
HCPC NEWSLETTER

Hancock County Planning Commission

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Fiscal Year 2007-2008

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PLANNING NEWS

By Tom Martin

Frequently Asked Questions on Maine's Informed Growth Act.

The Legislature enacted P.L. 2007, c. 347, which requires an economic impact study for any development proposal that exceeds 75,000 square feet. The developer deposits a fee with the State Planning Office who, in turn, disburses to the municipality enough to cover the costs of the study, public notice, and related municipal staff support. Under the Act, SPO must develop a list of qualified consultants that can conduct the studies. In August, SPO will begin the necessary rule-making process to establish the criteria for selecting consultants. Given the statutory and regulatory public notice times for rule-making and consultant evaluation, the Office expects the list to be available on or about December 1, 2007. Answers to some frequently-asked questions are available at SPO's web site at: www.maine.gov/spo.

CONTACT: Jody Harris at 1-800-662-4545 or jody.harris@maine.gov Also, feel free to contact Tom Martin at the HCPC.

COMPREHENSIVE PLAN REVIEW PROCESS HAS CHANGED

The process by which the State Planning Office (SPO) reviews comprehensive plans for consistency with the ten state goals for

comprehensive planning has been revised. Towns presently working on their comprehensive plans have a choice between submitting their plans under the old or the new rules. After June 1, 2008, all plans will be reviewed under the new rules. Some of these changes are merely “housekeeping” and others are more substantive. Copies of the complete 45-page set of rules are available at: <http://www.spo-comp-plan-rules.com/spo/> or from Tom Martin at the HCPC. What follows below is a very brief summary of the changes.

What Are Some of the Housekeeping Changes?

There is now a twelve-year limit to the SPO’s determination of a plan’s consistency. However, an expired finding of consistency does not automatically mean a plan is inconsistent. There is also an appeal process of an inconsistency finding if there have been errors in procedure or in findings of fact.

What Are Some of the Substantive Changes?

Vision Statement

A vision statement is now a required part of the plan. The statement must summarize the community’s desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. The public participation section must describe how public input was used to formulate the vision statement. The statement must also relate to the goals, objectives and future land use plan.

Future Land Use Plan

There are also more detailed guidelines for the Future Land Use (FLU) Plan, which will be the focus of the State Planning Office review of the plan. The FLU must designate as *growth areas* those lands that the community intends to direct a minimum of 75 percent of growth-related, publicly-funded capital investments (such as water and sewer lines and most public facilities) during

the planning period. Built-out or developed areas that lack the capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas. Growth areas along major highways must be designed to promote nodes (concentrations) of development and avoid strip development, by limiting length along the roadway, including sufficient depth off the road, and providing for management of access (such as driveways and other curb cuts).

The FLU must identify a *rural area or areas*. The designation of *rural areas* is intended to identify areas deserving of some level of regulatory protection from unrestricted development for purposes that may include, but are not limited to, supporting agriculture, forestry, mining, open space, wildlife habitat, fisheries habitat and scenic lands, and away from which most development projected over ten (10) years is diverted.

There is now more emphasis given to non-regulatory techniques to guide growth into growth areas. These include, but are not limited to, investments in roads and water and sewer lines in growth areas. In rural areas, investments in land conservation are considered. Given the difficulty of getting residents to accept major differences in minimum lot size, less weight is now given to density differences.

Regional Coordination

There is increased emphasis throughout the rules on regional coordination. For example, the review criteria call for coordination of municipal comprehensive plans with regional efforts in recreation, open space, natural resource protection, water resource management, economic development and housing. The criteria also require that plans be consistent with those of adjoining communities when common issues are addressed.

Transportation

State and federal transportation policy has changed substantially since the SPO first started reviewing plans. There is now far more emphasis on

preserving existing highway capacity and reviewing all alternatives before building or improving state-funded highways. These changes are reflected in the SPO's review criteria.

The plans must address transportation system safety and efficiency in the community and the region. Traffic volume, congestion and pedestrian and bicycle safety concerns must be addressed. Plans must also evaluate the lack of transportation links between neighborhoods, schools, recreation, shopping and public gathering areas. Problems caused by light pollution must be assessed.

Communities need to discuss how their land use regulations mesh with the MaineDOT, regional and local objectives for transportation system facilities. They also need to identify what, if any, environmental degradation caused by state or local transportation facilities or operations is occurring. An assessment of how local land use plans and decisions affect safety, congestion, mobility, efficiency and interconnectivity of the transportation system is required.

Where Can We Learn More?

The Hancock County Planning Commission will be working with the State Planning Office in planning a public presentation of the changes later during the FY 07-08 fiscal year. We also plan to work closely with one comprehensive planning committee to help it adjust its plan to the new process and will report the results. In the meanwhile, feel free to contact Tom Martin at the HCPC if you have any questions.

