results in a completed project. The table below shows the reported number and estimated value of residential permits since 2006 in the Town of Maine. The last column includes the permits issued for property improvements (additions, alterations, and repairs). These figures are not adjusted for inflation.

New Residential Construction Since 2006

Year	Mobile Home		Single-Family		Total Residential Construction		Additions, Alterations, and Repairs	
	Permits	Value	Permits	Value	Permits	Value	Permits	Value
2006	4	\$118,000	14	\$1,872,800	18	\$1,990,800	57	\$1,390,540
2007	8	\$319,000	12	\$1,256,000	20	\$1,575,000	13	\$727,550
2008	2	\$126,000	11	\$2,134,000	13	\$2,260,000	10	\$286,800
2009	0	\$0	5	\$783,910	5	\$783,910	43	\$409,695
2010	2	\$67,000	5	\$552,615	7	\$619,615	54	\$585,053
2011	7	\$389,500	4	\$405,500	11	\$795,000	13	\$210,000
2012	2	\$110,000	3	\$127,000	5	\$237,000	51	\$735,839
2013	3	\$90,000	3	\$385,000	6	\$475,000	24	\$312,600
2014	7	\$321,000	4	\$782,000	11	\$1,103,000	52	\$672,105
2015	3	\$90,000	2	\$435,000	5	\$525,000	42	\$568,100
2016	3	\$155,000	2	\$340,000	5	\$495,000	26	\$613,699

Data Source: Broome County Construction Data

In total, there were 491 new construction and improvement permits totaling over \$17 million issued since 2006. The majority of the building permits were for additions, alterations, and repairs. Since 2006, there were 106 new construction permits for single-family (65 permits) and mobile homes (41 permits), together totaling over \$10 million. In 2016, 31 new construction and improvement building permits were issued in the Town, representing nearly two percent of all residential permits issued countywide last year.

The number of permits issued varies by year. A noticeable decline began in 2009 after the Great Recession and the bursting of the housing bubble. In addition, the slight increase in the number of permits obtained in 2006-2007, and 2014 can be partly attributed to rebuilding and repairing after the flood events of June 2006 and September 2011. Overall, during the past decade the number of construction permits has decreased which was a common trend among other small Towns within the County.

Year Structure Built

The age of the housing stock is often a key indicator of the quality of the housing, maintenance needs, and trends in development. Homes built more than 50 years ago are usually considered a benchmark of lower housing quality because they typically have obsolete features and lack basic safety measures that are standard in newer homes. In addition, older structures require more updates and modifications to suit the needs of the aging in place population. However, the age of the housing is not a sole indicator of its condition; this data does not specify the number of homes that have undergone rehabilitations or the quality and condition of the homes.

The table below shows the estimated number of housing units built in each decade. The median year of housing structures built in the Town of Maine is 1961, suggesting the Town has the fifth oldest housing stock of all Broome County municipalities. More than half of the Town’s housing stock is approaching the 50-year mark (homes built before 1970). Only 14% of the housing stock was built after 1990, revealing residential development in the Town has slowed down. The aging housing stock, and the slow growth of new housing suggests there is a need for the Town to renovate the existing housing stock.

Estimated Year Structure Built

Year Built	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Housing Units	2,010	100%	90,139	100%
1939 or earlier	471	23%	27,417	30%
1940 to 1949	172	9%	9,566	11%
1950 to 1959	329	16%	14,296	16%
1960 to 1969	335	17%	11,702	13%
1970 to 1979	165	8%	9,420	10%
1980 to 1989	254	13%	8,961	10%
1990 to 1999	187	9%	5,085	6%
2000 to 2009	97	5%	3,319	4%
2010 or later	0	0%	373	0.4%
Median Year Structure Built	1961		1956	

Data Source: 2014 ACS 5-Year Estimates

Tenure

The table below shows the rates of housing tenure for occupied housing units within the Town and the County. Tenure is classified into owner-occupied (owner lives in unit) and renter-occupied units. Housing tenure is often an indicator of neighborhood stability. The table shows the Town largely consists of owner-occupied units. About 86% of the housing units were owner-occupied which is higher than the County as a whole. High home-ownership rates are consistent with the findings from the previous comprehensive plan.

Housing Tenure in 2010

Tenure Type	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Occupied Units	2,106	100%	82,167	100%
Owner-Occupied	1,819	86%	53,260	65%
Renter-Occupied	287	14%	28,907	35%

Data Source: 2010 Decennial Census

Occupancy Status

The table below shows the occupancy rates for the housing units in the Town and the County. The Town’s vacancy rate was lower than both the County and State rates. While the vacancy rate in 2010 was lower than the previous comprehensive plan, there appears to be an adequate housing supply for new residents looking to locate within the Town.

Occupancy Status in 2010

Occupancy Status	Town of Maine		Broome County		New York	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	2,223	100%	90,563	100%	8,108,103	100%
Occupied	2,106	95%	82,167	91%	7,317,755	90%
Vacant	117	5%	8,396	9%	790,348	10%

Data Source: 2010 Decennial Census

Housing Value

The table on the next page shows the estimated value and median value of owner-occupied housing units for the Town and the County. The ACS defines housing value as an estimate of how much the property would sell if it were for sale, and the median value represents the middle number of all reported housing values. The Town and the County both had the greatest percentage of home values within the \$50,000 to \$99,999 range. Compared to the overall percentages for Broome County, the Town has slightly more houses in the high-value ranges. The Town’s median housing value (\$112,000) is the fifth highest of all other municipalities, and is slightly higher than the County’s (\$108,300) as a whole. These values are based on what was reported by home owners, and are not adjusted for inflation, which partially explains the large increase in value since the previous comprehensive plan.

Estimated Value of Owner-Occupied Units in 2014

Housing Value	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Estimated Total	1,436	100%	52,527	100%
Less than \$50,000	216	15%	5,024	10%
\$50,000 to \$99,999	418	29%	18,750	36%
\$100,000 to \$149,999	353	25%	12,977	25%
\$150,000 to \$199,999	183	13%	7,663	15%
\$200,000 or more	266	19%	8,113	15%
Median Value	\$112,000		108,300	

Data Source: 2014 ACS 5-Year Estimates

Housing Turnover

The table below shows the estimated year the householder moved into their home for the Town and County. This data provides information about how long people have lived in their homes. A larger percentage of owner-occupied units were occupied prior to 1990 in the Town compared to the County. There is a higher turnover rate among the renter population on both the Town and County level; about 90% of the residents who rent moved in after 2000.

Estimated Housing Turnover of Housing Occupied Units in 2014

Year Moved into Unit	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Units	1,833	100%	79,438	100%
Owner-Occupied	1,436	78%	52,527	66%
Moved in 1969 or earlier	275	19%	6,878	13%
Moved in 1970 to 1979	54	4%	5,484	10%
Moved in 1980 to 1989	295	21%	7,790	15%
Moved in 1990 to 1999	307	21%	11,185	21%
Moved in 2000 to 2009	487	34%	16,841	32%
Moved in 2010 or later	18	1%	4,349	8%
Renter-Occupied	397	22%	26,911	34%
Moved in 1969 or earlier	9	2%	314	1%
Moved in 1970 to 1979	0	0%	203	1%
Moved in 1980 to 1989	0	0%	498	2%
Moved in 1990 to 1999	16	4%	2,000	7%
Moved in 2000 to 2009	153	39%	10,690	40%
Moved in 2010 or later	219	55%	13,206	49%

Data Source: 2014 ACS 5-Year Estimates

Economic Base

Introduction

This chapter examines the Town of Maine’s economic base, labor force, and general economic trends. The employment and business characteristics of a community are a general 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 also represent 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 and American Community Survey (ACS), the most comprehensive sources of demographic data for the Town of Maine. Data is provided for 2010 or for the latest year for which reliable figures are available.

Civilian Labor Force Participation and Unemployment

The table below gives an overview of the labor force population in the Town, County, and State. 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 and seeking a job at the time the survey was conducted.

In 2014, the Town of Maine had an estimated 2,592 persons in its labor force, about 62% of the total population 16 years and over, showing the labor force has remained relatively stable over the past decade. The labor force rate of the Town is similar to the County (59%) and the State (63%) rates. On all three scales, nearly the entire labor force are participants are in the civilian labor force, and are not members of the Armed Forces. The estimated unemployment rate of the Town is 7.6%, which slightly lower than the County (8.6%) and State (8.9%) rates, and is slightly below average compared to the other municipalities within Broome County. Since the unemployment rate fluctuates by seasonality, the latest figure for Broome County shows the unemployment rate is slightly lower at 6.0% (Bureau of Labor Statistics, January 2017) which may suggest the Town’s unemployment rate is lower as well.

Estimated Employment Status in 2014

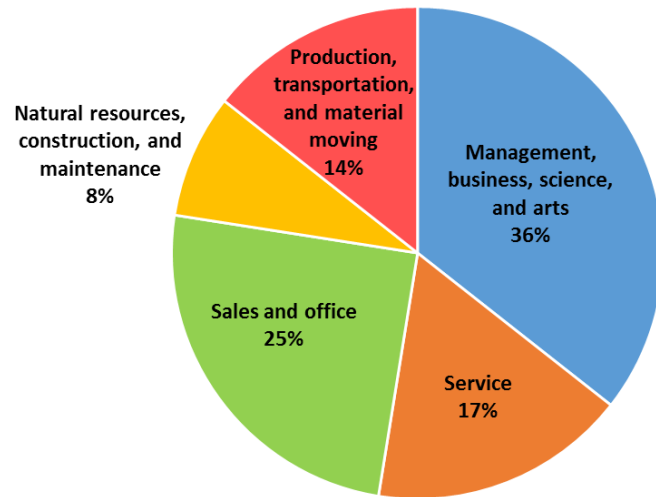
Labor Force Status	Town of Maine		Broome County		New York	
	Number	Percent	Number	Percent	Number	Percent
Population 16 years and over	4,178	100%	164,275	100%	15,832,743	100%
In labor force	2,592	62%	96,518	59%	10,054,448	63%
Civilian Labor Force	2,592	100%	96,462	59%	10,030,632	99.8%
Employed	2,396	92%	88,182	91%	9,137,540	91%
Unemployed	196	7.6%	8,280	8.6%	893,092	8.9%
Armed forces	0	0%	56	0.06%	23,816	0.2%
Not in labor force	1,586	38%	67,757	41%	5,778,295	36%

Data Source: 2014 ACS 5-Year Estimates

Occupations

The table below summarizes the estimated employment by occupation of the civilian labor force 16 years and over in the Town and County. Occupation refers to the type of work a person does to earn a living. This data includes information about the jobs of residents, working inside and outside of the Town limits; it does not represent the types of jobs located within the Town. The Town of Maine closely resembles the County in regards to the proportion of occupations held by residents. The most common occupation for Town residents is within the managerial, business, science, and arts occupations (36%), which is followed by sales and office occupations (25%). These types of occupations typically require higher education levels and skilled training of the workforce.

2014 Town of Maine Estimated Workforce Occupations



Estimated Occupation of Employed Labor Force in 2014

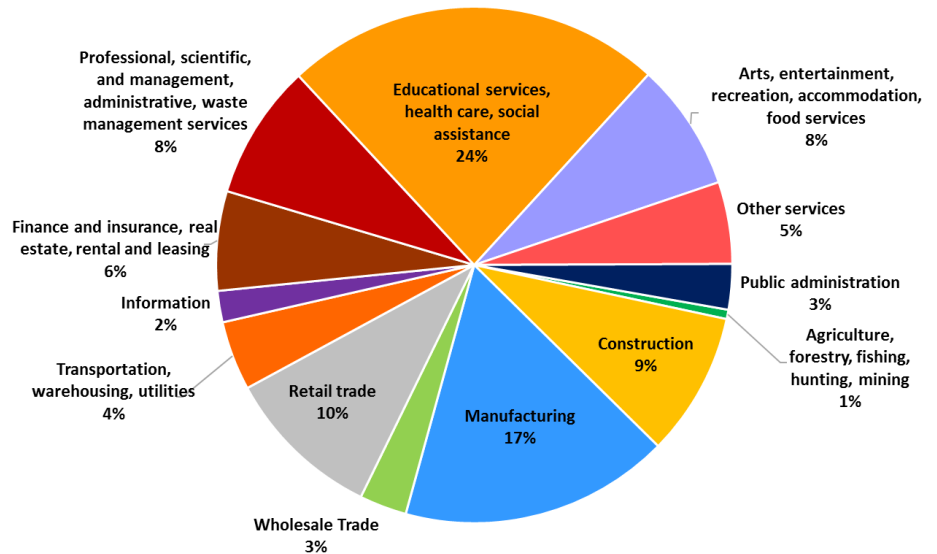
Occupation Sectors	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Civilian employed population 16 years and over	2,396	100%	88,182	100%
Management, business, science, and arts	853	36%	31,197	35%
Service	406	17%	16,722	19%
Sales and office	597	25%	22,832	26%
Natural resources, construction, and maintenance	195	8%	7,114	8%
Production, transportation, and material moving	345	14%	10,317	12%

Data Source: 2014 ACS 5-Year Estimates

Labor Force by Industrial Sector

The table below summarizes the estimated distribution of workers by industrial sector for the Town of Maine and Broome County. The industry refers to the type of work done at a person's place of work. Percentages for the Town and County are comparable, with some slight differences. The majority of the Town's residents represent employment in the education, healthcare, and social assistance (24%), and the various service (21%) sectors. Manufacturing accounts for 17% of employment for residents in the Town and 11% in Broome County, but recent trends indicate employment in this sector is slowly declining in the local area.

2014 Town of Maine Estimated Labor Force by Industrial Sector



Estimated Industry Sector for Employed Population in 2014

Industry Sector	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Civilian employed population 16 years and over	2,396	100%	88,182	100%
Agriculture, forestry, fishing, hunting, mining	14	1%	606	1%
Construction	216	9%	4,943	6%
Manufacturing	405	17%	9,677	11%
Wholesale Trade	71	3%	2,543	3%
Retail trade	236	10%	11,452	13%
Transportation, warehousing, utilities	104	4%	3,595	4%
Information	47	2%	1,237	1%
Finance and insurance, real estate, rental and leasing	149	6%	4,442	5%
Professional, scientific, and management, administrative, waste management services	203	8%	7,596	9%
Educational services, health care, social assistance	568	24%	25,726	29%
Arts, entertainment, recreation, accommodation, food services	192	8%	7,584	9%
Other services, except public administration	123	5%	4,795	5%
Public administration	68	3%	3,986	5%

Data Source: 2014 ACS 5-Year Estimates

Place of Work

The table below represents the location of employment for the Town’s and County’s labor force. Less than ten percent of the Town’s workforce is employed within the Town, whereas about one-third of county residents work within the municipality which they live. The Town’s small size and distance from a major highway may contribute to this pattern. The majority of the Town (84%) and County’s (89%) residents live and work within Broome.

Place of Work Estimates in 2014

Place of Work	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Workers	2,356	100%	86,308	100%
Worked in city or town of residence	194	8%	28,579	33%
Worked outside city or town of residence	2,162	92%	57,729	67%
Worked in county of residence	1,987	84%	76,756	89%
Worked outside county of residence	369	16%	8,216	10%

Data Source: 2014 ACS 5-Year Estimates

Travel Time to Work

The table below represents the commuting patterns of the Town’s and County’s labor force. Almost half of the Town’s residents travel between 20 and 29 minutes to work. Maine residents on average, commute about 28 minutes to work. The majority of Town residents (69%) travel over 20 minutes to work, compared to the County where most people (63%) travel less than 20 minutes. Maine’s workforce travels longer than all other municipalities in Broome County. The Town’s longer than average commuting patterns can be attributed to its location, and distance from the County’s urban core.

Estimated Travel Time to Work for Workers 16 and Over in 2014

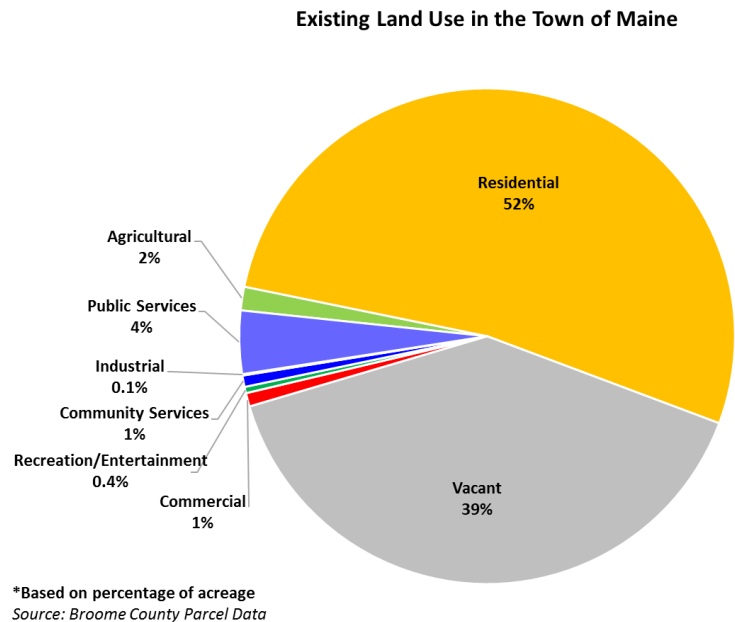
Travel Time	Town of Maine		Broome County	
	Number	Percent	Number	Percent
Total Number of Commuters	2,313	100%	83,151	100%
Less than 5 minutes	43	2%	3,030	4%
5 to 9 minutes	116	5%	12,373	15%
10 to 19 minutes	548	24%	36,171	44%
20 to 29 minutes	982	42%	18,279	22%
30 to 39 minutes	294	13%	6,616	8%
40 to 59 minutes	117	5%	3,195	4%
60 to 89 minutes	98	4%	2,092	3%
90 minutes or more	115	5%	1,395	2%
Mean Travel Time (minutes)	28.1		19	

Data Source: 2014 ACS 5-Year Estimates

Land Use

Introduction

This chapter analyzes 2016 parcel data, based on information provided by the assessor. While this is the most complete and reliable land use data source, it has some limitations. Generally, the limitations include: assessments are not completed on a regular basis, properties can only be classified as one use even if they have multiples uses (i.e. residential and agricultural), assessments can be subjective based on the assessor, and therefore assessments and classifications may be inconsistent throughout the County. Examining the land use patterns will provide an understanding of the character of the Town.



Current Land Use Patterns

In the Town of Maine, there are 2,797 tax parcels covering approximately 28,226 acres; this land area does not include roads or water bodies. The existing land use patterns are illustrated on the Land Use Map in the Appendix. Low density, residential development is the dominate land use type in the Town and is typically separated from non-residential uses, except along the major transportation corridors where a variety of uses exist. About one percent of the Town’s parcel acreage has no data collected. The Town’s land use patterns are largely the same compared to the previous comprehensive plan. In some instances, parcels may have been coded differently which accounts for some minor discrepancies.

Existing Land Use in 2016

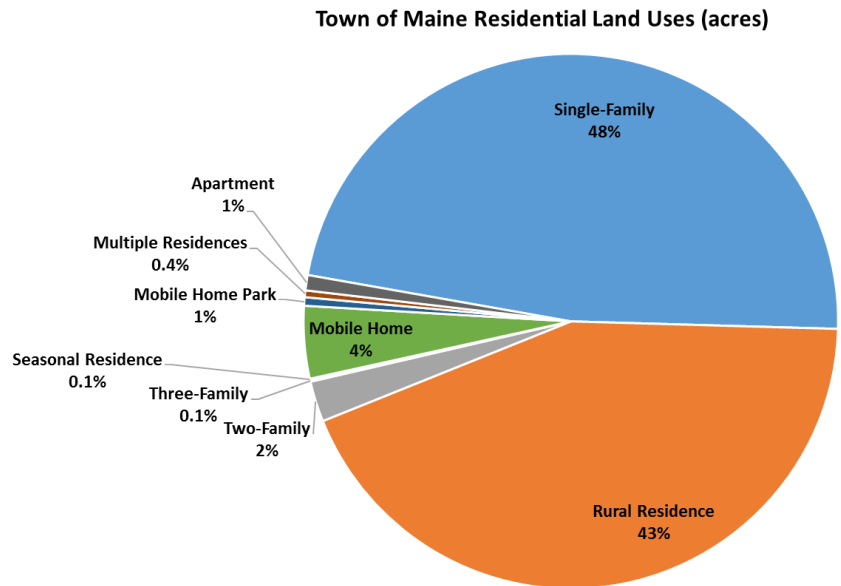
Land Use Types	Parcels		Acres	
	Number	Percent	Number	Percent
Agricultural	9	0.3%	430	2%
Residential	1,847	66%	14,660	52%
Vacant	808	29%	11,089	39%
Commercial	54	2%	246	1%
Recreation/Entertainment	6	0.2%	115	0.4%
Community Services	31	1%	207	1%
Industrial	3	0.1%	25	0.1%
Public Services	15	1%	1,149	4%
No Data	24	1%	305	1%
Total	2,797	100%	28,226	100%

Data Source: Broome County Parcel Data

Residential

Residential land uses constitute the largest land use category within the Town of Maine, comprising 14,660 acres or 52% of the Town’s total parcel acreage. Residential land uses consist primarily of low density development, but housing types and densities vary along the major corridors and within the hamlet of Maine.

Single-family and rural residences (10 or more acres) account for 91% of the residential land, or 13,362 acres. Individual mobile homes and mobile home parks are the next largest residential use, and together these uses cover 717 acres, about 5% of the residential land.



Source: Broome County Parcel Data

A variety of residential uses including two, three and multi-family homes, seasonal, and multiple residences make up the remaining 4% of residential land.

Residential Land Use Breakdown

Residential Uses	Parcels		Acres	
	Number	Percent	Number	Percent
Single-Family	1,480	80%	6,989	48%
Rural Residence	156	8%	6,373	43%
Two-Family	24	1%	360	2%
Three-Family	3	0.2%	13	0.1%
Seasonal Residence	2	0.1%	13	0.1%
Mobile Home	168	9%	642	4%
Mobile Home Park	5	0%	75	1%
Multiple Residences	2	0.1%	60	0.4%
Apartment	7	0.4%	135	1%
Total	1,847	100%	14,660	100%

Source: Broome County Parcel Data

Vacant

The second largest land use category is vacant land, which accounts for 11,089 acres or about 39% of the Town’s total parcel acreage. A vacant lot is defined as a lot with no type of site development. There are 808 vacant parcels scattered throughout the Town. Using the “steep slope” classification from the parcel data ($\geq 20\%$ grade), about 88% of the vacant parcels have some type of steep slope on the lot; this may limit the amount and type of future development that can occur.

The majority of vacant parcels were classified as residential or rural; these uses account for almost all of the Town’s vacant land. The majority of rural vacant lots are classified as residential vacant land of 10 acres or more. About twelve parcels, or less than 2% of the vacant land, is classified as commercial or industrial; these vacant lots are primarily located along Route 26 and East Maine Road. While there are a few vacant commercial/industrial properties there may be opportunities for infill development near existing commercial and industrial developments.

Vacant Land Use Breakdown

Vacant Uses	Parcels		Acres	
	Number	Percent	Number	Percent
Residential	622	77%	4,529	41%
Rural	174	22%	6,425	58%
Commercial	9	1%	122	1%
Industrial	3	0.4%	13	0.1%
Total	808	100%	11,089	100%

Data Source: Broome County Parcel Data

Agricultural

About 430 acres, or 2% of Maine is occupied by agricultural uses. Agricultural parcels are those used as part of an operating farm, without living accommodations on the lot. There are nine parcels fitting this description, primarily located in the northwest section of the Town. Agricultural lands are often undeveloped, and for this reason some lots may have been classified as vacant. The livestock industry is the most prevalent agricultural land use type within the Town, representing over half of the agricultural land. The remaining agricultural land was classified as field crops (25%) and agricultural vacant land (23%). More information about the Town’s agricultural lands can be found in the Agriculture Chapter.

Agricultural Land Uses

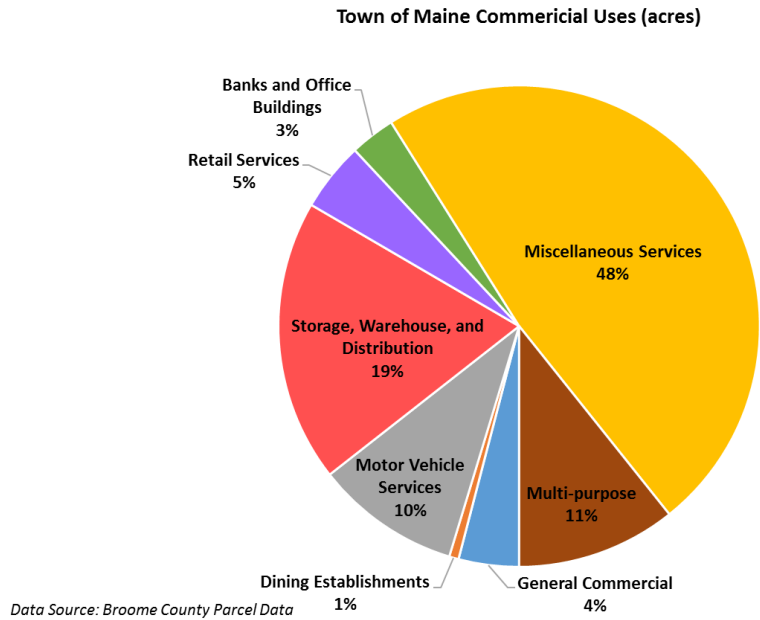
Agricultural Land Use Types	Parcels		Acres	
	Number	Percent	Number	Percent
Vacant Agriculture	3	33%	100	23%
Livestock and Products	3	33%	223	52%
Field Crops	3	33%	106	25%
Total	9	100%	430	100%

Data Source: Broome County Parcel Data

Commercial

Approximately 54 parcels covering 246 acres, or 1% of the Town’s parcel acreage are used for commercial activities. Most of the commercial uses are small-scale developments and range from small stores, restaurants, and banks to larger storage and warehouse facilities. The Town’s commercial uses are located primarily along Airport Road and Route 26.

Miscellaneous services comprise nearly half (48%) of the commercial land in the Town, 110 acres of this land use type is used for a junkyard/ metal scrap yard. The second largest commercial use in the Town is storage, warehouse, and distribution facilities, accounting for 19% of the Town’s commercial land.



Commercial Land Use Breakdown

Commercial Uses	Parcels		Acres	
	Number	Percent	Number	Percent
General Commercial	2	4%	10	4%
Dining Establishments	3	6%	2	1%
Motor Vehicle Services	15	28%	24	10%
Storage, Warehouse, and Distribution	8	15%	47	19%
Retail Services	4	7%	11	5%
Banks and Office Buildings	5	9%	7	3%
Miscellaneous Services	6	11%	119	48%
Multi-purpose	11	20%	26	11%
Total	54	100%	246	100%

Data Source: Broome County Parcel Data

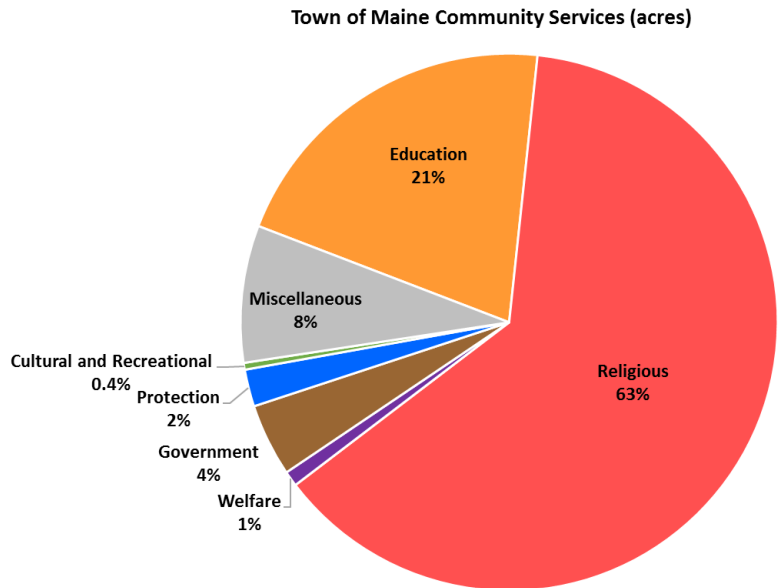
Industrial

There are only three industrial properties covering about 25 acres, less than one percent of the Town’s total acreage. These uses are characterized as manufacturing and processing, and are located on Airport Road, adjacent to commercial, residential, and vacant properties.

Community Services

Community services cover 207 acres, or about one percent of the Town’s total parcel acreage. Community services are provided by both public and private sectors and include: schools, churches, social clubs, government, fire protection, and cemeteries (miscellaneous). These uses are scattered throughout the Town, but are mainly located along Route 26. The community services within the Town are tax-exempt.

Religious uses are the largest community service category, utilizing more than 60% of the community service land. The Saint Francis Hermitage retreat center, on Edson Road, covers 106 acres; this parcel alone accounts for about 80% of the religious land, and covers half of the community service land. Education services are the second largest community service category, and include Maine Memorial Elementary School, Finch Hollow Nature Center, and the bus garage on Church Street.



Data Source: Broome County Parcel Data

Community Service Land Use Breakdown

Community Service Uses	Parcels		Acres	
	Number	Percent	Number	Percent
Education	4	13%	43	21%
Religious	13	42%	131	63%
Welfare	2	6%	2	1%
Government	2	6%	9	4%
Protection	3	10%	5	2%
Cultural and Recreational	1	3%	1	0.4%
Miscellaneous	6	19%	17	8%
Total	31	100%	207	100%

Data Source: Broome County Parcel Data

Recreational and Entertainment

About 115 acres or 0.4% of land within the Town of Maine is used for recreational and entertainment uses. These uses are located on Route 26 near the hamlet, and on Airport Road. There are two parcels classified as parks that owned by the Town and account for 67% of the Town’s recreational land. Even though these parks do not contribute to the tax base, they provide benefits for the residents and contribute to the quality of life of the community. The Maine Event is a banquet facility on Route 26 which is categorized as a social organization. The former Airport Drive-In was classified as an amusement facility, however, this use was discontinued in the early 1990s.

Recreation and Entertainment Land Use Breakdown

Recreation and Entertainment Uses	Parcels		Acres	
	Number	Percent	Number	Percent
Amusement Facilities	1	17%	21	18%
Social Organizations	1	17%	2	2%
Parks	4	67%	91	80%
Total	6	100%	115	100%

Data Source: Broome County Parcel Data

Public Services

Public services cover 15 parcels on 1,149 acres, which makes up about 4% of the Town’s acreage. These uses are scattered throughout the Town and include water, communication, transportation, and electric/gas services. Transportation uses account for nearly 80% of the public service land. The major transportation use is the Binghamton Regional Airport, which covers 893 acres and is owned and operated by the County. Flood control structures are the next largest public service use, and cover almost 200 acres. These flood control structures were constructed and are owned by Broome County. Their primary purpose is to provide flood protection, but they are also open to the public for recreational use.

Public Services Land Use Breakdown

Public Service Uses	Parcels		Acres	
	Number	Percent	Number	Percent
Water	6	40%	199	17%
Communication	1	7%	0	0.01%
Transportation	2	13%	895	78%
Electric and Gas	6	40%	56	5%
Total	15	100%	1,149	100%

Data Source: Broome County Parcel Data

Facilities, Utilities, and Services

Introduction

There are a number of facilities in the Town of Maine which provide a variety of services. Public facilities offer positive benefits to the community which is why the availability of these facilities is an important factor in someone’s decision of moving to an area. Additional address and contact information for these facilities is included at the end of this chapter.

Government Facilities

The Town Hall is located on Lewis Street in the hamlet of Maine. The departments within the Town’s government include the Property Assessor, Code Enforcement, Dog Control, Highway Department, Parks and Recreation, Planning and Zoning Boards, Tax Collection, Town Clerk, Town Court, and the Town Supervisor. Residents can access information about the services the Town provides on the Town’s website.

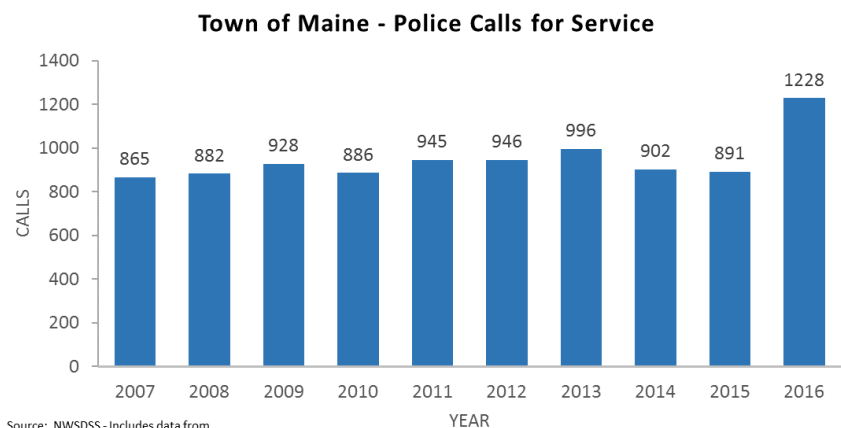
The Town of Maine Highway Garage is located on an 8.6-acre site on Ellis Payne Road, adjacent to the Town Park. This facility includes the Highway, Parks, Buildings, and Grounds Departments; these departments are responsible for the construction, maintenance, and repair of all Town-owned facilities and infrastructure. Each Spring, they organize a Town of Maine clean-up day where residents can bring a bulk item for free disposal.

Public Safety

Public safety facilities provide emergency response services including police, fire, and ambulance. This section provides a summary of the service providers and a graph showing the number of service calls since 2007.

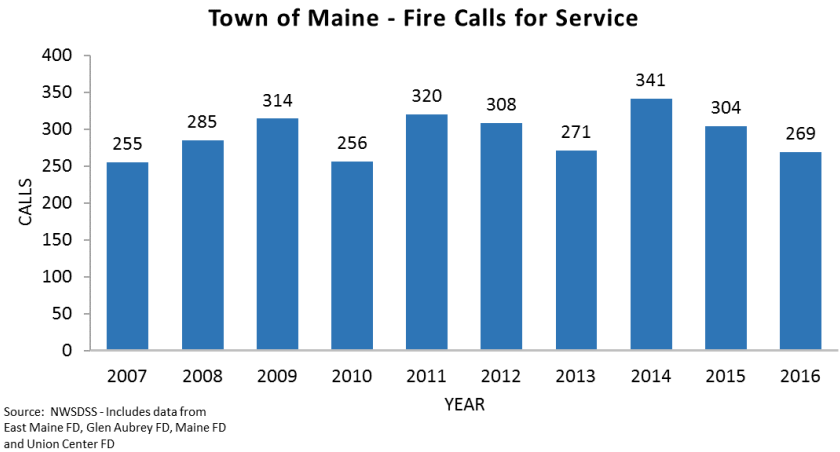
Police

The Town of Maine is served by the Broome County Sheriff and the New York State Police, however, their stations are not located within the Town. The Broome County Sheriff headquarters is located at the Broome County Public Safety Facility in the Town of Dickinson. The NYS Police have barracks in the Towns of Kirkwood and Union; they provide emergency response services to the Town of Maine and fifteen other municipalities within Broome County.



Fire

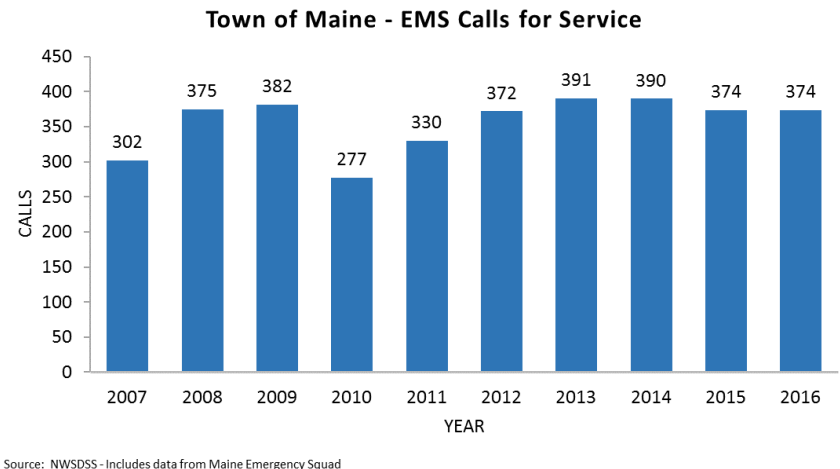
- The **Maine Fire Department** covers a large portion of the northern and central areas of the Town including the hamlet of Maine. This volunteer fire company was established in 1923 and its station is located on McGregor Ave in the hamlet of Maine. In addition to providing fire protection services, they also organize a number of community events throughout the year.



- The **East Maine Fire Company** provides service to the eastern half of the Town. This volunteer company was established in 1948 and its station is located on East Maine Road. Each year they participate in the National Night Out at Maine Town Park, and hosts a community open house night in April.
- The **Glen Aubrey Fire Company** covers a small area in the northeast section of Town. This is also a volunteer company, and the station is located in the Town of Naticoke.
- The **Union Center Fire Department** serves the south-central and southwestern portion of the Town. This volunteer company was established in 1947 and has two stations located in the Town of Union.
- The **Greater Binghamton Airport** provides its own fire protection services.

