TREMONT COMPREHENSIVE PLAN

APRIL 2011

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Maps are available for viewing at the town office and on line at:

http://www.hcpcme.org/tremont/index.htm

Additional natural resource data can be viewed at:

http://www.maine.gov/dep/blwq/docstand/nrpapage.htm. and

http://www.maine.gov/ifw/wildlife/species/endangered_species/essential_habitat/introduction.htm.

INTRODUCTION

The Tremont comprehensive plan is an advisory document. It reflects the desired future of the town. Overall, it identifies current issues and opportunities that the town faces and discusses what is expected to happen within the next five to ten years. It is an update to the 1997 Plan and replaces that document.

The plan consists of two major parts. The *Inventory and Analysis* discusses recent trends in the town and projects what may happen in the future. While it discusses some options for the town to consider, **these are not recommendations**. Rather, this section is a reference document that reflects conditions in the town as of late-2008. Since all towns change rapidly, some of the information in this section may be out of date by the time the plan is adopted.

The second part is the *Goals, Policies, Implementation Strategies and Future Land use Plan*. This section sets specific recommendations for the future of the town. These recommendations are followed by detailed implementation strategies that indicate who will do what and when. The *Future Land Use Plan* presents a vision of how the town should grow.

The plan, however, is not valid until it is adopted by the voters. While the plan is the legal basis of any changes to land use ordinances, all such changes must be voted upon by the voters separate from the comprehensive plan vote. Public hearings are required before any vote.

The plan is intended to guide the select board, planning board, town employees and other town committees and boards in their decisions and provide continuity in town policy. It can also be used to help Tremont seek funding from various state and federal grant programs. Residents are reminded that planning is an on-going process. This plan should be reviewed annually to see if its assumptions are still valid. A more thorough review may be needed or desired in five years.

SECTION I:

INVENTORY AND ANALYSIS

A. POPULATION

1. Purpose

Population is one of the most basic components of a comprehensive plan. In order to understand Tremont's current and future needs, it is important to review population trends. This section aims to accomplish the following:

a. Review population trends since 1990; and

b. Project future population growth.

2. Key Findings and Issues

Tremont's year-round population increased by 23 percent between 1990 and 2005. The highest rate of increase was in those residents who are past prime child-bearing years. This indicates an aging population. This means that most future population increase will be due to in-migration rather than natural increase (the number of births minus the number of deaths). The peak summer population is estimated to be about 80 percent greater than the year-round population. Tremont's year-round population is currently projected to grow by 30 percent between 2000 and 2020.

3. Highlights of the 1997 Plan

Although Tremont had a slow rate of growth when compared to much of coastal Maine, its population swelled seasonally due to the many summer visitors. While the town's overall population grew by 32 percent between 1970 and 1990, the number of persons between eighteen and 44 increased by about 70 percent. Population, however, increased at a much slower rate between 1980 and 1990 than it did between 1970 and 1980.

4. Public Opinion Survey Results

About two-thirds of respondents said they would like the population to stay the same. Nineteen percent wanted the population to increase and about 6 percent favored a decrease in population. About nine percent did not respond.

5. Trends Since 1990

Table A.1 shows historical population trends for Tremont. After a period of population fluctuation for much of the 20th century, the town saw varying rates of year-round population growth toward the end of the century.

Table A.1
Historical Population Trends, Tremont 1910-2015

Year	Population	Ten Year Percent Change[1]
1910	1,116	-
1920	1,029	-7.80%
1930	954	-7.29%
1940	1,118	17.19%
1950	1,115	-0.27%
1960	1,044	-6.37%
1970	1,003	-3.93%
1980	1,222	21.83%
1990	1,324	8.35%
2000	1,529	15.48%
2010[2]	1,643	7.5%
2015[2]	1,693	3.0%
2020[2]	1,729	2.1%

[1]**NOTE:** The figures for 2010- 2020 are projections
[2]**NOTE:** Figures denote 5-year change

SOURCE: U.S. Census and Maine State Planning Office for projections

As seen in Table A.2, the population of the various age groups changed at different rates between 1990 and 2005. The highest rate of increase was for those in the 45 to 64 age group, which increased by 90 percent or 260 persons. This is significant since this age group is mostly past the prime child-bearing years. The next highest rate of increase (35 percent) is for those five to seventeen. This group includes the majority of the school-age population. School enrollment is discussed at greater length in the *Municipal Services and Facilities* chapter. While the school age population increased, there was a 15 percent decrease in those aged five and under. The 18-44 age group experienced an 11 percent decrease. This may mean that there will be a decrease in school enrollment as fewer children are born.

The number of persons aged 65 and older increased by 24 percent. This is just one percentage point more than the overall population growth rate of 23 percent. The town's median age increased from 37.2 in 1990 to 41.6 in 2000. During this same period, the median age for Hancock County as a whole increased from 35.8 to 40.7. Tremont's population is slightly older than that of the entire county.

Table A.2
Change in Age Breakdown, Year-round Population Tremont: 1990-2005

Age Group	1990 Number	1990 Percent	2005 Number	2005 Percent	Change 90-05	Percent Change 90-05
0-4	97	7.3%	82	5.0%	-15	-15%
5-17	207	15.7%	279	17.0%	72	35%
18-44	546	41.2%	488	30.0%	-58	-11%
45-64	270	20.4%	530	32.5%	260	96%
65 & over	204	15.4%	253	15.5%	49	24%
Total	**1,324**	**100%**	**1,632**	**100%**	**308**	**23%**

SOURCE: U.S. Census and Maine State Housing Authority (for 2005)

The average number of persons per household in Tremont decreased from 2.39 in 1990 to 2.31 in 2000. During this same period, household sizes in Hancock County decreased from 2.48 to 2.31. In 2000 there was no difference between household sizes in Tremont and Hancock County. Household sizes are important in determining how many homes will be needed for a given level of population. A smaller household size means that more homes will be needed for a given number of residents.

There have been changes in other population statistics as well. In 1990 the town had a median household income of $26,012, which was 104 percent of the county median income of $25,247. By 2000, Tremont's median income had increased to $36,750, which was about 103 percent of the county income of $35,811. The town's median income has kept pace with that of the county. The 1990 poverty rate in Tremont was 10.9 percent compared to 10.0 percent for Hancock County. By 2000, the town poverty rate had decreased to 7.4 percent compared to 7.1 percent for the county. The town's poverty rate was not significantly different from that of the county.

There has been an increase in educational attainment levels. In 1990, educational attainment rates were slightly below those of the county. About 76 percent of Tremont residents aged 25 and older had a high school education and 12.4 percent had a bachelor's degree. This contrasted to a high school education rate of 83 percent and 21.4 percent college education rate for the county. In 2000, 85.4 percent of Tremont residents had a high school degree and 25.4 percent had a bachelor's degree. By comparison, Hancock County in 2000 had an 87.8 percent high school education rate and a 27.1 percent Bachelor of Arts degree rate. Educational attainment rates county-wide are somewhat higher than those in Tremont.

Racially, the town was 98.6 percent white in 2000. This compares to 99.2 percent white in 1990. The non-white population included five African-Americans, ten Native American, four Asian and ten people of two or more races and one person of some other race. There were five people of Hispanic origin (of any race).

6. Seasonal Population

It is very difficult to estimate a town's seasonal population. There are several sources of population that affect a town's seasonal fluctuations. First, there are people who reside in

seasonal dwellings and their house guests. Second, there are people residing in transient accommodations such as campgrounds, bed and breakfasts and similar lodgings. Third, there are day visitors.

A general estimate of the population residing in seasonal homes can be made by multiplying the total number of second homes by the average household size. While there is no way to estimate the average household size for a second home it can be argued that it is normally larger than that of year-round homes since seasonal homes tend to have more visitors or to be used by families. Therefore, an average household size of 3.47 persons will be assumed for seasonal homes (compared to 2.31 for year-round homes).

If the 3.47 persons per household is multiplied by the 370 second homes reported in the 2000 Census, there would be 1,284 persons residing in second homes. Thus the peak summer resident population is around 2,916. This figure combines the estimated 2005 year-round population of 1,632 and the 1,284 seasonal residents. The town's residential population increases by about 79 percent in the peak summer months. One caution about this estimate is that it assumes that all second homes are occupied by out of town residents. Local observers note that some of the homes on Gotts Island (and elsewhere in town) are owned by year-round residents.

There are also year-round residents who rent their homes to summer visitors during the summer. Some move to a second home. Others may live in a campground or other improvised housing. The high price summer rentals can earn makes renting a year-round dwelling to seasonal renters an attractive option.