RECENT LEGISLATION

Adapted from the *Maine Townsman*. For further information, contact Tom Martin at the HCPC.

LD 1188 – An Act Regarding Local Plumbing Inspectors. *PL 2007, c. 358*

This Act prohibits a local plumbing inspector (LPI) or alternate LPI from issuing a permit with respect to any plumbing project when the LPI or the LPI's employer, employee, agent or representative has

performed or intends to perform a site evaluation, labor or any products or services.

LD 1737 – An Act To Amend the Conservation Easement Laws. *PL 2007, c. 412*

This Act makes a number of changes to the laws governing conservation easements. Among those changes, the Act establishes a conservation easement registration system administered by the State Planning Office whereby the holder of a conservation easement must annually report to the State Planning Office the book and page number at the registry of deeds for each conservation easement that it holds, along with the municipality and the approximate number of acres protected under each easement.

LD 340 – An Act To Require the Replacement of Trees Cut in Shoreland Areas. *PL 2007, c. 92*

This Act establishes that the correction or mitigation requirements to satisfy a violation of shoreland zoning law with respect to illegally removing a tree or understory vegetation must be the replanting of replacement trees or vegetation substantially similar in size to the removed trees and vegetation unless such a restoration requirement would result in a threat to public health, substantial environmental damage or injustice. As part of that correction or mitigation process, the violator must submit to the municipality a reforestation plan meeting certain standards and developed by a licensed professional forester.

LD 895 – An Act Concerning Blasting near Residential Areas. *PL 2007, c. 297*

This Act makes a number of amendments to the laws governing the regulation of blasting operations, rock crushing operations, gravel pits and quarries.

LD 1824 – An Act To Regulate Outdoor Wood Boilers. Emergency Enacted; *PL 2007, c. 442 (6/27/07)*

This emergency Act establishes both a short-term (until April 1, 2010) and a longer-term particulate emission standard to be applied to the sale of

outdoor wood boilers, beginning after April 1, 2008. In addition, the Act prohibits the operation of an outdoor wood boiler in a manner that creates a “nuisance condition”.

LD 1180 – An Act To Promote Transportation Planning, Increase Efficiency and Reduce Sprawl. PL 2007, c. 208

This Act establishes a program within the Department of Transportation (DOT) to provide technical assistance and incentive grants to municipalities that effectively manage the impacts of development along state transportation corridors in a way that meets the objectives of the Sensible Transportation Policy Act and avoids or minimizes the need for future costly transportation capacity or retrofitting projects.

RECENT COURT CASES

reprinted from the Southern Maine Regional Planning Commission Newsletter May 2007

William Bodack v. Town of Ogunquit,
Subdivision Case, November 7, 2006

Facts: The Planning Board granted preliminary approval for a residential subdivision with 35 dwelling units called Ogunquit Village Estates. William Bodack is an abutter. He and others raised various concerns during Planning Board review, including issues of traffic safety. When approving the preliminary plan the Planning Board waived the standard that required at least two street connections with existing public streets for a subdivision containing 15 or more lots. The Planning Board did not state the reasons for the waiver. Bodack appealed. Superior Court agreed with Bodack and vacated the Planning Board decision. The Maine Supreme Judicial Court agreed with Superior Court.

Issues:

1. Were the traffic standards of the Town ordinances met?
2. Did the PB adequately justify its waiver of a second street connection?

Ruling:

1. The Court found the subdivision standard required the Planning Board to find the development would not create “unreasonable” congestion or “unsafe” conditions. At the same time the Zoning Ordinance required that “no development shall increase the volume:capacity ratio of any street above 0.8 nor reduce the street’s Level of Service to D or below.” The Planning Board applied the reasonableness standard instead of applying the stricter Zoning standard, and in so doing was wrong in the eyes of the Court. The record revealed that the subdivision as proposed could not meet the Zoning standard.

2. Citing prior case decisions, the Court stated the rule is the PB must provide sufficient findings to show the rationale for its waiver. In the words of the Justices, “In this case, the PB never made a finding that the waiver was granted due to extraordinary and unnecessary hardships or the special circumstances attendant to the developers’ plan, nor did it disclose the considerations or factual findings supporting the waiver.”

Charlotte Hollenberg v. Town of Union, Zoning Case, March 29, 2007

Facts: A LLC got approval from the Union Planning Board to build 50 feet from an abandoned, large quarry that was full of water. Hollenberg lives on the other side of the quarry and insists the quarry is in fact a pond. Therefore, the development must be 75 feet from the edge of the water. The ZBA upheld the PB decision. Superior Court upheld the Town on other grounds. The Supreme Judicial Court ruled for Hollenberg.