Emergency Medical Services

The Maine Emergency Squad provides paramedic and emergency transportation services to the Towns of Maine and Naticoke, including the Greater Binghamton Airport. The squad is staffed by one paid technician and supplemented by volunteers. The station is located in the Town of Maine near the hamlet. The fire departments also provide basic life support services.



Flood Control Structures

Broome County owns and operates 21 flood control structures, five of which are located in the Town of Maine. These flood control structures, or watersheds, protect the residents during heavy storm events by storing floodwater and slowly releasing it over a period of time. The watersheds within the Town include: Oakdale Road (17.9 acres), Upper Stella Ireland Road (56 acres), Airport Road (30 acres), Avery Road (46 acres), Bailey Hollow Road (48 acres). While their primary purpose is for flood protection, these areas also provide recreational benefits.

Transportation Facilities

The Greater Binghamton Airport, owned and operated by Broome County, is located on approximately 1,150 acres of land in the northeastern part of the Town. The airport which opened in 1951, is the largest public facility in Broome County. Currently there are three arrivals and departures to and from Detroit throughout the day. More information about the airport and future development within the airport corridor can be found in the Build-Out Analysis Chapter.



Greater Binghamton Airport (Phil Childs)

Utilities

The residents within the Town of Maine rely on private wells and septic systems. Prior to the previous comprehensive plan, Broome County installed a waterline along Airport Road, from the Town line to the Airport and the Broome County Landfill to provide adequate service for daily operations and fire protection needs. In 2016, the construction of the Greater Binghamton Airport Sewer project was completed. This project involved the construction of gravity and pressure sewers from the County Landfill and Airport down Knapp Road, Airport Road, Commercial Drive and Farm to Market Road connecting into the Town of Union sewer system. The project constructed approximately 10-miles of sewer and 8 pumping stations. There are currently no public hook-ups to the water/sewer lines.

In 2015, Broome County announced plans to expand the natural gas lines through the Town to the airport. The gas lines would be installed primarily along Commercial Drive, Airport Road, and Knapp Road. Upon completion, residents will have the opportunity to connect to the gas line.

Landfill

Broome County 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.

Educational Facilities

The Town of Maine is served by five school districts including Maine-Endwell, Newark Valley, Johnson City, Chenango Forks, and Whitney Point Central School Districts. **Maine-Memorial Elementary School**, which is located within the Town, enrolls about 457 students (grades pre-k through 5th grade) and employs about 87 staff and faculty. The Town utilizes the school building and grounds throughout the year to host a number of community events.

Wide Horizons Preschool is a nonsectarian nursery school sponsored by the Maine Federated Church on Route 26. It is available to three, four, and five-year-old children of Maine and nearby communities, for a monthly tuition. It has been in operation since 1983, offering a variety of programs and activities geared towards social, emotional, physical, and intellectual development.



Wide Horizons Pre-School (Phil Childs)

The **Finch Hollow Nature Center**, located on Oakdale Road, is a natural history museum and education center operated by Cornell Cooperative Extension of Broome County. The facility has a meeting/classroom which is often used for public programs, interactive displays, and a public nature area with one mile of self-guided trails. The building is owned by the Johnson City School District, and the nature area is owned and maintained by Broome County.

Recreational Facilities

The **Maine Town Park** is approximately 64 acres and is located on Route 26, adjacent to Maine Memorial Elementary School and Nanticoke Creek. The park amenities include three picnic pavilions, a pagoda, two baseball fields, tennis courts, a basketball court, and a nature area. The Town's Summer Rec Program is held at the Town park and hosts a variety of events from July to August.

There is an undeveloped area owned by the Town located on 42 Park Street. This open space area is located next to Nanticoke Creek, and provides fishing access for Town residents. There are two other Public Fishing Right's (PFR) areas along Nanticoke Creek within the Town, off Route 26 and Nanticoke Road. The creek is accessible by foot and is stocked with Brown Trout.

There are approximately 17 miles of snowmobile trails within the Town of Maine. These trails are maintained by the Ridge Riders of Whitney Point and the Tioga Ridge Riders; they cross eleven roads and 88 parcels. There are three snowmobile stops within the Town which includes Kelli's 2 and Frank's restaurants, and the Smiles gas station.

Square Deal Sportsmen is a 101-acre private outdoor gun range located on Route 26. This facility is open year-round to members, and offers a number of public events, competitions and educational courses led by the NYSDEC. The Broome County Sheriff's Department also uses this facility for training purposes.

Community Groups

There are many opportunities for Town of Maine residents to be involved in their community. These types of groups organize a number of social gatherings which enrich the lives of residents, contributing to a greater quality of life.

There are a number of youth recreational and educational activities in the Town including the Maine Nanticoke Valley Baseball and Softball leagues, and the Boy Scouts and Cub Scouts, Girl Scouts, and the Bone Savers.

The **Nanticoke Valley Historical Society** owns and operates the Janet W. Bowers Museum devoted to the early history of the Town. The museum is in the Dayton-Kenyon-McGregor House, a Victorian-era structure that was built circa 1850. The Historical Society purchased the house in 1976 and offers public tours throughout the year (by appointment). The Historical Society also owns schoolhouse #4 (a one-room schoolhouse), the Norton Carriage Shops, and the Pitchers Mill, all located within the Town of Maine. More information about the Town's historic resources can be found in the Setting and History chapter.



Janet W. Bowers Museum (Phil Childs)

The **Maine Community Band** was founded in 1851, and is believed to be one of the oldest community bands in the US. Members of the band range in age from early teens to octogenarians, and represent all levels of musical skill. The Maine Community Band participates at a number of events and parades throughout the year.



Maine Community Band (Phil Childs)

Maine American Legion Post 1390 is located on Route 26 in the Town of Maine. The American Legion is a non-profit veteran's organization which focuses on serving veterans, service members, and local communities. Throughout the year, the American Legion hosts a number of social events and fundraisers, which are open to the community. Members of the community can rent the hall to host private banquets and meetings.

Senior Services

Meals on Wheels of Western Broome serves the Town of Maine, Endicott, Endwell, Vestal, and Johnson City areas. The Broome County Office for Aging's Meals on Wheels program is a home-delivered meal service available to eligible seniors who are unable to regularly prepare healthy meals for themselves. Each weekday around noon, the Meals on Wheels Program delivers a hot lunch and a cold dinner to each recipient's door. There is a suggested donation for this service.

The **Senior Helpers Program** matches seniors in need with workers who hire themselves out for various services, including drivers. To hire a driver, residents can call weekday mornings to organize a ride.

More information about these two programs can be found on the Broome County Office for Aging website.

Facilities Contact Information:

Maine Town Hall

12 Lewis Street
607-862-4057
www.townofmaine.org/content/

Maine Highway Department

17 Ellis Payne Road
607-862-9209
www.townofmaine.org/content/Departments/View/3

Maine Fire Department

29 McGregor Avenue
607-862-3814
www.facebook.com/Maine-Fire-169898339717117/

East Maine Fire Company

847 East Maine Road
607-797-0685
www.emfc56.org/

Glen Aubrey Fire Company

32 Octagon Street
607-323-5020
<https://www.facebook.com/Glen-Aubrey-Fire-Co-47-128490447167452/>

Union Center Fire Company

1811 NYS Route 26
607-748-1321
www.unioncenterfire.com/index.html

Maine Emergency Squad

2658 NYS Route 26
607-862-3615
www.maineemergencysquad.com/home.html

Maine Memorial Elementary School

2693 NYS Route 26
607-862-3263
www.me.stier.org/mainememorial_home.aspx

Wide Horizons Preschool

2615 NYS Route 26
607-862-3387
www.federatedchurchofmaine.org/wide-horizons-nursery-school

Finch Hollow Nature Center

1394 Oakdale Road
607-729-4231
www.ccebroomecounty.com/youth/4-h-education-center-at-finch-hollow

Square Deal Sportsmen

3205 NYS Route 26
www.squaredealsportsmen.com/

Nanticoke Valley Historical Society

13 Old Nanticoke Road
607-862-9705
www.nanticokevalleyhistoricalsociety.com/home.html

Transportation

Introduction

This chapter updates the previous comprehensive plan’s transportation chapter. 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.

Highways and Roads

Roads accommodate all types of travelers through and within the Town. There are approximately 103.8 miles of roads within the Town. New York State, through the Department of Transportation, owns and is responsible for the maintenance of the State highways. There is a \$1.1 million project proposed to improve sight distance and increase safety at the intersection of East Maine Road and Route 26. Broome County is responsible for the County Roads through its Department of Public Works. The Town of Maine maintains the more than half of the public roads in the Town through the Town Highway Department, which is responsible for the construction, repair, maintenance and cleaning of all Town highways, Town roads, Town streets, and Town bridges. The Town has allocated about \$205,000 for the repair and maintenance of roads for 2017, which is partially funded through the State Consolidated Highway Improvement Program (CHIP). A map of the Town’s roadway system is included in the Appendix.

Classification of Roadways

Road Type	Miles	Percent
Local	61.5	59%
County	29.1	28%
State Route	11.1	11%
Private/ Undeveloped	2.1	2%
Total	103.8	100%

Data Source: Broome County GIS

There are 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 8.1 miles. It is a two-lane road with 11-foot wide lanes and shoulders varying from 4 feet to 8 feet in width. There are three Annual Average Daily Traffic (AADT) counts for the sections of Route 26 which pass through the Town. The most heavily traveled section, between Union Center and East Maine Road, had an estimated AADT of 5,734 vehicles per day (vpd) in 2012. The two remaining segments extending from East Maine Road into the Town of Nanticoke within the Town average between 2,400 and 3,000 vpd. As of 2015, the pavement was in fair 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 three miles in length, with 11-foot wide lanes and 8-foot wide shoulders. The estimated AADT between Union Center and the Broome-Tioga line was of about 4,500 vpd in 2012. As of 2015, the pavement was in good/excellent physical condition.

A map illustrating the traffic volumes is included in the Appendix.

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

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

The county 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 4,117 vpd between Middle and Upper Stella Ireland Road (2012 AADT), diminishing to about 1,154 vpd between Commercial Road and the airport (2015 AADT). East Maine Road is busiest between Farm to Market and Arbutus Road, with volumes of 3,778 vpd (2013 AADT).

The Town of Maine has jurisdiction over the remaining public 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. By February 2017, the airport will include three arrivals and three departures throughout the day; this is down from the 15 arrivals and 15 departures reported in the previous plan. The Broome County Landfill, which is accessed via Airport Road and Knapp Road generated approximately 374 vehicles per day in 2016.

Safety is the other critically important factor in assessing transportation facilities. The New York State Department of Transportation ALIS (Accident Location Information System) provides a database of accidents for each roadway in the Town. Typically, three years is the standard analysis period. Between November 1, 2013 and October 31, 2016, there were 423 reported accidents in the Town. Of that, about 75% of the accidents were single vehicle accidents. During the three-year period that was reviewed there were two pedestrian crashes, in two different locations. No pattern of pedestrian or bicycle accidents were observed. However, the Town may want to consider implementing complete street principles in the area of concentrated development along Route 26 in order to provide safe travel for all users. The table below indicates the breakdown of accidents.

Motor Vehicle Accidents in the Town of Maine
November 2013 - October 2016

Accident Type	Number
Collision with motor vehicle	109
Collision with fixed object	194
Collision with animal	114
Collision with pedestrian	2
Other non-collision	4
Total	423

Source: NYS Accident Location Information System

There are numerous crashes on the New York State and Broome County roadways that typically have higher AADT's (Annual Average Daily Traffic) and higher speeds. A map showing the location of these accidents is location in the Appendix. The NYSDOT continually monitors their roadways for safety deficiencies and potential improvements. There are two projects that are currently underway within the Town of Maine. One is a safety study at the intersection of Route 26 and Route 38B and the other is a construction project scheduled for this year at the intersection of Route 26 and East Maine Road that will improve the sight distance at the intersection.

Broome County likewise addresses safety needs as they become aware of them. There are currently no construction projects scheduled in the Town of Maine for Broome County roadways.

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 more cautiously. Weather conditions, deer, and other unexpected events contribute to crash history.

Accident rates were not developed for each of the roads in the Town. However, looking at the number, type and distribution of accidents, the results are not atypical of what would be expected to be occurring in a rural Town.

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.

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. In 2016, of the 17 bridges within the Town, only two bridges were rated structurally deficient (Route 26 over Nanticoke Creek) or functionally obsolete (Wyok Road over Bradley Creek).

Public Transportation

The Town's rural location and aging population poses a challenge for residents' mobility. Without adequate access to transportation, some residents are isolated which can negatively affect their physical, social, and economic well-being. Due to its low population density, the residents of the Town of Maine have limited public transportation service.

The Broome County Department of Public Transportation offers the following services in the Town:

BC Country is a largely a curb-to-curb service with a 48-hour advance reservation requirement. It offers service from rural locations throughout Broome County into the urban area. Service is available on weekdays, except for major holidays. The hours of operation vary by location.

Since transit is a 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. More information about Broome County transit services is available at: www.gobroomecounty.com/transit

Mobility Management of South Central New York (MMSCNY) a program of the Rural Health Network of South Central New York in Whitney Point. Its mission is to help residents overcome transportation barriers and improve transportation access in the region, especially for those living in rural areas. MMSCNY operates the *Get There Call Center*, a toll-free hotline that offers assistance with trip planning, transportation education, and travel training, staffed weekdays from 7:00 AM to 6:00 PM. Through the Get There Call Center, some Town residents may be eligible for the Connection to Care program, which helps rural individuals with a financial need access health-related services. More information about MMSCNY and the Get There Call Center is available at: www.rhnsny.org/programs/mmscny

Non-Motorized Transportation

Pedestrian and bicycle travel has gained greater recognition in comprehensive land use and transportation planning. People want safe places to walk. 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. 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 my wish to work with Broome County to widen shoulders on key county roads.

Complete Streets

Walking and biking along rural roads in the Town of Maine is not an attractive option, although residents do so. Roads are narrow, and most have no shoulder. While traffic volume is low, speeds can be high. In the residential neighborhoods of the hamlet, absence of sidewalks means residents must walk in the street.

On August 15, 2011 New York State Governor Andrew Cuomo signed Complete Streets Legislation that took effect on February 11, 2012. This law requires state, county and local legislatures to consider all modes of transportation when designing transportation projects that receive state or federal funding. Complete Streets is a concept defined as roadways that safely and adequately accommodates all transportation mode, regardless of age or physical ability. This includes pedestrians, cyclists, public

transportation riders, and motorists; it includes children, the elderly, and people with disabilities. The New York State Department of Transportation provides a Complete Streets Checklist to assist local governments with the planning and design of their roadways. In addition, the Binghamton Metropolitan Transportation Study (BMTS) recently adopted its Complete Streets Policy in 2016 for all regional infrastructure projects. This policy will provide uniform design guidelines for municipalities to adopt when they undertake a reconstruction, paving or pavement striping project.

Major roads, especially those without accommodations for all modes of travel can cause significant neighborhood divide and be barriers to access (Active Transportation Alliance, 2014). The Town may wish to develop a plan for improving pedestrian and bicycle facilities, with the assistance of the BMTS. Such a plan can identify where the installation of sidewalks or road shoulders is the most critical. There is a clear benefit to the quality of life for Town residents and visitors in developing better bicycle and pedestrian accommodations.

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 within the Town is along the Airport Road corridor. Such development may be spurred by proximity to the airport, and in areas where sewer and water lines were recently extended. 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. Since the completion of the previous comprehensive plan, minimal development has occurred along the Airport Road corridor. More information about development within this corridor is included in the Build Out Analysis Chapter.

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 received about \$137,000 for the year 2017 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.

Environment

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. The 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.

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. Naticoke 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 Naticoke Creek to 1,690 feet above MSL in the eastern part of the Town between East Maine Road and Airport Road. A map illustrating the slope characteristics is included in the Appendix.

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. As a reference, a typical rural local road may have a grade between 5-14%, dependent upon its speed and terrain (NYSDOT Highway Design Manual). Slope percentages for land in the Town of Maine are shown in the table below. 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.

Slope Characteristics in the Town of Maine

Percent Slope	Percent of Land Area
0-5%	17%
5-10%	35%
10-15%	23%
15-20%	12%
>20%	13%

Data Source: Broome County Parcel Data

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 a map in the Appendix.

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 Town's 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 Creek 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.

During heavy rain events, many residents are concerned with the threat of debris in nearby streams. According to the NYSDEC, woody debris are an important component of stream health, and most of the time should be left alone. However, in some instances woody debris poses a hazard to the built environment and may need to be removed. Any work that will disturb the stream bank or bed requires an Article 15 permit from the NYSDEC. Residents should always consult the Region 7 NYSDEC office before planning to remove woody debris from any stream or water body.

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 a map in the Appendix.

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.

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. The DEC designated aquifer in the Town of Maine that runs below Nanticoke Valley is shown in a map in the Appendix. 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.

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.

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 reasonably 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 a map in the Appendix.

The area of the Town included in the SFHA, the area with a 1-percent chance of flooding in any given year, and the NSFHA, the area with a 0.2% chance of flooding in any given year. According to the existing FEMA floodplain maps, there are 226 parcels covering 3,836 acres in the 1-percent annual chance floodplain (100-year floodplain), and one parcel covering less than an acre in the 0.2-percent chance annual floodplain (500-year floodplain).

In 2010, FEMA went through the process of developing updated maps. However, this process was put on hold by FEMA and the maps were never published for adoption. While these maps may not be recognized as official for the purposes of the National Flood Insurance Program (NFIP), they do serve as a valuable tool for realistic flood mitigation planning. According to the preliminary floodplain maps, there are approximately 259 parcels covering 4,002 acres within the 100-year floodplain. There are no parcels within the preliminary 500-year floodplain.

Flood Mitigation

Broome County has a history of natural hazard events, including two historic floods in 2006 and 2011. The Town of Maine participated in the 2007 and 2013 Broome County Hazard Mitigation planning processes, where a number of mitigation strategies were proposed to protect residents and major infrastructure from future flood risk. Since the completion of these plans, the Town has completed the following actions:

- With FEMA funds, the Town reconstructed road bank/ rock cut on Pollard Hill Road to prevent future road and driveway washouts. This project included increasing the size of the cross pipes and the rock cut drainage was improved.
- The Town worked with the Broome County Soil and Water Conservation District on a stream restoration project along Route 38B in the Town. This project included installing rock, and rip rap to stabilize the bank.
- The Town worked with the Broome County Soil and Water Conservation District to remove stream debris and improve stream bank stabilization along the west branch of Nanticoke Creek. This project included installing 125 feet of rip rap and removing debris from nearby agricultural lands and the streams.
- The Town is working with Broome County to complete an Emergency plan for the Town.



2011 Flood Damage to Road

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 included on a map in the Appendix.

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 Nanticoke 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 Nanticoke 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.

Natural Gas Pipelines

In 2007, construction began on the Millennium Pipeline project which installed a 182-mile natural gas pipeline across New York State's Southern Tier and the Hudson Valley regions; construction was completed in 2008. Approximately five miles of the pipeline crosses through the Town of Maine. The pipeline intersects four Town roads and two County roads, two State highways, and crosses three creeks including Bradley, Nanticoke, and Crocker Creeks.

In 2016, Broome County received a grant from the US Department of Transportation to assess the hazard vulnerability of pipelines at stream and river crossings due to flooding and erosion. There are six known pipeline and stream intersections within the Town of Maine. The project is anticipated to be completed by the Fall of 2017.

Other Environmental Considerations

There are two former dump sites in the Town of Maine. 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.

Agriculture

Introduction

Agricultural land and natural areas contribute to the rural character of the Town and its quality of life. In the public survey, a large number of responses indicated that the Town's top asset is its rural character. In addition, the majority of residents believe that the Town government should play a role in supporting local agriculture. This chapter describes agricultural trends within the Town and County, and examines ways to promote farmland protection and conservation.

Agricultural Trends

External factors have influenced the agriculture industry in the region and Broome County. As a result, the number and size of farms has declined rapidly in recent decades. The most recent USDA Census of Agriculture shows the number of farms in Broome County decreased from 580 in 2007 to 563 in 2012. However, while the large farms are consolidating, the number of small farms appears to be increasing. Farm consolidation and expansion of non-agricultural land uses are partially responsible for the recent decline in farm acreage. For example, in 2012 agricultural lands comprised 79,676 acres countywide, down 6,937 acres from 2007. In sum, throughout Broome County the number of farms has decreased by 17 percent while the acreage of farmland decreased by 8 percent.



Highlander Cattle (Phil Childs)

Agricultural Lands in the Town of Maine

There are many ways to identify and classify agricultural lands within an area. One common method to identify agricultural lands is to review the property land use code of a parcel, assigned by the tax assessor. According to this data, there are nine agricultural parcels within the Town of Maine. This method was used in the Land Use chapter.

Another method is determining whether a parcel is in a NYS Agricultural District. These lands include "viable farmland" which includes land that is actively farmed, and land that is highly suitable for agricultural production. Using this method, 283 agricultural parcels were identified in the Town of Maine. Agricultural districts are discussed in more detail in the following section.

In addition to the two methods discussed above, agricultural tax-exemptions can also help identify agricultural lands within an area. Agricultural assessments are intended to provide financial incentives through tax relief. Agricultural assessments are limited to lands used in agricultural production. Where the owner has seven or more acres and produces on average at least \$10,000 per year in agricultural goods. If an agricultural operation is located on less than seven acres it must gross at least \$50,000 in agricultural product. Using this method, five agricultural parcels were identified in the Town.

Based on the varied results of these methods, it is best to use a comprehensive approach to identify agricultural lands within the Town. A map of the agricultural parcels identified using these three methods is included in the Appendix.

New York State Agricultural Districts

The primary land use tool used in Broome County to protect farmland is the New York State Agricultural Districts Law. 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. Agricultural Districts may include land that is actively farmed, idle, forested, as well as residential and, commercial land. Benefits include tax benefits and protections against overly restrictive local laws, government funded acquisition or construction projects, and private nuisance suits involving agricultural practices.

Countywide there are three certified agricultural districts containing 333 farms covering a total of 150,138 acres. Each district is amended annually and undergoes a full review every eight years, where land is added or removed from the district. Any property owner can apply to have their parcels included in an Agricultural District, but the benefits of the Agricultural Districts Law only applies to farm operations and lands used in agricultural production. All agricultural district changes must be approved by the Agricultural and Farmland Protection Board and the Broome County Legislature, and then certified by the State of New York Commissioner of Agriculture and Markets.

Town of Maine Agricultural Districts

There are an estimated 283 parcels covering 9,298 acres within an Agricultural District in the Town of Maine (2016 Broome County Parcel Data), comprising about one-third of the Town's total parcel acreage and about 6% of the County's Agricultural Districts lands. This represents a slight decline (0.7%) in the amount of Agricultural District land within the Town since the previous comprehensive plan.

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?

Section 239-m of General Municipal Law (GML) provides another protection for farms. According to §239-m(3)(b)(vi), special use permits, site plans, and use or area variances that are within 500 feet of a farm operation located 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.”

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

Broome County is currently updating its Agricultural Farmland Protection Plan in partnership with NYS Department of Agriculture & Markets, Cornell Cooperative Extension Service of Broome County, and Environmental, Design & Research (EDR). The intent of the update is to provide Broome County and its municipalities with a plan that outlines methods toward building a viable agricultural industry and promotes the protection of valuable farmland throughout the County. To ensure the updated plan addresses local farmers' needs and concerns, representatives from Broome County Planning and CCE Broome hosted four focus group sessions with farmers throughout the County; multiple farmers from the Town of Maine attended.

This plan updates the County's previous plan adopted in 2001, provides a framework for establishing farm policy in the rural towns, and provides major agricultural initiatives for the towns to follow. One of the major outcomes of the plan includes the development of three projects that can be pursued for grant funding. The initiatives of the plan are described below:

1. Develop a vision for agriculture in Broome County
2. Collect data and inventory lands to be protected
3. Analysis of the existing conditions, trends and threats
4. Develop goals and recommendations to achieve Broome County's vision for agriculture

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 are discussed in Chapter 12: Local Laws.

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

As mentioned in the previous comprehensive plan, Town Boards 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.

Local Laws

Introduction

This chapter notes the changes made to the Town of Maine Zoning Code and related local laws due to the 2008 Comprehensive Plan Ordinance Review and 2008 Codification project and makes new recommendations to address outstanding recommendations, changes in statutory law, and new land use, zoning, and planning issues, such as new alternative energy systems, an aging population, new airport industrial park, and new opportunities in agriculture that confront the community.

Codification Project

In 2008 the Town of Maine completed a four-year Codification project that represented a collaborative effort between the Town Council, Town Clerk, Zoning Board of Appeals, Planning Board, Code Enforcement Department, Town Attorney, and service and software provider General Code. As part of the contract with General Code, the Town of Maine received hard copy code books and an E-Code online version.

The codification project arranged and systematized the Town Code into a numbered and stylized document and corrected conflicts and inconsistencies in the ordinances. The codification project also modernized the laws and ordinances in accordance with statute and actual conditions and practices of the Town of Maine. The end result was an easy-to-read, easy-to-use, easy-to-access, and expandable format designed to accommodate future legislation. The Town Code is now accessible online. Residents, property owners, business owners, project applicants, and developers researching potential project sites can access the local laws and ordinances without waiting to contact the Town of Maine. Interested parties can access the E-Code on the Town of Maine website by going to: <http://www.townofmaine.org/>, clicking on “Laws”, and clicking on “Town of Maine Code Book”. The online version has a user-friendly interface and extensive search capability.

Local Law Adoptions and Amendments 2009 – 2016

The Town Board adopted 15 new local laws and amended six local laws in the years 2009 through 2016 to rezone a number of properties and to address graffiti, parking on local streets, ethics, dog licensing, flood plain development, property tax levy limits, event permits, Planning Board membership, Planning Board and Zoning Board of Appeals meeting dates, abandoned and junk vehicles, garbage and rubbish, and junkyards and vehicle warehousing.

2008 Comprehensive Plan Ordinance Review

The 2008 Comprehensive Plan Ordinance Review evaluated the zoning, subdivision, and junkyard local laws and ordinances for consistency with state law, current planning practices, and community needs and desires and made a series of recommendations for the zoning code, including the definitions, zoning map, zoning districts, minimum lot sizes, lot coverage, off-street parking and loading, non-conforming uses, site plan requirements, wireless telecommunications, home occupations, performance guarantees,

landscaping standards, and for the subdivision regulations, mobile home, mobile home park and travel trailer ordinance, and junkyard local law.

2017 Comprehensive Plan Ordinance Review

As noted above, this section (1) identifies the outstanding recommendations of the 2008 Comprehensive Plan Ordinance Review and (2) makes new recommendations for Chapter 450 Zoning and related local laws to address changes in statutory law and new land use, zoning, and planning issues that confront the community. **Recommendations are provided in bullet points.**

Chapter 450 Zoning, Article II Terminology, Section 450-6 Definitions

More than 100 definitions are found in Town Code Chapter 450 Zoning, Article II Terminology, Section 450-6 Definitions for terms used in Chapter 450. Section 450-6 should contain enough definitions so the Zoning Board of Appeals does not need to render interpretations. The definitions should be current, consistent with state law, and reference applicable definitions in state law where necessary.

The 2008 Comprehensive Plan Ordinance Review identified shortcomings in the definitions for mining and farming which still remain and which the Town of Maine should address. In addition, a number of other terms and definitions are now outdated, inadequate, and/or too restrictive in addressing current land use and zoning needs of the Town of Maine. Recommendations for specific examples and overall recommendations are provided below.

- Section 450-6 includes definitions for two mining terms found in the New York State Department of Environmental Conservation Mined Land Reclamation Law (MLRL): **mineral** and **mining**. The definitions for these two terms are somewhat different from the definitions found in the MLRL. Section 450-6 should incorporate or reference the mining definitions found in the MLRL to ensure consistency unless these definitions apply to small mines not regulated by the New York State Department of Environmental Conservation.
- Section 450-6 includes the definitions for the following agricultural terms: **Farm, Full Time and Farming, Farm Use or Occupancy, Farm Pond, and Industrial-Agricultural Enterprise**. These definitions do not address small niche farms, small-scale farms under 20 acres, harboring of customary farm animals, such as horses, goats, and chickens, on less than 20 acres, and the growing number of ancillary businesses that farms operate to remain profitable.

Section 450-6 defines **Farm, Full-Time** as any parcel of land which is in excess of 20 acres and used principally for the raising of agricultural products or the keeping of poultry, fowl, livestock, or domestic animals, including necessary farm structures and the storage of farm equipment.

In contrast, the Town of Union defines **Farm** as any parcel of land containing at least three acres used for the raising of agricultural products, livestock, poultry and dairy products, including necessary farm structures and equipment. It excludes the raising of fur-bearing animals, riding academies, livery or boarding stables and dog kennels.

The Town of Ithaca defines **Farm** as any parcel of land containing at least three acres which is used in the raising of agricultural products. The Town of Clarence defines **Farm** as any parcel of land containing at least five acres which is used for economic gain in the raising of agriculture products, livestock, poultry, dairy products, and tree farms, including related accessory structures.

Section 450-6 defines **Farming, Farm Use or Occupancy** as any activity customarily carried on upon a farm, such as cultivation of land and animal husbandry.

Section 450-6 defines **Animal Harboring** to include the personal keeping on a lot 20 acres or less in size of any number of horses, cattle, sheep, goats, rabbits, pigs, or other customary farm animals but makes no reference to farming. The threshold of 20 acres or less and reference to customary farm animals makes the definition confusing.

Section 450-6 defines **Industrial-Agricultural Enterprise** as a use of land, buildings, and structures for the intensive feeding of animals and fowls, carried on as an industry where less than 10 percent of all food and bedding for the animals and fowls is grown on the premises. The 10 percent threshold should be reviewed and amended as necessary.

In contrast, the Town of Union defines **Industrial Agricultural Enterprise** as a large-scale business activity that specializes in a specific aspect of agriculture or farming and uses specialized equipment or buildings to process farm products for their delivery to markets.

The farm definitions should be reviewed for consistency with the agricultural definitions found in New York State Agriculture and Markets Law and for adequacy in addressing farms and farm operations that the Town of Maine wishes to encourage, such as small-scale farming on 20 acres or less. The Town of Maine should consider including definitions for other agricultural uses that it wishes to accommodate, such as farmers market, stable or riding academy, equestrian facility, commercial horse boarding operation, animal husbandry, produce stand, farm stand, roadside stand, nursery or greenhouse. The definitions should clarify the distinction between personal keeping of horses and other animals, commercial horse boarding operation, animal harboring, animal husbandry, customary farm animals, farming, and farm operations.

- Section 450-6 contains the terms **double-wide house, mobile home, mobile home park, modular house, travel trailer, and travel trailer camp**. Section 450-6 does not include the term manufactured housing. These definitions do not reference the Residential Code of New York State definitions. *These terms should be reviewed for consistency with the Residential Code of New York and reference the Residential Code of New York definitions. See Town of Sanford Land Use Management Local Law and Mobile Home and Travel Trailer Local Law (adopted 1992 and amended 2014) for definitions and references to the Residential Code of New York State.*

Section 450-6 defines **Dog Kennel** as a land use or structure for harboring of more than three dogs that are more than six months old with no distinction between residential dog kennel and commercial dog kennel. The Town of Maine could decide to distinguish between commercial kennels and private kennels. For example, the Town of Union provides definitions for **Kennel, Commercial** and **Kennel, Private**. The Town of Clarence defines **Dog Kennel** as a structure used for the harboring of dogs for compensation.

Section 450-6 lacks terms accommodating new senior living arrangements such as **elder cottages** and **senior living community**. The Town of Ithaca Zoning Ordinance defines elder cottage as a separate, detached, temporary one-family dwelling, accessory to a one- or two-family dwelling on a lot erected and occupied in accordance with detailed provisions addressing use limitations, dimensional limitations, location requirements restricting the use to only one on a lot where a one-family or two-family dwelling already exists, building requirements, and procedures for obtaining town approvals.

Chapter 450 does not address **accessory dwelling** which was a common living space above house garages in earlier years but which was later banned and is now being proposed in communities across the country with one proposed recently in Broome County.

Overall recommendations for Section 450-6 are provided below:

- Review the definitions in Section 450-6 for consistency with definitions found in applicable state and federal laws, for example, New York State Agricultural and Markets Law, New York Uniform Fire Prevention and Building Code, Residential Code of New York State, New York State Health, and New York State Department of State definitions and legal memorandum.
- Include in Section 450-6 definitions for all uncommon terms used in the Zoning Code.
- Include enough definitions in Section 450-6 so that the Zoning Board of Appeals does not need to render interpretations.
- Periodically review the definitions.
- Keep definitions current and comprehensive to reflect new land uses, community needs, and amendments to the zoning code, such as new forms of agriculture; solar energy; wind energy; senior living arrangements, such as elder cottages and group homes for the elderly; bed and breakfast establishments; food cooperatives; and other uses.

Chapter 450 Zoning, Article III Zoning Districts and Zoning Map

Section 450-7 Zoning Districts lists the seven (7) base zoning districts and three (3) planned development districts:

R-R	Rural-Residential District	ID	Industrial District
R-1	Residential District 1	PMHD	Planned Mobile Home District
R-2	Residential District 2	PMFD	Planned Multi-Family District
B-1	Business District	PRD	Planned Recreational District
B-2	Business District		

Section 450-8 establishes the regulations governing the Zoning Map. In 2005 the Town Board adopted a revised zoning map drafted by Broome County Department of Planning and Economic Development.

The Town of Maine also has an Airspace Plan Map that delineates overlay zones where additional regulations apply.

The existing zoning districts are illustrated on the Zoning Map in the Appendix. The zoning districts by acreage are provided in the table below. Recommendations for the Official Zoning Map follow the table below.

Zoning District Acreage in 2017

Zoning District	Acres	
	Number	Percent
R-1 Residential	9,086	31%
R-2 Residential	1,453	5%
Rural-Residential	16,406	57%
B-1 Business	51	0%
B-2 Business	200	1%
Industrial	1,522	5%
Planned Mobile Home	117	0%
Planned Recreational	224	1%
Total	29,059	100%

Data Source: Broome County Parcel Data

- Include on the Town website the Broome County GIS link to the Zoning Map.
- Amend the Official Zoning Map to include the planned development district names and separate color coding for each planned development district.
- Establish the Zoning Map located on the Broome County GIS map as the Official Zoning Map.
- Keep the Official Zoning Map current. Inform Broome County Department of Planning and Economic Development of changes to the Official Zoning Map and request the changes be made within a specified time.
- Periodically review the Zoning Map for consistency with zoning map amendments and existing and future land uses.

Chapter 450 Zoning, Article V District Use Regulations

Section 450-16 Rural-Residential District R-R

The purpose of the R-R District is to encourage the development of low density residential land uses, open space land use, and agricultural land uses in areas of the Town of Maine which have restrictive natural characteristics.

Subsection B uses permitted by right include (1) single-family dwellings, two-family dwellings, (2) agricultural pursuits such as farms, farming uses or occupancy, (3) mobile homes subject to compliance with provisions of the Mobile Home, Mobile Home Park, and Travel Trailer Ordinance of the Town of Maine, (4) home occupations on the home occupation approved list, and (5) the personal keeping on a lot five or more acres in size of a specified number of horses although nothing in this section shall be deemed to apply to any farm operation located in a county-adopted, state-certified agricultural district, and (6) double-wide houses.

Subsection C uses requiring site plan review and approval include churches and similar places of worship, including parish house or rectory, schools, funeral home, library, park, playground, public swimming pool, animal harboring except as authorized by Subsection B (5), boarding and rooming houses, airports, and any home occupation not on the home occupation approved list.

- Make the R-R District regulations consistent with Agricultural and Markets Law, agricultural needs of the Town of Maine, and the farms and farm operations that the Town of Maine wishes to encourage, such as small-scale, niche farming on less than 20 acres.
- Adequately address farming; animal harboring; and personal keeping of animals, such as horses, chicken and goats, greenhouses and nursery, and other agricultural terms in the R-R District use regulations and dimensional requirements.
- Amend reference to double-wide house.
- Consider amending the Chapter 450 to include supplementary regulations to address such uses as the personal keeping of chickens and other animal harboring, and farm stands. The supplementary regulations would address the type and number of animals allowed, acreage thresholds, screening, odors, and noise in accordance with Agricultural and Markets Law.

The Town of Union Consolidated Zoning Ordinance includes supplementary standards for farm stands. A farm stand may be permitted as a seasonal accessory use within the Rural Residential District selling agricultural and horticultural products produced on the premises or produced by the owner of a local farm, subject to the following regulations:

- No more than one structure of a temporary and movable nature shall be permitted and shall not exceed 2,000 square feet in total floor space.

