

**HC
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HCPC NEWSLETTER

Hancock County Planning Commission

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PLANNING NEWS

by Tom Martin

Comprehensive Planning: What Are the Current Requirements?

We have mentioned in previous newsletters that the state finding that a plan is consistent with the requirements of the Growth Management Act lasts for twelve years. An expired consistency finding does not invalidate a plan. Also, there is no state requirement to have a comprehensive plan. If a town does not want to enact town-wide zoning and does not plan to pursue certain grants, there is no need to have a plan.

Q: What are the consequences of having an expired consistency finding?

A: It will be harder to obtain certain state grants and assistance. For example, the CDBG program gives preference to capital investments grants defined as “growth related” to communities that have adopted a consistent comprehensive plan. Other competitive grant programs award extra scoring points to towns with consistent plans. Some state agencies, such as the MaineDOT, give priority to projects in towns with consistent plans.

Q: What about our zoning ordinance?

A: The law says that zoning ordinances that exceed the state minimum shoreland requirements must conform to a consistent plan (Refer to 30A

M.R.S.A. §4314, sub-§3). An expired finding does not invalidate these ordinances. Rather, it provides an opening for a party affected by the ordinance to challenge it in court. Consultation with legal counsel is recommended.

Q.Are towns required to submit plans for state review?

A: There is no statutory requirement for towns to submit plans. A town could decide on its own that its plan is consistent with the requirements of the Growth Management Act. However, the land use ordinances based on that plan could be subject to challenge. The town would have to prove the plan was consistent. A state determination that a plan is consistent reduces the risk of a legal challenge.

CHANGES TO SHORELAND ZONING GUIDELINES PENDING

The DEP is reviewing the Chapter 1000 (Shoreland Zoning) Guidelines. A draft should be ready for review in the next few months. Included in this draft are DEP policies on shoreland zoning, such as what density of development would exempt an area from being designated as Resource Protection and requirements for a re-vegetation plan. The DEP Shoreland Zoning Unit will be drafting a model ordinance that towns can use as a reference document when amending their own ordinances. HCPC will keep towns posted on these changes or you can also check the DEP website: www.maine.gov/dep/rules/.

“SUFFICIENT DIGNITY” FOR A LOT? COURT CASE PROVIDES LOTS OF CLARIFICATION

The Case: When is a Lot Created?

William A. Horton appealed a Superior Court judgment affirming the town of Casco zoning board of appeals (ZBA), which upheld the planning board’s approval of AT&T’s application to build a wireless communications tower. Horton appealed, arguing that AT&T lease agreement created a new

lot that did not meet the minimum space and setback requirements of Casco’s zoning ordinance. The court concluded that the lease did not create a new lot and the setback requirements were met.

The Background

The zoning ordinance requires the ZBA to act in an appellate capacity. Therefore, the court focused its review on the planning board’s decision. On February 8, 2010, the Symonds executed a lease granting AT&T the right to use a 10,000-square-foot portion of their property to build a wireless communications tower. AT&T received planning board approval for the tower. Horton appealed the planning board’s decision to the ZBA. Horton argued that the lease violated local and state subdivision regulations, and the minimum lot size requirements of the zoning ordinance.

The ZBA concluded that (1) it had no jurisdiction to hear the subdivision arguments, (2) there was no violation of the zoning ordinance, and (3) the board did not err in reviewing other concerns, and affirmed the decision of the planning board. Following the ZBA’s decision, Horton appealed to the Superior Court.

The court determined that Horton was required to appeal the planning board’s decisions concerning the subdivision ordinance directly to the Superior Court, not to the ZBA. Because the petition was filed after the deadline to appeal the planning board decision had passed, the court dismissed Horton’s subdivision arguments. The court also concluded that the lease agreement did not create a new lot. It determined that AT&T’s application satisfied the zoning ordinance.