Another source of seasonal population is those who occupy transient accommodations such as camp grounds, hotels and bed and breakfasts. Some general seasonal population indicators are shown in Table A.3. According to data compiled by the Tremont comprehensive plan committee, there are 149 campsites in town, 28 bed and breakfast rooms, 57 short-term rental units (those rented on a weekly or monthly basis). Seasonal housing trends are discussed further in the Housing chapter.

Table A.3
Peak Population Indicators in Tremont

1. Transient Accommodations

Campsites:	149	
Bed and Breakfast Rooms:	28	
Short-term rentals:	57	
Total:	234	

2. Estimated Seasonal Change in the Number of Post Office Service Addresses

Post Office	Total Winter Service	Total Summer Service	Percent Change
Seal Cove	254	312	23%
Bass Harbor	170	229	35%
Bernard	367	447	22%
TOTAL	791	988	25%

NOTE: data include delivery route addresses served by each post office. Bass Harbor post office also serves 28 boxes for Frenchboro addresses and 8 to 12 summer customers for Gotts Island.

Source: Tremont Comprehensive Plan Committee (2008)

Another indicator of seasonal population is the increase in postal addresses. According to data provided by the three post offices presently serving Tremont, there is a 25 percent increase in postal addresses in the summer, from 791 in the off-season to 988 peak-season. These data include 28 boxes in Bass Harbor that serve Frenchboro.

While the peak summer population cannot be estimated reliably, it is clear that there is a dramatic increase in population during the summer. This increase has major impacts on the town in terms of traffic and strains on some town services and facilities. It is a particular problem for many households which rent on a seasonal basis and cannot find affordable summer rentals, as will be discussed in the Housing chapter. The seasonal character of the labor force is discussed in the Economy chapter.

7. Projected Population

There is no reliable way to project population for a small town such as Tremont. Some general statistical models can be used, however. The State Planning Office (SPO) has developed year-round population projections for all towns in the state through 2020. The figures for Hancock County and Tremont are shown on Table A.4. As seen, Hancock County as a whole has considerable growth potential. This is consistent with recent trends of a high in-migration rate. Tremont is projected to grow at a 30 percent rate between 2000 and 2020. It is important to review these projections on a periodic basis to assure that they continue to reflect anticipated trends.

Table A.4
Projected Population through 2020[1]

Unit of Government	2000	2010	2020
Tremont	1,325	1,643	1,729
Hancock County	51,791	56,243	59,730

[1] **NOTE:** refer to text for discussion of limitations of data
SOURCE: State Planning Office web site

B. ECONOMY

1. Purpose

An understanding of the economy is important in planning for the future of a town. This section aims to accomplish the following:

a. Summarize recent economic trends; and

b. Identify current economic issues.

2. Key Findings and Issues

Almost one-quarter of the labor force is self-employed. While 800 people work in Tremont, only 220 of those are Tremont residents. This means that there is substantial commuting into town.

3. Highlights of the 1997 Plan

Tremont's unemployment rate had been increasing since 1990. The town's rate of self-employment was well above the county average. This was probably due to the many residents who operate their own fishing boats, run small businesses, or work independently in construction. Since the money earned from such jobs tends to fluctuate, many residents depend on uncertain sources of income.

4. Public Opinion Survey Results

About 35 percent of respondents felt that access to jobs was a problem while 41 percent felt it was not a problem. About 58 percent of respondents supported light manufacturing operations located "in specifically designated areas" while 55 percent wanted heavy manufacturing nowhere in town.

5. Trends Since 1990

Table B.1 compares employment by classification between Tremont and Hancock County for 1990 and 2000 (more recent data are not available). Overall, the size of the labor force increased from 661 in 1990 to 814 in 2000, an increase of 23 percent. This was a faster increase than the 19 percent rate for the county. About two-thirds of the labor force was employed in private sector jobs. This is only slightly less than the county rate.

Tremont, however, had a significantly higher rate of self-employed persons than the county (about 23 percent compared to 16 percent). This is probably indicative of the importance of fishing and building contractor work to Tremont's economy. It should be noted that the percentage of the labor force which was self-employed decreased by 2.6 percentage points from 1990 to 2000. This may be due to the general decline of the fishing sector.

Table B.1
Class of Workers, Employed Persons 16 years and over, 2000

	Tremont		Hancock County	
	Number	Percent	Number	Percent
Private Wage/Salary	537	66.0%	17,470	69.8%
Fed/State/Local Gov't	87	10.7%	3,511	14.0%
Self-employed	190	23.3%	3,975	15.9%
Unpaid Family Member	0	0.0%	78	0.3%
Total	**814**	**100%**	**25,034**	**100.%**

SOURCE: U.S. Census, 2000, Table DP-3

Class of Workers, Employed Persons 16 years and over, 1990

	Tremont		Hancock County	
	Number	Percent	Number	Percent
Private Wage/Salary	427	64.6%	14,604	69.5%
Fed/State/Local Gov't	63	9.5%	2,998	14.3%
Self-employed	171	25.9%	3,325	15.8%
Unpaid Family Member	0	0.0%	73	0.4%
Total	**661**	**100%**	**21,000**	**100.%**

SOURCE: U.S. Census, CPH-L-83, Table 2

Table B.2 compares employment by industry sector for Tremont and Hancock County. This table refers to where Tremont residents work, not necessarily the jobs in town. While no employment sector clearly predominates, construction with nearly 14 percent of the labor force, accounts for the single largest percentage. Other prominent sectors include education (12.5 percent) professional services (12.3 percent) and manufacturing (10.7 percent).

The average commuting time in Tremont in 2000 was 22 minutes, which is virtually the same as the 2000 Hancock County average of 22.4 minutes. Data on commuting patterns are not available for everyone reported by the 2000 U.S. Census in the labor force. Commuting data are available for only 400 Tremont residents and 220 of these worked in Tremont. (The Census collects commuting data only for a sample of the total population). The most frequent commuting destination for Tremont residents working outside of town was Mount Desert (28 residents) followed by Ellsworth (26 residents) and Southwest Harbor (25 residents).

The Census also reported that 800 people (both residents and non-residents) worked in Tremont. The most frequent source of non-resident commuters who worked in Tremont was Southwest Harbor (217) followed by Bar Harbor (158). Other major sources were Mount Desert (68) and Ellsworth (49). More people commute into Tremont than commute out. This may be due in part to housing costs, which are discussed in the housing chapter.

Table B.2
Tremont & Hancock County: Employment by Industry Sector, 2000

	Tremont		Hancock County	
Category	Numbers	Percent	Numbers	Percent
Agriculture, Forestry, & Fisheries	84	10.3%	1,315	5.3%
Construction	112	13.8%	2,524	10.1%
Manufacturing	87	10.7%	2,369	9.5%
Wholesale Trade	15	1.8%	575	2.3%
Retail Trade	82	10.1%	3,057	12.2%
Transportation, Warehousing and Utilities	30	3.7%	883	3.5%
Information	8	1.0%	644	2.6%
Finance, Insurance & Real Estate	39	4.8%	1,191	4.8%
Professional, scientific, management, administrative and waste management services	100	12.3%	2,005	8.0%
Educational, health and social services	102	12.5%	5,544	22.1%
Arts, entertainment, recreation, accommodation and food services	72	8.8%	2,252	9.0%
Other services (except public administration)	46	5.7%	1,672	6.7%
Public Administration	37	4.5%	1,003	4.0%
Total	**814**	**100%**	**25,034**	**100.%**

Source: 2000 U.S. Census: Table DP.3

Table B.3 lists some of the businesses in Tremont. It is based on a compilation by the comprehensive planning committee. There are no major retail employers in town. A partial list of major businesses is shown in Table B.3. This list is subject to change and some small businesses may have been overlooked, opened, or closed since these data were compiled.