- The ground display area shall be immediately adjacent and secondary to the farm stand and shall not exceed 1,600 square feet in area.
 - The farm stand shall be permitted only during the season for the production or harvest of such products, and sales shall occur between dawn and dusk.
 - A farm stand shall be located at least 20 feet from any public rights-of-way.
 - An off-street parking area for at least two vehicles shall be provided.
 - No products other than homegrown fruits, vegetables, dairy products, nursery stock, or value-added products produced on-site from other products grown on-site may be sold or offered for sale at such stands.
 - One sign shall be permitted and must be removed when stand closes for the season.
- Consider amending the use regulations to include small-scale and/or large-scale solar energy ranging from solar panels to solar farms, and/or wind energy ranging from small wind turbines to wind farms. Small wind-turbines are allowed as agricultural uses on farms under Agricultural and Markets Law.

Section 450-17 Residential District R-1

The 2008 Comprehensive Plan Ordinance Review recommended a minimum lot size of two (2) acres for new residential construction on lots without public sewer. Section 450-17 continues to allow a minimum lot size of less than 2 acres for residences without public sewer. The Town Board should address this inconsistency.

The Broome County Health Department does not have any standards on minimum lots sizes for rural areas with septic systems; however, the Broome County Health Department suggests that new lots be configured as large as possible to avoid future problems with locating replacement septic systems. The Broome County Health Department finds that such systems fail over time and there needs to be room to install fresh systems as the old systems age out. Soils become compromised by septic system effluent, so Broome County Health Department tries to avoid locating replacement systems where old ones currently exist. Siting septic systems on small plots of land is very challenging because separation distances to water wells and property lines are hard to maintain.

- The R-1 District includes farms and farming uses and personal keeping of horses as uses permitted by right and other animal harboring as uses permitted by site plan review and approval. See Section 450-16 recommendations.

Section 450-18 Residential District R-2

- Section 450-18 continues to allow a minimum lot size of less than 2 acres for residences without public sewer. See Section 450-17 recommendations.
- The R-2 District includes the personal keeping of horses as uses permitted by right and other animal harboring as uses permitted by site plan review and approval. See Section 450-16 recommendations.

Section 450-19 Planned Multiple-Family District PMFD

- The purpose of the PMFD is to provide for areas within the Town of Maine where multiple-family residential development with related facilities may occur. Two specific intents of the district are to promote alternative residential living styles and to provide all PMFD areas with all amenities generally associated with residential areas in the Town of Maine.
- The permitted uses include one-, two-, three- and four-family dwelling units, multiple-family dwelling units, apartment buildings, apartment rental offices, townhouses (both rental, cooperative and condominium), home occupations, places of worship, schools, funeral home, library, park, playground, public swimming pool, animal harboring, boarding- and rooming houses, and airports. The regulations limit the minimum lot size to 5 acres and require common open space. The permitted uses do not include senior living community.
- Review the PMFD for adequacy in addressing the multiple-family needs of the community, considering whether the permitted uses are comprehensive enough and lot requirements are appropriate or too restrictive.
- Consider appropriate locations for the PMFD, concentrating these uses near community services and neighborhood commercial uses.
- Include standards for building design, lighting, and signage, clustering of buildings, complete streets, driveways and parking lot layout for good access management, landscaping, open space, walking and biking trails, pedestrian and bicycle amenities, and underground utilities. The common open space requirement should provide acreage thresholds per dwelling units.

Section 450-20 Planned Mobile Home District PMHD

- Review Section 450-20 and Chapter 332 Mobile Homes and Mobile Home Parks for consistency with the Residential Code of New York State. Chapter 332 was adopted in 1974 and amended in 2007. See Town of Sanford Land Use Management Local Law and Mobile Home and Travel Trailer Local Law amended in 2014 to address mobile homes, mobile home parks, travel trailers, and travel trailer parks.

Section 450-21 Business District B-1

The purpose statement for the B-1 District does not mention the scale of commercial retail development allowed or volume of traffic. The permitted uses include retail stores with no square footage limitations on the interior floor area. In comparison, the purpose statement for the Town of Pittsford C-2 Commercial District notes that the intent of the district is to accommodate small-scale to moderate-scale commercial/retail uses and specific business uses and not to allow large-scale commercial retail uses. The Town of Ithaca allows retail uses and personal service retail uses in the Neighborhood Commercial Zone provided the interior floor area is 5,000 square feet or less and the uses attracts low-volume traffic. The minimum lot requirements do not distinguish between lots with public sewer and lots without public sewer. In comparison, the Town of Union Consolidated Zoning Ordinance lot dimensional requirements

for commercial districts distinguish between non-residential uses with public water and sewer and without public water and sewer.

The lot coverage limits the structures but not the total impervious surface. In comparison, the Town of Pittsford lot coverage limitations include the structures, parking area, internal roads, and sidewalks.

The B-1 District lacks height limits. The Town of Union, Town of Ithaca, and Town of Pittsford limit heights to 30 feet to 40 feet in commercial zones.

The B-1 District does not include use limitations or performance standards for appearance of buildings and grounds, noise, hours of operation, restrictions on sales, storage of materials, landscaping and buffering, parking, pedestrian and bicycle amenities, dumpsters, HVAC units, and hazardous, obnoxious, or offensive activities.

- Amend the permitted uses to encompass the uses the Town of Maine wishes to encourage in the B-1 District, as necessary. The Town of Ithaca includes arts and crafts gallery/studio, photography store/studio, bakery, and bookstore under retail uses which reflect a distinct commercial fabric and which would complement the historic hamlet of Maine.
- Amend the dimensional requirements to distinguish between lots with public water and sewer and lots without public water and sewer.
- Review the minimum yard setbacks. Increase the rear yard setback of 15 feet to 20 feet, as necessary.
- Amend the lot coverage to address structures and total impervious surface. The requirement that no more than 40 percent of the lot may be covered by buildings could be too restrictive. In comparison, the Town of Pittsford allows a maximum lot coverage of 80 percent for structures, parking areas, internal roads, and sidewalks and requires the remainder of the lot, a minimum of 20 percent, to be devoted to open space and/or landscaped areas.
- Include height limits.
- Include performance standards for appearance of buildings and grounds, driveway access, parking layout, landscaping, buffering, screening, lighting, dumpsters, pedestrian and bicycle amenities, noise, hours of operation, outdoor storage, HVAC units, and hazardous, obnoxious, or offensive activities.

Section 450-22 Business District B-2

- The recommendations for the B-1 District apply to the B-2 District. In particular, the required minimum side yard of 10 feet and minimum rear yard of 10 feet seem inadequate for the drive-in restaurants, drive-in theatres, gasoline stations, repair garages, automobile dealers, truck dealers, farm equipment dealers, and similar uses allowed in this district.

- The B-2 District allows flea markets and drive-in theatres. Confirm that the Town of Maine wishes to continue to allow these uses and consider supplementary standards or special use permits for these uses.

Section 450-23 Planned Recreation District PRD

The 2008 Comprehensive Plan Ordinance Review noted that the Planned Recreation District (PRD) regulations do not specifically address motorsports facilities such as go-carts, motocross, automotive and truck racing and drag racing strips; however, these uses potentially could fall under the PRD permitted use “other outdoor recreational uses found appropriate by the Town Board”. These uses can have significant noise and traffic impacts on surrounding properties in their vicinity and several have been developed in the rural portions of Broome County. If the Town of Maine wishes to have the greatest amount of discretion in handling motor sports facilities, they should be specifically permitted, disallowed, or allowed with conditions. Section 450-23 still contains this omission.

- The Town of Maine should determine whether to specifically address motor sports facilities and allow these uses in the Planned Recreation District. Regulations governing motorsports facilities should include definitions for motor sports facilities (motorsports; motorsports facility; motorsports facility, private; motorsports vehicles; and racing event), require separation distances from sensitive land uses, and impose reasonable site location, operational, and safety standards to address lighting, parking, fire hazards, noise, dust, glare, odor, and traffic impacts. These uses should be subject to supplementary use requirements and special use permit conditions.
- Include supplementary use requirements for outdoor recreation to address treatment of outdoor spaces, fences, screening, planting, paving, and retaining walls. See Town of Union supplementary use requirements for outdoor recreation.

Section 450-24 Industrial District ID

Permitted uses in the Industrial District are subject to site plan review. All industrial uses including but not limited to manufacturing, public utilities, offices, warehousing, and related heavy commercial uses and accessory uses are permitted if they meet the performance standards of the Industrial District. Customary onsite employee services are permitted. The ID regulations prohibit all residential uses, manufacture of certain hazardous materials, and auto-wrecking. The ID includes mining operations.

- Establish standards and regulations for mining operations. Include compliance with New York State Department of Environmental Conservation regulations for mines meeting certain threshold. The standards and regulations should:
 - Require the site plan to include tree coverage, wetlands, Special Flood Hazard Area, base flood elevation, streams and surface waters located onsite and within 1,000 feet of the project site.
 - Require base level water quantity and quality testing and periodic monitoring.
 - Require truck covers for trucks hauling minerals and debris.

- Require a Special Use Permit for mining operations.
 - Require the special use permit conditions to include or reference the operating and reclamation requirements contained in the MLRL permit issued by the DEC which the town can enforce through its zoning enforcement procedures. Include requirement that Special Use Permit shall not be complete unless accompanied by a complete copy of the DEC application for a MLRL permit.
 - Require that the Special Use Permit application and conditions be forwarded to the New York State Department of Environmental Conservation (DEC). Require that the DEC be informed of violations of the Special Use Permit.
 - Establish appropriate setback requirements.
 - Distinguish between major mines and minor mines (small mines that are not within the scope of the MLRL and that involve the extraction of 1,000 tons of material per year or less and do not need a DEC permit and are not regulated by DEC) and indicate whether the mining regulations pertain to major mines or minor mines.
 - Establish the locations within the Town of Maine where mining is allowed.
- Include industrial business park, light industrial uses, and research and development in the permitted uses.
 - Include spill prevention plan requirement in Section 450-24 E (5) performance standards.
 - See Standards recommendations below applicable to all districts.
 - See parking recommendations for industrial uses below.

Article VI Off-Street Parking and Loading

- Amend Section 450-26 Off-street parking and 450-27 Off-Street Parking Schedule to:
 - Require all weather surface and proper storm water drainage for parking lots.
 - Require devices to prevent parked vehicles from encroaching in the public right-of-way.
 - Require proper design of vehicular ingress and egress, driveway dimensions, parking lots, and pick-up and drop-off areas for better access management, maneuvering, and traffic safety.
 - Require proper emergency access.
 - Require landscaping standards for parking lots.
 - Include requirements for lighting fixtures in parking lots.
 - Omit atrium and lobby areas from floor areas for the purpose of computing parking requirements.
 - Include landscaping requirements for the purpose of computing parking requirements.
 - Establish standard that parking should be located at the rear or side of buildings when feasible.
 - Prohibit vehicles from backing out onto roads.
 - Prohibit parking in setback areas.

- Require compliance with New York State Department of Transportation design standards for driveways located on state right-of-way.
- Establish parking standards for light industrial and business park development allowing flexibility, shared parking, and less restrictive parking requirements consistent with modern industrial park standards, including distinctions between parking space requirements for business office, light industrial, and laboratory and research and development space, requirements for pedestrian and bicycle amenities, compact parking spaces, vanpool parking spaces, lighting, paving, landscaping, sites served by public transit, and hybrid vehicles.
- Amend Section 450-28 Off-Street Loading to include standards for off-street loading setbacks, screening from residences, and distances from public right-of-way to prevent encroaching into or backing out onto the public right-of-way.

Article VII, Sections 450-29 through 450-36 Nonconforming Uses

The 2008 Comprehensive Plan Ordinance Review noted that Article VII lacks adequate provisions to accelerate the elimination of nonconforming uses over time.

- Amend non-conforming use regulations to require 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 50 percent of the building's assessed value prior to such damage.

Article VIII Administration and Enforcement

Code enforcement is addressed in Chapter 450, Article VIII.

- Include Purpose of Article VIII. Reference State Uniform Code and State Energy Code.
- Add definitions for code enforcement terms used in Article VIII.
- List the specific powers and duties of the Building and Code Inspector.
- Clarify whether the Building and Code Inspector powers and duties include conducting construction inspections prior to the issuance of certificates and permits, fire safety and property maintenance inspections, and other inspections.
- List the required steps in construction inspections, stop-work orders, certificates of occupancy and certificates of compliance, operating permits for hazardous materials, fire safety and property maintenance inspections, responding to a complaint and conducting stop-work order and follow-up inspection, recordkeeping, and annual program review and reporting.
- Stipulate that commencement or continuation of any activity regulated by Chapter 450 that is not in compliance with the express provisions of Chapter 450, or that is not in compliance with the

express provisions of any approved site plan, special permit or variance including any approved plans, findings or conditions, shall be a violation of Chapter 450 and subject to enforcement under the terms of Article VIII and New York Law, penalties for offenses, and fees to cover enforcement costs.

The Town of Union recently amended the Town Unified Zoning Code to include the above language to give Code Enforcement more tools to enforce approved site plans and approved variances, to prevent the applicant from making changes that were not included in the approved site plan, to give Code Enforcement stronger authority to pursue violations, and to enable the Town to recover court costs for enforcing the Code. See Town of Union Code Section 300-60.6.1 Code Compliance Required.

- Review applications, penalties for offences and fees for adequacy. Reference and post applications and fees on the Town website.
- Reference related Chapter 225, Buildings, Unsafe; Chapter 256 Enforcement (Complaint Procedures for Violations); and Chapter 388 Solid Waste (Garbage and Rubbish).
- See Town of Union Code Chapter 86 Building Code Administration.

Article IX Site Plan Requirements

Section 450-41 includes many of the elements recommended in the 2008 Comprehensive Plan Ordinance Review, except the following:

- Include purpose statement for site plan review.
- Include review criteria requirement that the site plan shall be consistent with Chapter 450 and the Comprehensive Plan
- Establish denial criteria.
- Require site plan to include:
 - Property boundaries
 - Watercourses, including streams, surface waters, wetlands, floodplains, special flood hazard areas, and base flood elevation
 - Utilities
 - Exterior lighting
 - Landscaping details
 - Outdoor storage
 - Setbacks
 - Areas of disturbance
 - Tree removal
 - Elements required in the sketch plan: Storm drainage systems, wells and septic treatment areas, walkways, recreational areas, and construction sequence

Local Laws

- Incorporate Planning Board recommendations into building permit requirements
- Integrate site plan review with other Town requirements and approvals such as variances and special use permits
- Move Section 450-43 Additional Requirements for Home Occupation to supplementary use requirements. Consolidate with Article XV Home Occupation.
- Include site plan review and approval and special use permit requirements in table of use and dimensional regulations for all uses in all districts.

Article X Special Use Permits

- Include site plan review and approval and special use permit requirements in table of use and dimensional regulations for all uses in all districts.
- Establish supplementary use requirements for uses requiring special use permits.
- Include public hearing and renewal requirements.

Article XI Zoning Board of Appeals

- Consolidate all Zoning Board of Appeals regulations to Article XI. See Chapter 182 Zoning Board of Appeals.

Article XII Adult Entertainment

- In Section 450-58 Location Restrictions increase separation distances from the R-R, R-1, R-2, PMFD, PMHD, and PRD from 250 feet to 500 feet and from any church, school, park, or playground from 500 feet to 1000 feet. See Town of Union.
- Include language prohibiting visibility from public right-of-way and other uses. See Town of Union and Town of Kirkwood Comprehensive Plan recommendations.

Article XIII Signs

- Clarify ground sign to avoid confusion between monument sign and pole sign. Require monument signs in place of pole signs where appropriate.
- Address electronic digital message centers, scrolling monument signs, directional signs, gateway signs, drive-in facility signs, banner signs, neon signs, traveling message boards, and projecting signs.
- Address off-premise signs for business park development.
- Prohibit backlit signs.

- Establish list of prohibited signs.
- Provide sign table for uses and districts and examples of good signs.

Article XIV Wireless Telecommunications

Article XIV Wireless Telecommunications Facilities should be reviewed for consistency with new federal laws, rules, and regulations adopted since adoption of the Federal Telecommunications Act of 1996, including:

- Section 6409(a) of the Middle Class Tax Relief and Job Creation Act of 2012 (Tax Relief Act) regarding wireless facility modifications and eligible facilities request
- Federal Communications Commission (FCC) new rules (Wireless Infrastructure Order). The new rules adopted on October 17, 2014 (FCC-14-153) and issued on October 21, 2014 interpret and implement the “collocation” provisions of Section 6409(a) of the Tax Relief Act.

Article XV Home Occupation

- Consolidate all home occupation regulations to one section of Chapter 450, such as supplementary use requirements. See Article IX Site Plan recommendations.
- Replace “massage parlor” with “licensed massage therapist” as recommended in the 2008 Comprehensive Plan Ordinance Review to better fit the home occupation definition and standards.
- Review list of home occupations for adequacy in accommodating current trending home occupation uses and support for agriculture, such as selling local agricultural products.

Other Recommendations for Chapter 450 Zoning and Related Local Laws

Zoning Ordinance Format

- Establish table of use and dimensional regulations for uses and districts and note uses subject to site plan review and approval and special use permits.

Supplementary Use Requirements and Special Use Requirements

- Establish supplementary use requirements and special use requirements for certain uses to give the Planning Board more direction in site plan review. Include Home Occupation regulations. Examples are provided below:
 - Kennel, animal boarding
 - Bed and breakfast
 - Gasoline service stations and vehicle repair shops
 - Farming, poultry
 - Farming, livestock
 - Farm stands
 - Elder cottages
 - Accessory dwellings
 - Customary household pets
 - Contractors yard
 - Keeping of chickens
 - Portable storage containers

Standards

- Establish standards for landscaping, screening and buffering, building design and grounds, parking lots, lighting, spill prevention, and noise. For example, Section 450-41 Contents of Site Plan lists landscaping as one of the required elements of site plans, but includes no specific landscaping standards.
- Apply the standards, such as noise, found in the Industrial District regulations to the other zoning districts as applicable.
- Establish design standards and guidelines for new development located in and near the historic hamlet of Maine.

Zoning Map Amendments

- Include the process for rezoning property.

Planning Board and Zoning Board of Appeals Regulations

- Consolidate regulations governing the Planning Board and Zoning Board of Appeals to the appropriate sections of the Town Code. Include Planning Board membership number.

Fee Schedule

- Establish one fee schedule consolidating all development fees, penalties, and fines, provide in electronic format, post on town website, and periodically review and update.
- Include fees for site plan review, special permits, and signs and reference in the appropriate sections of Chapter 450.
- Periodically review and update fees and performance bonds to address cost of doing business in the Town of Maine.
- Assess fees based on the land use (residential and nonresidential) and project scope (square footage, construction costs).

Development Review Process

- Briefly outline the development review process in text and post on town website.
- Include the following:
 - Actions subject to site plan review and special permits
 - Public hearing, noticing, and publication requirements and expenses
 - Include Broome County 239 referral
 - Anticipated time frame to complete review and approvals

- Provide link to the Zoning Map
- Specify number of application and site plan copies required
- Require electronic submittal of application and site plan
- Improve payment options to include credit card payment
- Include application forms in electronic format
- Include link to fee schedule
- Include Building and Code contact information, including telephone numbers, e-mail addresses, and available hours

Zoning for Livability for All Age Groups: group homes for the elderly, elder cottages, and adult day care centers

Housing issues related to addressing the needs of the growing elderly population include maintaining affordability and providing the range of living spaces that the elderly require through the progressive phases of the aging process.

The Rural Residential District R-R, Residential District R-1, Residential District R-2, and Planned Multiple-Family District PMFD do not include as permitted uses group homes for the elderly, elder cottages, adult day care centers, or senior living communities; however, the PMFD includes the specific intent to promote alternative residential life styles.

- Consider permitting **Group Homes for the Elderly, Elder Cottages, and Day Care Center for Youths and Adults** where practical subject to special use permits. Group homes or shared residences for the elderly improve affordability for older residents who can no longer afford to maintain a single-family detached home on their own and allow elderly to age in place in multi-generational neighborhoods. Elder cottages are free standing structures installed adjacent to single-family or small multifamily units, offering extended family living, community support for the elderly, and greater independence than provided in an institution. Use special permit process to address design, location, lot size, parking, homeowner eligibility, space and dimensional requirements, quality, and duration. See PMFD recommendations above.
- Encourage Universal Design and “visit-ability” in residential developments. These are design concepts which ensure developments allow all people no matter the age or ability to enter, circulate and enjoy and include common spaces (entrances, bathrooms and hallways) accessible to all regardless of mobility, step-free entrances, doorways wide enough for wheelchairs and other assistance vehicles, bathrooms in accessible locations, and bathroom and household features with adjustable heights designed to accommodate children, disabled, and adults who need to sit while accomplishing tasks.

General Municipal Law, Section 239-l, -m, -n, and -nn

- Adequately reference County referral requirements in the appropriate sections of Chapter 450.

State Environmental Quality Act (SEQRA)

Section 450-42 Compliance with State Regulations is found under Site Plan Review. Section 450-42 requires compliance with the State Environmental Quality Review Act (SEQRA) in site plan review and references the SEQRA regulations.

- Chapter 450 should reference the SEQRA compliance requirements for zoning text amendments, zoning map amendments, variances, special use permits, and all other applicable approvals.
- Since 2010 New York State Department of Environmental Conservation updated SEQRA. The Town should continue to simply reference the SEQRA regulations and Town of Maine compliance requirements to avoid duplication and inconsistencies with SEQRA.

Property Maintenance of Buildings and Grounds, Vacant Properties, and Unsafe Buildings

In 2016 the Town Board amended Town Code Chapter 388 Article I Garbage and Rubbish; however, this Chapter does not address property maintenance of buildings and grounds and vacant properties.

- Adopt regulations for the general maintenance of building exterior and grounds, including landscaping, curbing, and sidewalks.
- Require periodic inspections of vacant properties by Building and Code Inspector. Include total costs to Town, including removal costs, attorney fees, court fees, and litigation fees.
- See Town of Union Code Chapter 155 Property Maintenance, Chapter 83 Brush, Grass and Weeds, Chapter 130 Garbage, Rubbish, Refuse, and Recyclables, and Chapter 141 Nuisances.

Solar Energy and Wind Energy Systems

The 2008 Comprehensive Plan recommended that the Town Board consider adopting a local law regulating the development of alternative energy sources to accommodate the necessary infrastructure for residential and commercial development so that these facilities might be developed in a manner deemed compatible with the general health, safety, and welfare of the Town of Maine.

Alternative energy sources are an abundant, renewable, and nonpolluting energy resource. Solar and wind production facilities are increasingly part of the local landscape; however, both forms of energy bring with them potential adverse impacts.

- The Town Board should adopt local laws regulating solar and wind energy sources so that these facilities may be developed in a manner compatible with the general health, safety and welfare of the residents of the Town. Such local laws would govern the height, size, location, and other features of alternative energy sources.

Local Laws

- Prepare definitions for solar and wind energy based on the amount of energy generated, size and location of the system, whether the energy is used on-site (accessory use) or off-site (primary use), and other relevant factors.
- Review and modify the zoning ordinance and other relevant regulations as necessary to remove barriers to the use of small-scale solar energy systems.
- Review and modify zoning and subdivision regulations as necessary to encourage as many new building lots as possible are laid out to offer maximum solar orientation.

Chapter 284 Flood Damage Prevention, Adopted 2003

- Review for consistency with New York State Department of Environmental Conservation model ordinance of 2007.

Chapter 303 Junkyards

The 2008 Comprehensive Plan Ordinance Review identified deficiencies in the junkyard local law and permit requirements, including lack of requirements for reporting on operating procedures, draining fluids, identifying the depth of water tables, obtaining NYS DMV permits, selling junk parts, and operating crushers; and insufficient time of two weeks for the Town Board to review applications.

- In 2016 the Town Board repealed Chapter 435 Regulating Abandoned and Junk Vehicles; however, Chapter 435 remains in the Town Code. This discrepancy should be addressed.
- In 2016 the Town Board amended the junkyard definition found in Chapter 450-6 Definitions and in Chapter 303 Junkyards (adopted 2002), Section 303-3 Definitions.
- Review Chapter 303 and Chapter 450 junkyard regulations for adequacy in addressing the 2008 Comprehensive Plan Ordinance Review recommendations. See Town of Kirkwood Comprehensive Plan Ordinance Review recommendations for junkyards.
- Establish the zoning district in which junkyards are allowed.

Chapter 332 Mobile Homes and Mobile Home Parks

- See PMHD recommendations.

Build Out Analysis

Introduction

To better understand the potential for development in the Town of Maine, the comprehensive plan committee requested that the Broome County Department of Planning and Economic Development prepare a build out analysis. This analysis will provide a general assessment of the potential for the entire town and a more in-depth examination of the development opportunities near the Greater Binghamton Regional Airport. Because of its proximity to interstate highways, the airport, and recently installed water and sewer lines, the Airport area merits 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 2016 was used.

Total Vacant Land Available for Development

The Town of Maine has a total area of approximately 28,000 acres in 2,807 parcels. Of these, there are 10,992 acres of vacant land in 801 parcels, or approximately 39% of the Town.

Starting with this as a baseline, there are three natural features that significantly restrict the ability to develop vacant land: 1) Floodplain, 2) Slope, and 3) Distance to the road. Land located within the 100-year floodplain generally cannot be built upon. For this reason, vacant land within the 100-year floodplain was subtracted from the inventory. The floodplains in Maine are discussed in Chapter 10: Environment. Steeply sloped land, generally considered to be land with a slope of greater than 10 percent, is costlier to develop due to additional expenses associated with grading the land. Land sloped greater than 10 percent was removed from the inventory of property where development is anticipated. Chapter 10 discusses the topography of the Town in greater detail. Finally, land which was more than 200 feet from the road was removed from the inventory.

In addition to the limitations imposed by natural features, small lot size tends to diminish development potential. Aggregating many small parcels for development is time consuming and potentially expensive. The process of assembling many small parcels to form a reasonably sized development site may be blocked by one or two key land owners. Consequently, we removed parcels of less than 0.5 acres for this analysis.

After these subtractions are made from the vacant land inventory, there are approximately 4,446 acres of vacant land suitable for development in the Town on 277 parcels. This breaks down as follows:

Land Suitable for Development in Town of Maine

Build-Out Criterion	Acres	Parcels
Vacant Parcels	10,923	801
Size (< 0.5 acres)	-35	126
Floodplain	-1,571	67
Slope (> 10%)	-4,377	303
Distance from ROW (>200 ft)	-493	28
Total Suitable Land	4,446	277

Zoning

Of the land suitable for development, the majority is zoned for residential (39%) or rural residential (58%). Under 1.0% of the land is zoned B-2 Business and just 3% is zoned Industrial. The zoning of land suitable for development is detailed below:

Zoning of Suitable Parcels in Town of Maine

Zoning	Acres (of Vacant)	Percent of Vacant
B-2 Business	12	0.3%
Industrial	142	3%
R-1 Residential	1,689	38%
R-2 Residential	35	1%
Rural-Residential	2,568	58%
Total	4,446	100%

Water and Sewer

After considering the physical features and zoning of land, the two most significant limitations for developable land is the availability of public water and sewer. Without public water and sewer, significant industrial or commercial development is not likely. In 2004, Broome County installed a water line to meet firefighting needs at the Greater Binghamton Regional Airport. The line runs along Airport Road and connects to the Village of Johnson City water system. The line was sized to accommodate firefighting needs at the Airport, and this gives it significant capacity to support additional development.

Private property owners outside of the Airport campus, however, cannot connect to this line because a water district has not been established at this time. In 2010, property owners along the route of the water line were surveyed about the possibility of creating a district, and they opposed the effort due to its cost. Following the survey, the County did not pursue creating a water district. As a result, the

availability of public water is only anticipated for land on the Airport campus for the purposes of this analysis.

Broome County has also installed a public sewer line to serve the Airport and the Broome County Landfill. The sewer line was necessary to replace a septic system at the Airport which had far outlasted its anticipated useful life and to save the County significant expenses associated with hauling landfill leachate to treatment facilities.

Because of a lack of capacity at the Binghamton-Johnson City Joint Sewage Treatment Plant, the sewer line was **not** constructed down Airport Road along with the water line. Instead it travels along Farm To Market Road to the sewage treatment plant in Endicott. In the future, a sewer district may be established to allow private properties owners to connect to the sewer line, but due to it taking a separate route few parcels outside of the Airport campus will have access to both water **and** sewer. A map showing the utilities lines at the Airport is included in the Appendix.

Greater Binghamton Regional Airport Campus

Broome County owns 286 acres of surplus land at the Airport that is actively being marketed for economic development. There are six Airport development parcels that range in size from 13 acres to 74 acres.

Zoning Conditions

All six Airport development parcels are zoned ID-Industrial. From the Town of Maine Zoning Ordinance, the area restrictions for this zoning district are as follows:

Minimum lot requirements:

Requirement	Standard
Minimum Front Yard	100 feet
Minimum Side Yard	50 feet
Minimum Rear Yard	50 feet

Maximum lot coverage: The gross area covered by buildings or structures of any sort shall be no more than 50% of the gross site area and the aggregate total of buildings, structures of any sort, parking lots, storage areas, loading and travel areas, and signs shall not exceed 80% of the gross site area.

Wetlands

According to the Airport Master Plan, wetlands exist on five of the six parcels. These range in size from 1.08 acres to 10.5 acres. Wetlands further restrict development potential and are removed from the inventory of suitable land.

Steep Slopes

For the reasons discussed above, land with steep slopes are also subtracted from the suitable land within the Airport development parcels. For the Airport campus, however, each parcel was assessed individually for topographic suitability. A map of this assessment is attached.

Airport Development Parcels Acres Available for Development

The following table and attached map summarizes the land available for development on the Airport campus. The site labels are from the Airport Master plan.

Land Available for Development on Airport Campus

Development Area	Size (in acres)	Frontage (in feet)	Wetlands (in acres)	Development Potential (in acres)
1A	28	775	2.00	15
1B	74	600	0.00	20
2	87	1,400	10.45	60
3	13	2,300	1.08	8
4	42	3,500	10.50	20
5	42	2,300	2.50	22
Total Acres				144

Airport Campus Build Out Analysis

From the review of development parcels, there are approximately 144 acres of land available for development on the Airport campus. This is land with water and sewer, that is zoned for Industrial development, does not have floodplains or wetlands, and is relatively flat. These development parcels are shown on a map in the Appendix.

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. Considering the amount of land set aside for steep slopes and wetlands, the minimum street frontage and maximum lot coverage standards do not limit the development potential of lots on the Airport campus.

With the amount of suitable land for commercial and industrial development established at 144 acres, we can determine the amount of gross square feet that can be created on the Airport campus. Commercial and industrial development will need to set aside land for parking spaces, vehicle travel lanes, loading docks, and vehicle access drives.

The Town of Maine Zoning Code stipulates that a typical parking space is 10 feet by 20 feet, and that “space necessary for aisles, maneuvering and drives shall be provided”. A typical two-way vehicle travel lane for a commercial site with 90° parking is a 24 feet. The Town of Maine Zoning Code requires a range of parking spaces based on projected land use. For the Airport campus, the range is from 1 parking space

per 400 square feet of gross floor area for professional and administrative office space to 1 space for each 1,000 square feet of gross floor area for wholesale space. One loading dock space is required for each 5,000 square feet, and they measure 12 feet by 40 feet.

To determine an appropriate ratio of parking, loading docks, travel lanes and access drives to building square footage, the Broome County Department of Planning reviewed a variety of site plans for commercial and industrial sites that meet zoning standards. Based on this review, it is estimated that the 144 acres of developable land on the Airport campus can support approximately 309,000 gross square feet of mixed commercial/industrial construction.

Public Input

Public Survey

As part of the public outreach efforts for the Town’s Comprehensive Plan Update, the comprehensive plan committee conducted a survey, with the assistance of the Broome County Planning Department, to gather the thoughts and views of residents on various aspects of the Town. The 35-question survey focused on the following planning elements: growth and development, public utilities and services, taxes, agricultural development, business development, outdoor recreation, assets and shortcomings, and respondent demographics. In addition, there was an open-ended question where residents provided additional thoughts or input on topics not covered in the survey. This chapter includes a summary of the public survey responses, all written comments are included in the Appendix.

Using voter registration and tax parcel address data, approximately 3,400 surveys were delivered to Town residents and commercial property owners. Additionally, paper copies of the survey were made available at the Town Hall, and respondents had the option of completing it online. Other efforts to promote the survey included placing signs throughout the Town, and making public announcements on the comprehensive plan committee’s Facebook page.

The Town of Maine comprehensive planning survey was taken by 879 respondents during the Fall of 2016; this total includes both fully and partially completed surveys. There were 742 paper surveys received and 137 surveys submitted online, representing a 26% response rate. Surveys determined to be duplicative were not included in the results.

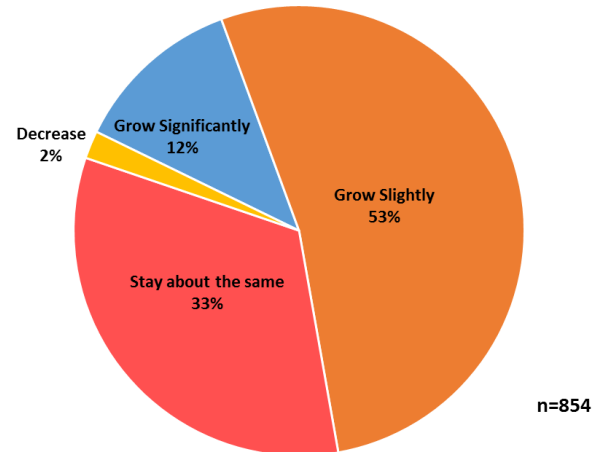
Survey responses were recorded into QuestionPro, an on-line survey software tool that automatically organizes and summarizes the raw data. In many cases, respondents left one or more survey questions blank, so the number of responses for each question is included in the results. The percentages reported in this section were rounded to the nearest percent and therefore may not equal 100.



Population Growth

Q1: How would you like to see the Town's population change over the next 10 years?

Respondents were asked to identify how they would like to see the Town's population change over the next ten years. The majority of respondents favor modest growth (53%) or stability (33%) within the Town. A smaller percentage would like to see the Town's population grow much larger than it is now (12%), or become smaller (2%).



Residential Development

Respondents were asked their opinions regarding ten types of residential development in the Town. Overall, respondents favored most types of residential developments throughout the Town. The majority of respondents feel single-family homes on large lots (50%) are “desirable everywhere”, while Apartment Complexes (51%) and Mobile Home Parks (67%) are “not desirable anywhere” within the Town. A large percentage of respondents feel the remaining types of residential development are “desirable in some places” within the Town.

Q2: How desirable do you feel the following types of NEW residential development would be in the Town?

Residential Development Type	Desirable Everywhere	Desirable in Some Places	Not Desirable Anywhere	No Opinion	n
Single-family homes on large lots	50%	44%	2%	4%	860
Single-family homes on smaller lots	29%	56%	10%	4%	857
Apartment Complex	3%	40%	51%	7%	858
Townhouses	5%	53%	34%	7%	855
Mobile Home Parks	2%	24%	67%	7%	855
Individual Mobile Homes	6%	47%	41%	6%	850
Conservation subdivision- homes are clustered on smaller lots to preserve open space	7%	48%	33%	13%	848
Senior assisted living	15%	66%	12%	7%	859
Senior apartments within a current residence	20%	58%	13%	10%	859
Affordable housing/starter homes	26%	52%	17%	5%	858

Commercial Development

Respondents were asked their opinion regarding several types of commercial development. In general, respondents are in favor of most commercial development types listed. The large majority of respondents feel small-scale development such as small stores, shops, offices (96%), and a grocery store (93%) are “desirable everywhere” or “desirable in some places” within the Town. Four types of commercial development are opposed. A large percentage of respondents feel heavy industry (72%), followed by hotels and motels (47%), large-scale commercial development (46%), and used car sales (46%) are “not desirable anywhere” within the Town.

Q3: How desirable do you feel the following types of NEW economic activity would be in the Town of Maine?

Commercial Development Types	Desirable Everywhere	Desirable in Some Places	Not Desirable Anywhere	No Opinion	n
Small stores, shop, pharmacy, and offices	29%	68%	1%	2%	853
Grocery Store	27%	66%	4%	3%	856
Gas stations and convenience stores	10%	66%	18%	6%	854
Large-scale commercial development	4%	45%	46%	5%	851
Tourism, bed & breakfasts, restaurants, gift shops, eco-tourism	17%	63%	14%	7%	856
Hotels and motels	3%	44%	47%	7%	847
Professional Services (medical, dental, legal, secretary)	18%	70%	8%	4%	852
Micro-Brewery	10%	56%	26%	9%	850
Home-based businesses	34%	55%	4%	6%	854
Light industry (low-intensity manufacturing minimal noise, smoke, or odor impacts)	9%	61%	26%	4%	847
Heavy industry (high-intensity manufacturing processing, and chemical refining uses)	2%	22%	72%	4%	853
Electronic/ high-tech firms	8%	56%	30%	6%	850
Used car sales	2%	45%	46%	8%	851
Mining, stone and gravel operations	2%	45%	44%	8%	850
Sports Complex	6%	64%	23%	7%	852
Timbering	7%	58%	26%	8%	854
Saw Mills	3%	59%	29%	9%	847
Large-scale wind farms	14%	57%	23%	6%	855
Large-scale solar farms	17%	59%	18%	6%	856

Water Quality

Residents within the Town rely on private well systems. The survey asked residents if they experience any quantity or quality issues with their water system. Respondents were allowed to choose multiple responses for this question. The large majority of responses indicate there are no major issues with respondents’ water systems. However, there are numerous respondents who experience water quantity (7%) or quality (30%) issues.