Issue:

Is Hollenberg right?

Ruling:

Yes. The term “pond” is not defined in the ordinance, and there are no restrictions on how that term might be applied in the ordinance. Using a dictionary, the Justices determined that a pond may be artificially contained. The Justices found this particular “body of water” provides habitat for fish, frogs, and other wildlife. Therefore, even though the body of water was not created for the purpose

of being a “pond,” it is a “pond,” and the 75-foot setback must be complied with.

Jeffrey Merrill v. Town of Durham, Zoning Case, April 10, 2007

Facts: The Merrills own a lot without public street frontage accessed by a right-of-way. A prior owner constructed a single family house on the lot which subsequently burned to the ground, leaving behind a concrete slab and septic system. The Merrills bought the lot in 1998, applied for a building permit to rebuild, and were issued a permit. However, they let that permit expire and started over again in 2003. By that time the Town had a different Back Lot Development Ordinance (BLDO) from the one in force when the house was originally built. According to this newer BLDO the Merrill’s lot was nonconforming on several different grounds, including lot size. Therefore, in 2003 the CEO denied their permit application. The Merrills appealed and lost in every venue, including the appeal to the Supreme Judicial Court.

Issues:

1. Does the ordinance apply to a lot that is not vacant?
2. Is the lot grandfathered?

Ruling:

1. Yes. The ordinance is unambiguous. The BLDO applies to “any” back lot in order to eliminate nonconformities whenever it is legally possible to do so.
2. No. The Merrills’ grandfathered status was honored in 1998. They lost it when they failed to build in a timely manner.

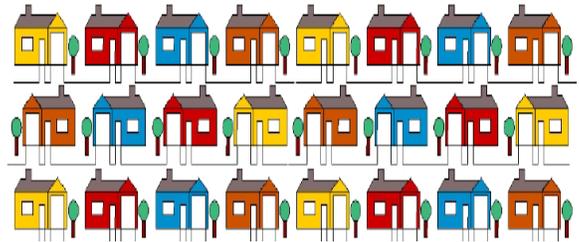
In our profession, a plan that everyone dislikes for different reasons is a success. A plan everyone dislikes for the same reason is a failure.

- **Richard Carson**, Pacific Northwest planner and writer.

SUBDIVISION DEVELOPMENT AND PERSONAL PROPERTY RIGHTS:

Striking a Balance in Hancock County

by Tom Martin



We hope you will join us for the tenth session in our Striking a Balance workshop series, which is addressing important growth and development issues facing local planning boards and Hancock County as a whole. The September 27, 2007 workshop will involve presentations on the drafting of land use regulations. Guest speakers will include a State Planning Office planner, who will present the highlights of the soon-to-be-released publication *How to Write a Land Use Ordinance*. There will also be a speaker from an engineering firm who will discuss land use ordinances from a developer’s perspective. HCPC Executive Director Tom Martin will share some of his experiences in drafting land use ordinances.

The session will take place at the VFW Hall, on the Washington Junction Road in Ellsworth from 6:00 p.m. – 8:30 p.m. (Supper begins at 5:00). Registration is \$17.00. For more information see: www.hpcme.org or contact Tom Martin at the HCPC (tmartin@hpcme.org or 667-7131).

CDBG NEWS

by Tom Martin

Preliminary Information on 2008 Program

The Community Development Block Grant (CDBG) program has funds for a variety of purposes such as upgrading substandard housing, improving public facilities and social services,

infrastructure, eliminating blighted conditions, revitalizing downtowns and creating or retaining jobs. This article summarizes the proposed 2008 program, which is subject to change. The complete set of proposed program rules is available at: <http://www.meocd.org/forms/> or from the HCPC.

PROGRAM REQUIREMENTS:

Projects funded under this program must primarily benefit low and moderate-income (LMI) people, eliminate slums and blight or address an urgent need according to CDBG guidelines. The HCPC can explain the guidelines and how to conduct an income survey to determine if a project will qualify. In most cases, projects that benefit an entire town (such as a fire station or salt sand storage shed) are eligible for funding only if at least 51 percent of the households in town are low to moderate income. According to the 2000 U.S. Census, only Amherst, Aurora and Osborn fall into that category within Hancock County. The remaining towns are limited to projects that either serve a portion of a town or that are targeted primarily at a low to moderate income clientele (such as job creation).

HOW THE HCPC CAN HELP:

HCPC staff members can meet with town officials without charge to discuss program details, income guidelines, help identify projects and discuss strategies to prepare applications. The HCPC has extensive grant writing experience and a good record of success in the CDBG Program. We also have two certified CDBG grant administrators on our staff. If you would like more information, feel free to contact Tom Martin at 667-7131 (tmartin@hpcme.org). The time to begin planning for an application due this winter is now.