Table B.3 **Town Businesses, 2008[1]** **Tremont, Maine**
Antique Store (multiple)
Boat Repair, Storage and Transportation (multiple)
Quietside and Bass Harbor Campgrounds
Construction & Plumbing (multiple);
Edna's Food and Variety Store;
Harper & Son Tree Service;
Kramp Electronics
Painting (multiple);
Parson's Garden Center
Antique Wicker Furniture
Cottage Rentals
Gordius Garage
Restaurants/Snack Bars (4)
Lobster Pounds/crab shops (multiple)
Auto repair & painting (multiple)
Seal Cove Auto Museum
Tremont Self Storage
Jim Wade Welding
Custom Mowing Business
Pet Grooming
Craft Shop
Horse Boarding/Riding Stables (2)
Redemption Center (cans & bottles)
Wayne Libhart paintings and books
Auto Junk Yard
Anns Point Inn
Book Stores (2)
Island Cruises (scenic)
Ravenswood Store (gifts)
[1]**NOTE:** This list is current as of early 2008. Businesses change constantly and it is possible that some operations were overlooked. **SOURCE:** Tremont comprehensive plan committee

6. Current and Regional Economic Issues

Tremont faces several regional economic development challenges. The dependence of the labor force on self-employment and the many small-scale enterprises means that the price of health insurance is a major problem. High speed internet service is available in only portions of the town. There is very limited vacant land suitable for manufacturing use. Perhaps the biggest challenge is the cost of housing, which makes it difficult for employers to find employees living in the area. The cost of housing is discussed at greater length in the Housing chapter of the plan.

These economic development issues have been addressed in MDI-wide planning endeavors by groups such as the MDI League of Towns and MDI Tomorrow. Tremont is also served by the Eastern Maine Development Corporation and is included in that organization's general planning documents such as the Comprehensive Economic Development Strategy (CEDS). The CEDS identifies the housing, transportation and internet issues on a six-county basis that also affect Tremont.

C. HOUSING

1. Purpose

It is important for a comprehensive plan to have an analysis of the housing market and local and regional housing needs. This section aims to:

a. review housing trends since 1990;

b. discuss housing affordability;

c. identify major housing issues; and

d. project future housing construction trends.

2. Key Findings and Issues

Tremont continues to attract both year-round and seasonal homes. Between 1990 and 2000 the number of year-round homes increased from 633 to 705 and the number of seasonal homes increased from 314 to 370. Housing prices have increased at a much faster rate than incomes. Between 2001 and 2005, the median sales price of a house in Tremont increased by 35 percent (from $165,000 to $224,500). Median household incomes, however, increased by only 9.1 percent (from $39,344 to $42,938).

While town-specific data are not available, there have been further changes in the housing market between 2005 and 2008. The median household sales price for the greater Ellsworth area, which includes Tremont, in 2006 was $192,000 compared to $195,000 in 2007 and $179,000 in 2008. The nation-wide decrease in housing prices has had at least some impact on the regional housing market.

3. Summary of the 1997 Plan

The number of seasonal homes increased at a much faster rate than year-round homes during the 1980s. As of 1990, seasonal homes accounted for just over half of all units in town. The high cost of land and construction forced more residents to buy mobile homes rather than a single family house. Housing prices in Tremont were somewhat above the county average.

4. Public Opinion Survey Results

About 52 percent of respondents felt that affordable housing was a problem and 61 percent supported town ordinances that encouraged affordable housing. Only 20 percent, however, supported apartment housing and 34 percent supported cluster housing.

5. Trends Since 1990

There was an approximately 14 percent increase in the total number of dwelling units (year-round and seasonal) in Tremont between 1990 and 2000 (see Table C.1). As of 2000, there were 1,075 dwelling units in Tremont reported by the U.S. Census. The number of year-round units increased by about 11 percent (72 units) between 1990 and 2000. There was a nearly 18 percent increase (56 units) in the number of second homes. As of 2000, 34 percent of the homes in town were seasonally occupied and 66 percent were year-round. In 1990 about 33 percent of the homes were seasonal and 67 percent were year-round. Seasonal homes remain an important part of the housing stock.

Table C.1
Change in Housing Units, Tremont, 1990-2000

Type	1990	2000	Change	Percent Change
Year-round	633	705	72	11.4%
Seasonal	314	370	56	17.8%
Total	**947**	**1075**	**128**	**13.5%**

SOURCE: U.S. Census

Table C.2 shows the breakdown among various housing types. There was a nearly 18 percent increase in the number of single family homes and a 26 percent increase in the number of duplexes and multi-family units between 1990 and 2000. The U.S. Census data show that there was an actual decease in the number of mobile homes. This may be due to changes in the definitions of mobile homes used by the Census Bureau. The increase in multifamily units may be an indicator of increased demand for rental units (see discussion below).

Table C.2
Change in Housing Types, Tremont: 1990 – 2000

	1990		2000		
Type	**Number**	**Percent**	**Number**	**Percent**	**Percent Change**
Single family	764	80.7%	898	83.5%	17.5%
Duplex/Multi-family	57	6.0%	72	6.7%	26.3%
Mobile Homes	126	13.3%	105	9.8%	-16.7%
Boat/RV/Van	0	0.0%	0	0.0%	0.0%
Total	**947**	**100%**	**1,075**	**100%**	**13.5%**

SOURCE: U.S. Census

The breakdown between rental and owner occupied year-round housing is shown in Table C.3. As of 2000, about 78 percent of year-round homes were owner-occupied and 22 percent were renter-occupied. This was close to the percentage of renter-occupied units in Hancock County as a whole (24 percent). The number of rental units in Tremont increased by 16 percent between 1990 and 2000, which is about the same rate of increase for the county. These figures do **not** include summer rentals.

Table C.3
Estimated Tenure of Occupied Year-round Housing
(does not include seasonal and vacant units)
1990 & 2000 Tremont & Hancock County

		1990		2000		1990-2000
		Number	**Percent of Total**	**Number**	**Percent of Total**	**Percent Change**
TOWN	Renter-Occupied	127	22.9%	149	22.5%	14.8%
	Owner-Occupied	427	77.1%	513	77.5%	16.8%
	Total Occupied Units	**554**	**100.0%**	**662**	**100%**	**16.3%**
COUNTY	Renter-Occupied	4,466	24.3%	5,414	24.3%	16.0%
	Owner-Occupied	13,876	75.7%	16,550	75.7%	16.2%
	Total Occupied Units	**18,342**	**100.0%**	**21,864**	**100.0%**	**16.1%**

Source: U.S. Census 1990 CPH-1-21, Tables 10+11, 2000, initial print-outs, specified units only, does **not** include all units.

The breakdown of contract rents is shown in Table C.4. As of 2000, the median monthly, year-round rent in Tremont was $545, which was 106 percent of the $514 median for Hancock County. Rents have been increasing throughout Hancock County. Short-term seasonal rents are considerably higher. There is further discussion of rents in the section on affordable housing.

Table C.4
Contract Rent of Year-Round Renter-Occupied Units
Tremont and Hancock County: 2000

	Tremont		Hancock County	
Monthly Rent	**Number**	**Percent**	**Number**	**Percent**
Less than $200	8	5.9%	412	8.2%
$200 to $299	9	6.6%	320	6.4%
$300 to $499	35	25.7%	1286	25.7%
$500 to $749	63	46.3%	1753	35.1%
$750 to $999	7	5.1%	447	8.9%
$1,000 or more	0	0.0%	104	2.1%
No cash rent	14	10.3%	676	13.5%
Total Specified	**136**	**100%**	**4,998**	**100.%**
Median Rent	$535		$514	-----

Source: U.S. Census 2000, DPH-4

Table C.5 compares the value of owner-occupied homes between Tremont and Hancock County. The median value in Tremont was $123,400 in 2000 compared to $108,600 for Hancock County. Values are higher in Tremont than the county median. Housing prices, including more recent data, are discussed further in the section on affordable housing. Overall values may be somewhat skewed by very high value waterfront properties.

Table C.5
Value of Specified Year-Round Owner-Occupied Housing Units, 2000[1]

	Tremont		Hancock County	
Value	**Number**	**Percent**	**Number**	**Percent**
Less than $50,000	10	2.8%	685	6.4%
$50,000 to $99,999	123	34.7%	4,118	38.2%
$100,000 to $149,999	105	29.7%	2,785	25.8%
$150,000 to $199,999	46	13.0%	1,383	12.8%
$200,000 to $299,999	43	12.1%	1,030	9.6%
$300,000 to $499,999	21	5.9%	510	4.7%
$500,000 to $999,999	6	1.7%	190	1.8%
$1,000,000 or more	0	0.0%	78	0.7%
Total	**354**	**100%**	**10,779**	**100.%**
Median Value	$123,400	--	$108,600	--

[1]**NOTE:** these data are for a sample only

Source: 2000 Census, Table DP-4

6. Affordable Housing

Under the state's comprehensive planning process, towns must assess their affordable housing needs. This involves comparing housing prices to household incomes and determining if there are sufficient opportunities for home purchase and rentals. The Maine State Housing Authority (MSHA) has data on housing prices.