Q4: Do you have any problems with your private drinking water well?

Water Quality	Number of Responses
No problems	570
Quantity Issues (low water pressure, low well water levels, etc.)	64
Quality Issues (contamination, hardness, taste, odor, etc.)	270
<i>Total</i>	<i>904</i>

A cross-tabulation was completed to determine if there was a relationship between respondents’ water issues and where they lived. When broken down by location, the water quality issue becomes more apparent. A large percentage (nearly 40%) of respondents living in the Route 26 Corridor (44 of 125 respondents), the Hamlet of Maine (46 of 118 respondents), the Airport Corridor (29 of 72 respondents), and the Route 38B Corridor (34 of 83 respondents) experience water quality issues.

Public Sewer and Water

During the previous comprehensive planning process, there were discussions about starting a water and/or sewer district within the Town of Maine; neither were formed as a result of the previous plan. When asked if the Town should consider the feasibility of providing public sewer and water within the Town, more respondents are in opposition, than in favor of providing sewer and water.

Performing a further analysis based on the respondents’ location within the Town revealed in all areas, the majority of respondents feel the Town should not consider the feasibility of providing public water. The same held true when location was compared to providing sewer, with one exception. Of the 109 respondents living in the Hamlet of Maine, 47 respondents (43%) indicate the Town should consider the feasibility of providing sewer, while 51 respondents (47%) feel the Town should not; there were 11 respondents (10%) who had no opinion.

Q5: Should the Town Board consider the feasibility of providing public water and sewer in the area which you live, with the assumption that some of the costs would be incurred by the residents?

Services	Yes	No	No Opinion	n
Water	28%	64%	8%	860
Sewer	33%	59%	8%	859

Service Providers

There are a number of services supplied by independent providers which the Town has no authority over. However, there is a possibility for the Town to advocate with these providers on behalf of the community. Respondents were asked if the Town should advocate with service providers such as, cell phone, high-speed internet, and natural gas companies to provide or improve service within the Town. More than half of the respondents feel the Town should advocate with these types of providers to bring or improve each of these services within the Town. Creating a cross-tabulation analysis based on location reveals responses do not vary substantially based on where they live in the Town.

Q6: Should the Town advocate with service providers to bring or improve the following services in the Town?

Services	Yes, this is needed	No, this is not needed	No Opinion	n
Cell Phone	69%	20%	11%	849
High-Speed Internet	68%	18%	13%	853
Natural Gas	58%	26%	16%	849

J Ralph Ingalls School

In the 1980s, the Maine-Endwell School District closed the J Ralph Ingalls School; it is currently privately owned and largely unoccupied. The survey asked respondents if they would support the Town purchasing the building, taking it off the tax roll, and using it for public purposes. A large percentage of respondents indicate they would support this initiative. More than half of the respondents would like to see the building used as a community center (64%), or used for Town offices (52%), and 49% would support it being used as an evacuation center. In addition, there were written comments stating some would like the building to be renovated into senior housing, “I would love to see J Ralph School become a senior citizen center, community center- multi-use facility”.

Q7: In the Town of Maine, the former J Ralph Ingalls School at 35 Church Street is privately owned and on the tax roll. If an opportunity came to purchase by the Town and redevelop the building for public use and take it off the tax roll, would you support the following potential uses?

Building Uses	Yes	No	No Opinion	n
Community Center	64%	27%	9%	822
Town Hall	52%	39%	10%	819
Evacuation Center	49%	36%	15%	820
Do not pursue for public purposes	24%	45%	31%	760

Airport Road Corridor

Respondents were asked which types of development would be suitable along Airport Road. The majority of respondents (75%) oppose heavy industry along this corridor. More than half of the respondents indicate they want the Town to encourage the remaining types of development. About three-quarters of the respondents would like the Town to encourage residential (74%) and professional office space (73%) developments in this corridor.

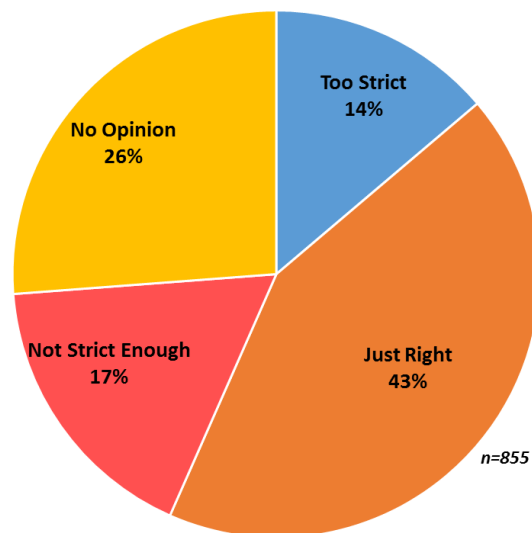
Q8: The Airport Road Corridor is a major gateway to the Town of Maine. Which of the following uses should the Town encourage that would be most appropriate for the community?

Development Types	Yes	No	No Opinion	n
Residential- Senior Housing, Single-Family homes, Townhouses, etc.	74%	18%	8%	838
Lodging (Hotels and Motels)	53%	39%	8%	841
Professional Offices and/ or Office Park Development	73%	19%	8%	838
Light Industrial and/or Industrial Park Development	68%	25%	6%	844
Heavy industry (high-intensity manufacturing processing, and chemical refining uses)	19%	75%	7%	841
Retail, Restaurants, Drug Stores, Discount Stores	63%	26%	10%	842
General Commercial	63%	26%	12%	841

Land Use

This question summarized the purpose of land use controls, and asked respondents their opinions regarding this matter. The largest percentage of respondents (43%) feel the land use regulations within the Town are “just right”. About 17% of respondents feel the regulations are “not strict enough”, and about 14% feel they are “too strict”.

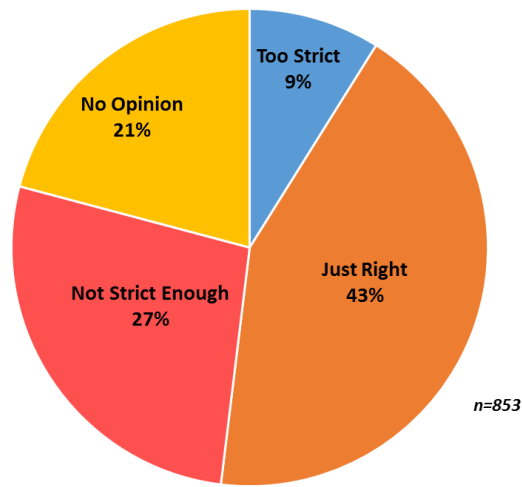
Q9: . Select one of the following statements that best describes your view on the land use controls within the Town of Maine



Code Enforcement

This question explained the role of code enforcement, and asked respondents their opinion about enforcement within the Town. The largest percentage of respondents (43%) indicate the code enforcement within the Town is “just right”. Over a quarter (27%) of the respondents feel the code enforcement is “not strict enough”, and less than ten percent feel code enforcement is “too strict”. A recurring theme in the written response section was the need for improved code enforcement and fair enforcement among all properties.

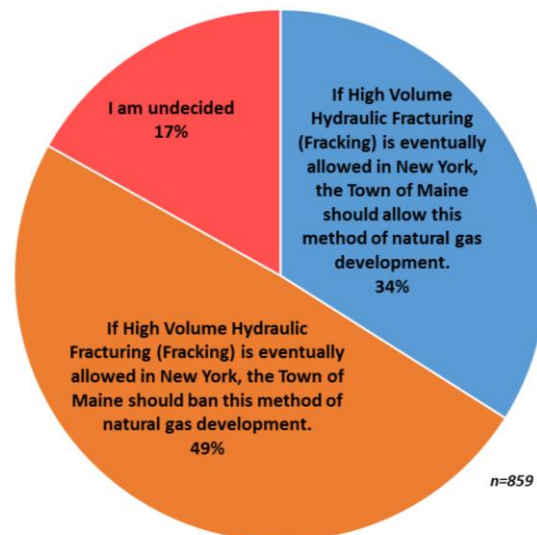
Q10: Of the following choices, select the one that best describes your opinion about the local code enforcement



Hydraulic Fracturing (Fracking)

Currently hydraulic fracturing (fracking) is banned throughout New York State. The survey asked respondents a hypothetical question about how the Town should address fracking if it were to become legal in the future. According to the responses, the Town is divided on this issue. Of the 859 people who responded to this question, the largest percentage (49%) indicate they want the Town to “ban this method of gas development” if it were allowed in the state in the future. About one-third (34%) of respondents feel the Town should “allow this method of gas development”.

Q11: Please select the statement which most closely represents your views on High Volume Hydraulic Fracturing (Fracking) in the Town.



Further analysis compares respondents’ opinions based on their location and acres owned. Across all areas of the Town, a larger percentage of respondents indicate they feel this method should be banned in the Town, if New York State were to allow it in the future. Responses vary slightly based on the amount of acres owned. Of the 474 respondents who own less than five acres, the majority feel the Town should ban this method, if New York State allowed it in the future. Of the 82 respondents that own more than 50 acres, the majority feel the Town should allow this method, if New York State allowed it in the future. Of the 245 respondents who own 5-49 acres, responses were split evenly between those who feel the Town should allow and those who feel the Town should ban this method, if New York State allowed it in the future.

Services within the Town

Respondents were asked to rate the quality of Town services from excellent to poor. In general, a large percentage of respondents feel the quality of the services within the Town are “good”. The public safety services (ambulance, fire, and police) received high rankings, about 75% of respondents indicate these services were “excellent” or “good”. About 27% of respondents feel the Town’s notification about proposed development/maintenance in their neighborhood is “poor”. Many respondents have “no opinion” regarding access to minutes from meetings (44%), the Town website (40%), the Summer Rec Program (33%), and availability of public buildings for use (50%).

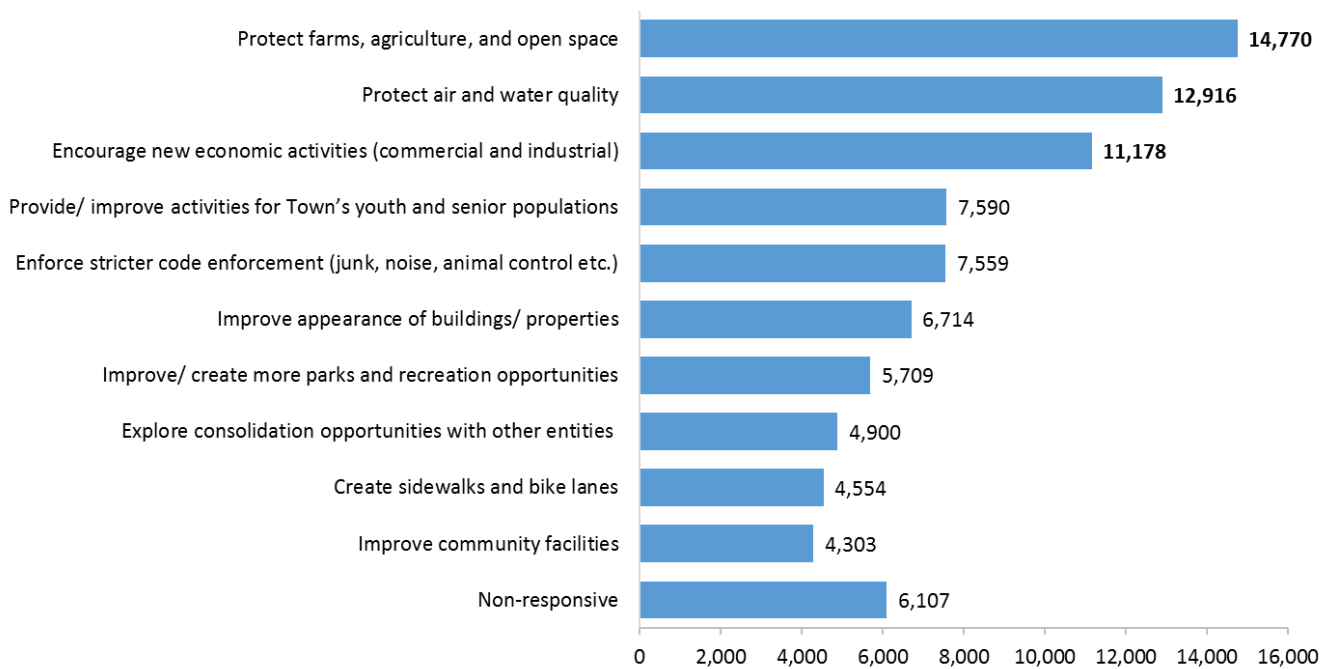
Q12: How would you rate the quality of the following services in the Town of Maine?

Services within the Town	Excellent	Good	Fair	Poor	No Opinion	n
Ambulance Service	34%	43%	6%	2%	15%	851
Fire Service	37%	46%	4%	1%	12%	855
Broome County Sheriff/ NYS Police	24%	51%	13%	2%	9%	850
Road Maintenance	17%	48%	25%	9%	2%	846
Town Hall services/hours	11%	45%	25%	9%	11%	851
Access to Town Officials and employees	11%	41%	23%	8%	16%	845
Town Officials’ responsiveness to concerns	8%	33%	22%	11%	26%	845
Access to minutes from meetings	6%	27%	13%	10%	44%	841
Town Website	6%	26%	19%	9%	40%	835
Notification about proposed development/ maintenance in your neighborhood	4%	20%	22%	27%	27%	837
Snow Plowing	22%	49%	19%	7%	3%	854
Dog Control	7%	36%	18%	12%	28%	854
Summer Rec Program	27%	30%	6%	4%	33%	851
Community Events	15%	37%	15%	6%	27%	844
Availability of public buildings for use	6%	24%	12%	8%	50%	845
Parks & Recreation	17%	48%	15%	4%	16%	851

Town Priorities

Respondents were asked to distribute 100 points among ten initiatives to determine what the Town’s priorities should be. In many cases, respondents did not answer this question, or did not allocate the total amount of points, so the unallocated points were entered into the “non-responsive” category. Based on the based on this information, the respondents feel the Town’s most important priorities should be to protect farms, agriculture, and open space, to protect air and water quality, and to encourage new economic activities. Together, these initiatives accounted for nearly half (45%) of the allocated points.

Q13: All communities have a limited number of resources. If you had a total of 100 points to distribute between the following choices, how would you like to see your Town’s resources allocated?



Taxes

Respondents were provided a graph of an estimated breakdown of how their tax dollars are spent. Based on that information, they were asked if they would support a “modest” increase in taxes to improve Town services. More than half (58%) of respondents would not support an increase in taxes. About one-third (31%) of respondents would support an increase in taxes, and 12% had no opinion.

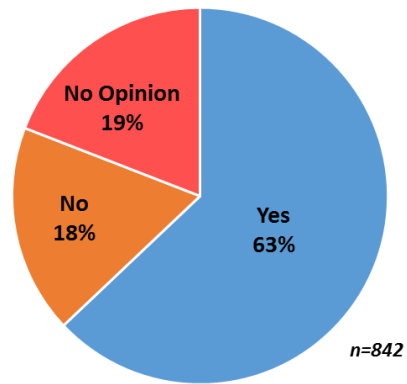
Further analysis revealed a larger percentage of respondents in the hamlet would support an increase in taxes, compared to the other areas of the Town. Of the 110 respondents in the hamlet, 48 people (44%) support an increase, and 51 people (46%) do not support and increase in taxes; 11 respondents (10%) had no opinion. There were no major differences when cross-tabulating by age groups.

Agricultural Development

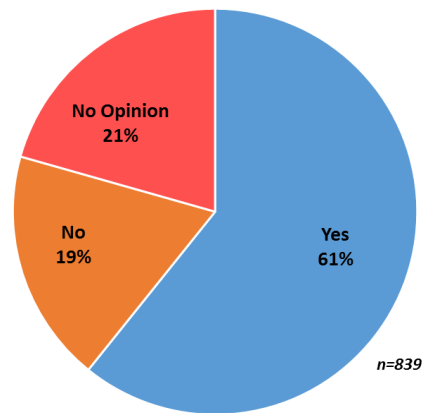
The survey asked respondents for their opinion regarding agriculture in the community. The majority of respondents (63%) feel the Town should play a role in supporting local agriculture, while 18% feel the Town should not support it, and 19% had no opinion. Following that, the majority of respondents (61%) also indicate the Town should amend its zoning regulations to allow residential agriculture and small livestock operations, while 19% do not want the Town to amend its zoning for these purposes, and 21% had no opinion.

When asked if the Town should work with other agencies to promote agricultural development within the Town, the majority of respondents expressed their support for all of the agricultural development initiatives listed. More than three-quarters of the respondents indicate they would support the Town working with other local agencies to encourage greenhouses and Christmas tree farms (82%), specialty farming (79%), and agri-tourism (78%) within the Town.

Q15: Should the Town government play a role in supporting local agriculture?



Q16: Should the Town amend zoning to promote residential agriculture and small livestock?



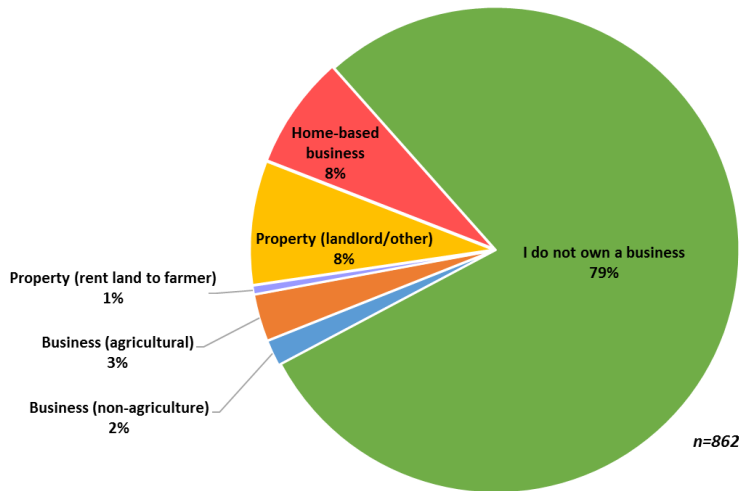
Q17: Should the Town advocate with Broome County, Cornell Cooperative Extension, the Farm Bureau to pursue the following to support agricultural development?

Agricultural Activities	Yes	No	No Opinion	n
Assisting with obtaining grants for promoting commercial agriculture and recruiting new farming operations	70%	14%	16%	830
Amend zoning to promote agriculture	69%	12%	18%	834
Encourage intensive animal farming of livestock, poultry, goats, sheep, etc.	48%	27%	25%	833
Encourage greenhouses and Christmas tree farms	82%	6%	13%	833
Encourage specialty farming: hops, hemp, organic farming, beekeeping, etc.	79%	8%	13%	833
Encourage agricultural tourism- farm markets, produce stands, farms tours, breweries, wineries, etc.	78%	9%	13%	835
Encourage first-time farmer financial programs	70%	12%	18%	830

Business Development

The survey asked respondents if they own a business within the Town of Maine. The majority (79%) of respondents do not own a business within the Town. Of those that do own a business, most are property landlords (8%), or own a home-based business (8%). About four percent have an agricultural business, and two percent have a non-agricultural business.

Q18: Do you own a business or property (other than residence) in the Town of Maine?



When asked if the Town should work with local agencies to support business development, respondents largely supported this idea. The most highly supported initiatives include the Town working with agencies to obtain grants to attract business and retail opportunities that fit the Town’s character (77%), and simplifying processes to assist business owners (64%). In addition, many respondents elaborated in the written comment section, “The development opportunity for more small businesses is a welcome advantage to the Town's tax base”.

Q19: Should the Town advocate with Broome County, The Agency (BCIDA), the Greater Binghamton Chamber of Commerce to pursue the following to support business development?

Economic Development Activities	Yes	No	No Opinion	n
Obtain grants to attract business/retail opportunities which fit the town character	77%	12%	11%	838
Simplify processes (site plan, variance, 239 reviews, etc.) to assist business owners	64%	17%	20%	838
Develop tax incentives for new businesses	54%	30%	16%	841
Increase marketing and promotion	52%	22%	26%	835

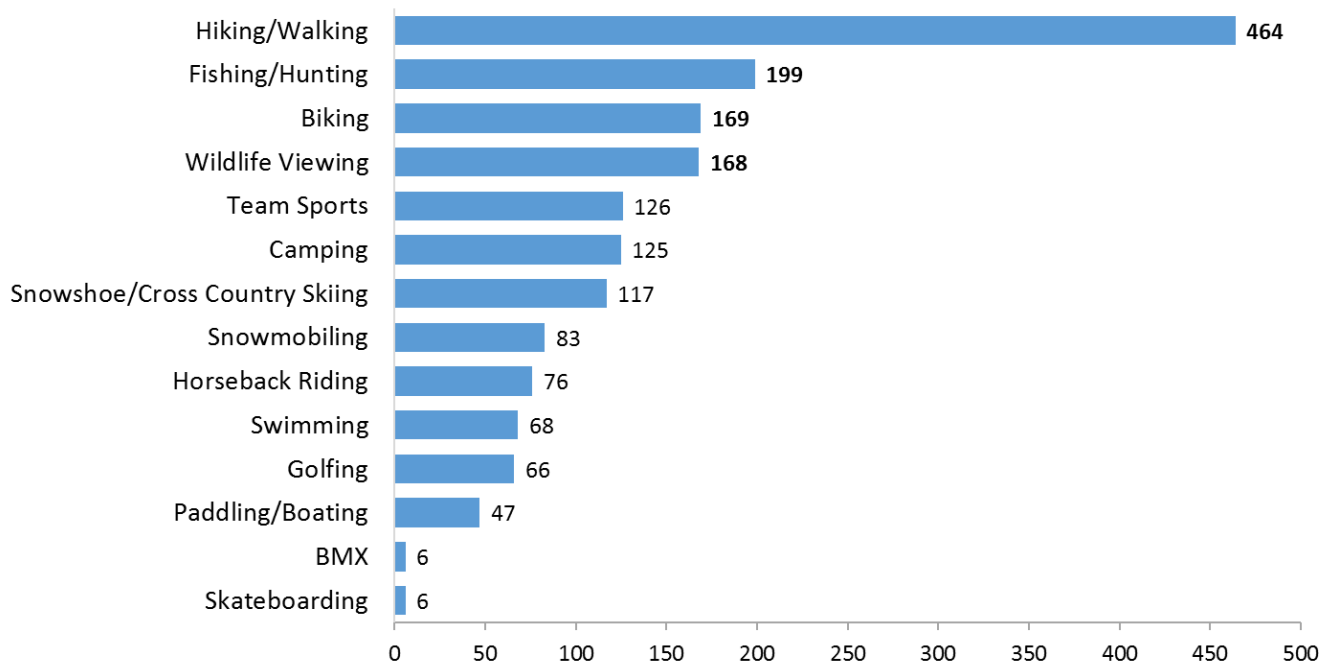
Life in the Town of Maine

The survey asked respondents for their opinions about life in the Town. Respondents were asked to rate life within the Town of Maine from “very satisfied” to “dissatisfied”. For the most part, respondents had a positive opinion about the Town as a place to live; almost all of the respondents (95%) indicate they were “satisfied” (45%) or “very satisfied” (50%) living in the Town. The majority of respondents (86%) would recommend a friend/family to move to the Town. The survey also asked if they feel the Town is changing for better or worse. About 18% feel the Town is “changing for the better”, and 14% feel it is “changing for the worse”, but the majority of respondents (59%) feel the Town is “about the same”.

Outdoor Recreation

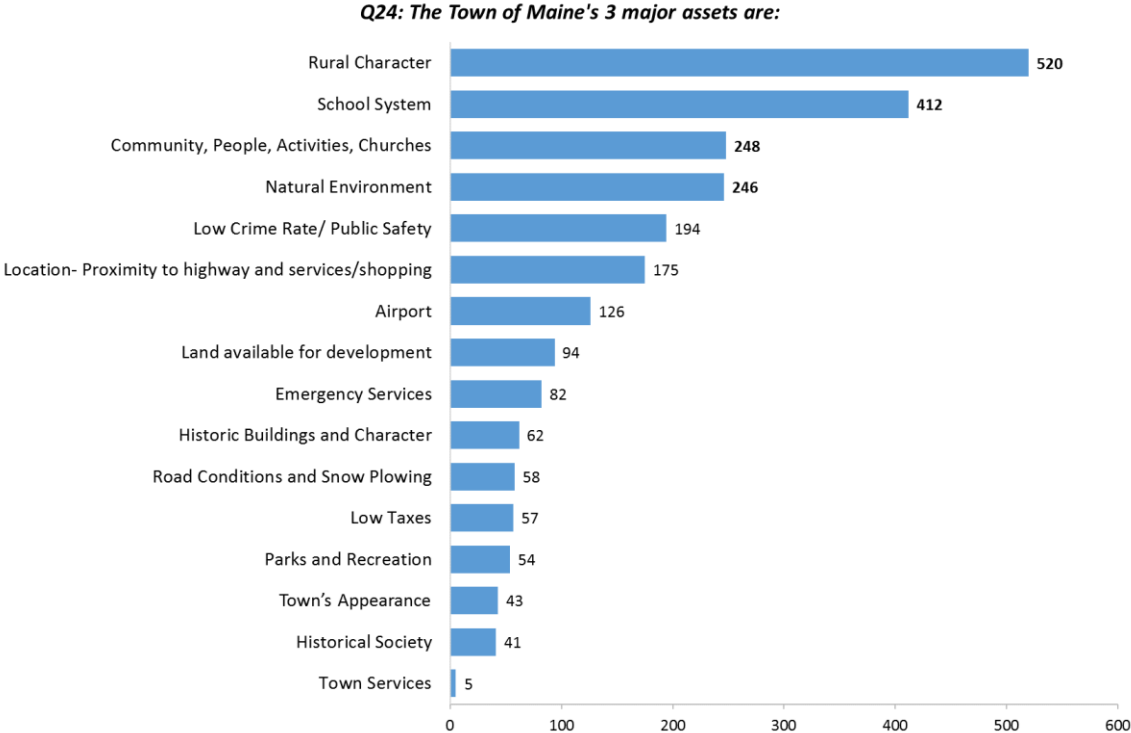
Respondents were asked to choose three outdoor recreation activities they would like to see the Town support. Among the recreational activities listed more than half of the respondents indicate they would like to see the Town support hiking, fishing/hunting, biking, and wildlife viewing activities within the Town. Numerous respondents echoed the support for outdoor recreation activities and facilities within the Town, “The Town needs to expand decent walk, hike, and running trails. A boring circle does not work for me. It would be nice to expand a walk way up into the woods of our park”.

Which of the following outdoor recreation activities would you like to see the Town support? Select your top 3:



Town of Maine Assets

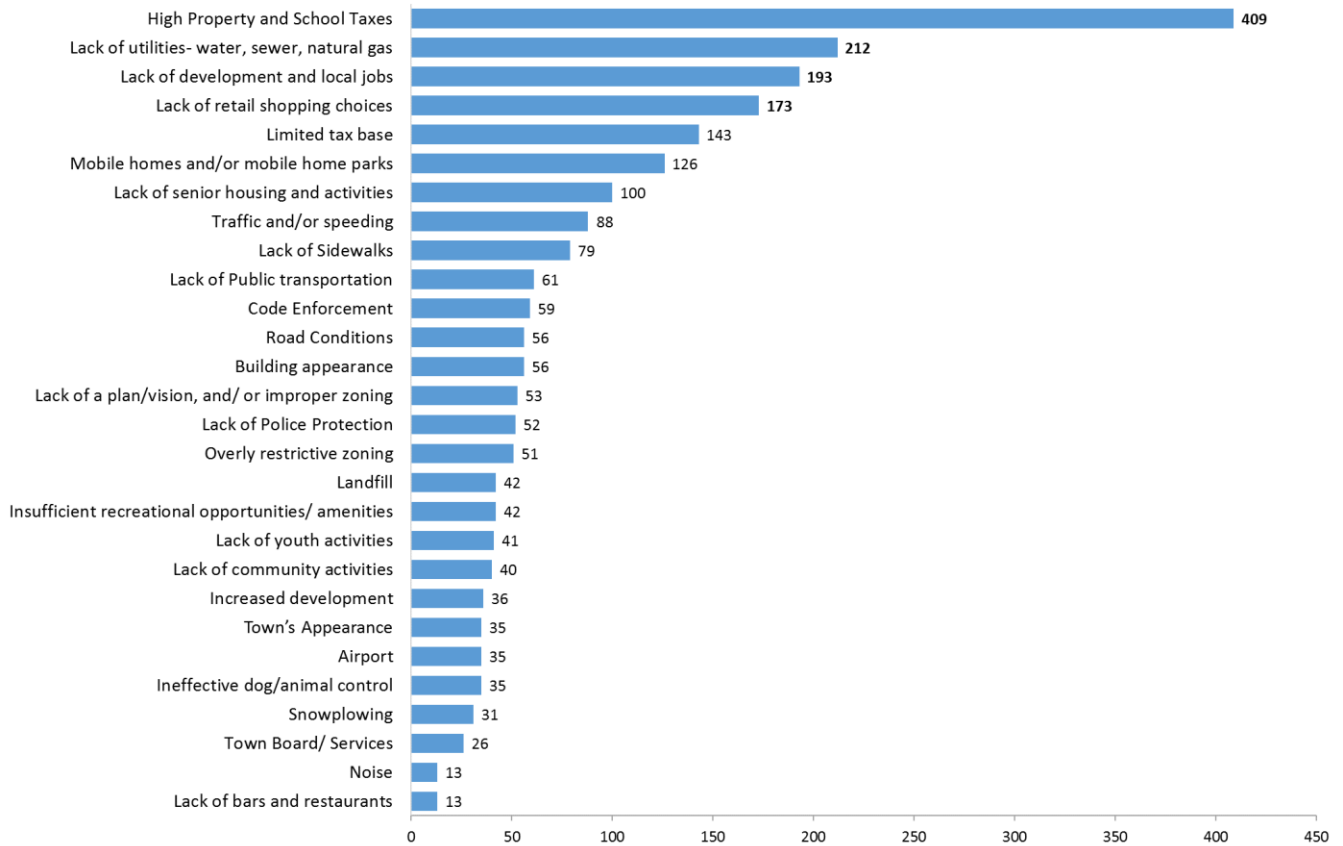
This question was used to determine which assets are valued highly by the community. The comprehensive plan committee developed a list of sixteen community assets. From that list, respondents identified the Town’s rural character, school system, community, people, activities, churches, and the natural environment as the its top assets. In addition, the Town’s rural character was frequently cited as an important strength of the community in the comment section, “We moved to the Town of Maine because we love the rural setting and quietness. We hope it stays this way.”.



Town of Maine Shortcomings

The comprehensive plan committee developed a list of 28 potential shortcomings of the community to determine which weaknesses the Town should improve upon. From that list, respondents identified high taxes, lack of utilities, lack of development and local jobs, and lack of retail shopping choices as the major shortcomings within the Town of Maine. A recurring theme in the written response section was the high tax rates in the Town, “High taxes are forcing people who have lived here for generations to move out of Maine”.

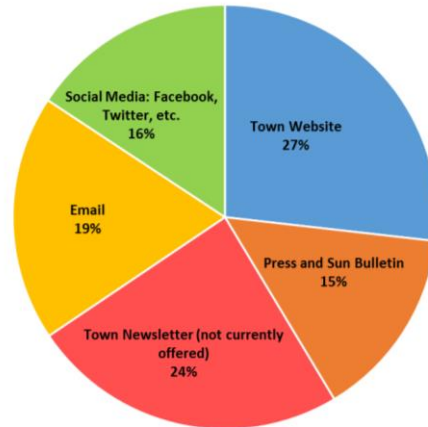
Q25: The Town of Maine's 3 major shortcomings are:



Communication Preferences

Respondents were asked how they prefer to be informed about community news and events. About half of the respondents (51%) prefer being notified via the “town website” (27%) or by a “town newsletter” (24%), if it was made available. One respondent wrote, “A town newsletter would be nice, either hard-copy or on the town website. It should include calendar of local events such as parades, park events, night out, fundraisers within town, dog control officer updates... items of interest everyone should know about”. The remaining responses were almost evenly distributed between the other choices.

Q26: How would you prefer to be informed about community news/ events, Board meetings, etc.?



Written Responses

At the end of the survey, respondents had an opportunity to provide additional comments, concerns or suggestions for the comprehensive plan. This allowed respondents to elaborate and highlight specific issues they want the Town to address. About 250 comments were received discussing a wide range of topics; the most frequently referenced themes are listed below. Some of the more common topics of discussion included: local government, taxes, code enforcement/property appearance, traffic safety, and utilities. All written responses are included in the Appendix.

- Business development
- Code enforcement/ Property appearance
- Hydraulic fracturing (Fracking)
- J Ralph Ingalls School
- Life in the Town of Maine
- Local government
- Mail/Post Office
- Road Maintenance
- Rural character of the Town
- Taxes
- Traffic safety/speed
- Utilities

Profile of Respondents

The last section of the survey asked respondents to provide basic information about themselves. These questions were reserved for residents of the Town. This information informs the comprehensive plan committee about the population represented in the survey. In addition, these responses were used to perform further analyses of sub-groups within the survey responses.

Residency

The comprehensive planning committee sent surveys to registered voters to ensure that the responses were representative of people living in the Town, as opposed to those who own property and live elsewhere. As intended, almost all of the responses (97%) were from persons who identified themselves as residents of the Town of Maine. Only two percent indicated they were not a Town of Maine resident.

The majority (91%) of the respondents indicate they own their home, five percent chose “not applicable”, and only four percent of respondents rent their home. Most likely, many those who chose “not applicable” have another type of living arrangement. The respondents’ home-ownership rate is similar, but slightly higher than what was reported in the ACS data (86%).

Length in Community

Over three-quarters of the survey respondents have lived in the Town for at least ten years. More specifically, about 65% of have lived in the Town for over twenty years. About ten percent of respondents have lived in the Town between six and ten years, and the remaining respondents have lived in the Town for less than five years. The varying perspectives of long-time and new residents informs the plan both of long-term issues and emerging issues facing the community. In regards to length in the community, survey respondent sample is consistent to the census housing turnover information.

Q26: Are you a Town of Maine resident?

Responses	Percent
Yes	97%
Yes, part of the year	2%
No	2%

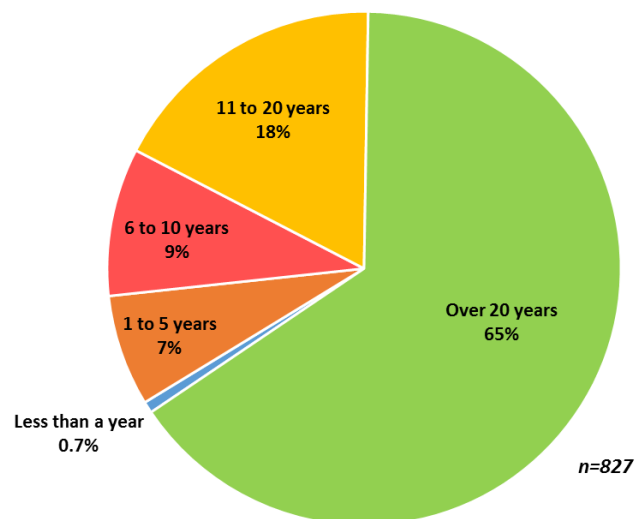
Q27: Do you own or rent a residence in the Town of Maine?

Responses	Percent
Own	91%
Rent	4%
Not Applicable	5%

n=844

n=827

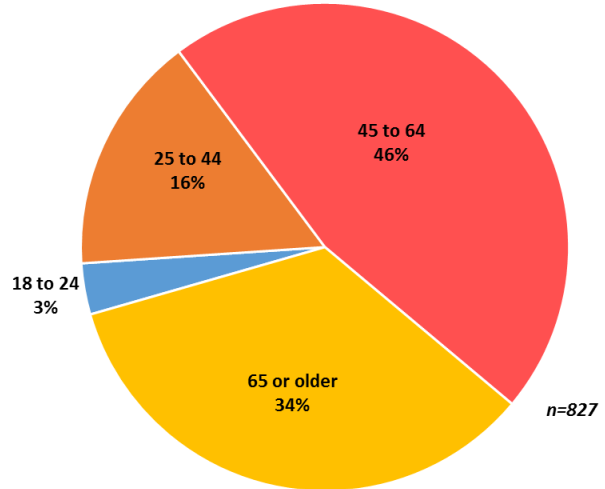
Q29: How long have you lived in the Town of Maine?