Proposed Project Category Descriptions:

1. HOUSING ASSISTANCE GRANTS

Funds may be used for activities such as acquisition, rehabilitation of substandard housing, alternative housing, demolition, down payment assistance, lead-based paint removal, new housing construction, removal of architectural barriers and provision of water and septic systems. A 10 percent match of funds is required for housing rehabilitation activities; a 20 percent match is

required for new housing construction. *The anticipated due date for letters of intent is January 11, 2008.*

2. PUBLIC FACILITIES GRANTS

There are five sub-categories of public facility grants. Applications can mix project types within, but not between sub-categories. Category one is for fire stations. Category two consists of community, child, senior and health centers, libraries, sheltered workshops, homeless shelters and piers/wharves. Category three is restricted to the removal of architectural barriers and Category four is for historic preservation projects. Category five consists of fire fighting equipment, dams, salt/sand storage sheds, transfer stations, park and recreation facilities and public works garages. All projects must have at least a 25 percent cash match of other funds. Historic preservation and architectural barrier removal projects do not always require a town to be 51% LMI. *Letters of intent are due on December 7, 2007.*

3. PUBLIC INFRASTRUCTURE GRANTS

There are three sub-categories under this program. Category one includes public water, sewer and storm drainage improvements and utility infrastructure. Category two consists of infrastructure in support of new LMI-affordable housing. Category three includes streets, roads, sidewalks, parking, curbs and gutters. A 25 percent cash match is required for all projects. *Letters of intent are due on December 7, 2007.*

4. PUBLIC SERVICE GRANTS

These grants are designed to address human resource needs by providing funding for operating expenses, equipment, and program materials for public service programs that benefit low to moderate income persons. Funds may be used for expenses related to child care and health care centers, job training, education and recreation programs, public safety services, fair housing activities, drug abuse counseling, homeless services, energy conservation counseling and testing for low-income persons. Funds are only granted to new or expanded services. A 20 percent match is required. *Letters of intent are due on January 25, 2008.*

5. DOWNTOWN REVITALIZATION GRANTS

These grants are for comprehensive downtown improvement programs. Towns may combine activities from the Housing Assistance, Public Facilities, Public Infrastructure, Public Service, and Economic Development programs that help improve a downtown. A 25 percent cash match is required. Applicants must have completed a comprehensive downtown revitalization planning process. Applicants must also provide evidence that the proposed project is located in a blighted area or that over 51 percent of the residents are low to moderate income. The grant maximum this year is \$500,000. *Letters of intent are due on January 4, 2008.*

6. COMMUNITY ENTERPRISE GRANT PROGRAM

The program provides grant funds to assist in innovative solutions to problems faced by small or micro-businesses and facilitate good management practices and business façade improvements in downtown/village areas. Both loan and grant assistance is possible. *Letters of intent are due on January 4, 2008.*

7. URGENT NEED GRANTS

This grant allows applicants to address emergencies that pose serious and immediate threats to the health and welfare of a community, which are declared state or federal disasters. Applicants must demonstrate that they cannot finance the project on their own and that no other source of funding is available. *Applications are accepted on an on-going basis starting on March 7, 2008.*

ECONOMIC DEVELOPMENT -- Project

Category Descriptions:

1. ECONOMIC DEVELOPMENT PROGRAM

Funds are used for gap financing to assist businesses in the creation/retention of jobs for low to moderate income persons. There are both Business Assistance (B.A.) grants and Development Fund (D.F.) grants. B.A. funds may be used either for privately or municipally owned projects. For private projects, funds may be used for assisting an identified business to create or retain jobs for LMI persons. The municipal funds

may be used to develop or improve public infrastructure or facilities that are essential for the expansion or location of an identified business or industry and as match for eligible economic development planning programs. Development Funds are used for loans for gap financing for a business. For municipal projects, an additional 20 percent cash match is required. All projects, including municipal, require that at least 50 percent of the total project cost be firm commitments from the business and be from non-CDBG funds. *Letters of intent are due on January 4, 2008 and, contingent upon funding availability, April 4, 2008 and June 13, 2008.*

2. NON-PROFIT DEVELOPMENT GRANT PROGRAM

The Non-Profit Development Grant Program provides funding for communities forming partnerships with local non-profit development activities in blighted downtown areas that will foster initiatives leading to the elimination of slums and blight and increased job opportunities for LMI persons. Eligible activities include demolition, site clearance and removal of contaminants and architectural barriers. Funds may also be used for interior improvements to existing properties. A 20 percent match is required. *Application are due February 15, 2008.*

PLANNING -- Project Category Description:

1. COMMUNITY PLANNING GRANTS

This program is designed for towns that have a clearly identified local community or economic development problem and lack the resources to develop a strategy to solve that problem. Grants are for studies, analysis, data gathering, preparation of plans and maps and identification of actions that will implement plans. Engineering, architectural and design costs related to specific projects are **not** eligible. These grants are useful for applicants that need to develop a solution for a problem before actually seeking a construction grant. The maximum grant amount is \$10,000. A cash match of 25 percent is required. *Application deadlines are April 4, 2008 and August 1, 2008.*



This article was prepared with funds from the Maine Department of Economic and Community Development

Well and Septic Replacement Assistance

by Jen Boothroyd

The Hancock County Planning Commission is partnering with the Washington Hancock Community Agency to bring some much-needed well and septic system assistance to Hancock County. HCPC and WHCA are collaborating on a Community Development Block Grant application that would provide funding for well and septic system replacement to income-eligible homes in the area.

The unique nature of the application would allow any town in the region with need and income eligible homes to join with other municipalities as a co-applicant for the grant. If awarded, the grant would make funds available at no cost to the town, since the cost of an administrator for the grant is included in the application. Most towns in Hancock County have eligible homes in their municipality, and are encouraged to become involved. This is a great opportunity to provide clean and healthy water and waste services to your neediest residents at a minimal cost.

We are currently trying to assess the funding priorities in the area. To provide information, or to learn more about your town's eligibility, or how to join the effort, please contact Tom Martin at HCPC.

Joint Purchasing

by Sheri Walsh

HCPC Annual Salt Purchase Bid Saves Towns between \$52,000 and \$64,000

The HCPC annually conducts a road salt joint purchase bid. This year three companies bid on supplying the 2007-2008 winter season salt needs for Hancock County. Cargill, Inc. Deicing Technology was the low bidder. While Cargill has not participated in the annual salt bid for several years, it returned an impressive bid. Cargill's bid was on average \$6.38 per ton lower than the high bidder and \$4.99 lower than the other participating company. What does this mean for the towns of Hancock County? The towns participating in the bid will have a combined savings of \$52,000 - \$64,000 in their salt purchases this year. Some

towns will save a few hundred dollars because of their smaller orders, but three towns in particular will save \$6,000 - \$9,200 on their larger orders. Budget constraints are affecting all towns and the savings realized in this joint purchase are quite substantial.

The HCPC is exploring various joint purchase opportunities and recently sent a survey to the towns with the salt bid information gauging interest in other items you may be interested in purchasing for your town, such as culverts and fuel oil. We did not receive enough interest or feedback to warrant additional follow-up. We are, however, exploring the potential purchase of police and fire equipment such as communications radios, safety gear and hoses. If you are interested in joint purchase opportunities, please contact Tom Martin at 667-7131 or tmartin@hcpcme.org.

TRANSPORTATION NEWS

by Tom Martin

Acadia Gateway Center: An Update

This past summer was another busy highway construction season for Hancock County. More projects are planned for future years, including the Acadia Gateway Center that is projected to begin construction in 2008. Here is some background information on that project.

Why is this facility needed? Automobile congestion within Acadia National Park and on the roads to the park has been a concern for many years. The Island Explorer has been successful at removing cars from the park, but is currently designed to serve people staying overnight on Mount Desert Island. The new Acadia Gateway Center would invite day visitors to use the Island Explorer service starting in Trenton, as well as commuters to the island who use year-round commuting buses.

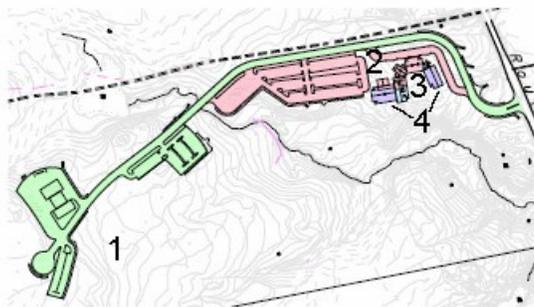
What Will be Built and When? The Maine Department of Transportation has planned four phases to the project.

Phase I, scheduled for completion in 2009, would feature a bus maintenance facility, limited commuter and staff parking, and utilities. The facility would serve all of Downeast Transportation's buses including the seasonal Island Explorer, year-round and commuter buses.

Phase II, targeted for completion in 2012, would include the construction of the transit facility, National Park information and pass sales, regional chamber of commerce information area, additional parking, and restrooms. Island Explorer bus service from the facility to MDI would begin.

Phase III, (targeted completion date: 2012) would include the construction of the National Park Service's welcome center. The park's Hulls Cove Visitor Center in Bar Harbor would continue to operate, while the park's smaller information center on Thompson Island may be closed when its functions move to the AGC.