MSHA uses an affordable housing index to compare median household incomes to median sales prices. An index of 1.00 or more indicates that incomes are sufficient to purchase the median-priced home. MSHA data indicate that the affordable housing index in Tremont for those of median income in 2005 ($42,938) was 0.62. This compares to 0.51 in 2004, 0.50 in 2003 and 0.85 in 2002. These data show that median incomes are well below those needed to purchase a median-priced house. The median sales price (the data are for all

houses including seasonally occupied dwellings) in Tremont has increased at a much faster rate than the median income. The median income increased from $39,344 in 2001 to $42,938 in 2005, an increase of 9.1 percent. During the same period, the median sales price increased by 35 percent (from $165,000 to $224,500).

While town-specific data are not available, there have been changes in the housing market between 2005 and 2008. For example, the median household sales price for the greater Ellsworth area, which includes Tremont, in 2006 was $192,000 compared to $195,000 in 2007 and $179,000 in 2008. The nation-wide decrease in housing prices has had at least some impact on the regional housing market.

Housing affordability is even more of a problem for those earning less than the median income. MSHA data indicate that there were 288 low income households in Tremont in 2005 (defined as having an annual income at or below $34,350). There were also 144 very low income households (incomes at or below $21,469) and 74 extremely low income households (with incomes at or below $12,881).

There are limited data on rental affordability in Tremont. A rental unit is considered affordable if it costs no more than 30 percent of a household's income. According to MSHA, the average 2005 monthly rent for a two-bedroom apartment in the greater Ellsworth-MDI area was $836, which would require an annual income of $33,444. Yet, as mentioned above, there are a reported 288 households with incomes at or below $34,350.

Data for 2008 indicate that the average monthly rent in Tremont for a two-bedroom apartment was $1,005. MSHA reports that an affordable rent would have been $783 based on an annual income of $31,332. This resulted in a rental affordability index of 0.78.

These data can be compared to the estimated supply of subsidized units. MSHA data indicate that there are twelve family project-based units in town and one Section 8 (unit eligible for a housing voucher) dwelling for a total of thirteen units. MSHA also indicates that there are 41 family renter households in need of subsidized housing. This means that there is a shortfall of 28 (41 minus 13) family subsidized units. MSHA also indicates that there are thirteen senior citizen households in need of subsidized housing and there are ten project-based units available. The senior citizen shortfall is only three units.

7. Major Housing Issues

Tremont, like most communities on the coast of Maine, faces a challenge in finding a balance between offering opportunities for renters and first-time homebuyers and preserving its small town character. The lack of public water and sewer, limited ground water resources and high land prices limit what can be done. There have, however, been successful efforts elsewhere on MDI to create quality affordable units.

Land use regulations in Tremont require a minimum lot size of 40,000 square feet for zones where residential uses are the primary use allowed. Due to the lack of public water and sewer, smaller lot sizes are not feasible. Town regulations do not presently appear to be

a factor discouraging the construction of affordable housing. If the town were to enact more restrictive land use regulations, it may want to assure that there are also zoning provisions that facilitate the construction of affordable housing.

8. Dwelling Unit Projections

It is possible to estimate the number of year-round homes that will be built by dividing the projected household population by the projected household size. The *Population* chapter projected a year-round population of 1,729 for Tremont by 2020. Given a projected household population of 1,729 divided by the household size of 2.31, there would be a total of 748 year-round, occupied dwelling units in town by 2020 (see Table C.6). This would represent a 13 percent increase (86 units) over the 662 year-round occupied units reported by the 2000 U.S. Census.

There are some factors that may lead to even more homes being built. First, household sizes are likely to decrease as the population ages. Second, some homes may be vacant for at least part of the year; the projections are for occupied units only. They do not reflect anticipated construction in seasonal homes or vacant year-round units. For planning purposes, seasonal homes and year-round vacant homes are projected to increase at a 36 percent rate between 2000 and 2020.

Table C.6
Projected Year-round Occupied Dwelling Units, Tremont

	2000*	**2020**
Projected Population Residing in Households	1,529	1,729
Projected Household Size	2.31	2.31
Projected Occupied Dwelling Units	662	748
Seasonal and Vacant year-round homes	413	563
Total	**1,075**	**1,311**

***Note:** 2000 figures are actual numbers from the U.S. Census.
Source: Analysis by the Hancock County Planning Commission

D. TRANSPORTATION and ROADS

1. Purpose

A transportation system is one of the most important factors influencing a town's growth. This section discusses the major transportation issues facing Tremont. Specifically, it:

a. discusses the extent, use, condition and capacity of Tremont's transportation systems;

b. assesses the adequacy of these systems to handle current and projected demands; and

c. discusses any parking problems.

2. Key Findings and Issues

Tremont has nearly 30 miles of public roads. This is a relatively high mileage of roads for a small, coastal town. While traffic volumes have increased in recent years, these increases are well below the rates for Route 3 at the head of Mount Desert Island. The lack of bicycle lanes is a serious safety issue. Public transportation services have improved with the introduction of the Island Explorer seasonal bus service. There are still some parking problems and there are very few provisions for pedestrians.

3. Key Findings and Issues as reported in the 1997 Plan

Tremont has a relatively high proportion of town ways when compared to most small Hancock County towns. This affects the cost of road maintenance. State traffic count data show a steady increase in traffic over the last 20 years.

Continued increases in traffic are projected by the Maine Department of Transportation for the next fifteen years. This means that more serious traffic congestion and road capacity problems could emerge. There are already capacity problems at the Route 102-102A intersection. There are also several locations with high accident rates.

4. Community Survey Results

There was strong support (by 84 percent of respondents) for adding bike lanes to Routes 102 and 102-A. There were also comments about vehicular speeding, inadequate parking and the lack of sidewalks. Only 24 percent felt that traffic was a problem while 36 percent felt that the lack of public transportation was a problem. There were comments calling for expansion of the Island Explorer bus service both in terms of the geographic area served and months of operation.

5. Administrative Classification of Roads

Administrative classification refers to who is responsible for maintaining a given road. The three major administrative categories are state highways, town ways, and private roads. The state assumes complete responsibility for the maintenance of state highways, and the town maintains town ways. Town records show that there are 30.25 miles of public road in Tremont. About 13.54 miles (45 percent) are state highways and the remaining 16.71 miles (55 percent) are town ways (see Table D.1). Thus, Tremont has a relatively high proportion of town roads when compared to most small towns in Hancock County. This affects road maintenance costs.

6. Functional Classification of Roads

Roads can also be classified by their function. The three primary functional classifications used by the MDOT are arterials, collectors, and local roads, which are defined as follows:

arterials — Such roads connect major areas of settlement and are generally designed for high-speed travel with limited or restricted access; they carry a high proportion of through traffic. There are no arterials in Tremont; the nearest one to town is Route 3.

collectors — These roads handle internal traffic movements within a town or group of small, rural towns. They are designed for moderate-speed travel and to carry a moderate proportion of through traffic. All state highways in Tremont are collectors.

local — These are lightly traveled streets whose primary purpose is to serve residential areas. They are designed for low-speed travel and to carry low volumes of traffic relatively short distances. The MDOT classifies all of Tremont's 16.71 miles of town ways as local roads.

The major value of a functional classification is to identify potential traffic problems that may arise from an inappropriate use of a road. For example, if a series of major subdivisions were to locate along Route 102 (a collector) in which all lots fronted on the existing highway, some traffic problems would result. Traffic flow would be disrupted by turning movements to and from the individual driveways.

Similarly, a high proportion of through traffic on a local street could increase the likelihood of accidents. The functional classification of roads is one of the factors that should be considered when recommending growth and rural areas for the future development of the town. Local streets are best suited for either village-residential type or very low-density rural development. While some commercial and other non-residential development might be appropriate for collectors, it is important that such development be designed so that it disrupts traffic flow minimally.

In addition to the public roads, Tremont has many private roads. The exact mileage has

never been measured. There are, however, at least fifteen miles of private roads. There is presently no town policy on accepting private ways except that those that are accepted must meet town road standards specified in the subdivision ordinance.