On appeal, Horton argued that both statute and case law required the court to find that the lease created a new lot, and that AT&T’s application violated the zoning ordinance. He argued that the language of 30-A MRSA § 4401(4) (2012), a subdivision regulation statute, allows new lots to be created by lease, as a guide for determining when a new lot is created.

The subdivision regulation, however, does apply to the operative terms of the zoning ordinance. Further, a determination that the lease creates a new lot will resolve only the question of whether AT&T's application violates the zoning ordinance. The creation of a new lot requires the "splitting off" of a legal interest of "sufficient dignity." While the court has recognized that a lease may be used to create a new lot, it is the nature of the transferred interests, not the type of contract or instrument facilitating the transfer, that will determine whether a new lot is created. The court held in Arundel v. Swain, that the right to use campsites for a limited period of time did not create new lots. 374 A.2d 317, 319 (Me. 1977). When the interest transferred is more permanent, the court has held that the transfer does create a new lot.

AT&T did not have exclusive rights to the leased property nor was its interest conveyed in a fee, or recorded in a public record. Instead, AT&T merely had the right to use and occupy a certain space for a finite period, and for the limited purpose of building a wireless communications tower. This legal interest is not sufficient to create a new lot under the zoning ordinance.

For the complete ruling, see:
www.courts.state.me.us/opinions_orders/supreme/lawcourt/2013/13me111ho.pdf

PUBLIC ACCESS RIGHTS BEACHED? RECENT COURT CASE

NOTE: this case may even have implications for inland towns!

Preserving public access for recreational, commercial, and traditional Maine activities such as hunting is one of the major challenges facing our towns. Informal access arrangements are being lost as property changes ownership. As demand for both recreational and commercial public access increases, there is more landowner resistance to public use of private property.

A February 2014 state Supreme Court ruling is indicative of this trend. In Almeder et al v. the Town of Kennebunkport, the court ruled that 29 owners of beachfront property in Kennebunkport had the right to control access. The beach had long been used by the general public. For the complete (26-page) case, see:
www.courts.state.me.us/opinions_orders/supreme/lawcourt/2014/14me12al.pdf

The Background of the Case

The town of Kennebunkport maintained that since the public had used the beach historically, there was a "prescriptive easement" that assured public access. Prescriptive easement refers to a right of use of certain private property. These easements apply in cases where there is longstanding (20 years or more), continuous use of the property without the owner's explicit permission.

The court opinion stated that there was a presumption of permission in Maine law to use certain private property in what is called "the open lands tradition." The ruling said:

(t)his tradition recognizes the state's desire to encourage the hunting, hiking, and other outdoor activities for which Maine is celebrated and on which much of Maine's economy is based. ... The presumption recognizes that public recreational use "is consistent with, and in no way diminishes, the rights of the owner in his land."

The Court's Ruling

Even though the town had spent money on improving parking and other facilities adjacent to the beach for the primary purpose of serving beach users, the court ruled there was not sufficient evidence to support the claim that the public had the right of use. This is consistent with other recent court cases and state law. An ordinance enacted by the Massachusetts colonial government in 1647 stipulated that public access to the intertidal zone was restricted to purposes related to "fishing, fowling, and navigation."

Will This Affect Other Public Access?

This case has the potential to affect public access to other private lands. It is possible that access to hunting and snowmobile trails may be challenged in future court cases. The presumption of permission may now require more evidence. Towns should not take public access to private lands for granted.

What Steps Can Towns Take?

As part of the Recreation chapter in your comprehensive plan update, you may want to review your current public access arrangements and determine if they are secure. In addition to compiling an inventory of recognized public access points, you might check with hunting, snowmobile clubs, and outdoor groups to assess changes in private access opportunities. There are also several grant opportunities that may help preserve and promote public access. These are discussed under Grant News.