Phase IV, proposed, would consist of theaters and the development of the auxiliary space on the site, if viable uses were identified.



How would this project affect traffic congestion and safety? The project would be designed to assure that all traffic safely enters and exits the site from Route 3. Overall, the project should have a positive impact on traffic flow since it will make it easier for more people to car pool or travel by bus rather than car. If public transit options are not introduced, traffic on Route 3 is projected to increase at a rate of 2.5 percent per year. Traffic on Route 3 in Trenton is already about 20 percent over its design capacity during peak times. The project is part of a multi-prong effort to address traffic congestion between Bangor and Mount Desert Island. Road improvements, expanded transit services and better driver information are expected to contribute to safer and more efficient travel.

Telling our story: New Interpretive Signs for the Schoodic Byway

by Jim Fisher

We are always disheartened to hear from a visitor, "I drove your byway, and there's nothing there." This is not a problem for the All American Roads like the Acadia Byway that plunges into Acadia National Park. For the smaller state scenic byways, like the Blackwoods Byway connecting Franklin and Cherryfield, and even for some national scenic byways, like the Schoodic Byway, this happens all too often.

Designation as a byway conveys important recognition of a unique and noteworthy corridor crossing areas of scenic, historic, cultural, recreational or other national significance. The Schoodic Byway received designation in 2000 because of its outstanding scenic views, and as a window into downeast Maine's historic and present working landscape with fishing, lobstering, clamming, granite works and more.

Designation is just a start. Over the past seven years the Schoodic Byway Corridor Committee has been working on several projects to provide visitors and residents with access to views, recreation and information about the region. Recent construction of a gateway facility on Taunton Bay, two scenic turnouts on Route 1 in Sullivan and revitalization of Winter Harbor's village have all received grant support through the Scenic Byway program. These access points are about to get some new amenities. A collaboration between the Schoodic Byway Committee, the Maine Department of Transportation, HCPC and Montgomery Design has produced a series of 19 panels that interpret Schoodic natural resources, history and working landscape for visitors. The panels will be manufactured and installed this fall along the byway. Each will be mounted between granite posts and will be accompanied by stone benches, landscaping and walking paths or sidewalks. One sign will even feature a tide clock that will save confused visitors from embarrassing comments like "I can see you've had a drought. Look how low the water is."

Scenic Byways offer us an opportunity to tell our story, preserve our history and natural landscapes while promoting the economy through tourism, food and lodging, recreation and traditional industries. The national byways motto, "Come closer, we've got stories to tell," gets to the heart of the interpretation initiative. We hope that readers will have a chance to visit the Schoodic Byway and will think about ways to preserve and promote more of Hancock County's unique assets.

The following are a few examples of the interpretive panels:

Taunton Bay Tides: A Banquet for Wildlife

The tides rise and fall about 12 feet here every day. The tides bring in the fish, shellfish, and seaweed that are an important source of food for many species of marine plants and animals.

At high tide, large fish move far up the Bay to the estuary zone - where salt and freshwater meet. Low tides expose marine mud and its aquatic residents - shellfish, worms and even the flat ponds a haven for water birds.

Even DRINKING BOTTLES, who always finish water and use their own as shelter here.

WALK along the shore and listen for the sound of HERRING gulls calling before they dive for fish. They are usually in small groups and like to be seen. Sometimes they will be seen in large groups.

SEALS also show up along the shore and other fish are in the Bay. Look for their heads bobbing out of the water.

Look for the WADING TRENCHER, a small fish that lives in the shallow water and feeds on the mud and shells.

GREEN BLUE HERON find a small fish in the mud.

Even DRINKING BOTTLES, who always finish water and use their own as shelter here.

Look for the BOTTLE, who always finish water and use their own as shelter here.

Strong Tides and Dangerous Currents

Extreme tides and the Taunton River's narrow channel challenged shipping.

The outgoing waters of Taunton Bay rush through this narrow passage to meet Freshman Bay to the south, creating fierce currents hazardous to vessels. The fresh and salt waters churn, creating an inviting spot for seals and wildlife - but a hazard to vessels trying to reach points north.

DYNAMIC TIDES, a 40-foot difference in water level between high and low tide, create a challenge for shipping through the Taunton Falls.

Even with an improved channel, the ships using the granite quays, wharves, and other moors in the late 1800s depended on local free boats to pull them through the Taunton currents.

Today, mostly sightseers, pleasure, and kayakers enjoy the Revereing Falls.

Can you spot the REVERING FALLS? The falls are a narrow channel of water between the hills.

Look across the bay and you can see the Taunton River. The river is a narrow channel of water between the hills.