Table D.1
Tremont Roads and Mileages

Road Name	Last Culvert/ Ditch Work	Last Paving	Road Length
Ann's Point	2002	2002	0.40
Bernard Road	2005	-----	0.72
Cape Road South	2003-2005	2003, 2005, 2007	3.62
Cape Road Middle			
Cape Road North	2003-2005	2003, 2005, 2007	
Carter Road	2006		0.30
Clark Point Road	2001	2001	1.45
Columbia Avenue			0.10
Crockett Point Road			0.21
Dix Point Road	2006		0.70
Dodge Point Road			0.80
Dow Point Road			0.30
Fanning Road			0.10
Flat Iron Road	2005-2007	2007	0.29
Granville Road			0.29
Harbor Dr., State. Rte. 102 A	2006	2006	2.35
Hodgdon Road	2006		0.20
Jasper's Way			0.10
Kelleytown Road	2002-2003	2002, 2003, 2004, 200**?**	1.90
Leffingwell Road			0.30
Leighton Road	2005	2005-2007	0.10
Lighthouse Road			0.30
Lopaus Road			0.70
Marsh Road			0.45
McKinley Lane	2005		0.38
McMullen Avenue			0.10
Mitchell Road			0.20
Rice Road			0.10
Richtown Road			0.90
Rumill Road			0.09
Seal Cove Road			0.10
Shore Road			0.30
Tremont Road/State Rt. 102	2005-2006	2006	8.46
Turner Road	2005		0.60
Total	-----	----	30.25

***NOTE:** does not include private roads
Source: town road records

7. Road Conditions

There are several ways to evaluate road conditions in a town. One is through traffic counts, if the rate of traffic exceeds the safe capacity of the road, problems are likely. Another way is through a review of MDOT accident records. A third is through the subjective impressions of residents.

Road condition information is important in planning for future growth in town. For example, a major subdivision may not be appropriate at a hazardous intersection. Similarly, stricter standards for commercial development may be needed in areas with traffic congestion.

This information can also be used to identify priorities for improvements. The MDOT has limited state highway improvement monies. Town officials are working with the MDOT in determining improvement priorities for Tremont.

a. Traffic Counts

The Maine Department of Transportation (MDOT) conducts periodic counts in Tremont using portable traffic counters for 24 or 48 hours. These counts are then factored for seasonal variations from counters that run 365 days a year on similar types of highways. An estimate of Annual Average Daily Traffic (AADT) is then made. Thus, a count made in August would be adjusted to reflect the annual average traffic rather than peak summer flows.

Traffic count data are shown in Table D.2. The highest 2005 traffic count in town was 3,190 vehicles a day on Route 102 (now the Tremont Road) north of Flatiron Road. This compares to 2,840 at the same location in 1993, an increase of 12 percent in twelve years. This is relatively modest when compared to the 22 percent increase in traffic (from 11,150 in 1993 to 13,640 in 2005) on Route 3 at Thompson Island in Trenton. While comparable data for other segments are limited increases are relatively modest. Data between 2005 and 2006 show an actual decrease for some segments.

These modest increases in traffic may be due to two reasons. First, the Island Explorer Bus system has reduced traffic to the Bass Harbor Ferry Terminal. Second, a major employer in town reduced employment for several years in the beginning of the 00 decade. This employer had been one of the major generators of traffic in town.

Table D.2
TREMONT AVERAGE ANNUAL DAILY TRAFFIC, 1993-2006

Location/road	1993	1996	1998	2001	2002	2004	2005	2006
102A s/o IR 686 (Flat Iron)	2,580	2,210	2,390	-----	2,580	-------	2,610	2,370
102 NW/IR 686	2,840	---	----	---	---	----	3,190	---
Seal Cove Rd. s/o IR 573	----	----	1,040	970	---	---	---	---
Bernard Rd. s/o Rte. 102	----	850	1,020	1,160	1,170	---	---	1,310
102A (Seawall Rd) s/o IR 686	----	----	2,390	2,510				

SOURCE: Maine Department of Transportation traffic count data

b. Accident Records and Road Safety

The MDOT compiles data from files for reported accidents. Data from 2004 through 2006 show that most accidents were at single locations rather than being at a given intersection or corner. There was a concentration of accidents adjacent to Route 102 at Seal Cove and the Cape Road-Route 102-Kelleytown intersections. There was also a concentration of accidents along Tremont Road. The only area with three accidents at a single spot was the Route 102-Harbor Drive intersection. Speeding appears a major factor in many accidents rather than poor road design.

One specific safety issue is inadequate separation of bicycle, pedestrians and motorized vehicle traffic. Another safety issue is poor sight distance at many private roads, driveways and public ways. There are several cases where roads are too narrow and have inadequate shoulders. There are also numerous blind corners and hills that obstruct vision. Vehicles that need to pull to the right to yield to an oncoming vehicle may encounter a soft shoulder. Inadequate shoulders are reported to be a contributing factor to a bicyclist fatality on Route 102.

c. Road Maintenance Needs

There are some serious deficiencies in Tremont's public road system. These include poor conditions on the Tremont Road near the school and in other sections. There are also ongoing maintenance problems on Route 102-A. The town has been raising $75,000 annually to match the MDOT funds for improving state collector roads in the town.

8. Parking

Parking at the town wharf and the Seal Cove Boat Ramp is inadequate. In addition to the short-term (generally day-time) needs, residents of Swan's Island and Gotts Island often need overnight parking. Parking is also a problem near some commercial establishments and restaurants. Parking is sometimes inadequate when tour boats are in operation. Town parking policy needs to distinguish among overnight needs, short-term users (i.e. one to two hours), and all-day users such as employees.

The only town-owned parking facilities are the areas immediately adjacent to the town wharf and the lot serving the town wharf on Bernard Road. This facility is paved and the town

plans to designate an area where boat trailers can be parked. There is also a lot adjacent to the Bass Harbor post office.

Most towns with town-wide zoning require that any new or expanded commercial property (or other non-single family residential uses) provide adequate on-site parking. These standards may include set-back requirements from the road as well as general landscaping standards. They can also assure that there is sufficient turning space in the parking lot so that vehicles do not back out into traffic.

9. Pedestrian and Bicycle Facilities

There are no specific bicycle facilities in Tremont. Bicycle paths are needed along Routes 102 (Tremont Road) and 102A. The town may also want to consider other measures to make the town more "bicycle friendly." These could include bicycle racks in built-up areas and coordinating with other MDI towns in developing paths island-wide. There is a MDI Bicycle Association that could help coordinate such projects.

There are no pedestrian facilities in Tremont. The town may want to consider identifying where roadside pathways and crossing areas are most needed to make walking around the built-up areas easier. Ideally, such measures should be coordinated with parking improvements. People are more likely to use off-site parking areas if they could walk safely to their destination.

10. Public Transportation Facilities and Services

Public transportation service has increased significantly since 1997. There is now an island-wide seasonal bus operation through the Island Explorer bus system. This service consists of eight buses that serve various locations in Acadia National Park, campgrounds and various villages on MDI. It serves areas on and adjacent to Route 102 in Tremont. The buses operate on a full schedule (multiple trips a day) from late June through the end of August and on a reduced schedule through early October. While initially aimed at summer visitors, it has also attracted year-round residents.

Limited year-round scheduled service is provided by Downeast Transportation, Inc. This service connects Bass Harbor to Southwest Harbor and it operates one day a week. It is designed to serve shoppers rather than daily commuters.

Washington Hancock Community Agency provides transportation for income-eligible social service clients. The agency owns buses and also has volunteer drivers who transport clients in their own vehicles. Clients arrange for the service in advance rather than depending on a set schedule of trips.

11. Airports

Bangor International Airport is the nearest major commercial and cargo airport. An 11,000 foot runway serves scheduled domestic flights and refuels flights from Europe. There is also short-haul scheduled service to Boston available at the Hancock County Airport in Trenton.

12. Local Transportation Issues

One problem facing Tremont is the relatively high mileage of town-maintained roads. This increases the costs of local road maintenance. In fact, road maintenance was rated as needing improvement by 56 percent of the respondents to the public opinion survey. This was the highest rate of dissatisfaction of any town service. Inadequate parking in certain areas of town and the lack of sidewalks and bicycle lanes are also major transportation-related issues in Tremont. While the increased price of gasoline has made driving more expensive, limited shopping opportunities and access to other services and amenities within Tremont means residents are very automobile dependent.

13. Regional Transportation Issues

While Tremont is affected by traffic congestion during the peak tourist season, the most serious traffic problems are elsewhere on MDI. The Island Explorer bus system represents one positive step toward addressing this problem. As fuel prices increase, this system could well have potential for further expansion. Another regional issue is that there is only one bridge serving MDI. This means that any emergency evacuation of the island could be difficult.

E. PUBLIC FACILITIES AND SERVICES

1. Purpose

A thorough understanding of a town's public services is necessary to determine any current constraints to growth and identify any growth-related problems that the town is likely to face in the future. A plan should also identify likely future capital improvement needs. Specifically, this section will:

a. identify and describe Tremont's public facilities and services; and

b. assess the adequacy of these services to handle current and projected demands.