CDBG NEWS

by Tom Martin

CDBG Funds Help Create High-End Boat Manufacturing Jobs in Surry

The town of Surry was awarded Community Development Block Grant Economic Development Program funds to create eleven jobs for Wesmac Boats. This application shows how careful investment of CDBG funds can create manufacturing jobs at a time when the manufacturing sector as a whole is declining. Wesmac will use the funds to purchase new boat molds and equipment that will increase the efficiency of its operations.

The company is now in a better position to tap the market for quality boats. It manufactures commercial fishing, recreational, and specialized boats. The boats are used for law enforcement/public safety, school training, and electrical utility service and repair purposes.

What Can Other Towns/Businesses Learn from this Example?

Any business seeking CDBG funds needs to have at least a dollar per dollar match. It must be prepared to provide detailed financial records. These are reviewed by banking specialists at the Maine Department of Economic and Community Development. CDBG funds are gap financing and the applicant needs to demonstrate why other sources of funding are not available.

There needs to be strong municipal support for the application. Ideally, the comprehensive plan supports business development and the seeking of CDBG funds. While a public hearing is required before submitting a grant, additional citizen outreach is essential. This normally involves informational meetings, postings on municipal web and social media sites, and press releases. It is important to demonstrate how public input shaped the application.

We've Been Told Our Incomes Are Too High To Qualify for CDBG Funds

This is a common misconception. Any municipality may apply for CDBG funds for job creation/retention purposes if a binding commitment is made that 51 percent of the jobs will go to persons meeting the income guidelines. HCPC can provide the details on how to verify household incomes. There are also standard forms that can be used to require the business to return the grant money to the town if the job creation/retention requirements are not met. This eliminates the town's liability.

How Do We Start?

Contact Tom Martin at the HCPC. *Competition for funds is stiff. For the 2014 Program Year, there are \$3 million in pending applications and only \$2.3 million in funding.* However, if you miss this year's competition you can start planning for 2015. Now is the time to initiate citizen outreach and work with businesses in seeking matching funds. Eastern Maine Development Corporation is one source of information on matching sources of funds. For details, contact: Kitty Barbee, 974-3243 bizservices@emdc.org.

SOLID WASTE NEWS

by Tom Martin

Textile and Clothes Recycling: An Opportunity and Possible Revenue Source

Textile recycling is another way to reduce the solid waste stream. According to the US EPA, about five percent of the U.S. municipal waste stream in 2010 was textile scrap, totaling 13.1 million tons. The recovery rate for textiles is 15 percent. A Natural Resources Defense Council study claims that the average American discards 68 pounds of clothes a year. The Council for Textile Recycling maintains that about 90 percent of discarded clothes and textiles may be recycled.

What are the Options for Clothes Recycling?

Some retail store outlets accept used clothing even if it's worn or damaged. For example, Puma and North Face stores accept worn clothing, and other retailers such as Levi's, Gap, and Patagonia offer recycling sale events. Check with your local stores to learn what their policies are. *Policies may change rapidly.* Locally, Cadillac Mountain Sports recycles jogging shoes as part of Project Sole. The shoes are distributed to users in Third World countries. For more information, see: www.projectsole.org

The non-profit Planet-Aid® has collection bins for clothes and shoes. It sells the collected textiles to vendors in developing countries and uses the profits to support sustainable agriculture programs in sub-Saharan Africa. Planet-Aid® accepts clothes and shoes that are worn but not completely worn out. Transfer stations or other groups that host a bin site are paid \$0.05 per pound for clothing and shoes that are collected. As of the time this newsletter is going to press, there are no collection bins in Hancock County but there are several bins in the greater Bangor area. If you are interested in having a bin in your community, see: www.planetaid.org or [contact Victor Horton at the Maine Resource Recovery Association \(victor.horton@mrta.net\) or 942-6772.](mailto:victor.horton@mrta.net)

HOUSEHOLD HAZARDOUS WASTE AND UNIVERSAL WASTE GREATER ELLSWORTH AREA COLLECTION SCHEDULED FOR SATURDAY, AUGUST 2, 2014

We are in the initial planning stages of this summer's household hazardous and universal waste collection. Information on the material accepted, disposal/reuse options for materials that are not accepted, and safer alternative to hazardous products can be found at: www.hcpcme.org/environment/hhw We urge all towns not served by the Mount Desert Island collection to participate. We will be sending more information later this spring. In the meanwhile, feel free to contact Tom Martin or Sheri Walsh for more information.