A LONG TIME TO TRAVEL, it took many days to travel from Taunton to the Taunton River. The river is a narrow channel of water between the hills.

SHIPPING THE GOODS, the goods were shipped from Taunton to the Taunton River. The river is a narrow channel of water between the hills.

Summer Rusticators, the Tourist Trade and the Waukeag House Hotel

[1876-1895] The Waukeag House was located just to your left. "Waukeag House is a fine summer hotel, containing 60 rooms, furnished in good style ... and kept in a first class manner ... with spacious piazzas 150 feet around the hotel, and running water." - The Atlantic Monthly

On the rebound in the 21st century. Spurred by demand for summer residences and regional growth, the local economy is rebounding once again.

With the help of steamship & train travel in the late 1800s, summer tourists packed. But within a few short decades, the top of the auto and better roads to Bar Harbor - plus closing mines and quarries - led to decades of gradual economic decline and population loss for Sullivan.

Single, three-story wooden structure (1885) - a grand structure, but not the one you see today.

THE STEARNS HOTEL, built in 1916. The Stearns Hotel is a grand structure, but not the one you see today.

[1887-1893] THE HOTEL, BUILT BY O. J. FISH, WAS ONE OF THE BEST OF ITS KIND IN THE STATE. THE HOTEL WAS BUILT BY O. J. FISH, WHO WAS ONE OF THE BEST OF ITS KIND IN THE STATE.

Discover Architectural Gems in a DownEast Village

Wander Winter Harbor Village and find traces of our past.

Our architect tells a story of exciting innovations and traditions. 19th century summer residences, grand public buildings, and numerous adaptations to new opportunities.

1. CHAMBERLAIN CHAPEL (1866) An example of early Gothic Revival architecture. Built in a location where the sea was once the main entrance to the town. The congregation continued to grow here and the building was expanded in 1900.

2. THE HOTEL HARBOUR (1870) The first summer hotel in Winter Harbor. It was built in a location where the sea was once the main entrance to the town. The hotel was expanded in 1900.

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Where Glaciers Met the Ocean: The Ice Age in Maine

Can you spot glacial scratches on the rocks here at Long Cove?

At low tide, look for small grooves - scratches or striations that glaciers scraped in bedrock. If you look carefully, you may spot many other traces of the Ice Age along the Byways marine clay, glacial till and deposition features. Look for more glacial features at Frere Head.

Look for GLACIAL CLAY, a fine-grained sediment that was deposited by meltwater from glaciers. It is a common feature along the coast.

Look for GLACIAL TILL, a mixture of sand, silt, and clay that was deposited by meltwater from glaciers. It is a common feature along the coast.

Look for GLACIAL STRIATIONS, which are small grooves or scratches that glaciers scraped in bedrock. They are a common feature along the coast.

Look for GLACIAL DEPOSITION, which is the process of sediment being deposited by meltwater from glaciers. It is a common feature along the coast.

Look for GLACIAL EROSION, which is the process of sediment being eroded by meltwater from glaciers. It is a common feature along the coast.

Look for GLACIAL TRANSPORT, which is the process of sediment being transported by meltwater from glaciers. It is a common feature along the coast.

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Lobstering for a Living

Lobstermen begin their days early, leaving their boats with bait. They head out to the bays and open waters where they check their traps marked by buoys colored with unique colors and identifying numbers. Fishermen haul traps to the boat, check for lobsters, haul the traps and put them back into the water, securing the traps in the water, many lobstermen are able to make a good living.

Twenty to thirty lobster boats make Winter Harbor their home port. They travel the area, look for lobsters, and harvest, too.

Look for the lobster traps, which are made of wood and wire. They are a common feature along the coast.

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Down East Lighthouses

Prospect Harbor and beyond: Boasons of safety built to endure storm, tide and wave.

Lighthouses are monuments to 19th century engineering and design. Heavy rock foundations, spiral staircases, drying coal towers, and a lantern room with the Fresnel lens which took the light of a small bulb or flame and shaped it into focused beams of light, shining for miles and keeping the waters in a quiet glow.

Diligent maintenance, heroic rescues.

Though often isolated and lonely, many lighthouses were devoted to maintaining the lights, polishing the lens, winding the fuel system, and assisting in rescues. At one time, Prospect Harbor's light needed mending every two hours.

PERIL MANNA LIGHT, constructed by George W. Manna. It was built in a location where the sea was once the main entrance to the town. The light was expanded in 1900.

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All of the interpretive panels are available at www.schoodicbyway.org. Questions and comments can be addressed to Jim Fisher.

Broadband Coverage Expanding in Hancock County

Fred Bever, Director of Communications for the Public Utilities Commission, and Dick Davies, from the Maine Public Advocate's Office, have confirmed that six towns in Hancock County will be receiving new or expanded DSL broadband access through Verizon phone lines.