Age

The largest percentage of respondents fell within the 45 to 64 age range (46%), followed by the 65 or older age range (34%). Together these age groups account for approximately 81% of survey responses. Comparing the survey respondents' age breakdown to Census data reveals the 45 and above age group actually represents a smaller portion of the total population (48%). This suggests 45 and above age groups are overrepresented, and the 18 to 44 age groups are underrepresented in the survey results.

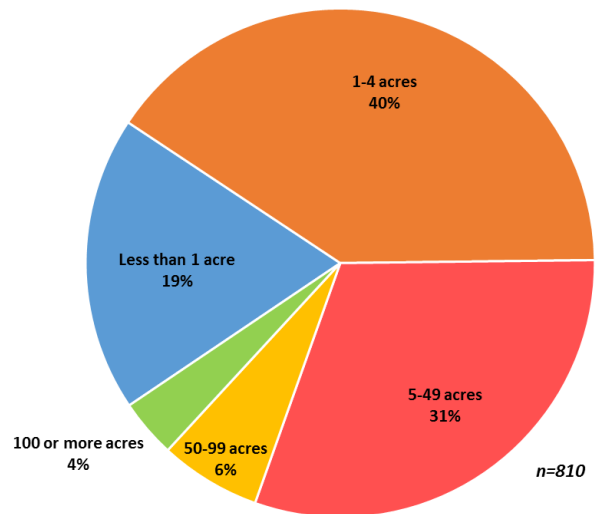
Q28: What is your age?



Land Ownership

The survey asked how many acres of land the respondent owns within the Town of Maine. The largest proportion of respondents indicate they own 1-4 acres (40%), followed by those who own 5-49 acres (31%). About ten percent of respondents own 50 acres or more. Some respondents left this question blank, if they rent or chose "not applicable" in Question 27.

Q30: In total, how many acres do you own in the Town of Maine?



Retirement

Respondents were asked if they were retired, and if not, do they plan to retire in the Town of Maine. The purpose of this question was to determine if the Town of Maine is a desirable place for residents to retire. It was assumed that if respondents answered “yes” they are retired here for at least part of the year. The majority of the respondents (59%) are not retired, and of those about half (53%) are unsure if they want to retire within the Town.

Q31: Are you retired?

Responses	Percent
Yes	41%
No	59%

n=828

Q32: If you are NOT retired, do you plan to retire in the Town of Maine?

Responses	Percent
Yes	36%
No	11%
I am undecided	53%

n=487

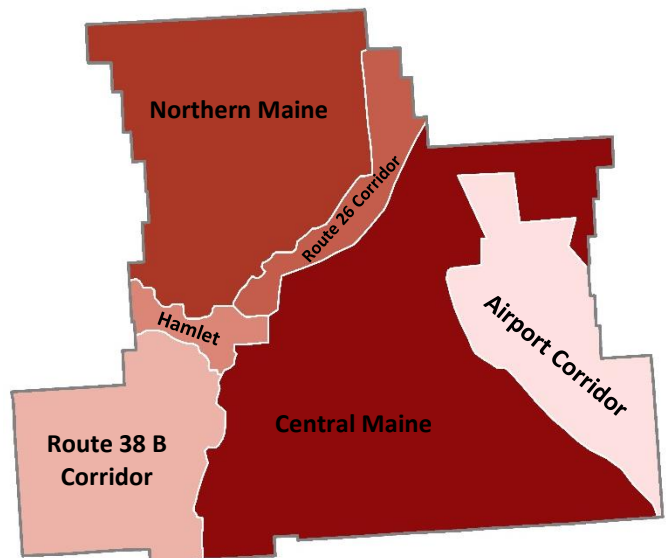
Location

Respondents were asked to identify on a map the area of the Town in which they live. They were asked to select an area from six choices of predefined communities within the Town. The table below summarizes the number of responses from each area within the Town. In the map, the darker areas represent a greater amount of survey respondents, and the lighter areas represent fewer respondents. Based on this information, the largest percentage of respondents live in Central Maine, and the smallest percentage live in the Airport Corridor.

Q34: Using the map below, indicate the area (1-6) in which you live:

Location	Number	Percent
Northern Maine	132	16%
Route 26 Corridor	113	14%
Hamlet of Maine	112	14%
Central Maine	318	38%
Airport Corridor	66	8%
Route 38B Corridor	85	10%

n=826



Map of defined areas within the Town of Maine

Public Meetings

On February 11, 2016, the Town of Maine Comprehensive Plan Committee held a public information meeting at Maine Memorial Elementary School. This meeting was an opportunity to introduce the committee members to the public and explain why it is important for the Town to update its existing plan. The committee provided a step-by-step overview of the comprehensive planning process from pre-planning activities to its adoption by the Town Board and implementation of recommendations. Following the presentation, the committee encouraged members of the audience to ask questions and share their and suggestions or input for the plan. The main topics brought up by members of the audience included: survey distribution, history of the Town's comprehensive plans, proposed sewer project at the airport and private sewer lines, natural gas lines, agricultural interests within the Town, zoning, and attracting industry to the Town.

Public Meeting SWOT Analysis

The Town of Maine Comprehensive Plan Committee hosted a community workshop session on March 10th, 2016 at Maine Memorial Elementary School. At this meeting there were XX people in attendance who participated in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) exercise. There were multiple SWOT Analyses conducted on various topics including: Parks and Recreation, Historical, Public Services, Transportation, Housing, Economy, Agriculture, and Environmental. The results of these analyses are summarized in the Appendix.

Public Hearing

On June 8, 2017 a public hearing was held at Maine-Memorial Elementary School to present the comprehensive plan, and review the proposed recommendations. To encourage attendance at this meeting, postcards were sent to property owners, the meeting was published on social media, and the Comprehensive Plan Committee put informational flyers at various locations throughout the Town. There were about sixty people in attendance. After the presentation, the public had the opportunity to speak, ask questions about the plan, and let the committee know if there was anything that was missed. One of the major topics of discussion at this meeting was the issue of hydraulic fracturing (fracking), and how the Town should act if it were allowed in New York State in the future.

Recommendations

Introduction

The Town of Maine Comprehensive Plan Committee compiled information pertaining to the Town's population, housing, economic base, land use, facilities, transportation, environment, agriculture, local laws, and a build-out analysis. This information, in addition to input gathered during the public outreach process, was reviewed and analyzed to develop the major goals and objectives that will guide the plan. The following sections summarize the major goals, objectives, and sample actions identified by the Town and its residents.

Goal: Enhance the Town's Identity

Town of Maine residents view the Town as a desirable place to live. In the public survey, the majority of residents indicated they were satisfied (45%) or very satisfied (50%) with life in the Town, and most residents (95%) would recommend a friend or family to live in the Town of Maine. Maine is identified by its rural character and opportunities for social gatherings. Continued efforts should be made by the Town to strengthen its identity, while recognizing the values of the residents.

The Town identified a number of objectives to enhance its identity and sense of place. These include: Promote the Town as a Desirable Place to Live, Promote Special Events, Promote Town of Maine's Heritage, Restore Historic Buildings, Improve Gateways, and Maintain Vitality of the Hamlet.

Promote the Town as a Desirable Place to Live

The first piece of this effort would be to expand and enhance the Town's online presence. The Town's website should:

- Actively seek out appropriate social media content to link to the Town website. An example would be the page of the Nanticoke Valley Historical Society:
<https://www.facebook.com/NanticokeValleyHistoricalSociety/>
- Post and share items of general interest to Town residents
- Solicit and post photographs and videos to spur greater public interest
- And finally, work to build the Town's website as the go-to place for learning about all social activities in the Town

Improving the Town's online presence would also address the number one complaint about town services, 49% of survey residents rated the town's notification about proposed development and maintenance in their neighborhood as 'Poor' (27%) or 'Fair' (22%). An online presence will improve accessibility to Town officials, and directly communicate news about development and other important information to the community.

Promote Special Events

Cultural and social events are important to residents of the Town of Maine. In the public survey, the Town's Park and Recreation services, and its "community, people, activities, and churches" were rated highly. The Town should continue to enhance current social and recreational programming, and identify future opportunities to establish new events in the Town. Below is a list of strategies to help the Town achieve this goal:

***Town of Maine 2017 Comprehensive Plan Update
Recommendations***

- Assemble a group of volunteers from various local non-profit organizations, and explore assistance from potential private organizations, to create and promote a Calendar of Events page for the Town. Events should include all community, social, professional, recreational, and entertainment opportunities
- Utilize social media to promote and inform residents about events in the Town
- Use new special events such as, athletic/recreational activities, and various types of place making events including, public art, music festivals, and food events to attract visitors and increase social activity within the Town
- Assemble a group of volunteers that will assist in the organization, communication, and management of events such as, the Memorial Day Parade, Oktoberfest, and the Town Anniversary Celebration
- Investigate whether a commission-based position and revenues generated by events can be used to support increasing the number and diversity of events within the Town. Examples include selling ad space within programs, seeking sponsorships, renting booths, etc.

Promote Town of Maine's Heritage

Town of Maine has a rich history that contributes to its sense of place and identity. During the public workshop, residents identified the Town's historic resources as a strength of the community. The Town should continue to support the preservation and promotion of its historical resources. This section identifies a number of ways the Town can carry out this goal:

- Continue to support and partner with the Nanticoke Valley Historical Society (NVHS) to promote, and educate residents about the heritage and historical resources located within the Town
- Encourage other local groups such as, the Summer Rec program and student groups to collaborate with the NVHS and expand programming and its volunteer-base
- Provide more information about historic resources and events on the Town's website and social media
- Provide NVHS with feedback on updates for the Walking Tour pamphlet
- Develop a signage plan for the historic sites in the Town
- Identify costs to repair historic carriage barns, and explore possible grant opportunities to assist with funding
- Identify potential partners such as WSKG or the Susquehanna Heritage Area to promote the Town's historic resources

Preserve Historic Character of the Hamlet

The preservation of historic buildings is important to consider when planning for the future. One of the most prominent historical sites in the Town is the former J Ralph Ingalls School. In the public survey, the majority of the residents indicated they supported the Town rehabilitating the building for public use. In addition to the J Ralph Ingalls building, there are other historic structures in the Town that should be restored and preserved. This section highlights potential actions to achieve this goal:

- Encourage the property owners of historic buildings to rehabilitate and explore adaptive reuse of the buildings
- Help to identify and preserve cultural and historical resources in the Town including, residential structures, cemeteries, and streetscapes

- Pursue grant sources such as NYS Historic Preservation/ Heritage Area funding
- Support the nomination of eligible historical sites for the National Register of Historic Places

Enhance Gateways

The gateway into a Town is where residents and visitors form their first impressions of an area. Since the previous comprehensive plan, the Town installed gateway signs at the north and south entrances of the Town on Route 26. The Town should continue to improve the image of the major gateways into the Town. The Town should undertake the following recommendations:

- Install uniform gateway signs at other primary entrances including: Airport Road, Farm to Market Road, and East Maine Road
- Use attractive landscaping to enhance the aesthetics of the gateway signs
- Consider an “Adopt-A-Sign” program where local businesses or civic groups could sponsor the enhancements
- Develop an on-going maintenance plan for gateway areas

Maintain Vitality of the Hamlet

The hamlet of Maine is the center of commercial and social activities. It contains a mix of uses at varying densities, and it is the only “urban” area within the Town. To enhance its position as the center of the Town, the Town should identify strategies to make the hamlet more attractive to residents and visitors. Recommendations to maintain the vitality of the hamlet are as follows:

- Work to make the hamlet more pedestrian-friendly
 - Request the New York State Department of Transportation (NYSDOT) to perform a speed study on Route 26, and other major roadways of safety concern
 - Request the Binghamton Metropolitan Transportation Study (BMTS) to conduct a corridor study for a section of Route 26
 - Adopt a Complete Streets Policy for the Town. Complete Streets is a concept that roadways should safely and adequately accommodate all transportation modes, regardless of age or physical ability. This includes pedestrians, cyclists, public transportation riders, and motorists; it includes children, the elderly, and people with disabilities. It is discussed further in the Transportation Chapter of this plan.
 - Create pedestrian connections between businesses, residential, and recreational places within the hamlet
- Encourage a hamlet beautification program to improve the appearance of the streetscape. Additional actions to reduce blight are discussed in the Protect, Preserve, and Enhance Local Housing Stock section of this chapter.
 - Organize a group of volunteers to participate in a hamlet cleanup day
 - Use trees and other forms of landscaping to improve the appearance of the hamlet
 - Provide amenities such as lights, seating, planters, bike racks, etc.

- Establish design standards for façade improvements within the hamlet
 - Pursue CDBG and/or New York State Main Street Program funds to provide assistance to property owners
- Encourage business owners to establish a Main Street Business Association that can identify joint-efforts to improve their business operations through façade improvements, marketing campaigns, and coordinated events.
- Allow for a variety of housing types to exist in areas surrounding the hamlet

Goal: Protect Agriculture, Open Space, and Natural Resources

Protect Agriculture

One key natural resource that is highly prized by Maine residents is agriculture. When asked how best to spend limited town funds, the number one priority of survey respondents was to ‘Protect farms, agriculture, and open space’. Nearly 2/3rds of respondents (63%) thought that the Town should play a role in protecting and promoting agriculture. The highest ranked ideas for expanding agriculture among survey takers was ‘Encourage greenhouses and Christmas tree farms’ (82%), ‘Encourage specialty farming’ (79%), and ‘Encourage agri-tourism’ (78%).

For farmers to be successful, they must frequently add accessory and complementary businesses and operations. An example of these additional operations is agri-tourism, a term that can include, but is not limited to, farm tours, specialty products, production demonstrations, hayrides, sleigh rides, horseback rides, product tastings, historic buildings and exhibits. Business types include farm stands, Christmas tree farms, u-pick operations, maple products, greenhouses, nurseries, wineries, livestock breeding and sales, farm-based bed & breakfast operations, farmer’s markets and others.

Broome County is currently working with the consulting firm Environmental Design & Research to prepare an Agriculture Economic Development Plan. Although the plan is still being drafted, the consultant has reviewed the zoning ordinances for all municipalities to assess the degree to which agriculture is supported. For the Town of Maine, the following changes can be made to further encourage agriculture:

- Adopt a local Right to Farm Law. A local Right to Farm Law affirms a town’s support of the importance of agriculture to the community, gives the farmer protection to conduct agriculture, and provides an opportunity to give notice to new neighbors that there is an operating farm in the area.
- Create a specific *Agriculture* zoning district in which agriculture is designated as a preferred use in the district purpose statement.
- Amend the definition of agriculture to parallel State law and add definitions for agri-business, agri-tourism, and road stand. More details are provided in the Our Laws Chapter.
- Consider permitting the following uses in the Town: Farm stands, Farm worker housing, Brewery/Distillery, and Winery
- Because there is an Agricultural District in Maine, Section 271-11 of the New York State Town Law allows a municipality to reserve a seat on their planning board for a farmer who serves as a representative of agricultural interests. The Town of Maine should take this opportunity to give a

direct voice to the farming community on planning matters. The agricultural member would be among the five (5) Town Planning Board members appointed by the Town Board.

- The Town should consider allowing residential agriculture and small livestock operations within the Town. This idea was supported by 61% of survey respondents.
- Work with Cornell Cooperative Extension (CCE) of Broome County and the Farm Bureau to promote agricultural events such as farm days within the Town
- Work with CCE to determine if a Community Shared Agriculture (CSA) program is feasible within the Town of Maine

Protect Open Space and Natural Resources

When asked how they would spend limited resources, the second highest response from survey takers was ‘Protect air and water quality’. The Town of Maine’s ‘Natural Environment’ was one of its highest rated assets on the survey. Maine residents can take an active role in protecting water quality. The Broome County Environmental Management Council conducts a riverbank clean up each fall. Through this program, teams of volunteers pick up tons of garbage along the riverbanks at sites throughout the county. In addition to beautifying the area, it protects water quality by removing materials from the river banks. The Town of Maine should consider promoting this program and sponsor a volunteer team to clean up a creek site in the town. Other ideas to protect open space and natural resources include:



- Identify open spaces areas suitable for future preservation
- Work with the Broome County Soil and Water Conservation District to maintain and enhance streambank stabilization measures
- New York State Department of Environmental Conservation regulates mining within the State, but municipalities can: Require a special permit; Establish conditions for mining; Determine where mining is allowed; or Prohibit mining town-wide. Section 450-6 of the town code establishes where mining is allowed, but the town has the authority to more closely regulate this activity.

One of the most significant issues facing the Town over the past few years was High Volume Hydraulic Fracturing (HVHF). This is a method of drilling for natural gas in the Marcellus Shale, a common geologic formation in this area. Although, HVHF is currently prohibited across New York, that decision could be reversed in future years.

For the comprehensive plan survey, 49% of residents that responded, want to ban HVHF. And 34% wish to allow HVHF should it be allowed in the future. The majority of land owners with more than 50 acres would allow HVHF and smaller property owners of under 5 acres were more likely to want HVHF banned.

Regarding HVHF, the Town of Maine should remain informed about any changes to New York State policy regarding the practice of HVHF. Depending upon the state of the law at the time, should HVHF be allowed in New York, the Town may have several options to consider including:

- Banning HVHF within all areas of the Town
- Banning HVHF within certain areas of the Town
- Allowing HVHF subject to municipal regulations and a permitting process
- Adopting a short-term moratorium to allow an opportunity to inform residents and elected officials of the latest understanding of the regulations and environmental impacts associated with HVHF, solicit public input regarding HVHF, and review and amend ordinances to protect the environmental resources and community, or
- Allowing HVHF with no local restrictions

At this time, it is impossible to determine what actions the Town may or may not be able to undertake if the State lifts its ban of HVHF.

Goal: Support the Greater Binghamton Regional Airport

The Greater Binghamton Airport is a non-hub commercial service airport that serves Broome County and other parts of the Southern Tier. It is located in the northeast portion of the Town, and covers over 1,000 acres. The Buildout Analysis Chapter discusses the development potential at the Airport. Residents indicated they were supportive of most types development occurring at the airport and along the airport corridor, except for heavy industrial uses. The Town should support Broome County's efforts to bring new development to the airport which are compatible with the Town's vision and goals. Strategies to achieve this goal include the following:

- Designate a liaison between the Town and the Broome County Airport officials
- Allow a mix of land uses to exist in areas adjacent to the airport campus

Goal: Improve and Expand Infrastructure

Adequate infrastructure encourages growth in areas where it is available. Currently, water and sewer utilities are not available to residents, and natural gas only reaches certain areas in the Town. In the public survey, the majority of residents felt the Town should not consider providing public water (64%) or sewer (59%) within the Town. There was, however, strong support for the Town to advocate with other service providers to improve or bring cellphone (69%), high-speed internet (68%), and natural gas (58%) in areas of the Town. The Town should undertake the following recommendations:

- Stay informed on County projects that extend utilities through areas within the Town
- Examine issues with potable water within the Town
 - Discuss methods to improve water quality and quantity issues with the Broome County Health Department
 - Educate residents about common water quality issues and remedies
- Approach cell phone providers to explore methods of improving cellphone service
- Discuss the status of the NY Broadband Program with the Southern Tier East Regional Planning Board
- Approach internet providers to determine feasibility of improving high-speed internet access

- Meet with New York State Electric and Gas (NYSEG) representatives to evaluate the feasibility of extending natural gas lines to areas within the Town

Goal: Protect, Preserve, and Enhance Local Housing Stock

Approximately 23% of homes in the Town were built before 1939, which indicates they may have obsolete features and are lacking in basic safety measures. This is especially challenging for a community with an aging population, because older homes tend to have built-in shortcomings such as lack of handicapped accessibility.

- Encourage Universal Design and “visit-ability” in residential developments. These are design concepts which ensure developments allow all people no matter the age or ability to enter, circulate and enjoy and include common spaces (entrances, bathrooms and hallways) accessible to all regardless of mobility, step-free entrances, doorways wide enough for wheelchairs and other assistance vehicles, bathrooms in accessible locations, and bathroom and household features with adjustable heights designed to accommodate children, disabled, and adults who need to help while accomplishing tasks.
- The Town should investigate and participate in the various grant programs available for housing rehabilitation and façade improvements. The two main programs that address these issues are as follows:
 - US Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Small Cities Program: This program is administered by the New York State Office of Community Renewal and is available only to communities of less than 50,000 residents. Individual municipalities can receive up to \$400,000 per year. CDBG Small Cities grants can be town-wide. More information is available online here: <http://www.nyshcr.org/Programs/NYS-CDBG/>
 - New York Main Street Program: Also administered by the New York State Office of Community Renewal, the Main Street Program is designed “to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods.” Main Street grants are given to municipalities for very targeted areas that:
1) Have experienced sustained physical deterioration, decay, neglect, or disinvestment; 2) Have a number of substandard buildings or vacant residential or commercial units; **and** 3) Where more than fifty percent of the residents are persons of low income, or which is designated by a state or federal agency to be eligible for a community or economic development program. The New York Main Street Program is more appropriately applied to the hamlet

Both programs are highly complex to apply for and administer. The Town of Maine should consider teaming up with a private consultant or part-time grant writer to seek these or other grant funds to improve the housing stock of the community.

The Town of Maine has about 2,223 housing units, which are primarily single-family homes. Residents feel most types of housing are compatible within the Town, except for large apartment complexes and mobile home parks. Within the Town, there are areas where the housing quality ranges from excellent to poor, and effects of deteriorating housing quality can be seen. In the public survey, numerous written comments discussed the declining property values within the Town, citing junk vehicles, debris, and

overall maintenance of properties. This section identifies recommendations that should be followed to achieve this goal of protecting, preserving, enhancing the local housing stock. Other recommendations more specific to zoning and code enforcement can be found in the Local Laws Chapter.

- Encourage a diversity of housing types and densities where appropriate within the Town
- Provide quality housing options at all price ranges to support population at different stages in life
- Encourage the preservation of the existing housing stock
- Support housing rehabilitation and maintenance
 - Identify residential structures in need of repairs or rehabilitation
 - Determine if any home rehabilitations are eligible through Habitat for Humanity or the First Ward Action Council or similar organizations
- Work to increase participation in the Town's Cleanup Day
 - Promote event on social media and with mail-home flyers
 - Hold additional Cleanup Days in summer, fall, and winter
 - Assemble group of volunteers that can assist with the transport of debris and bulk items

Goal: Design for Aging in Place Community

The Town of Maine, like many other towns in Broome County, is aging. Since the last comprehensive plan, the population over the age of 65 has increased by 15 percent, and the 85 and over group increasing by 80 percent. As the Town of Maine's population continues to age, many residents will require special services and accommodations to continue to age in place. The following recommendations address the needs of the aging population:

- Create a support network for seniors to promote awareness and help address their needs for housing, transportation, and other services
- Identify local community groups or organizations such as local churches to host the group
- Explore grants specific to aging population
- Organize a series of workshops to educate seniors and caregivers about services available to them
 - Promote BC Country and Mobility Management of South Central New York (MMSCNY) services
 - Promote existing weatherization and home-repair/modification services
 - Promote adult health and well-being programs on social media and mail-home flyers
- Work with housing providers to determine if there is the market to support senior housing development

Goal: Improve Town Services

Respondents to the survey were generally very satisfied with Town of Maine services. For example, most residents thought snow plowing was excellent (22%) or good (49%) and road maintenance crews received similarly high marks (excellent 17% and good 48%). However, access to minutes from meetings, the town's website and notification about proposed development/maintenance in your neighborhood scored lower.

- The Town maintains a very detailed and thorough website, but it could be updated to be more user-friendly. A key recommendation would be to better integrate the website, so that residents can stay

informed on issues of importance such as: Calendar of Events, Water Issue Education/Remedies; Road Maintenance Information; Zoning and Planning Board applications and decisions; Buildings Available for Public Use; and Biographies of Town Board Members

- Review responsibilities and procedures of Animal Control Officer and identify areas in need of improvement
- Publish a Town of Maine Annual Report highlighting the major goals and accomplishments of Town departments and officials
- Amend and update the Town codes as outlined in the Our Laws Chapter.
- Continue to provide parks and recreation services for all residents of all ages
 - Assemble an Adopt-A-Park committee to identify recreation needs, and to help improve/maintain park facilities and other recreational areas
 - Explore and pursue grant programs to upgrade/develop park facilities
 - Partner with Maine-Endwell School district to identify opportunities to attract recreational events to the Town
 - Create a conceptual plan for the open space area located on Park Street

Broome County is kicking off a major campaign to encourage greater utilization of our outdoor recreation assets. Entitled 'Go All Out Broome', the project began with a major effort to identify and map all of the parks, trails, boat launches, fishing access points, golf courses, forests, cross country ski trails, snow mobile trails, etc. The initiative is about to go public with the upcoming launch of the website www.goalloutbroome.com. Town residents should review the information on the site to ensure that it is accurate and up to date and post frequent photographs of outdoor recreation sites in the Town. This will encourage more visitors to Maine and boost community pride for the scenic beauty of the town.



Goal: Minimize Total Tax Burden

According to survey respondents, the number one shortcoming of Maine are “High Property and School Taxes”. This was nearly double the second highest response of “Lack of utilities – water, sewer, and natural gas”. The survey gave a breakdown of how taxes are spent in the Town, and 58 percent of respondents did not want to see a ‘modest’ increase in property taxes to improve town services. To minimize the total tax burden, the Town of Maine should undertake the following:

- Continue to work closely with Broome County and neighboring municipalities to share services where appropriate
- Pursue funding under the New York State Department of State Shared Municipal Services Incentive (SMSI) program as appropriate
- Investigate other grant writing opportunities to reduce the cost of government services
- Create a Town of Maine Community Action Team comprised of volunteers who will help improve the living environment of the Town and raise awareness of community projects among Town residents

Another way to help stabilize local taxes is to expand the tax base by attracting economic development. The Town should undertake the following to encourage economic development:

- Work with The Agency to identify and recruit new businesses to locate in the Town
- Create redevelopment plans for underutilized parcels on Airport Road and Route 26
- Promote agricultural businesses and agri-tourism within the Town

Goal: Manage Stormwater Runoff

Stormwater management is increasingly recognized as important to protect the environment and to avoid property damage offsite. This issue was highlighted during the extreme flooding events of 2006 and 2011. To address these concerns, the Town of Maine should:

- Keep current the Hazard Mitigation Plan that the Town worked with the Broome County Department of Planning and Economic Development to develop.
- Participate in the update to the Hazard Mitigation Plan in 2018
- Pursue training opportunities as offered by New York State for the enforcement of stormwater regulations.

Goal: Track Progress

To implement the Comprehensive Plan update, progress towards carrying out these action items needs to be assessed on an on-going basis. The Planning Board should, on an annual basis, review the above listed action items to assess progress, and to reprioritize them, if necessary.

- Create a committee whose responsibilities may include, but are not limited to: oversee the implementation of the recommendations, monitor progress, and provide the Town Board with quarterly updates
- The Town should develop an annual Comprehensive Plan Progress Report outlining actions taken by the local government to implement recommendations

Goal: Maintain the Plan

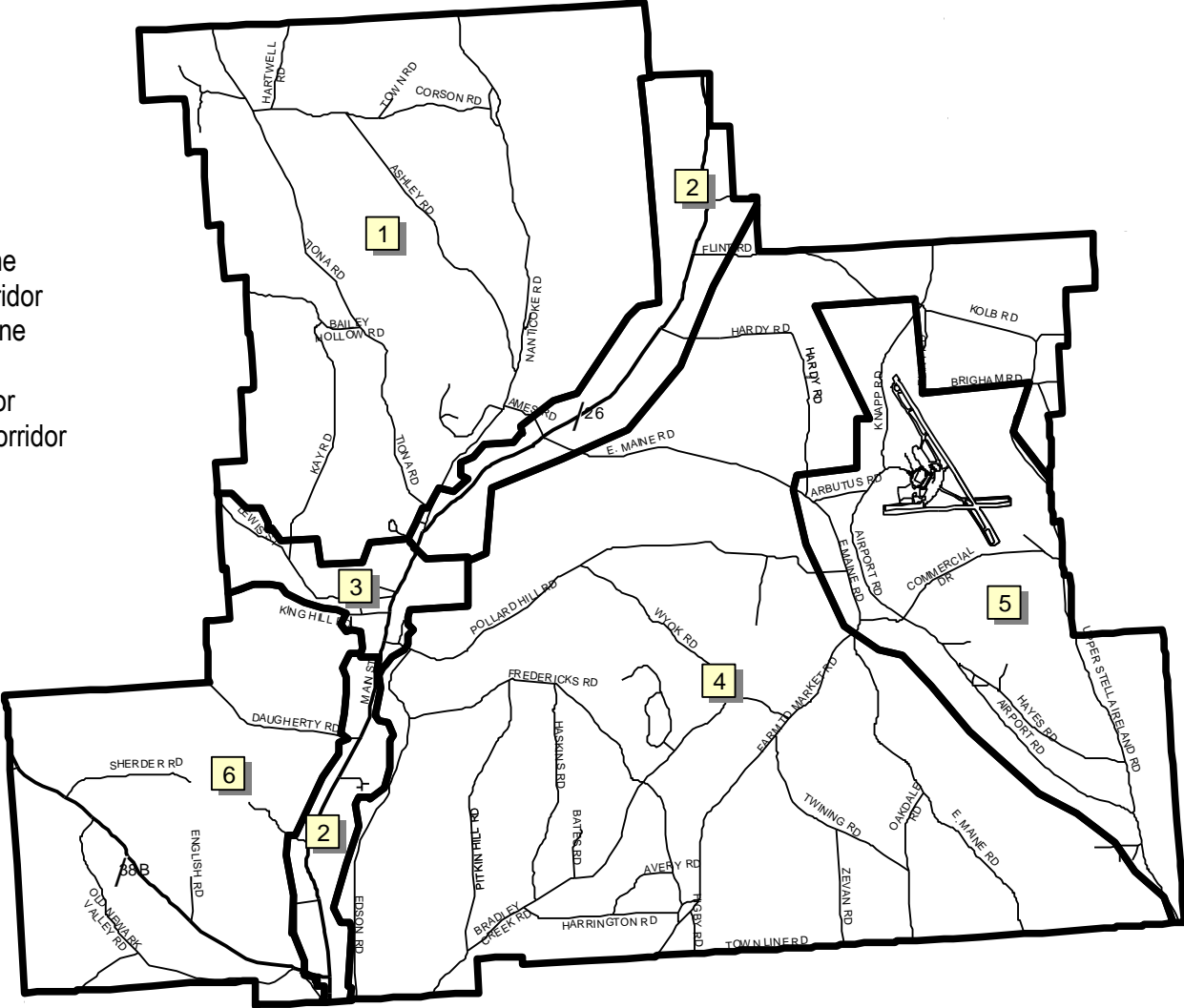
To be effective, a Comprehensive Plan must remain current. As conditions change and new information becomes available, the plan should be reviewed to ensure that it remains accurate and relevant to the needs of Town of Maine residents. To keep the plan current, the Comprehensive Plan should be reviewed, and amended as necessary, no later than five years after its adoption and every five years thereafter. Finally, Town should devote sufficient resources to ensure that the plan is carried out and updated as appropriate to keep it current.

Appendices

Public Input

Survey Location Map

- 1. Northern Maine
- 2. Route 26 Corridor
- 3. Hamlet of Maine
- 4. Central Maine
- 5. Airport Corridor
- 6. Route 38 B Corridor



Survey Written Responses

Not attractive for jobs. No industry to support retention. Taxes too high for older residents who don't have young children who use 70% of their resources. Rural roads are poorly maintained.

School taxes too high!

Generally happy with the Town of Maine. Love living here. There are some places that need to have their residences/yards cleaned up i.e. removal of garbage, unlicensed vehicles, scrap metal, etc. Thank you!

As I stated before, outdoor wood burning furnaces should all be required to be up to code. Older furnaces should not be grandfathered in. They are a pollution problem.

I think the Town is faced with all the typical issues of the upstate towns in general which are difficult to deal with. High utility prices. Lack of industry. Old infrastructure. An area I'd like to see improvement is controlling expenses in schools. I realize much of the costs are mandated, but I see a lot of waste. The high school built a new pool. Are electronic scoreboards necessary? Likewise, with equipment: pull bouts, kick boards, and flippers. I realize these are small in the big scheme, but it's indicative of a culture of excess and lack of cost control.

We need job opportunities. Lower taxes/less spending. Less spending on public schools (it's a disaster) (bring God back into it). Less regulations (open fracking). Distribute natural gas.

There is very little zoning enforcement. The planning and zoning processes only work with an enforcement of the zoning laws. I would like to see a town speed limit on all town roads to be 45 or less.

Because the prospects of public sewer and water are slim... how about a tax credit for those who maintain their septic (pumping) receipt required of course, every three to five years; this protects groundwater quality and would encourage regular maintenance. Also, perhaps a tax credit for those who must upgrade an ancient system

25. Heroin is a shortcoming

In regards to living in the Town of Maine... I really like where I live-Route 26/38B area. Have been living here 50 years. I wouldn't recommend living here because the school taxes are too high even with enhanced STAR. It was also more difficult to answer some questions as we aren't really a part of the Town or services. The state takes care of our road and lights. The largest problem in our area is the amount of vehicles that speed through here; cars SUVs, school buses, and especially the dump trucks. The only time they slowdown is when there is a police car in the area.

The natural gas line ends just south of Maine. It should be reconsidered, since many, many people have shown support. The whole issue has fallen on "deaf ears"!

I live near the bottom of Upper Stella Ireland Roads. I would like to see white lines painted on the sides of the road for increased safety while walking. Cars go way too fast down the hill. I also feel the speed limit is too high. Thank you.

Please no fracking, no water, gas or sewage. Elderly have nothing to do or good place to live "Schoolhouse"? Keep agriculture going and adjust regulation to allow and encourage more. Maine is great and people listen to our concerns. Thank you! If new small businesses get grants to encourage growth, then please give grants to keep the small businesses already here.

The property on 38B and 26N wood business needs to improve the looks and was supposed to build a building for equipment. Very disappointed you haven't made them fulfill their intention.

Landfill needs more open hours on Saturday. Airport Road is not plowed/salted or sanded enough in Winter with heavy snow-dangerous. Speed limit on Hayes Road should not be 45 mph. First of all, it is unsafe to drive that speed on Hayes Road with demographics of the road. Second, there are walkers and animals (deer, fox, etc.) on the road. Code enforcement should request properties be cleaned up, eliminate unsightly junk.

The Town Board has been useless for many years. Now we are paying the code man plus dog catcher over \$40,000 (from what I saw on the budget) for what? How come the board allows for this to happen? Good ole boys network is what I heard! We need new blood in the Town government. Taxes too high for the junk we get from them all. should not be paying for all this stuff with our tax money! Why do all those people make so much money who work at the Town? Nobody makes that much in the real world. Why no salary cap there? What about the hours- should be on an as needed basis not because your friend is on the Board! You all need to straighten up we are all watching you. Many people are very unhappy with the Town. Councilman say they will listen and be available, but many people have seen that is not true! Councilman is very rude and he says he will be available for us, but that is a lie. He needs to go away! All of them need to remember we are their bosses!

Recommend a dog park for behind the Catholic church- it is a current park, but is not used. This area seems perfect for a dog park. It would afford an area for dogs to safely run and play and for people to get together to socialize. With all of the (heavy) vehicle traffic on our roads (especially Route 26) it is dangerous for dogs and people alike to go for walks. Thank you. PS- Dog park models: Owego Hickories Park and Choconut Center in the Town of Union.

Why is the historical society on question 24? Why not the youth sports, boy scouts, etc. Question 14 is misleading; you would need a large percent increase to get any sustainable revenue. Question 7 should be generic, looks like you are advocating for the town to buy it. Town cannot afford \$1 million upgrades

I would like to see more police patrolling of what used to be the town park (behind the Catholic church) kids fight, pickup trucks and cars do spins in the mud etc. Park Street used to be a dead end street, now cars come down it all hours of the day and night and cut through the church parking lot as if it were a road. Attention given to flood zone areas where debris has never been cleaned up. Build up along the creek to minimize future flooding.

Need utilities. No J. Ralph - If space is needed build modern efficient space. Need good young residents to promote volunteer services - Fire! Ambulance!

We need a great comprehensive plan.

Town code enforcement is a joke! Property near the golf course is a disgrace to the Town. A house was allowed to be moved on Route 26 from another property. Towns of material was moved by Town of Maine equipment to golf course property and no one from Town government cared or did anything about it. Clean up.

A dog park would benefit the town immensely. Homeowners should be held responsible to keep the appearance of their properties presentable. There are a few homes on Route 26 here in the hamlet that really take away from the Town's appearance.

Property and school taxes! Way too high. I don't know that we can retire here. Town services-snowplowing stinks. Zoning way too restrictive, code enforcement poor for the amount in taxes it costs. Town has no business raising taxes to provide recreational and cultural services to residents. Totally support a right to farm law and a right to burn wood law. Town Board being run by the Historical Society.

I would like to see stricter code enforcement on noise from dirt bikes, ATVs, etc. like my next door neighbor rides his dirt bike next to my house every day! on Maple Drive.