COMPOSTING NEWS

As the region prepares for higher solid waste tipping fees at PERC, HCPC is promoting various forms of composting. These range from the annual compost bin sale (described below) to yard-leaf composting, and large-scale shellfish residuals and post-consumer food scrap processing.

Composting Bin Sale Upcoming

The annual HCPC compost bin sale starts soon. Offerings include the Earth Machine backyard composting unit for \$48.00, which has a retail value of \$120. For more information or a participation packet, contact Sheri Walsh at 207-667-7131 or swalsh@hcpcme.org. Forms are available for download at www.hcpcme.org. The sale runs from March 1 to April 25, 2014 with orders and payment due at HCPC by April 25, 2014. Deliveries will be made during the week of May 19, 2014.

Municipal Yard and Leaf Composting

Most yard and leaf composting sites require that meet the definition of Type I-A residuals qualify for a relatively simple permit-by-rule (PBR) application. Type IA residuals are leaf, vegetative and other organics with a carbon to nitrogen ratio of greater than 25:1. The PBR can be used for operations smaller than three acres in size with individual storage piles of 10,000 square feet or smaller. Incoming type IA residuals must, within one week, be formed into windrow piles that provide for the proper conditions under which aerobic composting may occur. Contact Tom Martin for more information.

Shellfish and Food Residuals Composting

Is your transfer station plagued by odors from large volumes of food or shellfish residuals? These materials can, if managed correctly, be turned into a high-value soil amendment. We are available to work with towns or entrepreneurs to determine the right compost recipe and help with the state permitting process. For more information contact Tom Martin.

GRANT NEWS

by Tom Martin & Jim Fisher

1. Small Harbor Improvement Grants

Description: The MaineDOT Small Harbor Improvement Program is now accepting Letters of Intent (LOI) for communities interested in SHIP funding to assist with local facilities for upcoming budget(s). This grant application is open to tidewater communities that can demonstrate a need to improve economic activity and improve access to a tidewater river or the ocean on publicly accessible property. Typical types of projects funded under this program include commercial and municipal wharf improvements, hoist systems, boat ramps, gangways, stairwells to clam flats, piling replacements, etc. The goal of this program is to promote economic development, improve public marine infrastructure, and improve public access. MaineDOT urges each community to contact us as

soon possible with your project ideas/needs to begin the process for potential inclusion in upcoming budgets.

Matching Funds Required: a minimum 50%.

Deadline: For funding assistance for the 2015 calendar year budget, a community will need to submit the Letter of Intent ([Word](#)) ([PDF](#)) by March 31st. Local match for the proposed project will need to be officially approved in a budget by June 30th.

MaineDOT will schedule site visits as needed once a Letter of Intent has been filed. Once a proposed project in a letter of intent has been deemed eligible, the community will be eligible to submit an application.

For more information: visit www.maine.gov/mdot/pga/qcp/ship or contact [Jim Fisher](#) at HCPC.

2. Land and Water Conservation Fund (LWCF)

Description: The Land and Water Conservation Fund (LWCF) was established to assist federal, state and local governments in the acquisition and/or development of public outdoor recreation facilities. Administered by the Maine Bureau of Parks and Lands, LWCF grants can provide up to 50% of the allowable costs for approved acquisition or development projects.

Anticipated deadline for Initial Letter of Intent: July 11, 2014 (*subject to change*). The department will meet with potential applicants to discuss the project, process and deadlines before submittal of a full application. The applications are expected to be due in November.