Town expenditures are discussed in detail in the Fiscal Analysis Chapter. The complete Capital Investment Plan (CInP) is included in the Goals, Objectives and Implementation Section.

2. Key Findings and Issues

Tremont has a new town office with adequate space for all town government functions. The fire department also has adequate facilities and equipment. It could, however, benefit from a paid part-time person who would perform routine vehicle maintenance and process paperwork. The school is under capacity (it had a 2008-2009 enrollment of 130 students and a rated capacity of 200 students). While there is a low rate of satisfaction (see the public opinion survey results) for police protection, there is little support for paying for the cost of expanding this service.

3. Summary of the 1997 Plan

Tremont faced several public-facility related expenses. The school was overcrowded. The town office was reaching capacity and additional space would be needed within a few years. The town had just begun the formal closing of its landfill. The fire department would need an additional truck within approximately eight years (by 2004).

4. Public Opinion Survey Results

Most public services were rated as adequate by more than 50 percent of respondents. The only exceptions for services addressed in this chapter were police protection (34 percent) and road maintenance (31 percent).

5. Town Government

a. Current Conditions

The current Tremont town office was built in 2006. It is a two-story 40 by 60 foot structure and is in new condition. Rooms include the town manager's office (182 square feet) and offices for the clerk/bookkeeper and assessor/CEO (208 square feet and 240 square feet respectively). There is also a 720-square-foot cashier/service area, a primary meeting room (2,400 square feet) and a secondary meeting room (720 square feet). Essential records are stored in a 210-square-foot fireproof vault. These rooms are all in prime condition.

There are five full time staff. These are the town manager, clerk, bookkeeper, deputy clerk and assessor/CEO. The registrar of voters, health officer and emergency management director are all part-time and generally do not work out of the town office.

b. Current and Future Adequacy

The new town office meets current and likely future space needs. Town staffing is also adequate. One possible option for future consideration is to merge the functions of at least some of the part-time staff into those of the full-time staff. This would allow all public needs to be met at the town office.

6. Solid Waste Disposal and Recycling

a. Current Conditions

Solid waste is currently being handled by Eastern Maine Recycling (EMR) of Southwest Harbor. The EMR contract is negotiated by the Acadia Disposal District (ADD). The ADD is a quasi-municipal, non-profit corporation owned by the towns of Cranberry Isles, Mount Desert, Southwest Harbor, Trenton, and Tremont. Its purpose is to coordinate solid-waste disposal and recycling for the member towns and to reduce the cost of solid waste disposal. The ADD is developing plans to site and operate a transfer station and recycling center.

There is no town-provided curb-side pickup of solid waste; residents either pay a private hauler or take their own trash to EMR. Recyclables can either be dropped off at EMR or at two locations in Tremont; the parking lot across the Marsh Road from the Tremont Elementary School and the parking lot adjacent to the Bass Harbor Post Office. Only cardboard and mixed paper can be dropped off at the two Tremont locations at the present (early 2009) time. Consideration is being given to siting a permanent drop-off for all recyclables at the town garage.

The town budgeted approximately $162,000 in fiscal year 2007-2008 to recycle or dispose of approximately 1,260 tons of solid waste. The majority of Tremont's waste is hauled by EMR to the Penobscot Energy Recovery Company's (PERC's) incinerator in Orrington.

EMR recycles or processes newspaper, cardboard, mixed paper, plastic, and glass and steel containers at its site. There is also a wood-chipping operation and composting facility at EMR.

Current and Future Adequacy

PERC is likely to remain the ultimate disposal source for Tremont's solid waste. This is the source used by the majority of communities in eastern Maine. The cost of disposal could be reduced through increased recycling and other measures such as home composting. A proposed ADD-operated transfer and recycling center could also significantly reduce disposal costs

7. Fire Protection

a. Staffing

Tremont is served by the volunteer fire department. As of January 2009, it had 28 members, of which six to twelve are usually available during the day. This number is generally sufficient and is supplemented by mutual aid arrangements with other Hancock County towns. Department officials are concerned that an out-of-town fire could deprive Tremont of its fire fighting capacity if a fire occurs in town while the department is fighting another fire elsewhere.

The department faces several staffing challenges. It is difficult for volunteers to devote the entire weekend needed for out of town training sessions. It is also hard to find volunteers to do vehicle maintenance, inspections and routine paperwork. This situation could be remedied if the department were able to hire a part-time person to perform these tasks.

b. Facilities

There are two fire stations in town. The primary station is located in Bass Harbor and was built in 1951 with additions completed in 1952 and 2008. The first floor has 1,734 square feet of floor space and the second floor has 1,399 square feet with additional storage space under the eaves. There are five heated engine bays that are sufficient to store all vehicles inside.

There is a 1,131-square-foot meeting room with two bathrooms, a 268-square-foot food preparation area, a 720-square-foot storage/utility room and a 268-square-foot office. While no additional rooms are needed at this time, the office is too small and the upstairs rooms are not handicapped accessible.

There is a substation in Seal Cove. It has two heated bays in which two vehicles are currently kept for rapid response to the northern part of town. Its primary needs are a parking area for cars, resurfacing of the substation ramp, striping the ramp and the bays and installing shelves inside the building. Presently, there is no designated parking area. This results in cars parking along the edge of the road or on the grass.

c. Equipment

The current (2009) inventory of vehicles is shown in Table E.1. While the 1976 Ford will need to be replaced by 2011, no additional vehicles are needed. The department reports it can manage with the current number and type of vehicles.

Table E.1
Fire Department Vehicles, 2009

Type	Year	Condition	Estimated Years of Service Left
Ford 750 gpm pumper/750-gallon tanker	1976	Fair	3
1,000 gpm pumper/1,500-gallon tanker	1989	Good	15
1,250 gpm pumper/1,250-gallon tanker	1996	Good	20
3,800-gallon tanker	2005	Excellent	30
Utility truck	?	Good	When needed

SOURCE: Tremont Fire Department

d. Level of Service

The average response time to a call is ten to 20 minutes. It is difficult for fire fighting equipment to reach some homes due to narrow, twisting driveways and the lack of turn around space adequate to accommodate a fire truck. Also, there are no access roads to the interior of some heavily wooded areas. The town's outer islands are accessible only by boat.

The department sponsors fire prevention programs that include working with school children during fire prevention week. It also publishes newspaper notices during periods of high fire danger in the summer and on chimney fire prevention in the fall.

Water supply is generally adequate. Since there is no municipal water system, the department depends on dry hydrants. The hydrant on the pond located on Tremont Road near the north end of the Kelleytown Road needs to be replaced. Dry hydrants are needed at the other ponds where none presently exist.

The fire department is an active participant in the Hancock County mutual aid agreement. This allows the department to call on other fire departments when their service is needed. There is also an arrangement with the Southwest Harbor fire department to respond jointly to all structure fires that occur in both communities.

e. Current and Future Needs

The primary problem fire fighters face is toxic fumes in burning buildings. Household equipment and construction materials contain more hazardous materials than was the case a

generation or two ago. Also, the lack of clearly visible numbering on houses and/or driveways makes it difficult to locate dwellings quickly, especially during times of low visibility. Fire protection would also be enhanced by requiring all buildings to have a sprinkler system.

8. Police Protection

a. Current Conditions

Police protection is provided on a contractual basis with the Hancock County Sheriff's Department. The Department also has a mutual aid arrangement with other MDI towns to provide back-up service once the Sheriff's deputy has been called. This allows a prompt response in the event the deputy is not in town. The State Police also provides service.

b. Current and Future Adequacy

Current police protection arrangements largely meet the town's needs. While only 34 percent of respondents to the public opinion survey indicated that they were satisfied with police protection, just 38 percent were willing to support higher taxes to expand services. The Sheriff's Department has explored options to adjust services within the confines of the current budget.

9. Ambulance

a. Current Conditions

Ambulance service is provided by the non-profit Southwest Harbor/Tremont Nursing Service, Inc. It is financed through donations, interest and dividends, health insurance reimbursements and town tax money. The primary ambulance and staff office is attached to the Southwest Harbor town offices. The back-up ambulance is housed in one of the bays of the Bass Harbor Fire Station.

The Southwest Harbor facility is not adequate. Space is needed for a kitchenette and separate sleeping quarters for the duty attendant. More room is also needed for the ambulance and storage. The building itself fails to meet current codes.