25. Historical society and historic building restrictions are a shortcoming of the town.

In 2015, I sold my farm to my son and daughter. We sell Christmas trees (approx. 500), maple syrup (approx. 300 gallons) and blueberries (approx. 1,000 quarts)

The town park is used for many different functions. People have to pay a fee to use it. They are to utilize the parking areas just outside the town park. On many occasions, people going to sporting events out behind Maine Memorial School park in the town park parking lot. Those who have paid have no way in or out of town park. The ME school district should put in their own parking lots for ALL sporting events. The ME districts owns acreage next to the NBT Bank on Route 26 that would be suitable for parking.

I am disappointed that information on the gas and sewer line to the landfill was not better communicated to those of us affected by its construction. I am happy they put it in- especially the gas, but my understanding is it's for the landfill and potential development around the airport. Not opposed to that either except the fact that 2 of the 3 airlines plan to leave. Not sure how to justify spending 3/4 of a million dollars to put it in is going to work with only one airlines support. Seems to me, securing airlines should have been top priority for our area and if that means county assistance for airlines then so be it.

In response to question 10, drive up Ashley and down Tiona to see the ineffective code enforcement. There are junk vehicles and half trailers that have been in the same spot the entire 12+ years we have lived here. for the amount we pay in taxes, our neighborhood should be pristine.

Excellent survey town should strive to maintain a balance of old and new ideas the old school purchase is a must additional utilities and easing of the code will be a more attractive atmosphere for business

growth perhaps modeling the town as owned would be a good move-but there is also the option and land to do the industry arm also if done properly the town of Maine could be a potential gold mine think big-be smart sorely disappointed in the lack of action taken against junk, etc. ignoring commercial vs. residential zoning

I feel many questions were poorly written and is very obvious that there is an intent to steer answers in one direction.

Excessive on Route 26 north and south of town line.

We don't feel that one person should hold two positions at the same time. They get the big bucks, but fail to do either job. The dog warden should check each residence for dog licenses every 2 years. The town hall should be open 5 days a week, summer hours should be from April 1st to Nov 1st, 4 ten hour days! From Nov. 1st till April 1st, should be winter hours. 5 days a week. Save from plowing snow on Fridays- Overtime! Historical society has too much input on all decisions made. Not necessary! Town of Maine should never be responsible for cutting grass at any/or all historical sites. Port a john at the town park should be checked and cleaned more often. My final complaint is about peoples first impression of our town and our town clerk. Town should be made to clean up its work area. It is a fire hazard and looks like hoarding. If you must-get the Broome County Fire Marshall to come and give them a time by which their mess must be cleaned up. The offices don't leave their areas a mess.

I enjoy living in the Town, but the Town does not provide garbage pickup with comparable taxes paid in surrounding areas.

I would like mailboxes on Church Street. Even your address for this mailing is incorrect because we must use the PO Box.

I would like to see "J Ralph" belong to the town. it would be a great asset. I could be all the town offices & court. It could house an office for law enforcement. The center gym could be used for community events, voting, children's parties (Halloween, etc.) flu shot clinic, etc. (or town band concerts). If that is not an option, it could be turned into a senior assisted living or low income housing. Each classroom is large enough for one apartment or 2 assisted living apartments + all the kitchen + dining/community area is already there.

The existing post office does not have safe adequate parking!

Break-Ins- drugs and bored teens. Stereotypical (trailer trash). I'm not against the parks, just need to clean them up (appearance) and out (the trash)

High taxes are forcing people who have lived here for generations to move out of Maine. If this doesn't change, there will be no Town of Maine. We need to organize to fight the totally excessive school taxes and spending. No new taxes or increases period!!

Town of Maine school taxes are out on site. People cannot afford the school taxes and are driving people out, it is out on control! Going to move when I get ready to retire, cannot afford the school taxes.

Log cutting/sawing in center of town is unforgivable noise/pollution and great distraction, terrible!

The saw mill has to go (in the center of the town). The junkyard on Route 26 has to go! (ugly). The Cummings dog kennel needs noise control (should not be in a residential setting).

The highway dept. does a great job with snow removal and I appreciate the hours they put in to keep the roads safe. I do wish that less sand could be used on the roads. Not only is it very dirty, it makes the roads slippery and a little unsafe when it dries. On a similar note, I understand that the oil and stone process is necessary in order to seal the newly paved roads, but the amount of gravel left over seems excessive. At the least, the roads should be well swept, but it would be best if the extra gravel could be removed completely. Why is the Town Hall not open on Fridays? With one clerk and two assistants, this seems like a reasonable request.

Local business: When I moved to the Town of Maine in 2001, we had serviceable grocery store and hardware store. Those were nice amenities that I miss. Pedestrian ways: Would be nice to expand our current system of sidewalks to include all of Route 26 from Pollard Hill to Town Park, Church Street to Maple Ave, Lew from Route 26 to Maple Ave. Town character: I look at nearby small towns (Glen Aubrey, Green, etc.) and am envious of their character. Maine could be just as quaint with just a little vision and development.

The Town of Maine is run the same as most small, rural towns in Broome County. Partisan politics rules the day; the most qualified people do not get involved because the "good ole boy" rule applies in Maine. The town clerk's hours of operation suit themselves, not the taxpayers they are there to serve. The current Highway Superintendent is not only unqualified for the position, but arrogant in the face of hard questions. Hard to believe he can get away with a four-day work schedule and then charge taxpayers overtime for snowplowing on Fridays. His use of manpower and equipment are shoddy at best. Yet no one runs against these incompetent people. These services should be consolidated under one professional service.

I would love to see better fire protection, paid drivers would be an excellent start!

We had an opportunity years ago to get an NHRA grad race track which was voted down. It would and still can be a big shot in the arm for us and boost economy. NHRA would pack this county every year and can be used locally the rest of the time.

16. Depends on the type of livestock (no pigs)

The charm of country living is to not destroy it!!! In haste to develop Maine, you will end up like Kirkwood or Appalachian with their respective "munchie miles" followed by messy businesses and tin sided quick factories. In terms of Airport Road, you have ruined first impressions people have of our area where they fly in to the region by zoning for construction sites, electronics places who harbor railroad box cars etc. around their grounds. What must prospective SUNY grads, or doctors or professionals think of this first five-mile dump site?

11. Hydraulic fracking should never be allowed in New York State. It should never be a consideration in the Town of Maine to raise revenue. The damage it creates outweighs the benefits and costs more in the future cleanup. Regardless who pays, we all lose.

Need Natural Gas Need Jobs Need Business to come in

16. Depends on type of livestock (no pigs)

11. I would sell my house and move out of the town if this (Fracking) was allowed. 14. Modest is the key here; 2-3% not 10-20%. 5. The area should pay. I don't think a house that is not getting the sewer/water should not pay anything for this service ever. To put it in or any future maintenance should fall on the those getting the benefit separate tax base.

As a person who grew up here my whole life, I wish for the same peace I've always experienced the natural beauty and the community to come together as a whole.

Town of Maine should consider consolidation- they offer no meaningful services; they just create another level of government. Property taxes are out of control! School taxes are out of control

School taxes are crazy high and please please please consider what the City of Binghamton does with breaking down payments when taxes are due instead of one lump sum. Control motor cycle noise in the Town of Maine. Control and monitor speed limits on Airport Road. Do not install sewer and water- we love our wells. Sewer and water will not attract new business to Maine.

7. Should ask if we should improve existing town hall, build new buildings or look at existing buildings in the town. Also does not address cost of bringing this building up to code or long-term maintenance. The survey does not address consolidation adequately. Consolidate whole town with another or more towns. Consolidate just more services.

Consolidate with Town of Union or Towns of Barker and Naticoke.

In zone 3, the hamlet of Maine neighbors etc. should be notified prior to the decision of a business being allowed in a residential neighborhood. Especially those with nose and traffic on a daily basis. Town should have investigated and took into major consideration the neighbors and the value of the properties prior to allowing a house that was too large for its lot to be put in sideways causing an ugly and ridiculous eyesore. J Ralph Ingalls School should be used for senior housing- retirement apartments for senior residents of the Town of Maine only. Absolutely no more trailer parks or Dollar Stores.

Shooting (homemade) ranges, please pass a law eliminating them.

I have a concern regarding the speed limit on 26 through the area in which I live. The speed is posted as 55 mph but would be much safer at 45 mph. Also there is one of the only passing areas for cars past mine and my neighbors short driveways (and the Mann's trailer park). Most days people are going by at 70 mph. Cars in both lanes. Have seen numerous pets hit in last few years. It is a very dangerous stretch and kids are walking from the mobile home park to Valero all the time. Maybe it should be a no passing zone. Thanks.

Sidewalk in the hamlet and nearby Route 26 on one side could be black top (if cheaper). 4-wheeler track or BMX for kids.

People drive too fast on Hardy Road. I like to take walks on Hardy Road.

No fracking ever. Communications: Already have website and Facebook. Need a single place to look for information.

Taxes are way too high and retired people cannot live in Town of Maine comfortably. It is a serious shame that the Town of Maine does not hold sincerely the interest of all the property owners and the officials of the Town of Maine have it appears their own financial interests held close to their heart.

Infrastructure: Plan on impact/distribution of hi-speed internet and other near term electronic advances that encourages highly-paid commuters.

Term limits for elected offices. Effort to promote town by the town. Website is not up to date; difficult to find specific phone numbers or contact information for certain officials ex. Town historian, dog control. Seniors specifically (widows, etc.) want to live in town yet have no options to move of their home to comfortable alternative. Areas of blight are developing in the hamlet. No efforts by the town to correct this. Abandoned homes remain creating visual and social problems. Fracking, if it were to be allowed would destroy the fabric of our community, especially environmental issues (water quality, air quality, noise pollution, etc.)

I do not support fracking in any way. My major concern is water use and water quality for our wells. My next major concern is heavy industrial traffic and third is air quality. Please have very strong zoning restrictions for this type of development and for our protection.

Very disappointed in my local government officials. Town Board, Code Enforcement all need to be fired and replaced. Town Board do not call back and code man/dog control way overpaid and waste of money. New laws passed for junk cars- I see houses with 6 or more junk cars with nothing done. Code man lies about residents. He sucks! Need Town Board who do not just do nothing but protect their friends. Need new blood. Problem here is few people know and are involved. Many think everything is just fine when it is not. Last election finally had a new person running but the two old ones won again. Why? Very frustrated in how things are run. Supervisor laughs at us.

Our code enforcement should be improved. there are too many junk properties and buildings that could be torn down to make our town look better.

The Town needs a separate "dog" park! Too many people have ruined the existing park with failing to pick-up after their dog. Many do, but the few have ruined for the rest! The Town needs to expand decent walk, hike, and running trails. A boring circle does not work for me. It would be nice to expand a walk way up into the woods of our park. We need exercise stations at the park for seniors. Security cameras in the park are needed.

Local crime is rising sharply yet the only police activity seems to be writing tickets. Trailer parks; do not need or want the type of people who seek this environment. Most of these people are being suckered by the "rent or own" trick and cannot afford to be a home owner.

You must do everything possible to retain the Airport and Airlines. Do not let it close!

Wants 50% of Town's resources allocated to natural gas and 30% to high speed internet

I think the J Ralph Ingalls School would be a great place for town hall services and a community rec center for all ages

It is a disgrace to drive down East Maine Road and see a house with a tree on it for the last 5+ years. It's worse turning up Lewis St to see 2 run down houses on the corner. Maine could be so quaint and beautiful but ugly and embarrassing.

Maine is a quiet town filled with lots of beautiful nature. It needs to stay this way. If anything, people should be encouraged to experience nature more, much of the land is private. Harrington Rd is a bit narrow

Nice to see the Town Board is staying up on life in the town of Maine thru this survey.

Really could use a grocery store & adult (senior citizens) activity or center. Lines on the edges of streets
Dog park behind the church where Catholic Church is located.

School taxes are not reasonable. I have a house market value of \$240,000 and I pay \$11,000/year- 4% of market value per year! Absurd! We don't pay for educating kids but to entertain them and give teachers nice retirements. Needs to change. In Germany there are not school sports in school. There separate. What is needed is a vision. We need light industry and reasons for people to stay here. I do none of my shopping/spending in the Town of Maine. I go to the web and to Vestal. Period. We need access and encouragement of locally grown, organic food. Even the food at the location near Airport Road is mostly imported from outside of Town of Maine and is mostly covered with pesticides. Who needs this? We need flood control. The last two floods were devastating. Again Germans have solved this problem. Look into it. Destroying everything every 15 years is not the best strategy. Zombie buildings are all over JC and Vestal. 23. What does that mean? No new programs; no new spending. Reduce school programs, no teacher pensions, let them use 401K programs like industry. Reduce school bus expenses, Extremely inefficient use of this resource. Reduce school sports school is for learning not entertainment.

In the past 10 years, the Route 26 area has deteriorated greatly. There are abandoned houses and businesses, houses that have been moved to properties and left uncared for. There is no maintenance or repair done to the homes or properties, leaving those who have pride in their homes and properties feeling deflated and embarrassed to live in the area. This route is the main travel means to the town and the first impression that folks get when traveling to "Frank's" or Kelli's. It is quite embarrassing. Please help!

I have lived here for 5 years and do not feel a part of the community. Because of the mail system here, we get info on NV activities, I am interested in their activities. Without a community letter of activities etc. for those of us with NV and Endicott addresses, I never know anything that is going on. Have never lived in community that does not keep its residents aware of activities. It's like a click! In the past I have served on town committees, etc. and here I feel totally left out. Would not recommend anyone to move here if they want to participate in anything!

No fracking results in PA, okay... Have shown pollution/contamination can and does occur, increased number of earthquakes in fracked areas. PA has also reported profits are not what twas initially expected. Fracking is not worth the risks involved. Keep Maine a clean, quiet, beautiful place to live.

I feel our local code enforcement is just right, but they are not being enforced. There is no follow through.

12. We are ignored; I live in JC School District and I receive no info on rec program, events, etc. Just like access to Town Officials and concern for East Maine. 19. Put all new industrial incubators, plazas, etc. in downtown Maine on Route 26. Let that area of our town enjoy the truck traffic. We have more than enough.

9. (Land use) Country living should not be treated like city living. 11. Most everyone does not understand what frack solution is made of (wake up people).

Code enforcement- Route 26 corridor coming from Endicott and Whitney Point there are properties that are in need of being cleaned up- they are an embarrassment.

Growth would be good if it was placed in designated growth pockets, like by the airport. It would be nice if downtown (Route 26) Maine had a grocery store and maybe some shops similar to Owego. We need universal good quality high speed internet. We cannot get a provider and in 5 years when our child is in school, it will be most important. It's ridiculous that we are just houses away from Time Warner internet. Walking areas and greenways would be great. More community activities and festivals would be great. Create a better sense of community. A grocery store would be wonderful in downtown Maine.

Looking to the future I think it is important to state no nuclear waste of any kind including temporary storage be allowed in the Town of Maine.

23. Verbally encourage or spend tax dollars on? Big difference no need to spend money on any until we develop a higher stream of tax income for new business and create better jobs. Maine is a nice community with a good school and airport. However, getting by with limited growth does not appear to be in our tax payers best interest, imagine if we could bring in a few businesses that would provide good paying jobs. Between jobs, school and airport alone that would put us in a situation where we are a sought out community to live in. Farming is important, but it unfortunately does not provide the jobs for the masses we need.

Natural gas.

The Town should not be run by the historical society. The supervisor should spend more time at the Town Hall, and do work for the big bucks he is paid. He makes too many decisions on his own. The town needs to stop wasting our hard earned money on the "poor kids"- how about our "poor seniors"? Why is a part time get paid over \$40,000 and not doing his job? Town boards are a joke. All the supervisor does is laugh like a fool.

10. There is no code enforcement. He sits at his desk and plays on the computer. 12. Summer Rec is a baby sitter at the tax payers expense get rid of it.

I don't understand why half of Ashley Road shoulder was filled and the other half not. I've asked 2x's that this be fixed in my neighborhood. I have heard that Mann's Trailer Park is very badly (I think it's still called Mann's) maintained.

5. We have a sewer line in front of our house now because of the airport project, but cannot access it due to the Town of Maine not having a sewer district.

Why did Broome County pave the landfill?

That was very time consuming- not to say the time wasn't worth the effort, but a litter over the top?

I appreciate this effort to improve our wonderful community.

The Town of Maine is getting a big laugh for ripping off us senior citizens with low income for school and state taxes! We have already paid our share!

9 & 10: Need to do a thorough study of land use regulation and code enforcement to give a better opinion. NOTE: Although property taxes are on the high side, it is the school taxes that are prohibitive. I think the Town should consider eliminating school taxes for senior citizens. Consideration should also be given for Veterans.

I am 94 years old and some of these questions I did not understand.

9 & 10: Need to do a thorough study of land use regulation and code enforcement to give a better opinion. Although property taxes are on the high side, it is the school taxes that are prohibitive. I think the town should consider eliminating school taxes for senior citizens. Consideration should also be given to veterans.

Would love to see renewable energy developed. Would not like to live near heavy industry. Worry about the quality of life if fracking for gas became a reality in and around Maine. Want homes of historical value to be improved if they are not being maintained.

Consolidate fire departments to eliminate duplication.

Need more police patrolling for speeders. People speed terrible down Lewis Street. We moved to the Town of Maine because we love the rural setting and quietness. We hope it stays this way.

Do something about flood control Nanticoke Creek

My biggest complaint has to be with animal control and residents with junk in their yards. My mom lives on Shadowbrook where I grew up. She went round and round with warden about a neighbor having more than four dogs. Recently her dog while on a leash was attacked by one of those dogs who got out of their fence. The warden lived on this street too at this time and hardly did his job. I'm am mailman in Binghamton who deals with the warden there from time to time, they take care of business. What's with the junkyard on Route 26? Ungodly sight! Snow plowing has to improve on Hardy Road, with two town workers living on this road it should be better taken care of. I had five cars in my ditch last year alone. A school bus could not make it up the hill another time. A few years ago the plow ditched itself across my driveway. They ended up dumping all the salt/dirt in the ditch. This killed the beautiful trees. I would like them replanted. Thx.

Very concerned about amount of property/school tax I pay. Being in a rural area, I'm paying more than when I lived in the City of Binghamton. Plus, my bill (tax) does not include public services like water/sewer/garbage/ Plus, couple of my parcels are raw land (no structures) and still paying much more than reasonable. Currently listing my property and residence for sale. Need to protect those residences like myself that invested a lot of money to improve my property, yet allow a neighboring property to open commercial business (towing) that has numerous junk vehicles outside of residence... devaluing my property. Code/planning allowed this! I had no say. Since this situation was allowed by town officials which resulted in a devaluing of my property and much less desirable to perspective buyers, my tax burden should be adjusted accordingly.

We have enough gas stations and mini-marts; don't need more of them. I am not familiar with land use controls or code enforcement so have no opinion on that. In the Town services section, I only responded on the items that I utilize. Regarding recreation, don't need the Town to support as people just need to get out there and take advantage of what Maine already offers.

I would like to see better control over junk, garbage, abandoned buildings, abandoned or junked vehicles and machinery.

Why do we have a Johnson City address when we live in the Town of Maine? 7. Leave on tax roll. Creeks should be cleaned out to prevent flooding; was never done. I find the Airport road corridor a challenging road, garbage trucks going up too fast- lots of traffic. As senior citizens I don't like the road and wouldn't want to live or stop there. I'd like a town newsletter- we never know who's in office, what's happening

If you bring utilities to town- should be for the entire town not just hamlet! Upset with Town Board. They are unresponsive to us. People go to meetings and get no answers and laughed at. Code got extra hours for what? He has secretary for what? He sucks. town Board members don't respond to us. Don't call or email us. Told one citizen not to email them again. Like that lady said- they work for us! There's that new law for junk cars- I have neighbors with 4-5-6 junk cars where is the enforcement? Sitting in the office? He sucks! Need to fire Board and code. Supervisor just laughs like clown at us. All 5 are rude and arrogant and need to go!! Why is highway department working only four days a week? Should be five not four. Why is summer rec activities all free? Why is town government paying for day care for rec committee? Should be self-sufficient- not paid for by tax money. Why does Town Board say yes to everything asked of them? They never say no just look at Town Board minutes.

A town newsletter would be nice, either hard-copy or on the town website. It should include calendar of local events such as parades, park events, night out, fundraisers within town, dog control officer updates... items of interest everyone should know about. I would like to see the hamlet walkable with sidewalks and bike lanes. Extend sidewalks on Route 26 to mobile home parks. It would be nice to see Route 26 and Airport Road lined with trees.

Noise from commercial development Arbutus Road and noise from gun ranges on private property (homemade gun ranges).

We love the Town of Maine. the airport Road area could use more business development. Also, Route 26 could use more. We have always felt like the Town of Maine residents are family.

I am concerned about the high cost of school administration and the cuts in the classroom. I don't think the schools is as good as when our kids went through. I am also disappointed in the lack of shop classes that are hands-on. They should also include agriculture and crafts classes. I am also concerned about drugs and math labs in our community. A final concern is the large number of sex offenders registered and living in our community. I really like the adult/kid town theater activities. They are very unique as is the Town band. Our churches are a fine resource (should put up new sign at the entrance for them).

I believe that natural gas development should be allowed and encouraged in the Town of Maine.

Town of Maine is a beautiful place. Have we ever provided it as a location for TV production? We should also plan for a new attractive, versatile Town Hall.

I would like to see the school on Church Street for use as nice apartments with the gym being preserved for community events, etc. I think this could be a real asset to the village housing (especially if there was public transportation available).

I live 6.5 miles from the hamlet of Maine and I have natural gas. I feel that the hamlet of Maine should be provided with natural gas supply, for their heat and cooling, etc. This would help people on a limited income spend money on other things than heat and also help with making the J. Ralph Ingalls site be useable for the community activities and also Maine Memorial School to be more efficient

Dear committee, thank you all so much for the hard work you have done to put together this comprehensive survey. Six generations of my family have lived here on our farm, so our town is very important to us. If you ever need more help, please feel free to contact me. I would love the opportunity to serve our community.

We need to clean up all of the "eyesore" properties around the town! How much junk are you allowed on a property? How many trees have to fall on a home before it's declared uninhabitable and torn down?

5. In the village (water and sewer)

Why do we have Johnson City addresses when we live in the Town of Maine? 7. Leave on the tax roll. Creeks should have been cleaned out to prevent flooding.

Ban Hydraulic Fracturing* Fix the Nanticoke Creek (East Branch) so it does not flood homes in the future, etc.

7. Senior living (Ingalls School). 8. The airport with one carrier? Are you kidding?

I like the town of Maine for its rural setting and I don't want to see it change I would like to see more farms come back here.

11. NO FRACKING!!! Money is not everything! 14. Would depend on what services. The town is a good area. Need more development if possible.

I did not answer questions 14 because your question lacked information that you need in order to take the answers into consideration. Currently NYS has put in place a tax cap for all towns and villages that effect the amount of taxes that can be raised. If the town goes over the limit currently (\$18,000 max) taxpayers could stop receiving the tax refunds that are getting once a year. This information may affect people who are saying they don't mind a tax increase.

5. I am filtering (water) under the sink. 7. Apartments for elderly use. 8. Airport has its own problems, follow suggestion of combining Bing and Elmira. Don't overestimate the positive contribution of the airport. 9. Not familiar with current regulations.

15. yes as long as it is small-medium scale and sustainable, non-industry. One suggestion I have is to build a community garden with raised beds in the field next to the Maine Federated Church. This space goes mostly unused and costs money to maintain. The church could use the surplus crops to help feed the community. Also the Town of Maine Park could use some repairs to the playground and the trail system is in desperate need of maintenance in the woods. Litter is a problem on the roads, a couple of strategically placed can/bottle donation receptacles might help to keep motorists from littering with them. It seems that there have been increasing instances of theft possible due to drug abuse. More police patrols and an addiction treatment center could help. Thank you!

14. School taxes are among the highest in the nation. It's time to consolidate with other school districts. Population is decreasing. No more increases to property owners. School taxes need to be split up with other pieces of the pie. When you ask for more the other areas are running very well. Out school taxes need an independent audit. It appears questionable? School taxes URS/student- chart last 15 years. 11. Hydro-fracking is a proven safe industry with high returns proven industry to make small towns prosper overnight- more monies for the schools, towns, roads, and employment for all. Once again we need hydro-fracking controlled and done safely. I know I have land in PA next to a site

4. paid for ours, drilled soft water, cost several thousand dollars. 5. We have six individual tanks for two homes. 10. Make sure current laws are followed. 11. strict adherence to safety and maintenance procedures are followed. 22. Lack of jobs hurt growth. 26. Poster in Town Hall. 14. This survey is misleading because facts and figures are absent. These are big decision makers. I understand this is an opinion gathering exercise. However, as a former Girl Scout leader and service unit chairman, sustainability is crucial, when looking at options and deciding which one is feasible. I am looking for more info when the town has seen all inputs.

NO FRACKING!!!

NO FRACKING! EVER!!

Road services- would like to see more brush cut back from the road as the ditch digging has made it more difficult for us to maintain it. Maybe an "amnesty day" for trash, garbage, junk, tires, etc. would help clean up the area. I really like living the "small town" atmosphere and driving around to look at farms. A high percent of pictures in the Press and Sun Bulletin are of agriculture and open land. Please help to encourage open/farms. We won't be able to get land back if it is developed.

We need jobs! Bring in new businesses!

Code enforcement seems to be only enforced by complaint, should be enforced equally. Continue to encourage small and large agriculture and ways to keep open land not broken up into small parcels. Where I marked no opinion it's because I don't have enough information.

Please please eliminate people with make-shift gun shooting ranges on their property. It has become a huge noise problem in the Hardy Road area.

7. The Baptist Church served as a shelter during flood seems like the Federated and Catholic churches could also. As for a large room for meeting, the school auditorium works just fine in my opinion- and we're already supporting the school with tax money. 13. Motorcycles make much noise going by.

I would like to see more businesses in town and outside of town. We need less churches, less tax-free places. Stop waste of money on historical and more on future. I have lived here for 49 years. I'm tired of same things. Think of future. Thanks.

I would hope any plan which is developed would seriously consider the impact it would have upon our environment and the current problems associated with climate change. Solar and wind power are two viable alternatives which I strongly back. Also any plan should consider ways to encourage our young people to remain in the area, they are our greatest asset and we do not want to lose them.

Overall, I'm very satisfied with Town of Maine- I enjoy owning property in the Town.

14. I feel as though we pay too much school and property taxes.

NO-KILL ANIMAL SHELTER

Don't force public sewer and water on people with wells. We do not want city water. Control speeding on Airport Road. Preserve the natural beauty of Maine- B&B's micro-brews, wineries, and solar is the way to go for development. Payments are needed when taxes are due- not just one lump sum.

3. (heavy industry, timbering, and saw mill) like the wood cutting place- wrong place! 5. Town Board spends enough wasted taxpayer money on themselves and programs that don't benefit everyone! 9. (Land use controls) depends on who you are and who you know. 10. (Code enforcement) Officer runs by his own rules, no details, no reports, grants favors, code enforcement is a joke! 12. Facebook catches most dogs. 22. Town Board is a joke. Town is short-sighted in following code and fairness in hearing then responding to all in a respectful manner. Need term limits and audits on code. This is not the supervisor's town!

Too much truck traffic to and from landfill. The truck drivers think they own the roads and they bear down on drivers in other types of vehicles. A traffic light needs to be put in at the major intersection of Airport Road and Commercial Drive. Travelers from the Both on airport Road are driving too fast for the intersection. there is not adequate signage to indicate that they are approaching on an increasingly busy intersection with cross traffic. All of Broome County does not have to be "urbanized" increase of other businesses, facilities, etc. will take away from the rural beauty and free-style country living in Maine. The quality of life in the Town of Maine will be diminished instead of being enhanced`

Clean up junk in people's yards.

Stronger laws to deal with property owners that have junk all over their property should be enforced. There's at least two places along Route 26 where this is needed.

Merge and consolidate. 2. Town lacks any infrastructure to support any of the above (residential development) i.e. sewer and gas. 5. This is ridiculous- the costs are prohibitive (public water and sewer). 7. Absolutely not. It is a money pit (Ingalls School). 19. (Business development activities) should be done through the County. The Chamber does not obtain grants and cannot simplify any process that is a county/state function. 23. (Recreational Activities) None- It lacks the funds or resources or staff. We have lived in the Town for 29 years. It no longer offers any value as a taxpayer. It should look at some form of merger or consolidation as should most of the other small towns in Broome County. A declining population base which is aging significantly cannot support layers of government which can be produced on a larger scale much more effectively.

Keep the small town character while encouraging small businesses, but avoiding large corporate business- large chain stores, etc.

The east branch of the Nanticoke Creek needs to be dredged and cleaned out, and no hydraulic fracturing.

I would like to see taxes in the hamlet of Maine (area 3) lowered to match the other areas. Would love to see sidewalks on 26 and more business opportunities. I love raising my kids here!

12. County plow trucks "over plow" Nanticoke Road and they plow the side of the road digging up dirt. Totally overdone. Actually do more damage to the road. Drivers just getting over time pay and wasting fuel. Notify neighbors about any buildings, garages, or barns so they can protest or stop the construction in some cases. My neighbor built a garage/barn and now it is a party garage with loud music until midnight on weekend nights. I would have tried to stop the construction had I known the intent of the owner. It is also a junk yard, see for yourself. Since there is no noise curfew or ordinance, nobody will comply when you ask them to "turn down the loud music". I've had arguments and even had the sheriff out here more than once. Create a noise curfew or loud music (both) curfew. We need something. I've been in Mane, NY over 20 years and did not have these issues until recently. Worst neighbor I ever had. Look at this property and you will see what I'm talking about.

We live on Airport Road and being the first ride people make after arriving in Binghamton they see the same junk cars for the last 20 years- the same houses that are not finished or their property looks like a dump... People cheating on their assessments and nobody doing anything about it. Single-family homes converted to two-family and the assessments and code office doing nothing. I could go on but nobody does anything...

Fracking will destroy the area where it is allowed, as it has in area across the country. When all resources are drained the towns are worse off than they ever were.

23. If no tax money is used any are ok

17/19. Why is government to advocate for these things? Board, Supervisor, and Code Officer all need to be replaced. Board approves way too much wasted money. More hours, more raises for what? People sitting around wasting time? Heard code is paid over \$40,000/year? For what? HWY Super got raise, code making over \$26/hour for what? People building all over with no permits. People I know go before Board at monthly meetings and nothing happens except board members look at their shoes and code and Town Supervisor laugh at them. Board members do not call/email back. Council is not getting raises this year because they're afraid how it would look. Now all get all get next year. Councilman does not call back when called. Has to have his wife fight his battles. What a wimp! How many signs did he have at his last election!! Made a fool of himself. He and his wife both. Dog catcher- waste of \$\$ too. Need more control of employees. Dog catcher paid for what? Facebook people find dog and owners. He sits there collecting our money! Also heard code puts down miles that do not seem right. Hundreds of miles with very few permits, going down and at same time, hours, miles, and pay going up and up! Where is the supervision? This is our money being wasted!

22. Traffic- speed limits too high! No regular speed monitoring, especially on Hardy Rd. Cars going extremely fast.

7. Rent-able (community center) by any person or develop a senior living complex. 11. Look at all of the earthquakes in Oakland due to fracking. 25. Airport is a shortcoming because it has not increased and maintained airline services.

Live in trailer park.

Hydraulic fracturing to facilitate natural gas extraction from the Marcellus Shale has proven to be a major success story for our neighbors to the south (in NE Pennsylvania). It has proven to be very safe and environmentally benign. It has been very beneficial to the farmers in the region and the evidence of prosperity is readily apparent. Our region is continuing to suffer economic decline and a subsequent population decline. Therefore, municipal governments need to be vigilant as it concerns an expansion or increase in government and/or spending. 5. Not in my area (impracticable) but should be appropriate in the village (hamlet). 14. No more taxes. 15. There is no need for the town to play a role. It should be up to the individual land owner as long as we do not create laws to restrict the owners' rights and freedom under the Constitution. 13. These are individual choices and there is no role for the Town to make these choices. So the town should not overly promote or restrict any of these activities. Rather the town should endeavor to protect the free of the individuals to make these choices.

22. Crimes/drug problems

The Town Board should listen to the people. Zoning should be enforced. Dogs should be caught by the employee not TOM residents-Facebook. Term limits for everyone.

Allow natural gas through Town of Maine, schools, bus garage, and existing businesses in Maine would benefit from it. Tax payers would also benefit from it. Being the gas line ends just south of Maine. NYSEG Gas. Lower school taxes!

9. Don't know the land use control regulations well enough to determine the level of strictness. 11. A high level of control would need to be required. Fracking companies and landowners profiting from the drilling and fracking should be held responsible for any environmental and water issues caused by it. 14. Must benefit all taxpayers (increase in taxes). 16. On a case-by-case basis (residential agriculture zoning). 26. The methods should be such that all residents are informed. 33. High taxes make it hard to in NY!

15-17. Stay out of private business.

5. This would raise taxes that are already too high. 10. Our new neighbor is creating a "dump" on his property that has a direct impact on the value of our property. 12. With such a beautiful Town Park, it's unfortunate there isn't an event that could provide entertainment as well as raise funds for charities and to fund events for residents (i.e. craft/music festival). 22. Still "seems" like the same small group is controlling the Town.

Water and sewer would be desirable. Dumping sand and dirt on the roads is horrible. The Highway Dept. is terrible, never advises homeowners in advance of their work. We need more of a tax base; the school taxes are outrageous. Many roads are in poor condition. Many houses let junk accumulate, have noisy animals, and people drive too fast on the narrow roads.

Nanticoke Creek needs to be cleaned (dredged) and some bends returned to original routes to prevent flooding and washing away property close to homes! No Hydraulic Fracturing!

7. School is too costly to repair! 24. Crime is getting ridiculous!

At Southerland & 26 the bridge over the creek is a blind knoll and an accident hazard. It was supposed to be fixed years ago! The lighting on 26 is another accident hazard. Many of our residents and their children walk on the side of 26 and it is hard to see them at night. We also have motorized wheel chairs and garden tractors doing the same. We need more lighting.

35 mph speed limit from Route 26 up to ravine. Sidewalks from Hershey Plant to Post Office & trees in from of houses & nice fall color.

Airport Road corridor speed limit is 55 mph. This is too great, reduce to 40-45 mph. Heavy trucks (like garbage) tend to speed up as do cars. Code enforcement needs to visit all areas for enforcement-such as junk cars, unsightly land use, garbage.

Natural gas

Taxes are way too high. The airport doesn't make sense financing with only one airline and two flights per day.

13. Consolidation is key to long-term growth & health of our county. The Town of Maine should be out in front of this initiative. 14. Maine-Endwell school taxes are a barrier to growth in the Town of Maine. Due to this condition I cannot support any increase in Town taxes. 33. Retirement- leaning towards moving due to the fact that M-E school taxes represent 82% of my yearly tax bill. With no relief from state mandates and a school board that cannot negotiate with the teacher's union, it is time to consider leaving. This one issue alone will prevent any growth in the Town. The Town and the community will need to address this very soon.

9/10. Need to review regulations, is there legal recourse that the Town will enforce? 11. If federal land prohibit, why should private owner put up with it? Hydro-fracking is poor planning for future generations.

23. I think they would all be positive to all of our community. I can't imagine raiding children in a better community than ours. Although I would hate to see our town lose what we all love about it. Quiet country setting, close community.

8. What is chemical refining uses? What does that mean? 19. Support business that is already here!

There should be a way to remove my name from this survey!

Visions ATM would be nice.

I am not sure about retirement here due to taxes and utility rates, not just in Maine but throughout New York State.

Better regulation of outdoor furnaces and enforcement of air pollution regulations.

I would love to see J Ralph School become a senior citizen center, community center- multi-use facility. AIRPORT- we need this service to promote business! Town of Maine roads and plowing are outstanding! Having driven for 48 years to JC and Binghamton daily, I could always tell when I left the Town of Maine; road conditions immediately worsen in Winter. I took back roads in winter because the Town of Maine had them plowed and sanded.

Love the Town of Maine. If fracking is permitted, we will sell our home and move out of Broome County/NYS. M-E school taxes are heavier on Town of Maine residents than in Endwell; needs correction. New bathrooms are needed in our town park. Better enforcement of codes/laws on the books is needed. More police presence in town hamlet is needed. Preserve the rural character of Maine. Create ONE zip code for the Town of Maine- currently there are 5 and surveys are not received by all residents.

Schools are receiving more than their fair share of the tax dollars.

If fracking is allowed, I would move.

Many people travel through Maine via State Route 26. The development opportunity for more small businesses is a welcome advantage to the Town's tax base. Inviting more housing on larger plots of land can also help the Town's tax base. A laundromat as well as mom and pop business are a great development for our small Town. Frank and Kelly should not capitalize on all the Town's profits.

4. Iron in water. 9. Loaded question, depends on the location!

9. I don't know much about the current land use control system. 25. Our airport needs more airlines. 31. My 100 grandmother lives in our guest house.

In reference to Question 25: Lack of natural gas, Town Board/ Services, Limited tax base, lack of youth/community activities, (some) building appearances. In reference to Question 24: natural environment, historic buildings and character

We built our home in a rural area because we prefer a rural atmosphere. I don't agree with developing the airport corridor. Traffic and noise has already increased enough. We don't need industry in the country. If the County wants to bring more business to the so-called "greater Binghamton Area", then bring industry to the City of Binghamton NOT the Town of Maine. Bring more agriculture back to the Town of Maine, not big industries or shopping centers that come and go with the wind.