For more information: Contact Mick Rogers (mick.rogers@maine.gov), Manager, Grants and Community Recreation, Maine Bureau of Parks and Public Lands, 207-287-4962.

3. Recreational Trail Program (RTP)

Description: The Recreational Trail Program (RTP) is a federal program to help States provide and maintain recreational trails for both motorized and non-motorized use. It provides funds for a variety of trails including trails for hikers, bikers, in-line skating, water trails, equestrian use, cross-country skiing, snowshoeing, snowmobiling, off-road motorcycling, all-terrain vehicles, four-wheel driving, and other off-road vehicle use. RTP grants can provide up to \$100,000 for certain motorized bridge work but limits most grants to up to \$35,000. *(Subject to change depending on funding levels)*

Anticipated deadlines and Contact: same as LWCF (see above)

4. Boating Facilities Fund (2014 application details pending)

Description: it serves the following general purposes:

- For the acquisition, development and renovation of public recreational boat access sites providing access to the waters of Maine.
- To assist towns, cities, districts and other public and private agencies in the acquisition, development, or rehabilitation of boat launching facilities available to the general public.
- Sites on both tidal and non-tidal waters are eligible.
- Funding is available to assist in the development of hand-carry as well as trailered boat launching facilities. Priority is given to funding launching facilities that can be used by both motorized and non-motorized watercraft.
- The fund is not intended to provide commercial boating access or non-boating water access where recreational boat launching is not the principal activity.

- Grants may be monetary or in the form of materials, e.g., floats and concrete planking for ramps.

Eligible applicants: must have right/interest in the land including vehicle access, which legally assures that the site will be available to the general public as a recreational boating facility.

Match Requirements: Generally, no less than 50%.

Coordination of State Goals, Policies and Regulations: Grant recipients are expected to plan, site, construct and manage boating access facilities in a manner that complements state goals and plans such as the Growth Management Act.

Contact person: George Powell
(george.powell@maine.gov) Director, Boating Facilities Program (287-4964)

5. Working Waterfront Access Protection Program

NOTE: Applications Are Due May 6, 2014!

Description: The Maine Department of Marine Resources (DMR), working with the Land for Maine's Future (LMF) program, provides funds to help purchase development rights to preserve and protect key coastal properties that provide access to and support commercial fisheries activities. Project proposals can come from organizations engaged in, and/or directly supporting, commercial fishing activities, municipalities, non-profits or other qualified parties for projects that provide permanent access for commercial fisheries. The applicant must either own the working waterfront property or have an interest in its purchase and be willing place a restrictive working covenant on its use. For information on the application and grant requirements, see: "[WWAPP Workbook 2014](#)". The Land For Maine's Future Board will approve awards in July.

Award amounts will be about 25% of the property's fair market value. In exchange for restricting the property's development rights to those related to commercial fishing, the owner receives a one-time award that is determined by a standardized appraisal

of the property. A legal document called a "[Working Waterfront Covenant](#)" that limits future uses of the property is signed by the property owner. See the "[Overview, Process and Timeline](#)" for a general overview. Those unable to get on-line should contact Tom Martin at the HCPC.

The DMR has contracted with the Working Waterfront Team at Coastal Enterprises Inc. (CEI) to administer the Working Waterfront Access Protection Program. Potential applicants are strongly encouraged to work closely with the DMR's working waterfront team to assure that their project meets all the program criteria and that their application is complete.

Contact person: [Dick Clime](#), CEI, P.O. Box 268, Wiscasset, ME 04578 tel: 535-2920. HCPC will gladly serve as an intermediary.

6. Shore and Harbor and Coastal Community Grant Programs

The Maine Coastal Program has two programs related to public access and coastal resource management:

I. Shore and Harbor Technical Assistance

Grants: promote sound waterfront planning and harbor management, balanced development of shore and harbor areas, advance planning for waterfront infrastructure improvements and access to the shore. Subcategories are:

1. Harbor Planning (especially to implement recommendations consistent with comprehensive plans) including: Development of Harbor Management Plans, creation of Harbor Ordinances, preparation of Mooring Plans, and analysis activities needed to support harbor planning activities, harbor traffic control and safety planning.
2. Planning and Design Projects for Harbor Improvements : Planning that integrates public access with waterfront development to preserve unique natural, cultural, and village assets that contributes to sustainable development and tourism infrastructure.