The service has about 20 employees of whom five to six are available during the day. According to the Nursing Service, this number is not sufficient. Another three to four people are needed, especially local paramedics and drivers. One major problem is finding the time and resources to pay for staff training. There are not enough EMT's (Emergency Medical Technicians) available, especially those with higher levels of training.

The average response time to a call is twelve minutes. The response time to the most remote part of town is 20 minutes. Ambulance call data are shown on Table E.2. The number of calls has fluctuated over the years.

Table E.2
Ambulance Call for Service Data

Year	Number of Calls
2000	329 (est.)
2001	331 (est.)
2002	325
2003	323
2004	333
2005	285
2006	261
2007	319

SOURCE: Southwest Harbor/Tremont Nursing Service, Inc.

The Service has two ambulances both of which are equipped to provide full emergency medical service. The 2002 Ford Super Duty is in good condition and scheduled for replacement around 2014 or 2015. The 2009 ambulance is new and is in excellent condition. The service replaces one ambulance every five to six years. Other equipment is purchased as it wears out or is needed to meet state or federal requirements. The Service faces ongoing expenses in meeting the cost of unfunded government mandates.

b. Future Needs

The Nursing Service, the parent body of the ambulance service, would like to undertake a large capital endowment campaign. The proceeds would be used to improve and expand the services and the medical care it provides. One specific need is for a visiting nurse service. As the population ages, the need for home-based medical care is increasing.

10. Education

a. Current Conditions

K-8 education is provided by the Tremont Consolidated School. The school has a rated capacity of 200 students and a current (2008-2009) enrollment of 130 students. The school presently meets all state accreditation standards. The school is fully staffed and needs no additional staff or facilities are needed.

Enrollment trends are shown in Table E.3 for both Tremont and other towns in the regional school union of which the town is a part. K-8 enrollment has declined since the late 1990's (from 208 in 1999-2000 to 130 in 2008-2009). Tremont student enrollment in Grades 9-12 (at the Mount Desert Island High School) fluctuated during this same period from a high of 80 for 2002-2003 and 2003-2004 to a low of 70 in 2008-2009.

Table E.3
Enrollment Trends, Tremont and Other School Union 98 Towns

Year	K-8	9-12	Total
1998 Tremont	206	70	276
Other Towns	1029	465	1494
1998 Total	***1235***	***535***	***1770***
1999 Tremont	208	78	286
Other Towns	871	693	1564
1999Total	***1079***	***771***	***1850***
2000 Tremont	197	74	271
Other Towns	961	482	1443
2000 Total	***1158***	***556***	***1714***
2001 Tremont	177	73	250
Other Towns	919	489	1408
2001 Total	***1096***	***562***	***1658***
2002 Tremont	163	80	243
Other Towns	884	499	1383
2002 Total	***1047***	***579***	***1626***
2003 Tremont	154	80	234
Other Towns	855	492	1347
2003 Total	***1009***	***572***	***1581***
2004 Tremont	162	79	241
Other Towns	862	478	1340
2004 Total	***1024***	***557***	***1581***
2005 Tremont	153	73	226
Other Towns	832	459	1291

2005 Total	***985***	***532***	***1517***
2006 Tremont	152	72	224
Other Towns	808	594	1408
2006 Total	***960***	***666***	***1632***
2007 Tremont	133	82	215
Other Towns	827	569	1396
2007 Total	***960***	***651***	***1611***
2008 Tremont	130	70	200
Other Towns	827	464	1321
2008 Total	***957***	***564***	***1521***
SOURCE: Tremont Consolidated School			

b. Current and Future Needs

One major issue facing the Tremont Consolidated School is declining enrollment. This increases the overall cost of school operations. It also makes it difficult to provide extra-curricular activities for the middle school due to the small number of students in that age group.

11. Public Works

a. Current Conditions

Town roads and public facilities are maintained by the municipal public works department. There are two full-time employees and six part-time snow plow operators. Cemeteries are mowed on a contractual basis. While staffing is adequate for snow plowing, the full-time staff faces a heavy summer workload.

The current (early 2009) inventory of equipment is shown on Table E.4. There is presently no need to acquire additional vehicles. The town, however, will need to replace some of the existing vehicles. For example, the three GMC plows will need replacement by 2014.

Table E.4
Public Works Equipment, 2009

Type	Year	Condition	Years of Service Left
John Deere Backhoe/Loader 310 G	2006	New	20
Kubota Tractor/Loader	1999	Used	10
Ford F-450 Truck Plow/sander	2007	New	10
Ford F-650 Truck Plow/sander	2003	Almost New	8
GMC 3500	1996	Worn – Used	1
GMC Top-Kick Plow/Sander	1995	Used	5
GMC Top-Kick Plow/Sander	1995	Used	5
GMC Top-Kick Plow/Sander	1995	Used	5
Bragg Pressure Steamer	2007	New	10

SOURCE: Tremont Public Works Department

The six-bay garage, located adjacent to the town office, has inadequate space to store the current number of vehicles and other equipment. An expansion of this facility is needed. The town has a salt-sand storage shed that meets current state standards. Present plans are to ask the voters to approve an expansion of the garage after the salt-sand storage shed debt is paid.

b. Future Needs

While the department does not have a long-range road improvement program, it has identified several priorities. These include completing improvements to the Flat Iron and Kelleytown Roads. Also, as discussed in the Transportation chapter, there are no bicycle lanes or sidewalks in town. Given the high volume of bicycle traffic for the road conditions, bicycle lanes are a pressing need.

12. Health Care

Tremont residents are served by two clinics in Southwest Harbor, which are run by the Mount Desert Island and Maine Coast Memorial Hospitals respectively. More extensive care is available at these two hospitals. As mentioned in the Population section of the plan, Tremont's elderly population is increasing at a faster rate than the population at large. This means that more health care services are needed for the elderly.

There is presently no formal arrangement for home-based care for the elderly and other shut-ins. This means that some residents who may wish to remain in their homes are unable to do so. It also means that, in the absence of preventive home-based care, the ambulance service

may be the first responder to more emergencies. The Southwest Harbor Tremont Nursing Service is exploring funding options to provide home-based care.

13. Public Library

Tremont is served by the Bass Harbor Memorial Public Library. The original part of the building was built in 1922 and was expanded in 1987. Grant funds were used for some restoration work in 2009. The library has 1,519 square feet of floor space. This space includes the front room (609 square feet) that contains the fiction and Maine collections. There is also a back room (602 square feet) that houses the children's and non-fiction collections. Other rooms include a work and storage room (165 square feet), a kitchen (110 square feet) and a bathroom (30 square feet).

Overall, the facility is adequate in terms of its size and condition. Library officials are exploring options to reconfigure the current floor plan of the facility to maximize use and efficiency, including improvements to the work/storage room. A longer term wish is enlarge the backroom and the work/storage room. Parking is presently very limited (two spaces) on the library property.

Circulation ranged between 1,403 volumes in 2005 to 1,015 volumes in 2007. As of 2007, the library housed a total of 6,012 volumes. The library has a Maine collection that consists of both fiction and non-fiction. It also has VHS, DVD and audio titles. As of 2009, it is updating and filling gaps in its Maine collection with help from a Rose and Samuel Rudman grant.

The library is open Tuesday and Thursday from 1:00 PM to 7:00 PM and Wednesdays and Saturday's from 9:00 AM to 1:00 PM. While these hours are presently adequate, library officials may want to expand operating hours at some future point. Paid staff consists of one part-time person, which is supplemented by ten hours a week of support from a pool of one dozen volunteers.

Special services include a story hour for children and an annual art camp. Regular adult programs include readings, book signings and lectures. Library officials would like to expand services for both children and adults. Interlibrary loan services are provided through the Bangor Public Library. The library does not provide its own books through interlibrary loan. There is no electronic catalog or lending system. There is wireless Internet access and library officials are exploring the installation of laptops and wireless printing.

There is presently no long range plan for the library. Staff and volunteers are in the initial stages of formulating a plan. They are also in the process of evaluating old books and archival material.

F. RECREATION

1. Purpose

This section will:

a. describe the characteristics and use of recreation resources in Tremont and the surrounding region;

b. assess the adequacy of open space and recreation resources in meeting current and projected demand;

c. determine the adequacy of open space and scenic resource protection in Tremont; and

d. assess the options for providing needed recreational additions and improvements.

2. Key Findings and Issues

Tremont has limited recreation facilities of its own, but has access to other facilities on MDI. The decrease in the school-aged population makes it more challenging to provide programs for children. Due to the presence of Acadia National Park and other areas protected from development, there is no shortage of open space.