East Maine Road- Excessive speed.

16 depends upon modifications recommended.

I hope the Planning Board work with the comprehensive plan in the future of the Town and for the good of our great little Town.

Maine has been a great place to live and raise a family. I would strongly encourage young families to move to Maine.

Taxes should be lower. Zoning should be enforced. Roads should be plowed a lot more.

Town board is ineffective. No vision, just copying other towns and villages. Town of Maine should excise tax mobile home parks which is a source of crime. Do not encourage mobile homes as single or multiple family dwellings. These are temporary housing that are not intended for long-term use. They fall into disrepair easily. What is up with this code enforcer? More pay and benefits with less revenue being generated? No perception of improvement in Town of Maine, same-ol-thing. Need to encourage business. Let's add some sophistication. Let's encourage value-added activity.

Crazy that residents of City of Binghamton can have chicken and we can't!

25. Lack of grocery store/ pharmacy is a shortcoming. Maine rules.

Sidewalks, sidewalks, sidewalks!!! On summer mornings the traffic is heavy while kids are on their way to Summer Rec and there isn't a good and safe path for them to ride their bikes or walk to the park. Many of the remaining sidewalks are in poor condition or grown over. Even a simple paved bike path, set apart from the road, from the about the area of the car wash to the park (and the ice cream stand) would be a good improvement. I love the small community feel of our town and hope to see that continue and even grow. National Night Out and Summer Rec are fantastic programs that we really appreciate. Would love to see even more emphasis on growing a close-knit community. And more emphasis on preserving our historical treasures-- we were attracted to the town because of the it.

Would like a no-kill animal shelter

TAXES ARE TOO HIGH!

Older buildings should be remodeled on outsides like the Post Office and J Ralph Ingalls. J Ralph should be made into a place for kids to do activities. Fracking would help this town make jobs and make money and natural gas should be made accessible through all of Maine.

Code enforcement? What Code enforcement! Residents are allowed to open their doors and toss their trash into their yards by the piles. Junk automobiles, derelict farm implements, dilapidated sheds, etc. is unsightly! Take a drive in district 1, bears, raccoons, opossums, and rats! Not to mention, abandoned property/dwellings with windows broken out and fallen trees on top.

Route 26 north of Daugherty, lower speed limit and better mowing. Dangerous as it is now. Thank you.

It appears the Town Board is insensitive to concerns of its residents. It is self-serving and resorts to falsehoods and is selective regarding to people it serves, and codes/laws it enforces, and services it provides.

24. For Town assets, except for "low taxes" and "location", all other choices are assets. Maine is a wonderful community. It would be better if there were more local jobs bringing prosperity to our town and residents.

Term limits for all voted positions. Hold the Town Board accountable for all actions by themselves and code officer. Transparency by the Board and the Town Supervisor. Listen to the complaints of Town residents, and act on them.

The most important thing for the Town to do is preserve the quality of our water. Therefore, the Town should never allow fracking.

Town Line Road is very often ignored on the Town of Maine side. A major problem is "No" leaf pick-up in drains and ditches. In ignoring this, water does not drain in drains properly causing ice buildup on roads and driveways, therefore making serious road conditions and hazards especially at the intersection of Town Line Road and Oakdale Road. Quite often, the Town is also slow in responding to these and other conditions.

The old plan was not carried out. The Town is a mess. Too many junk yards, junk cars, and open-air businesses. The first thing you see coming from Route 38B into town from Newark Valley is an open-air firewood, stone, logs, and mulch business behind a gas station. Coming from West Corners in the Town from Route 26, the same open-air business with pieces of mulch bordering Route 26. A fire hazard. Coming from Whitney Point on Route 26, a huge junkyard with junk cars well over the state and county limit, and nothing being done over the last five years. Small firewood businesses on the out roads. The Code Officer not doing his job in accordance with the Town codes. Dog kennels and stray dogs. Why isn't the dog warden doing his job? Code Officer given a raise even after complaints by taxpayer. Why? At the open-floor complaints about paying Code Officer even without proper filing of book work.

A wood cutting operation in the center of town is one of the stupidest, dumbest things for the town. Why was this allowed? What's next- a small mill next to Frank's restaurant!

25. People should be able to have a mobile home on their property.

The Postal Office is a joke! I am forced to use a post office box. It is extremely inconvenient. People on the very next street have their own mailboxes outside their homes. The post office is close 11:00 AM - 2:00 PM every weekday so I can't always get important mail on time. The Town of Maine needs to shut this worthless establishment down. Maybe then I can actually get mail delivered to my door like an average tax-paying American.

Route 26 north of Daugherty needs to have lower speed limit. 55 mph is too dangerous for the blind curves. Also need to do a better job of mowing on Route 26 in that area. Thank you.

Newark Valley has little signs recognizing businesses in the area, Glen Aubrey has lanterns lining the Main St. Whitney Point replaces the flags with Christmas lights in the winter on the light poles. I would love to see Maine have something like this. Also, Newark Valley has live music, etc on Fridays at the train depot. Why is Maine not utilizing our gazebo in the town park and creating an event such as this for families to enjoy, gather, etc??? We have accomplished much with our recreation committee and the tree lighting, story time, etc....There is much lacking for the tweens and teens. We need a committee formed to give them something to do as well, and get them out and about in our community

No info on where we've been (population) and where we are (population). 2. Concerned about current poverty level in Maine.

I would like a mailbox in front of my home. I live in the hamlet of Maine. Mail service is slow and not dependable. Post Office is no longer adequate to meet our needs. If my mail is sent to my street address, the Post Office threatens to return to sender because no PO Box was included.

Town Line Road is very often ignored on the Town of Maine side. A major problem is "no" leaf pick-up in drains and ditches. In ignoring this, water does not drain in drains properly causing ice building-up on roads and driveways. Therefore, making serious road conditions and hazards especially at the intersection of Oakdale and Town Line Road. Quite often, the Town is also slow in responding to these and other conditions.

Question 2: Concerned about the poverty level in Maine. Question 12: No opinion on many of the businesses because I've not utilized many of them.

Code enforcement and dog warden are both same person and very inefficient. Calls to dog control go unreturned and are never answered. Code calls are bit followed up on or not enforced. Police response time is way too long for emergencies. Local post office is not open enough and very rude.

The snow plowing removal on the roads within the town of Maine have by far been the worst for the last several years. Can't understand why the Maine garage can't seem to put a plan in place to fix the lack of snow removal. I know they are within the union and may be prevented in some changes but I truly believe they need to change up something before someone gets killed or the bad snow covered road may delay emergency services from getting to an incident. I don't believe I'm getting the services for snow removal that I'm paying for. The garage needs to put in place a solution for this and the town needs to prioritize this.

We move to this town for its rural, quiet, character. We have lived here for over thirty years. We do not support the industrialization of our home. We certainly do not believe that FRACKING is the answer to financial issues.

We have lived here for well over 30 years. We raised our children here and are hoping to help raise our grandchildren in the same nurturing environment. We enjoy this simple quiet rural life. We do not want this beautiful and quiet area to be industrialized in any way shape or form! We value in high regard our water, air, and quality of life. If it continues to stay this way, we will simply stay here.

Speeding is a problem, coming from Newark Valley they fly down when the posted limit is 35. It would also be great if the speed could be more consistent on rt 26 - 35-45mph is sufficient when there are houses, school bus stops, etc... when you get past East Maine heading towards Glen Aubrey - maybe then 55, otherwise it's too fast from East Maine to Endicott, 45 should be the max.

I am thankful for the community activities such as "First Night Out" and the Halloween parade. It would be nice to have more family oriented community activities in our town. As well as having the Town website updated properly to view all Town events in advance. The Town website is a tool that is not being used to its fullest abilities. If the website is not going to be utilized another avenue, such as a new letter should be sent to the residents. It is important to have access to any/all information regarding the Town. We as a community cannot vote or make accurate decisions without all the proper information. Sidewalks would be beneficial for safety and ease of travel. It's dangerous to walk with children through town without proper sidewalks. It would be nice to see more local small business owners create store fronts on the main route through town. It would increase shopping and employment options; in addition, it would bring a uniformity to the town's desire for community. This would bring money into the town. Thank you for your time!

While I understand the need for economic growth, I'd hate to lose the safe small town, close knit community that we have and love!

I would like the Town to consider a library. The closest is Whitney Point or Lisle. This would benefit all ages such as offering summer programs for the youth.

Overall the town of Maine is an enjoyable place to live. We must continue to work hard to keep rural areas rural, and find ways to encourage people to take pride in their residence and the town in which they live. Thank you to those who put together this survey!

The town should dictate the businesses it will eventually attract. Concentration should be on fixing what needs to be fixed and not creating what doesn't exist or maybe economically unfeasible. The property of the Ingalls school is a great place to start... Explore the possibility of refurbishing, for possible business/economic growth. The historical worth of this town should not be discounted. Having to start somewhere/anywhere has nothing to do with spending/increasing taxes... Let's start with what we got... Sustainability may be as good a place as any to start. Any word on when Harriet Tubman will be the face of the \$20 Bill, or even emphasizing the role of the underground railroad? The valuation of future business endeavors will come and even increase in our infrastructure is tended to. That's a fact according to your pie chart we seem to spend too much of our tax dollars on operating our school system!

My most pressing concern is fracking. I fear that Maine will allow it unrestricted and it will ruin the town, land, and all that is good in the community.

This town needs to have more community things and better police protection/presence. The town also needs to remove all of the outside towns from the addresses. If you live within the town limits you should not have an Endicott, Johnson City, Binghamton, Glen Aubrey, Newark Valley, Nanticoke address. They should all be Maine. If needed add more staff to the post office so the mail can be delivered to "Maine" residents by their "Maine" addresses.

Snow plowing needs work. Also, bus stop signs need to be in place for blind driveways.

Maine has many good things going for it...but we are an aging population that is lacking energy. I don't want to destroy the town character with immense commercialization, but it would be nice to have a true Main St. with hustle and bustle of businesses and new opportunities. There are a small few who are very involved in the town life and a majority who aren't. We need to find ways to get more people involved in the community in all facets

Too many Trailer parks & they need to be cleaned up. Hamlet needs sidewalks desperately. Especially from Maine Memorial to the Hershey Plant on both sides of road. Street lights? Community center/senior housing in J Ralph building.

Help the historical society out.

As most surveys, the questions are gross generalizations and often about things that the general public often has no experience. Each situation is unique and requires careful consideration regarding short-term and long-term affect.

The town baseball and softball fields are terrible, along with the tennis courts and the rest of the park. The upkeep or their lack of was embarrassing why? I just don't understand. There's all these people employed but yet the grass and weeds was out of control the tennis courts are falling apart. Definitely not some place to be proud of.

The post office is frustrating. I don't feel like it meets the needs of the community. The hours are horrible! Taking a two hour break in the middle of the day. Right when people need to do stuff on their lunch hour? We love Friends and Franks! We love Dollar General! We love Country Wagon! People are going to end up hurt or dead on King Hill/Church street. Some people drive 60 miles an hour on this road! It's frustrating!

It is a very very nice hamlet. Crime is going up but there is little to do but educate people.

As a 5th generation Town of Maine Resident I would like to see our Highway department restored to full capacity. The taxes in our town have not decreased but the services (what little we receive) sure has. My great grandfather, Jasper Corson, was on the first Town of Maine Highway department when there was 2 miles of road to maintain, which was done by hand. Now we have a handful of men responsible for maintaining hundreds of miles of road. This is an unfair expectation of these men in it is not fair to our town. Had a previously appointed Highway supervisor not taking it upon himself to see to the firing up several town employees and his effort to privatize our Highway Department then our town would not be in the poor shape that it is currently in.

I am extremely happy with the town of Maine and my neighbors. We built our own house and lots of people in the town were supportive, especially the town officials.

Even though we have only lived here for 7 months, we love the town of Maine and what you are doing here

Although there are some very good local businesses there is really no reason to slow down in Town of Maine. People drive through (too fast!) and there is no draw, no reason to stay and spend time and money. Once winter kicks in we never drive on East Maine Road because the snow conditions are terrible and unsafe. I am extremely opposed to fracking, not only for the possible effects on our drinking water but because of the possible increase in truck traffic and the effect on our roads and traffic and speeding. People stay in Maine because of the small town character and lack of crowding.

Overall snow removal in the town is adequate, but East Maine Road is not plowed well and is consistently hazardous.

The town should not pick and choose businesses, housing types, etc. Let people do what they want to do on their land, as long as it doesn't interfere with other people. I do not support tax incentives; keep taxes and regulations low for everyone, and the town will be business-friendly. However, protecting the rural nature of the town is probably in the best interest of most of the residents.

Agricultural zoning is too restrictive requiring 20 acres to own farm animals. Homesteading can be done on fewer acres and should be encouraged.

I would love to see the town do more community activities - 4th of July celebrations, community day picnics - old time events, etc. Also, I'd love to pay a little less for school taxes. We have no kids in the school system, but we pay the same amount as a family that does. And 70% of my taxes go to school?! I'd prefer to have garbage/recycling service - something that everyone could use.

phone system especially for the dog control is completely unreliable. I've called and left messages for him that, according to him, were never received. This is completely unacceptable. Some of the workers on the road crews do not speak English, what's up with that?

Would like a real grocery store in town again along with Visions or M&T banking.

Improve Park facilities include tennis courts, basketball and bathrooms. Purchase JRI for town hall/community center

I'm concerned about the increasing crime in the town. But I continue to be encouraged by the people and the community.

Need to expand opportunities for companies to either start up or move into the town. Increase home construction on large lots. Tax base needs to increase.

I have had to call an ambulance twice and neither time did I get the town of Maine ambulance. I live less than 5 miles from the location on 26 and can't believe I had to wait once for Union ambulance and once from another area. Thank goodness it wasn't anything serious. Also I have lived here almost 40 years and have seen no improvement or growth. That is sad ... yes we all like a small town but wouldn't bringing business here improve the growth of Maine and also possibly reduce the taxes of its residents? I do want to complement the road crew for their snowplowing on E Maine Road it has improved greatly over the years

Would like to see more of a police presence in Maine. This has been a great town to grow up in but lately I feel things have changed for the worse and crime is on the rise. I also think the town should encourage more agricultural at one point in time we used to have many farms and now that is dwindling.

I love living in the country, I love the quiet here. But yet it is a short distance into town. The Town should negotiate/encourage phone companies to expand broadband internet access to the outer parts of Maine. This is my biggest complaint about living here - cable is my only option for internet at this point.

I believe there is political play in code enforcement

develop a walking trail. I would also like a speed limit on Old Newark Valley road reduced to 30 mph. I would like Route 26 between Endicott and Glen Aubrey to be MAINTAINED and improved. It has too many pot holes/ dangerous to cars and people.

Community Workshop (March 2016) SWOT Analyses Results

Parks and Recreation

Strengths

- Tournaments in Town
- Tennis courts
- Preserve rural feel
- 4H
- J Ralph (consolidate town and government, emergency center)
- Summer Rec
- Community Band
- Walking Trails
- Beautification of park (art, flowers, unique play items)
- Town Parks
- Walking path with restrooms

Weaknesses

- Underutilized park space
- Tennis courts need paving
- Signage for parks
- Wheel chair accessibility
- Sidewalks (missing, no place to put them, or in bad shape)
- Lack of maintenance of creeks
- Maintenance of parks
- Cross country skis
- Lack of parking (at peak periods)
- Communication between school district and Town
- Bathroom needs updating
- Town Website- better use to announce rec activities
- Lack of senior transportation
- Security of parks
- Access to parks
- Roadside trash

Opportunities

- Connect park to Route 26
- Benches along walkways
- Bury utility lines
- Food bank (support awareness)
- Replant trees
- Separate park from highway
- Incorporate history summer rec
- J Ralph senior housing
- BMX track
- Pool
- Dog park
- Skateboard park
- Indoor children activities in winter
- Historical markers
- Hiking and biking trails (like Otsiningo, mountain bike trail)
- Community garden
- Trees lining street (maple trees)
- Light pagoda
- Softball fields
- Mile markers on trail
- Renew interest in historical society
- Library
- Adult rec
- Concerts in park
- Canning and quilting classes

Opportunities (Continued)

- Climbing wall
- Preserve and maintain bluebird houses in open fields
- Drinking fountains
- Foot bridge to garage
- Wayfinding
- Update bathrooms
- Keep little league in Maine
- Acknowledge softball
- Involve youth
- Separate parks from highway department
- Link mill, museum, school, and carriage houses
- Cultural education- things for children to do in the winter
- Basketball courts
- East Maine “side” park
- Lack of senior transportation
- Reading connection signage on buildings
- Mobile library initiative through school (Ithaca reading initiative)
- Library at J Ralph
- Working the lands
- Promoting rural feel of the Town
- Community Center to bring youth and seniors together
- Farmers market
- Adult rec and classes
- Satellite school
- More festivals
- Computer, canning, quilting

Threats

- Trespassing (hunters)
- Keeping noise ordinance with respect to farmers
- Trash trespassing private property
- No shoulders on roads to walk
- Security of parks
- Use J Ralph as an emergency site
- Windmills along ridge line disrupting view shed

Historical

Strengths

- Clarence Stratton (artist)
- Bowers Foundation
- Houses (underground railroad)
- Family cemetery Cyrus Gates
- Casey at the bat from Maine
- Stella Ireland Road
- J Ralph
- Historical acknowledgement of cemeteries
- Renew interest in historical society and buildings
- Historical markers
- Safe place to ride bikes
- Connect with colleges about Native American sites (archeological research)
- Farmers market

Weaknesses

- Conditions of the cemetery

Opportunities

- Incorporate local history in curriculum

Threats

Public Services

Strengths

- Fire, ambulance
- Schools
- Churches
- Food banks
- Summer rec
- Memorial Day Parade
- October Fest
- Scouting
- National Night Out
- Post Office
- Park
- Medical Center
- Snowmobiling
- Town band (1861- oldest in the country)

Weaknesses

- Law enforcement (Slow response)
- Public water
- Five different school districts (Children don't know each other)
- Emergency flood planning
- Cell service (poor service)
- Lack of library
- Stormwater management
- Lack of senior services
- Many zip codes
- Lack of natural gas
- No community center (in hamlet/ residential or commercial)
- Not enough festivals (by Town, not churches)
- Public Sewer
- Distance to middle and high schools

Opportunities

- Natural gas
- Solar, wind (solar or wind farms, Hayes Road/ Tokos Farm)
- Library
- Senior housing
- Senior services
- J Ralph (for community and senior center)

Threats

- Lack of volunteer firemen and EMS (no incentive younger volunteers/ aging)
- Public water
- Emergency plan (flood)
- Clean water in hamlet
- J Ralph maintenance
- Snowmobiles not on authorized land

Transportation

Strength

- Winter Road Maintenance (snow general maintenance crews)
- Airport (business brings people in)
- Snowmobiles (trails)

Weaknesses

- Lack of sidewalks (or shoulders, no walks to schools, along county and state roads)
- Transportation (no senior transportation, public transportation)
- Grocery store
- Walking and cycling on roads
- Not affordable airport
- Lack of emergency plan
- Dumping (long roadways, filling in flood, no enforcement)
- Inefficient road reconstruction
- No access to hiking or biking
- Distance to middle and high schools
- Allowing large trucks on roads
- Road concern (Harrington Road too narrow)

Opportunities

- Airport
- Rezone (Airport Road and Route 26 to B1 and B2)
- Hiking trails
- Sidewalks (Route 26 and where people already walking)
- Shoulders on roads (walking and biking)
- Survey for water (aquifer survey)
- Solar

Threat

- No bus transportation
- Airport Road garbage trucks (too full and too many)
- If fracking, it would damage roads
- Heavy truck usage (damage roads) (roads not designated for heavy truck use)
- Maine has no control over airport
- Dead trees along roads
- Airplane crashes

Town of Maine 2017 Comprehensive Plan Update

Appendix: Public Input

Housing

Strengths

- Historical housing (could be economic opportunity)
- Small and quaint
- Rural

Weaknesses

- Run-down houses
- Limit size of apartment complexes
- Code enforcement
- Abandoned houses
- Percentage of non-taxable properties

Opportunities

- Cleanup Town
- Senior housing (need walkable with basic business)
- No increase on taxes with home improvement
- Grocery store and basic necessities
- J Ralph (social center and incubator for small businesses, or site of Town Hall)
- Grants and tax relief for home improvement
- Senior housing and assistance for seniors

Threats

- Taxes
- School taxes in Maine higher than Endwell
- Apartment complexes

Economy

Strength

- Sense of community
- Airport
- No large scale/ chain-stores
- Bedroom community
- Universities and colleges
- Woodlands and agriculture
- Historical district
- Gas drilling
- Rural character
- Zoning to limit commercialization

Weaknesses

- Restricted zoning
- Lack of broadband
- Energy infrastructure lacking
- Limited land for development on Route 26 and airport
- Airport and landfill tax-free
- Large percentage tax-free
- No upscale housing without jobs
- Zoning to limit commercialization
- Zoning for commercial on Hayes Road
- Clear cutting timber
- Right to drill for gas
- Taxes

Opportunities

- Gas, sewer, water (hamlet)
- Stores, business, industrial park, RX
- Build energy purchases for the hamlet
- Quality retail, grocery, parts store, etc.
- Business tax relief
- Gas drilling
- Forest land
- Wind, solar
- FedEx by the airport
- Airport industrial park
- Communal system for septic
- Airport highway development
- Gas drilling
- Drilling would bring jobs
- Resurrecting the past
- Local quaint retail
- Help business people help Town
- Government of Town to be open to opportunity
- Agri-business
- Niche-agriculture
- Gas/ oil/ hydrocarbons
- Mineral extraction

Town of Maine 2017 Comprehensive Plan Update

Appedix: Public Input

Threats

- Taxes
- Large stores
- Taxes on standalone farms
- Aging population communication Broome/Town/residents/Board
- Large-scale industry
- Gas/oil/hydrocarbons
- Too much development

Agriculture

Strengths

- Right-to-Farm
- Food
- Ag District
- Timber harvesting
- Organic food production on small-scale
- Ag business at airport corridor
- Lots of land that should be used for production (hemp, hops, micro-brew)
- Increase ag district
- Large-scale farming
- Logging land owner should have right to log
- Beekeeping, organic farming
- Gas/financial/business- biggest land owners
- Increasing broadband (would come with a price)
- Not enough farms

Weaknesses

- Lot size is restricted for animals
- DEC regulations hurts farms
- Stream flooding ruining acreage
- Sub-standard housing for farm workers on large-scale farms
- Stream flooding
- No grocery stores retail leakage

Opportunities

- Outside group assisting landowners to farm
- Farmers markets increate opportunity to grow and sell
- Increasing farmland ag district
- Organic farming and grants to support
- Co-ops to lease land to growers
- Large-scale farming with housing
- Solar farming
- Gas and mining
- Leave it alone, maintain the way things are/less restrictions
- Two sets of rules (hamlet-rural)
- Season stores
- Medical marijuana
- Less restrictions
- Secession from Town of Maine
- Property owners can have chickens
- No limit on land for farming
- Wind farms

Town of Maine 2017 Comprehensive Plan Update

Appendix: Public Input

Threats

- Protect water
- Large-scale buildings (development)
- Zoning is threat to life outside hamlet
- Creeks need cleaning
- Commercial development-rural areas will go away
- Large-scale farming (commercial hog/chicken)
- Restriction on land use are a threat
- Gas drilling
- Zoning regulations for solar

Environment

Strengths

- Gas drilling
- Road use agreement
- Timber harvesting (improve land by thinning)
- Solar farming (saving fossil fuel)
- Clean water
- Private wells
- Under-used land
- Wind and solar

Weaknesses

- Stormwater runoff
- Timber harvesting regulation for adjacent property (if it's clear-cut)
- No road use agreement (landfill)
- Light pollution
- Road drainage
- Large municipal entity is maintaining roads and supersedes Maine
- No light regulations

Opportunities

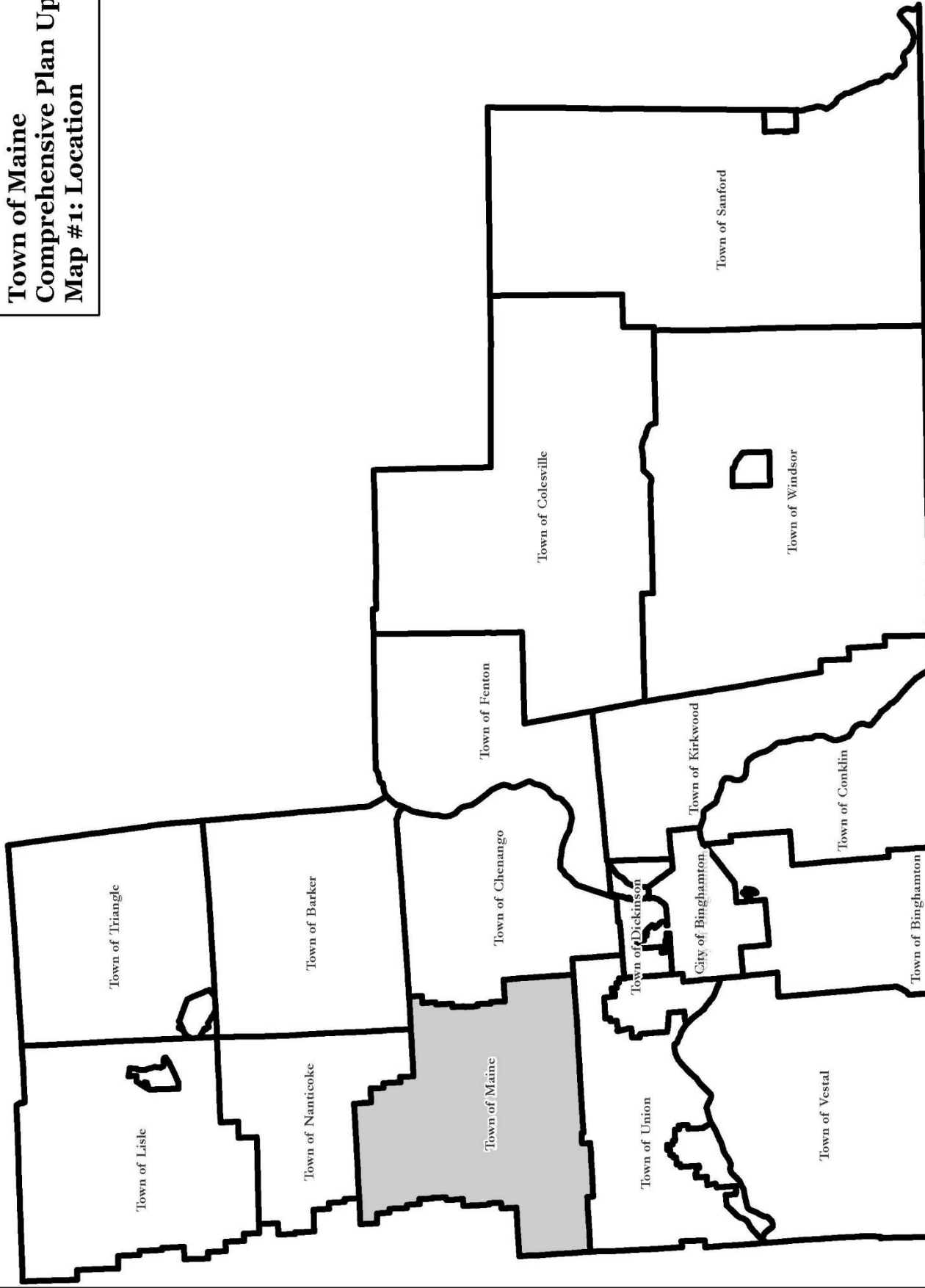
- Mini ag land owners
- Gas drilling
- Solar and wind
- Zoning regulations on drilling and mining
- Landfill
- Mining
- Towers
- New water wells
- Renewable energy
- Land reclamation

Threats

- Large-scale farm (water quality)
- Creeks need to be maintained
- Zoning regulations for solar
- Gas and mining extraction
- Landfill (economical)
- Condensed development (sewer and water)
- Timber clear-cut
- Flood water management
- Stream maintenance (hindered by DEC)
- Reservoirs need cleaning out
- What is being carried by trucks going to landfill
- Spills on hilltops draining down hill
- Compressors running
- Fracking

Maps

Town of Maine Comprehensive Plan Update Map #1: Location



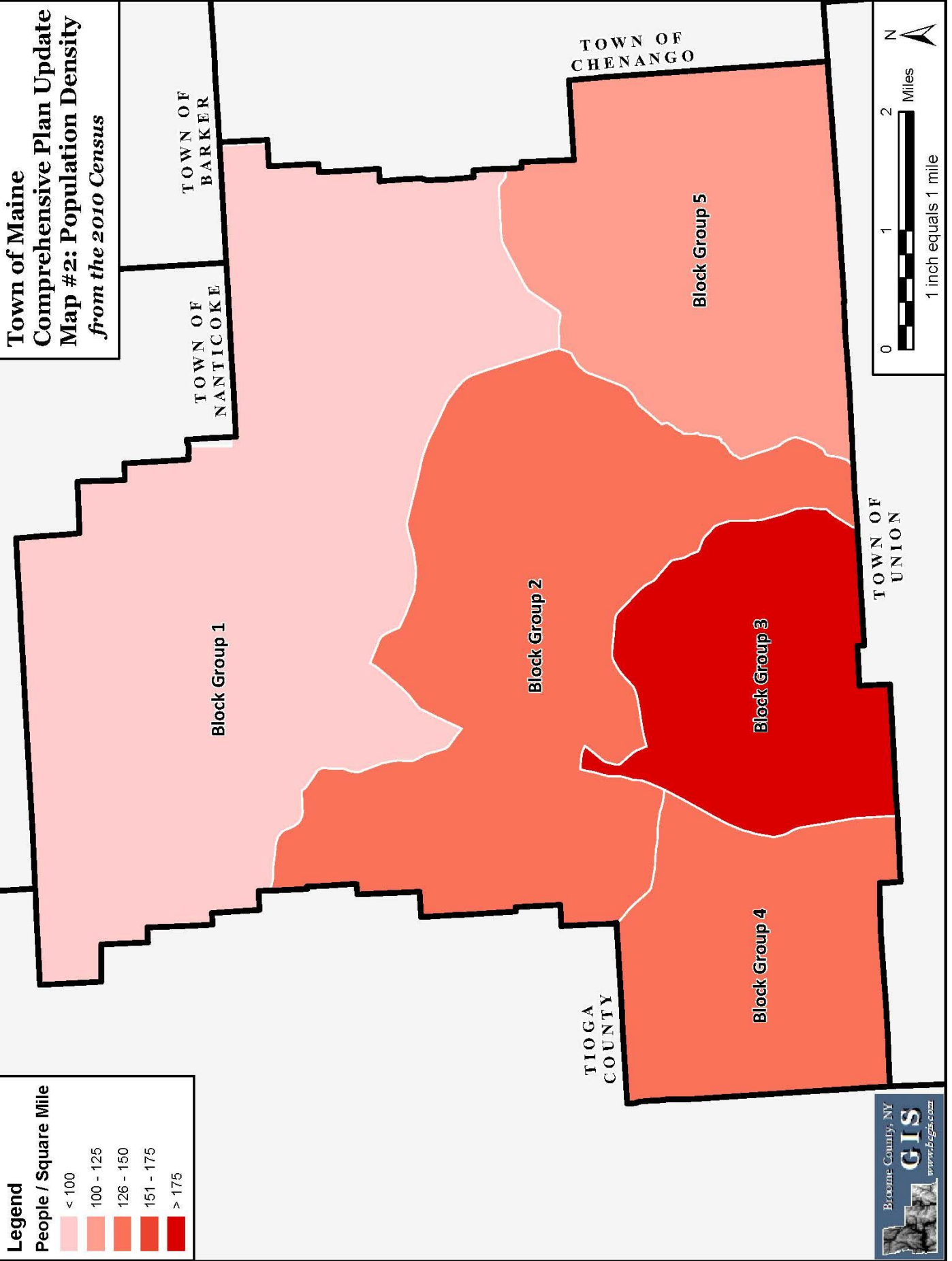
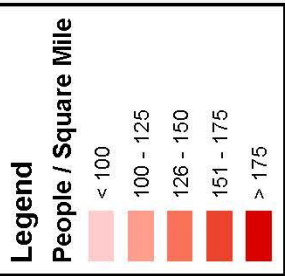
Legend
Town of Maine



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1 inch equals 4 miles

**Town of Maine
Comprehensive Plan Update
Map #2: Population Density
from the 2010 Census**



**Town of Maine
Comprehensive Plan Update
Map #3: School Districts**

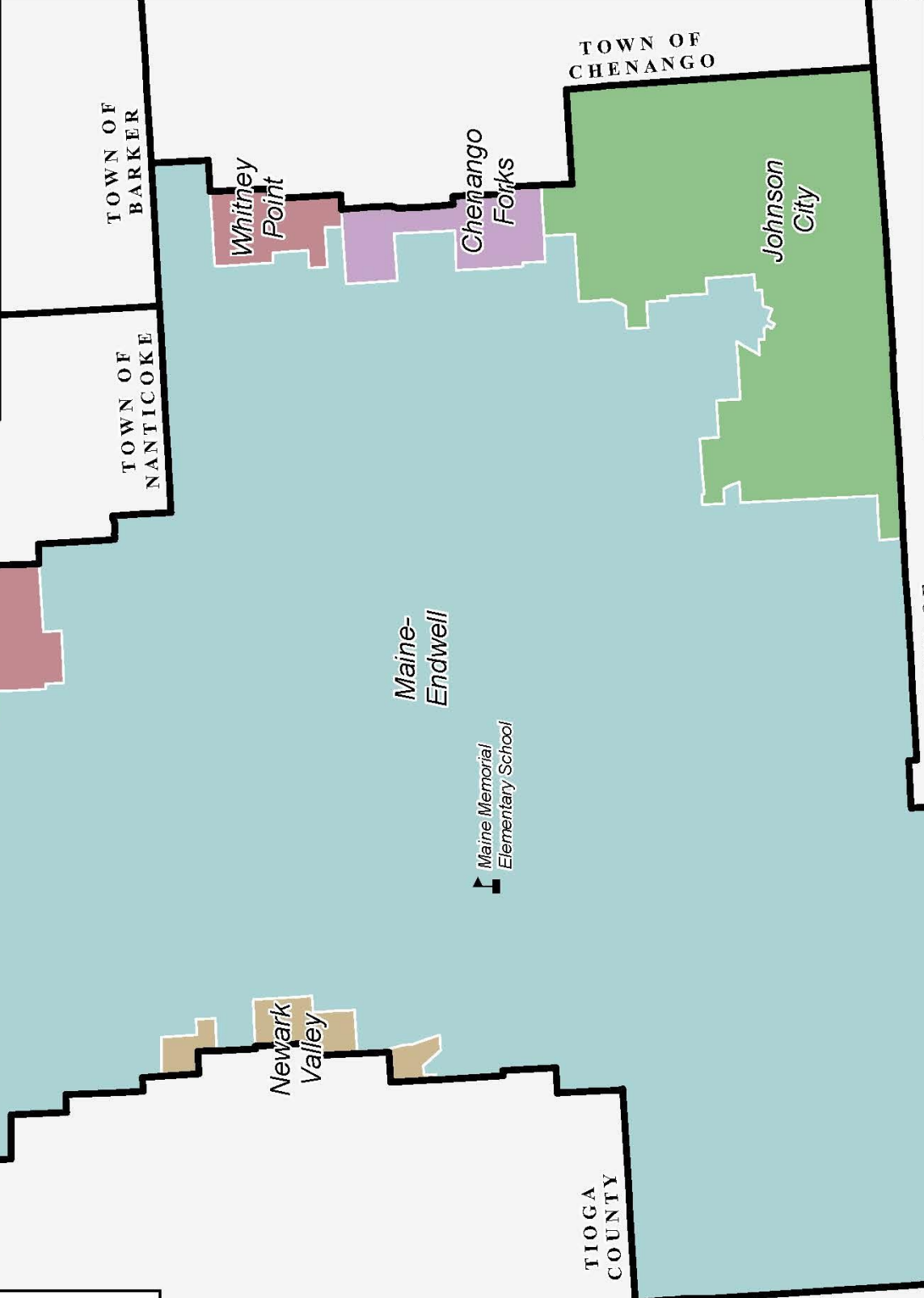
Legend

School Districts

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

Schools

- Schools



0 1 2 Miles

1 inch equals 1 mile

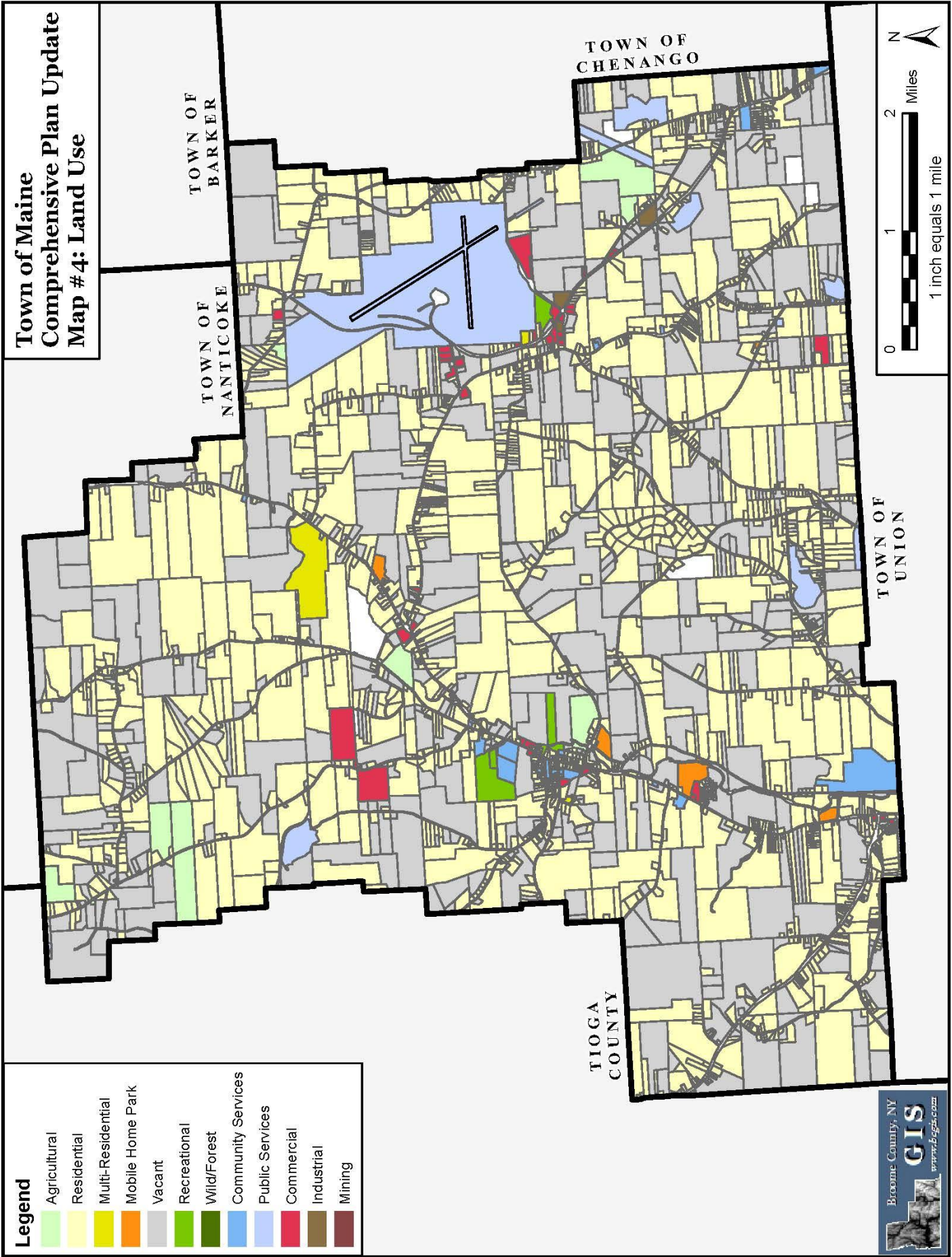
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Broomfield County, NY