3. Municipal Facilities Management Plans: Management and business plans for operations of municipal fishing piers, marinas, and water access sites and facilities, development of related rules and ordinances, creation of model or standardized lease arrangements for municipal use.
4. Working Waterfront Planning and Improvement Projects: Project planning and development support for projects seeking funding from the Working Waterfront Access Protection Program (<http://www.wwapp.org/>).
5. Right of Way Rediscovery Projects: Project research support to help communities find and assert public rights-of-way to the shore. Funding provided under this category can only be used for deed and legal research. It cannot be used to provide for survey or permitting services.

II. Coastal Communities Grant Program:

These projects are designed to improve water quality, increase resiliency/adaptation to erosion and flooding, conserve coastal habitat, promote sustainable development, and enhance the coastal-dependent economy while preserving natural coastal resources. This program is designed to address the five priority goals of the Maine Coastal Program listed below:

1. Ensuring Sustainable, Vibrant Coastal Communities
2. Improving Coastal Public Access
3. Addressing the effects of land use activity on water quality
4. Restoring Coastal Habitats
5. Preparing for Coastal Storms, Erosion, Flooding, and Coastal Hazards

Anticipated Release of Grant Guidelines:
tentative late July/early August

Anticipated Submission date: *late fall*

Contact person for Shore and Harbor Grants:

Matthew Nixon, Maine Coastal Program, (Matthew.E.Nixon@Maine.Gov) or 287-1491. **For Coastal Communities Grants:** Elizabeth Hertz, Director, Municipal Land Use Planning Assistance Program, (Elizabeth.Hertz@Maine.Gov) or 287-8061.

TRANSPORTATION NEWS

by Jim Fisher

Transportation Work Plan for 2014-2015-2016 – Map Viewer

MaineDOT has recently released its three-year transportation plan for 2014 – 2016. This is the second wave of its new strategy for planning projects on the three-year time horizon, but updating that plan every year. There are a number of ways to learn what is planned for your community, but one of the most engaging is the interactive work plan map viewer located online at <http://maine.gov/mdot/projects/workplan/>. It only takes a few seconds to drill down to projects slated for your community. In most cases project are identified as lines, when the road corridor is scheduled for maintenance or reconstruction, or points where projects are more site specific such as the new traffic light planned for Trenton at the Route 204 and Route 3 intersection.

Legend	Data	Results	Drawings
Data Layer Information ✖			
Layer:	Work Plan 2014 (1) ▾		
Zoom	Draw on Map		
Year	2014		
ID	021073.00		
Municipalities	Ellsworth, Otis, Clifton		
Scope	Maintenance - Drainage		
HCP	5		
Road Name	Route 180		
Description	Ditching and shoulder work beginning 0.1 of a mile south of Eagle Road in Ellsworth and extending 18.52 miles to Route 9 in Clifton.		
Estimated Funding	\$149,000		

Towns will also be contacted by MaineDOT before a project starts, but getting the information now can help towns to coordinate local investments, such as installation of water or sewer lines. If your town is contemplating the need for sidewalks, the time to build may be when the road is also being rebuilt. You can find the project listings for Hancock County at www.hpcme.org under transportation, or [click here](#). Those without Internet service may contact Jim Fisher at 667-7131.