Sedgwick will be the host of a new "Central Office" while Bar Harbor, Castine, Franklin, Sullivan and Winter Harbor will receive remote terminals. Verizon has ordered equipment in order to meet a six month deadline for installation.

Our office will endeavor to notify the affected towns, possibly in our next newsletter. We will still have large under-served areas.

You can check online to see whether your home, business or town office has DSL Access. Go to www.verizon.net and enter your phone number. You can provide an email address for future notification of broadband availability.

MAPPING

by Jen Boothroyd

The Hancock County Planning Commission recently completed a project mapping the growth areas of Hancock County. The project, funded by the Maine State Planning Office, used maps and information from approved and accepted comprehensive plans in Hancock County. HCPC digitized growth areas from existing paper maps and identified parcels by land use. HCPC created a county-wide growth area geodatabase that can be used to create county-wide maps of growth and rural areas and examine whether future growth is occurring inside or outside the designated areas.

The State Planning Office is in the process of collecting similar data for all the counties in Maine. The statewide geographic information will be used to chart Maine's growth and examine the effectiveness of state and local land use policies in shaping our future. For more information about this project, contact Jen Boothroyd at HCPC, and watch our website for updates.

HEALTH NEWS

by Jim Fisher

Hancock County Substance Abuse Prevention Plan Nears Completion

Substance abuse affects everyone as a leading cause of crime, unemployment, health problems, accidents and death. The Hancock County Planning Commission, with financial support from the Maine Office of Substance Abuse, has worked over the past year with Healthy Acadia, Healthy Peninsula, Union River Healthy Communities, Bucksport Bay Healthy Communities and the Hancock County Sheriff's Office to prepare a plan for preventing substance abuse in Hancock County.

The plan documents many of the patterns, causes and consequences of substance abuse in Hancock County. Our statistics are similar to state patterns in many respects. Underage drinking and alcohol abuse by adults retain their position as our most serious concern for health and safety, though other drug abuse rates are also significant. The 2006 Maine Youth Drug and Alcohol Use Survey found that more than a quarter of all eleventh and twelfth graders in Hancock County reported binge-drinking resulting in inebriation during the previous two week period. Nearly a third of eleventh and twelfth graders reported smoking marijuana during the prior thirty-days. Recent trends suggest that youth and adult crime rates associated with substance abuse have been rising faster in Hancock County than the rest of Maine. Our high school completion rates are among the lowest in the state, another potential indicator of problems to come.

The planning team fanned out across Hancock County, presenting these facts and analyses of prevention programs that have been shown to work. We listened to local concerns and created an ambitious five-year plan that addresses six priority concerns:

- Underage Drinking
- High Risk Drinking by Young Adults
- Substance Use and Abuse by Seniors
- Illegal Drug Use
- Prescription Drug Abuse
- Marijuana Abuse

The plan identifies strategies that can help us to prevent substance abuse including programs with local schools, law enforcement, communications through local media, neighborhood programs and health outreach initiatives, to name a few. Hancock County has many resources and some impressive pilot programs, but more will be needed if we are going to turn around recent trends. Town governments are well aware of the costs of substance abuse in terms of increased crime rates, legal costs, demand for emergency responders and demands for health and substance abuse services.

The draft plan is posted to HCPC's website in the Public Administration section. Copies are also on file in the HCPC library. Questions may be directed to Jim Fisher at HCPC.

Common Health Fall Programs

Common Health, a production of the Hancock County Planning Commission on WERU 89.9 FM will include a broad range of programs this fall:

- Sep 19: Healthy Animals – with State Veterinarian Donald Hoenig, DVM.
- Oct 17: Healthy Buildings: Keeping Warm and Healthy through the Maine Winter

- Nov 21: Sanity: A Dialogue about Mental Health
- Dec 19: Gifts for the Common Good: Sharing Ideas for Alternative Holiday Gifts

DATES TO REMEMBER

September 25, 2007

Holiday Inn, Ellsworth,
5:00 PM to 9:00 PM,
Maine Municipal Association's

Introductory Level Workshop for Planning Boards and Boards of Appeal.

The HCPC strongly recommends this workshop for all new planning and appeals board members.

For more information see: www.memun.org or call Jennifer McKenna at 1-800-452-8786.

Sept. 27, 2007

VFH Hall, Washington Junction Road, Ellsworth
5:00-8:30 PM

Striking a Balance Workshop

Drafting Land Use Ordinances

For more information see page 5 of this newsletter.

Hancock County Planning Commission is a partner with local and county government to: protect our heritage and resources, plan for the future and promote a sound economy for the people of Hancock County.

FALL 2007 Newsletter

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