GIS

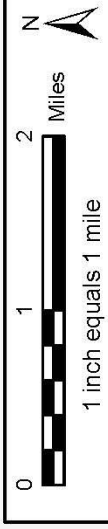
www.bcgis.com

**Town of Maine
Comprehensive Plan Update
Map #4: Land Use**



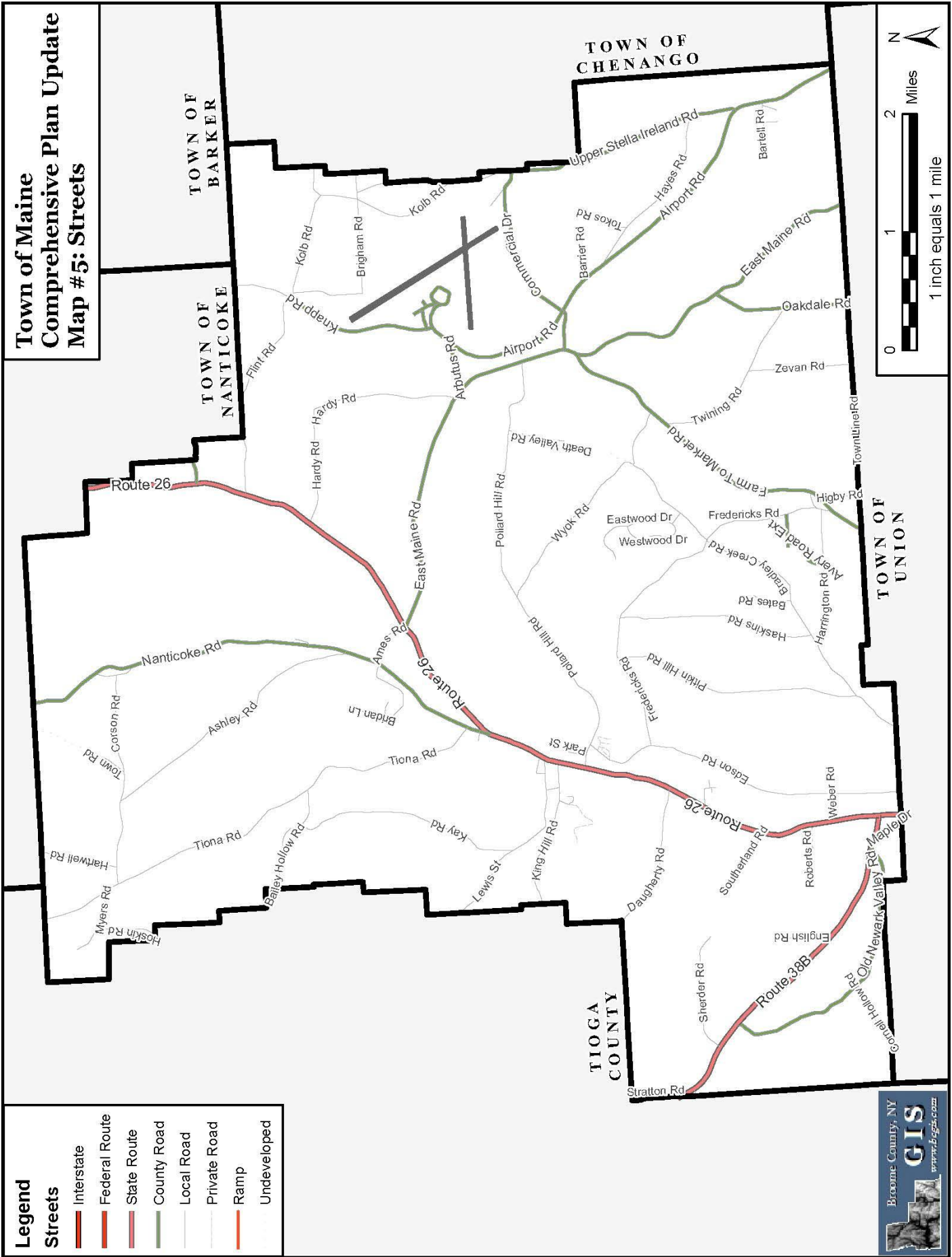
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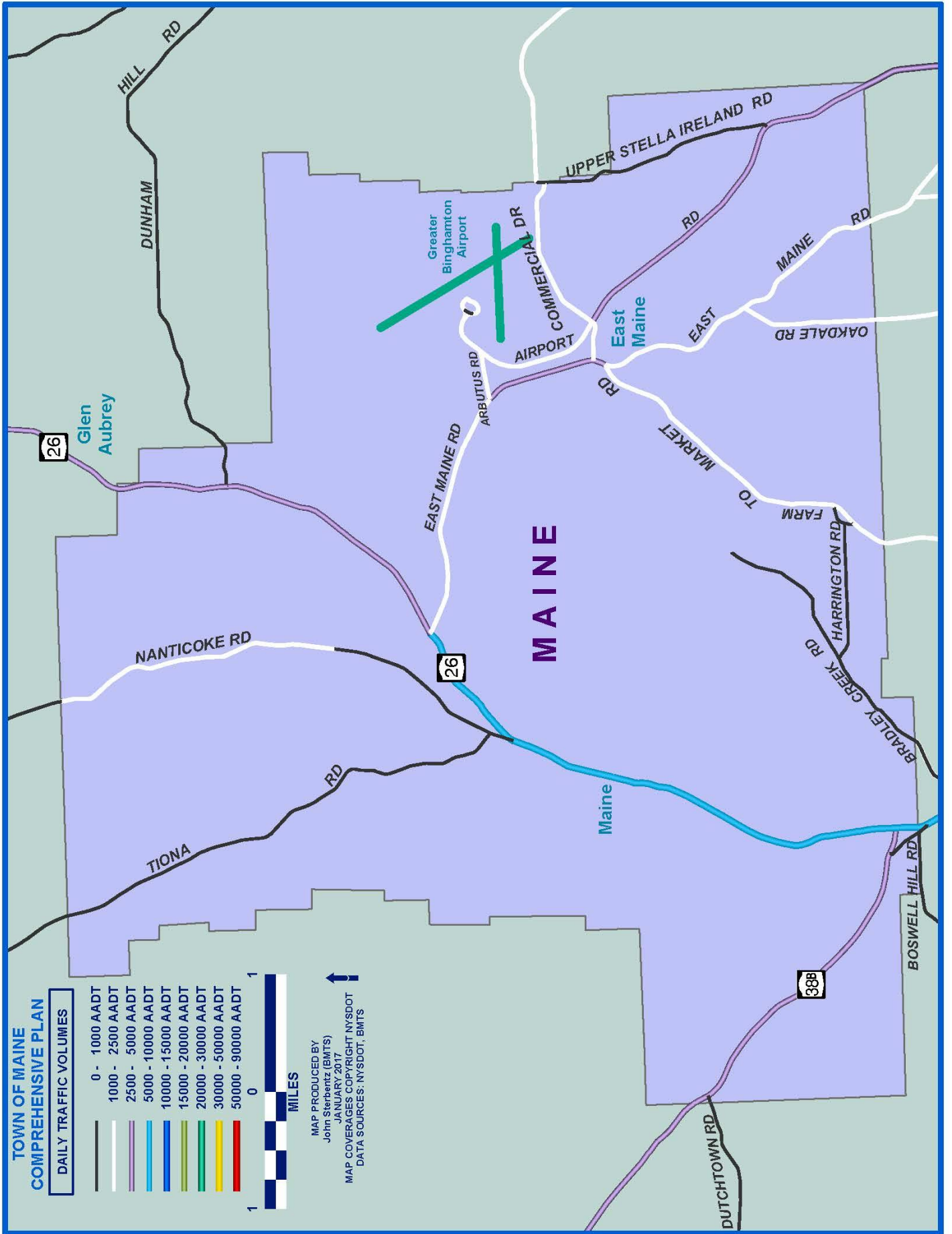
	Agricultural
	Residential
	Multi-Residential
	Mobile Home Park
	Vacant
	Recreational
	Wild/Forest
	Community Services
	Public Services
	Commercial
	Industrial
	Mining



Become County, NY
GIS
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Town of Maine Comprehensive Plan Update Map #5: Streets





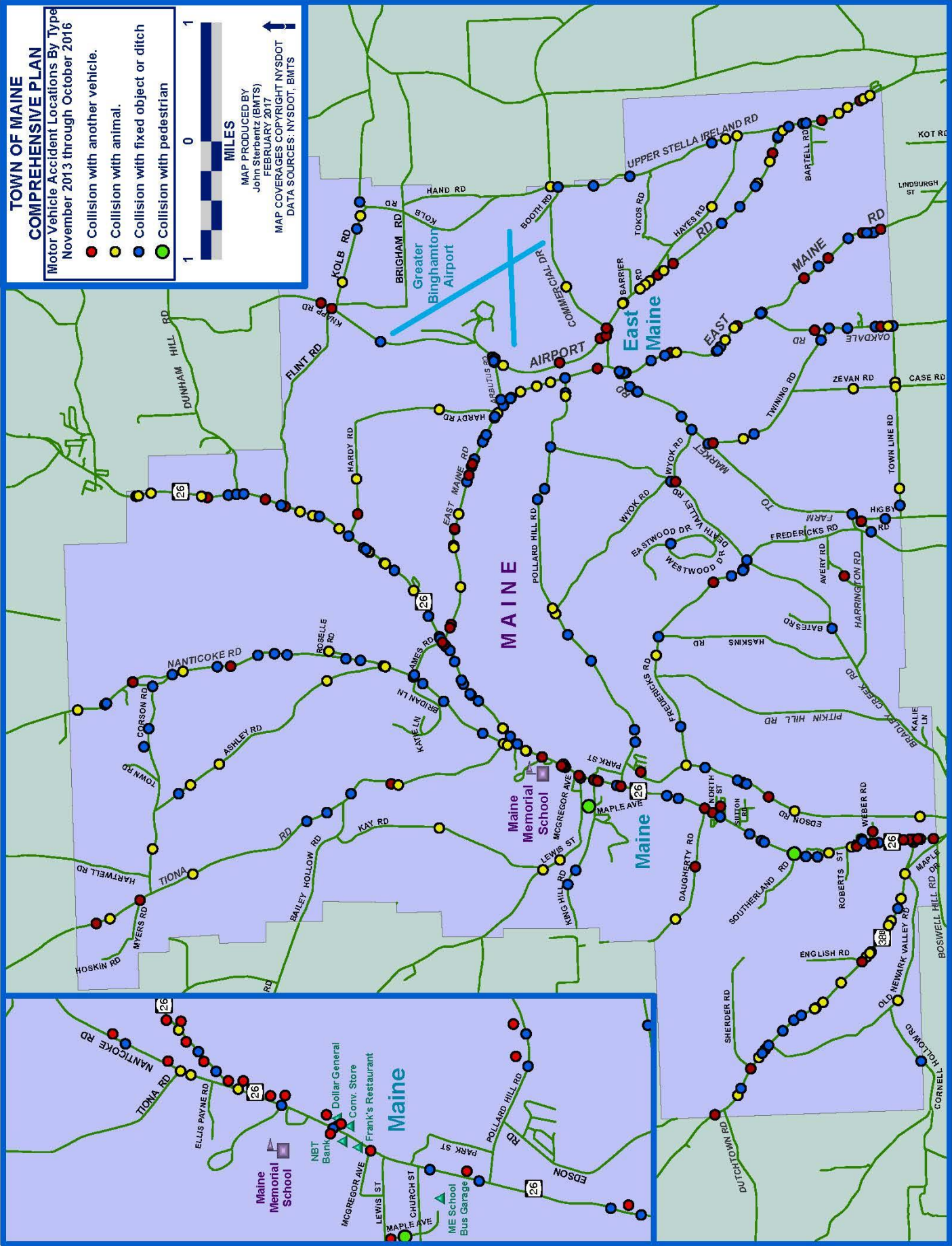
TOWN OF MAINE COMPREHENSIVE PLAN

Motor Vehicle Accident Locations By Type
November 2013 through October 2016

- Collision with another vehicle.
- Collision with animal.
- Collision with fixed object or ditch
- Collision with pedestrian



MAP PRODUCED BY
John Sterbentz (BMTS)
FEBRUARY, 2017
MAP COVERAGES COPYRIGHT NYSDOT
DATA SOURCES: NYSDOT, BMTS



**Town of Maine
Comprehensive Plan Update
Map #8: Topography**

TOWN OF
BARKER

TOWN OF
NANTICOKE




TOWN OF
CHENANGO

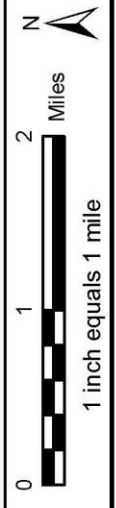
TOWN OF
UNION

TIOGA
COUNTY

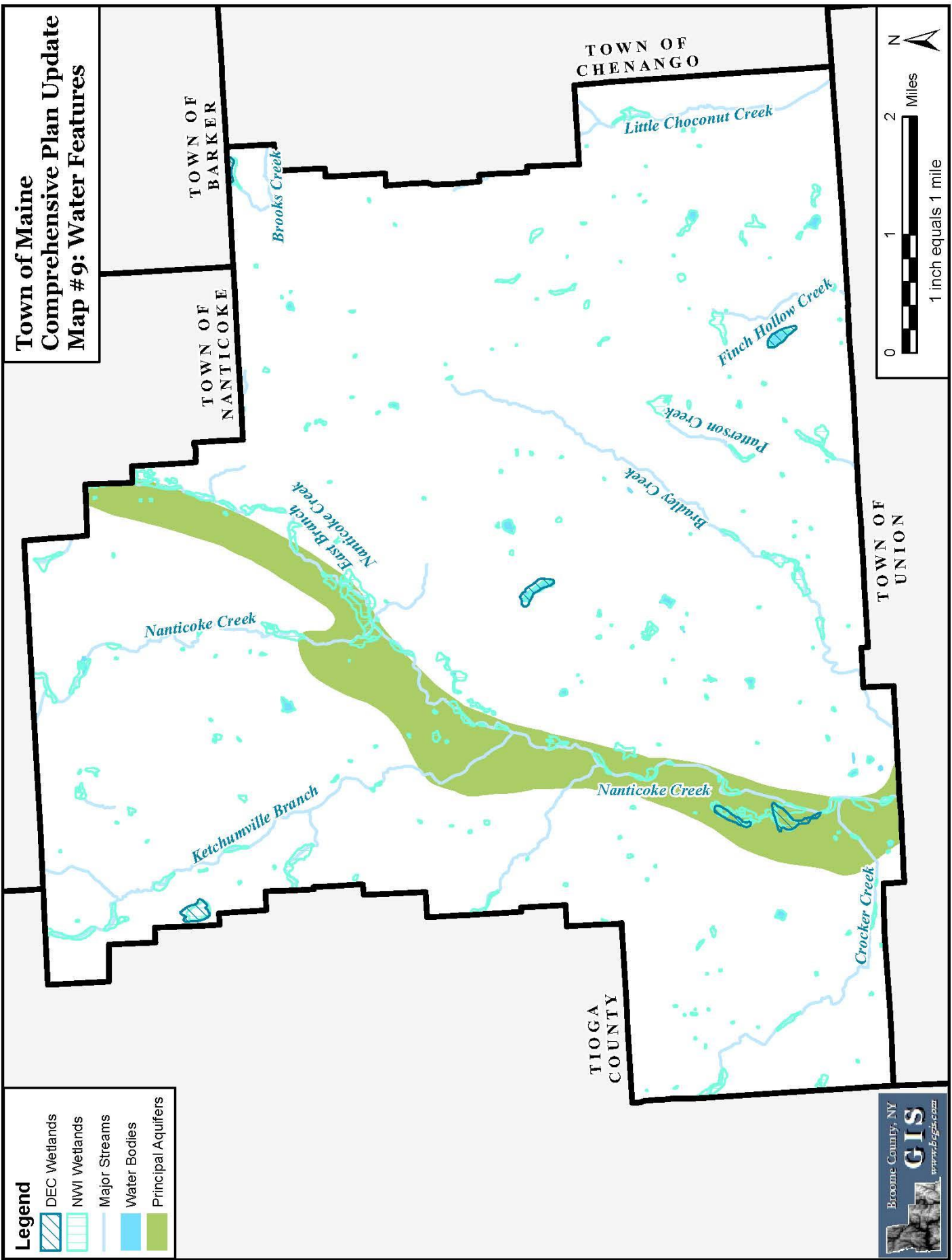
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Slope

	Under 5%
	5 - 10%
	10 - 15%
	15 - 20%
	Over 20%



**Town of Maine
Comprehensive Plan Update
Map #9: Water Features**



Legend

	DEC Wetlands
	NWI Wetlands
	Major Streams
	Water Bodies
	Principal Aquifers

Broomfield County, NY
GIS
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**Town of Maine
Comprehensive Plan Update
Map #10: Floodplain**

Legend

Existing FEMA Floodplain

- 100 Year 
- 500 Year 

Preliminary FEMA Floodplain

- 100 Year 
- 500 Year 

TOWN OF
NANTICOKE


TOWN OF
BARKER

TOWN OF
CHENANGO


TIOGA
COUNTY

TOWN OF
UNION

0 1 2 Miles



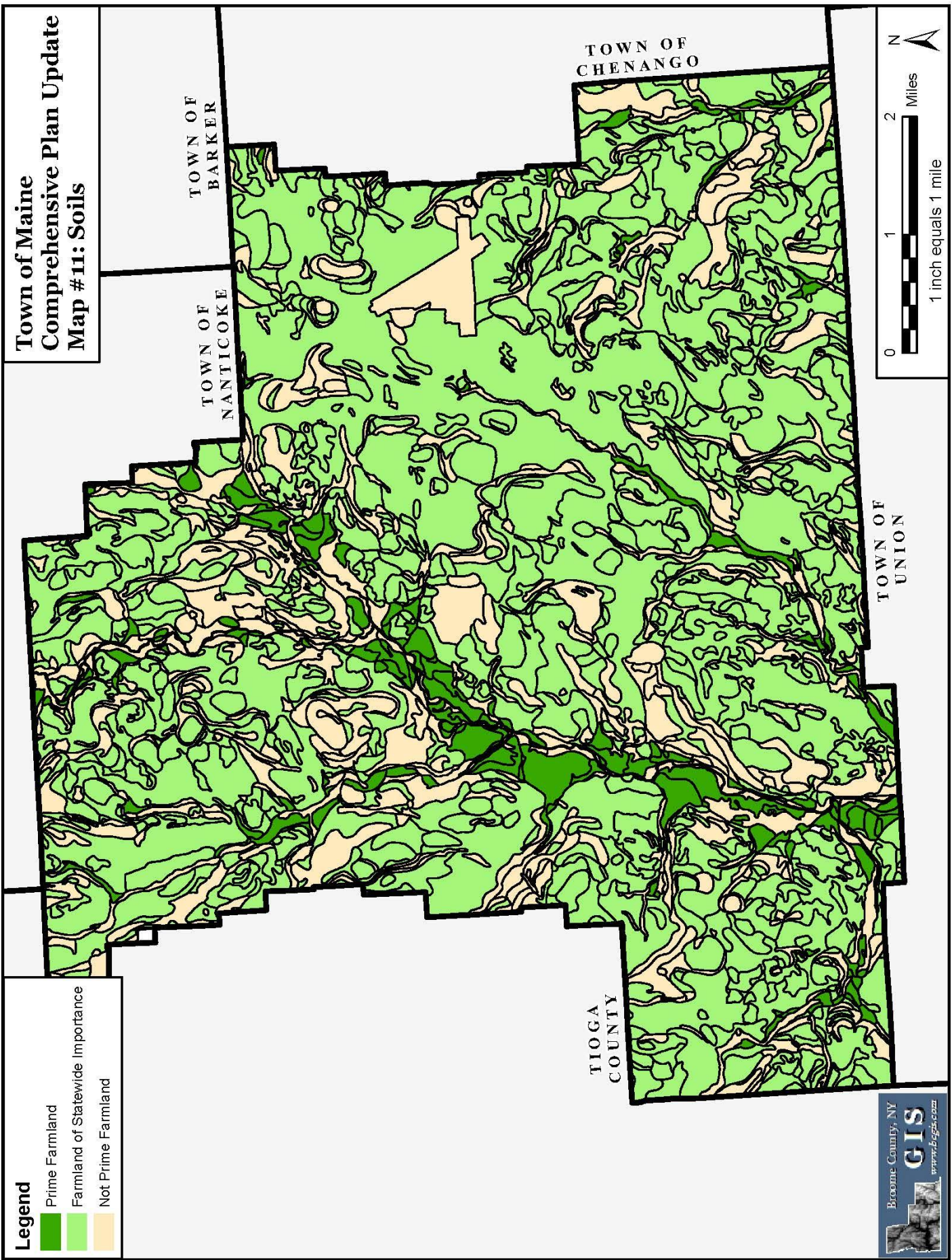
1 inch equals 1 mile

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Broome County, NY
GIS
www.bcgis.com



**Town of Maine
Comprehensive Plan Update
Map #11: Soils**



Legend

- Prime Farmland
- Farmland of Statewide Importance
- Not Prime Farmland

0 1 2 Miles

1 inch equals 1 mile

N

Broome County, NY

GIS

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**Town of Maine
Comprehensive Plan Update
Map #12: Agricultural Land**

Legend

- Ag Exemption
- Ag Land Use
- Ag District

TOWN OF
BARKER

TOWN OF
NANTICOKE

TOWN OF
CHENANGO

TIOGA
COUNTY

TOWN OF
UNION



1 inch equals 1 mile

Become County, NY
GIS
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**Town of Maine
Comprehensive Plan Update
Map #13: Zoning
Last updated October 20, 2015**

TOWN OF
BARKER

TOWN OF
NANTICOKE

TOWN OF
CHENANGO

TOWN OF
UNION

TIOGA
COUNTY

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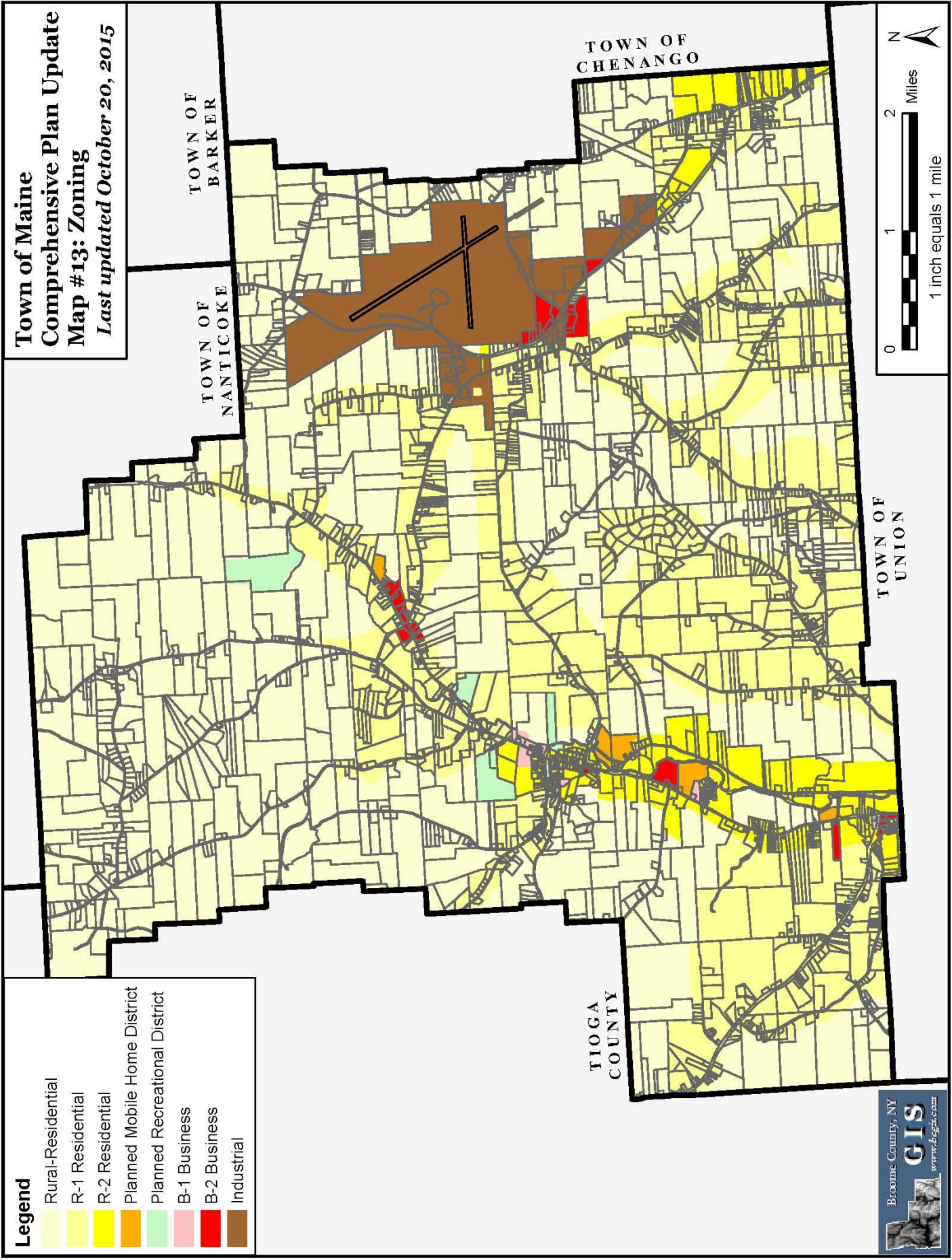
- Rural-Residential
- R-1 Residential
- R-2 Residential
- Planned Mobile Home District
- Planned Recreational District
- B-1 Business
- B-2 Business
- Industrial

0 1 2 Miles

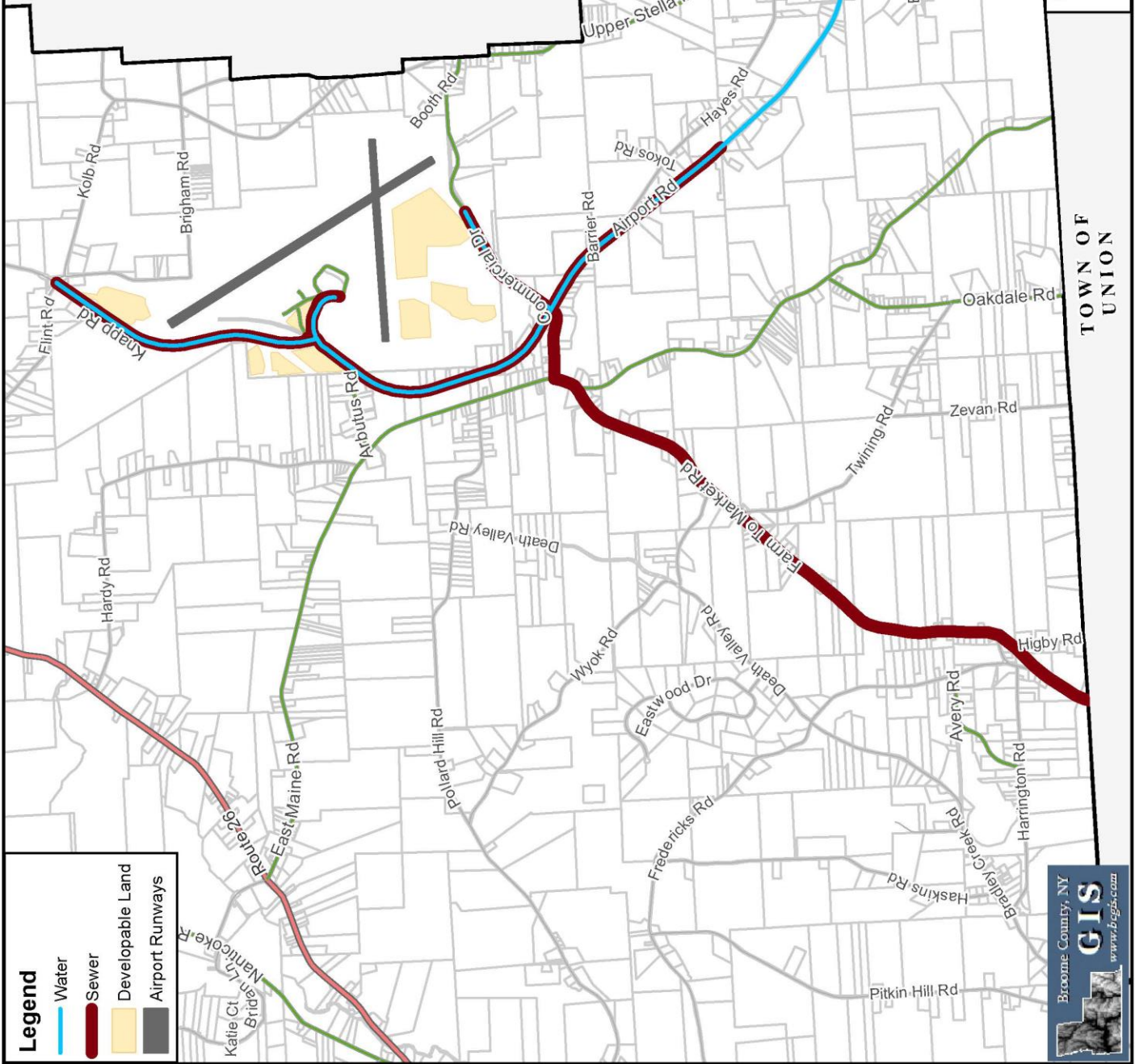
1 inch equals 1 mile

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Broome County, NY
GIS
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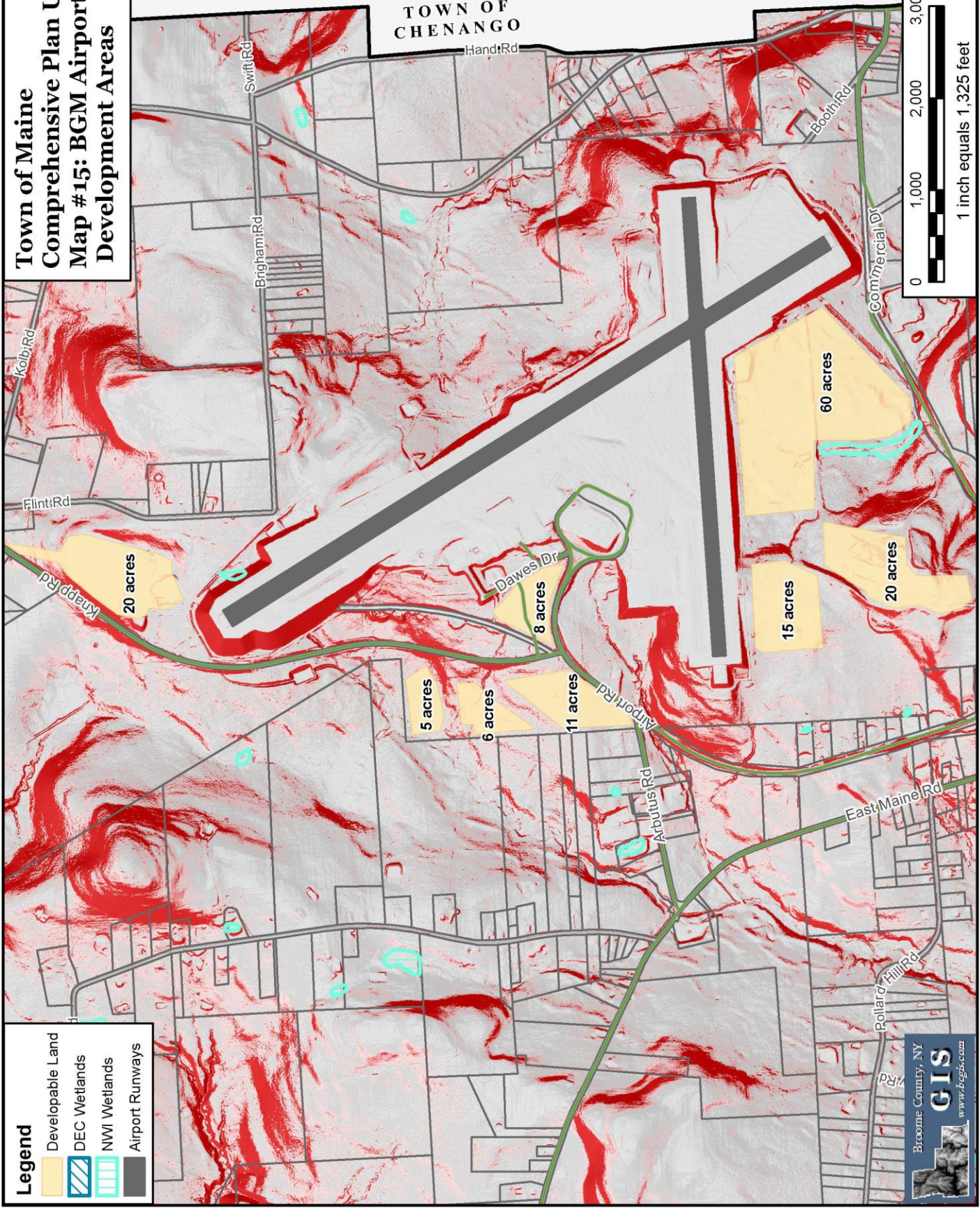
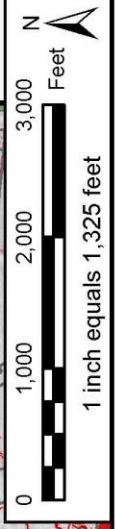


Town of Maine Comprehensive Plan Update Map #14: Water & Sewer Lines



Town of Maine Comprehensive Plan Update Map #15: BGM Airport Development Areas

TOWN OF
CHENANGO



Legend

- Developable Land
- DEC Wetlands
- NWI Wetlands
- Airport Runways

Broome County, NY
GIS
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