Downeast Coastal Corridor Update

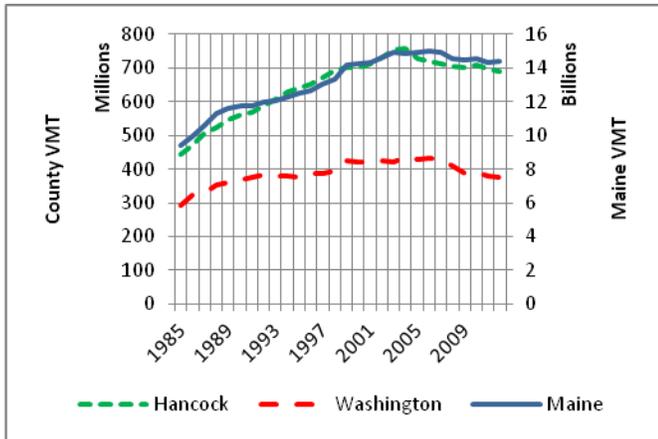


The process for writing and updating multimodal corridor plans has several stages. HCPC and the Washington County Council of Governments are digging through population, travel, economic, housing and other data to understand what changes have occurred since the last plan was released. It turns out that changes already

underway during the last round have become much more evident with passage of time. Historically low birth rates starting decades ago are being felt more keenly now than in the past. In the last newsletter we showed the dramatic impact of the aging boomers on demand for services. Aging, higher fuel prices and the fall-off in migration to Hancock County have conspired to push down an important transportation metric called Vehicle Miles Travelled, or VMT. Measured in the millions in Hancock County, one VMT represents one car, van, motorcycle or RV travelling one mile. Hancock County hit our peak of 750 million VMT in 2004, and has experienced a gradual decline to 2012 levels of under 700 VMT. Hancock County mirrors a national peak in VMT in 2004. Maine as a whole peaked in 2006 at about 15 billion VMT, while

Washington County saw little change from 1999 until a significant decline began in 2007.

All these numbers suggest that traffic levels on our roads have actually declined by about 9% from our peak. Summer traffic patterns are affected by weather, road construction, special events and a myriad of small factors. Island Explorer ridership has continued to increase since its inception, though the pace of growth may be slowing and has had an impact on traffic levels on MDI.



What are we to conclude from this one bit of data? Perhaps the struggle to keep summer traffic moving through Ellsworth will continue to abate. Perhaps it is time to direct more of our transportation dollars on transportation alternatives, such as transit, walking, biking and volunteer driver networks to assist our growing elderly population.

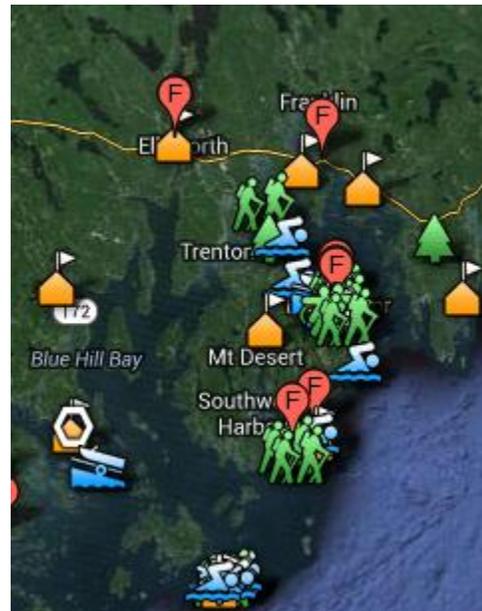
HCPC does not reign supreme in these decisions. Our job is to gather input from towns, businesses, transportation providers and advocacy organizations with their interpretation of these trends. The process for writing and updating multimodal corridor plans also provides several opportunities for public input. Accordingly we are meeting with organizations throughout the county for their input. We are also seeking input through online surveys, interviews with stakeholders and community leaders. Please contact Jim Fisher at HCPC if your town or community organization would like to host a meeting or interview about current and future transportation needs.

HEALTH NEWS

by Jim Fisher

Crowd Sourcing County Asset Map

HCPC is working with Healthy Acadia to map our recreational assets. We're calling town leaders, schools, health advocates and parks organizations to assemble an online map that shows many of the remarkable facilities we have throughout the county. This is a triple bottom-line program intended to improve our economy, health and environment. Research indicates that a growing proportion of Americans want to live near places they can walk, both to retail services and to natural areas. Families want homes that are near to playgrounds. Retirees don't want to be isolated in their homes, unable to connect with friends and neighbors when they can no longer drive. Young adults across the country are moving to walk-able, bike-able communities where they are more connected by the internet and less dependent on driving.



The Centers for Disease Control just released a study showing that childhood obesity rates for ages 2-5 declined dramatically, 43%, in less than a decade. At the same time, obesity rates for women over 60 increased by 21%. We may be turning the corner for kids, but we have a long way to go before adults will see similar improvements. Increasing daily physical activity is an essential strategy to that end.

The primary reason for making a recreational map is to give people as many opportunities as possible for being active. We have hundreds of great places to walk, ride, play sports, swim, ski, and climb, but many aren't widely known or heavily used. The mapping process will also help us to identify the gaps in system and seek means for creating new places. We are inviting you to work with us to put a park or other recreational asset in close proximity to all our communities. Visit www.healthyhancock.org to see the map as it unfolds. Contact us with your suggestions for additional places.

Cooperative Use Agreements

Winter is a challenging time for people that want to be active, but don't want to negotiate snow and ice. Many of our towns have under-used gymnasiums, multipurpose rooms and fitness equipment. Cooperative use agreements make these indoor facilities broadly available and convenient. HCPC is posting model "shared-use" agreements on our health websites www.healthyhancock.org. These agreements outline who is permitted to use a facility, charges for use or maintenance, responsibility for damages and other stipulations. They range in length and complexity depending on the concerns of the town, but in many cases can be hammered-out in one or two pages.

We will be happy to assist towns to customize shared use agreements so that you can manage risk while opening public facilities for individuals or groups to walk, play basketball, hold yoga classes or other health-giving activities.

Dates to Remember:

Hancock County Planning Commission Annual Meeting:

Date: May 27, 2014 **Time:** 7:00 PM - 8:30 pm

Where: Ellsworth Public Library, meeting room (enter on lower level), 20 State Street, Ellsworth

Guest speaker: Robert A. Martin, President, Maine Technology Institute, will discuss the his organization's economic development ventures and their potential in Hancock County.

You are invited to join our annual meeting during which we will discuss our accomplishments over the past year, and present our annual budget, work plan, and services policies. The full commission, which consists of representatives appointed by each member town, will be electing executive board members and the chair of the board. If your town has not appointed commissioners, feel free to contact Tom Martin for more information. Many towns have vacancies.

Striking a Balance Workshop # 29

Threat to Private Wells: How to Identify and Treat: A presentation on trace metals such as arsenic in wells and other threats to private wells and options for clean-up

Thursday, March 27, 2014

Storm date April 3, 2014

5:00-8:30 PM

VFW Hall, 419 Main St., Ellsworth, ME
(VFW Hall - Washington Junction Road)

Striking a Balance Workshop # 30

Marine Water Quality: How to determine the extent of contamination and a review of clean up and shellfish restoration measures

Thursday, April 24, 2014 (Date to be confirmed)

5:00-8:30 PM

VFW Hall, 419 Main St., Ellsworth, ME
(VFW Hall - Washington Junction Road)

Striking a Balance Workshop # 31

Stream Smart Crossings: How to design culverts and bridges to accommodate increase in stormwater flows while also preserving the ecological viability of a stream. Crossings designed using stream-smart principles allow for adequate capacity for high flows and minimize the impact of the crossing on stream function.

Thursday, June 26, 2014 (Date to be confirmed)

5:00-8:30 PM

VFW Hall, 419 Main St., Ellsworth, ME
(VFW Hall - Washington Junction Road)

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.

Spring 2014 Newsletter



395 State Street
Ellsworth, ME 04605

Change Service Requested