3. Summary of the 1997 Plan

While Tremont itself had relatively few recreation facilities, a portion of Acadia National Park lies within its boundaries. Residents also used the facilities and programs of Harbor House in Southwest Harbor. The town recreation board, however, hoped to add more programs for senior citizens and winter after-school programs for grades 5-7. While the presence of Acadia National Park means that there are large acreages of open space in town, the current public access points to salt water are inadequate.

4. Public Opinion Survey Results

Recreational facilities and programs were rated adequate by 46 percent and 36 percent of respondents respectively. Only 18 percent felt that access to freshwater lakes for recreational purposes was a problem and 27 percent indicated that saltwater access was a problem.

5. Recreation Sites and Programs

Recreational facilities include the Back Beach and the Algerine Coast Picnic Area. There is also a baseball/soccer field, which is owned by the school. The town is one of the host communities to Acadia National Park.

Recreational programs are provided by the Tremont Recreation Board. It organizes summer festivals and oversees the operation of the gymnasium which is attached to the K-8 school. The board also maintains the trail located adjacent to the town office and sponsors hunter and ATV safety courses. Harbor House Community Service Center, which includes a converted school building and new multi-use facility on Herrick Road in Southwest Harbor, is a particularly important source of programs for Tremont. Supported in part by town funds, it provides services for all ages, ranging from pre-school childcare to programs for the elderly.

6. State Recreation Standards and Comparison to Other Towns

The State of Maine has published standards for recreational resources to be used for planning purposes (State Comprehensive Outdoor Recreation Plan or SCORP, 1988). Table F.1 details the SCORP standards for a community the size of Tremont and, for comparative and future growth purposes, communities in the next population size category. While this table shows that Tremont does not meet many of these standards by itself, the town benefits from services and facilities that are available in surrounding communities such as Acadia National Park and Harbor House.

Table F.1: State Guidelines for Recreation and Park Services/Facilities

Population Criteria	**1500-2000**	**2000-2500**
I. Administration		
A. Recreation and Park Committee or Board	X	X
II. Leadership		
A. Summer Program		
1. Swimming Instructors	x	X
2. Summer Recreation Director	x	X
B. Winter Program		
1. One Skating Rink Supervisor for each area	x	X
III. Program		
A. Swimming Instruction	x	X
B. Supervised Playground	x	X
C. Senior Citizen Club	x	X
D. Teen Program		X
E. Skiing Instruction	x	X
F. Ice Skating	x	X
G. Community-wide Special Events	x	X
H. Arts and Crafts	x	X
I. Evening Adult Education	x	X

J. Organized Dance Group		X
IV. Facilities (to include School Area)		
A. Outdoor Facilities		
1. Neighborhood Playground, 2-10 acres: Playground, basketball court, playfield, etc.*	x	X
2. Community Recreation Area, 12-25 acres: ball fields, tennis courts, swimming facility, ice skating	x	X
3. Softball and/or Little League Diamond (.75 per 1000 population)	x	X
4. Basketball Court (.50 per 1000 population)	x	X
5. Tennis Court (.67 per 1000 population)	x	X
6. Multi-purpose field: football, soccer, field hockey (.50 per 1000 population)	x	X
7. Swimming Area to serve 3% of town Population (15 sq. ft. per user)	x	X
8. Ice Skating (5,000 sq. ft. per 1000 population)	x	X
9. Playgrounds (.50 per 1000 population)	x	X
10. Horseshoe Courts	x	X
11. Shuffleboard Courts	x	X
12. Picnic Areas with tables and grills (2 tables per 1000 population)	x	X
13. Outdoor Education or Nature Center	x	X
B. Indoor Facilities		
1. School Facilities Available for Public Use	x	X
2. Gym or Large Multi-purpose room (.20 per 1000 population)	x	X
3. Auditorium or Assembly Hall	x	X
4. Arts and Crafts Shop		X
5. Teen Center		X
6. Senior Citizen Center		X
7. Game Rooms		X
8. Public Library	x	X
V. Finance (operation and maintenance costs)		
A. $6 per capita minimum for part-time recreation program	x	X

Source: Recreation and Open Space Planning Workbook, Community Parks and Recreation Division, Office of Comprehensive Planning, May, 1991.

7. Open Space

Open space is a concept related to recreation, which is important for a community. Open space is land which contributes to the character of the community or a neighborhood merely by being undeveloped.

There are currently (2008) ten parcels for a total of 341 acres in Open Space tax protection, as described in Section J (Agricultural and Forest Resources). This compares to two parcels in 1997 and 187 acres. This program gives tax breaks to landowners with open space who agree not to develop it. There are other parcels owned by land trusts or are otherwise in permanent conservation protection. Parcels owned by Maine Coast Heritage Trust are shown on Table F.2. While data are not presently available, there are also parcels held by other trusts.

Table F.2
Land held in Tremont by Maine Coast Heritage Trust

Description	***Acreage***
Bass Harbor Fields	*5*
Great Gott Island	*59*
Mitchell Marsh	*35*
Tinker Island	*235*
Total	***334***

SOURCE: *Maine Coast Heritage Trust*

8. Scenic Resources

The dramatic landscape of Mount Desert Island gives Tremont many scenic views. Such views are an integral part of the town's rural character. Table F.3 lists some of the key views in town.

Table F.3
Summary of Scenic Views

Description
Head of Duck Cove by Route 102
Bass Harbor - South of Rich's & Back Beach
Goose Cove from Clark Point Road
Bass Harbor Marsh- from School Bridge - from Hio Road Bridge
Town Wharf
Seal Cove
Algerine Coast
Mitchell Cove from Lopaus Point
Bass Harbor Head Light

SOURCE: Tremont Comprehensive Plan Committee

9. Current and Future Adequacy of Recreation, Scenic and Open Space Resources

One challenge facing the town is providing adequate recreational programs for its youth in a time when the number of school-age children is decreasing. There is also likely to be greater need for programs for senior citizens. This is occurring at a time when all levels of government are facing severe fiscal restraints.

Due to the presence of Acadia National Park and other permanently protected open space parcels, Tremont is assured adequate open space. There is the risk of incompatible development occurring adjacent to protected open space and scenic views. Examples of incompatible development could include, but are not limited to, excessive removal of trees and other natural vegetation during land clearing and construction involving large areas of impervious surface and building heights that obstruct views.

A more immediate concern is the high demand for existing public access points to salt water. During summer months year-round residents must compete with seasonal residents and tourists for space at these public access points. As is discussed in the Marine Resources chapter, parking is a particular problem.

G. MARINE RESOURCES

1. Purpose

An understanding of marine resources is an essential element of a comprehensive plan for any coastal community in Maine. It is particularly important in the case of Tremont since so many of its residents depend on marine resources for a living. This section aims to accomplish the following:

a. Describe Tremont's marine resource areas, harbor, and water-dependent uses in terms of access, uses and importance to the economy of Tremont and the region:

b. Assess the adequacy of existing harbor facilities and public access points to handle current use demands;

c. Predict whether harbor improvements will be needed to accommodate adequately the use demands of the projected population;

d. Predict whether the viability or productivity of marine resource areas, commercial fishing and other important water-dependent uses will be threatened by the impacts of growth and development.

e. Assess the effectiveness of existing measures to protect and preserve marine resource areas and important water-dependent uses.

2. Key Findings and Issues

Marine resource-based jobs are an important part of Tremont's economy and its traditional way of life. The town's marine resources and its marine-related facilities face several threats. The lobster fishery is very vulnerable and subject to decline. The other fishing sectors are already very limited. The public access points to salt water are overcrowded and parking is inadequate. Current mooring areas are overcrowded and there is a long waiting list for moorings.

3. A Summary of the 1997 Plan

Tremont has had a marine resource-based economy throughout its history, with activities and facilities changing as the economy and resources have changed. At various times, the town has hosted a summer whaling industry, sardine canneries, and a cold storage plant. The town also once had a clam factory and a salted fish operation.

In 1996, the marine economy focused on lobsters, crabs, shrimp, scallops, and sea urchins. There were 97 lobster and crab licenses issued in Tremont. Clam harvests and fin fishing, however, had declined dramatically in recent years. The centers of fishing activity are in

the villages of Bass Harbor and Bernard, which offer a mixture of commercial and recreational boating facilities. The major marine resource-related concern was over fishing.

4. Public Opinion Survey Results

There was strong support for preserving the fishing community. For example, 92 percent of respondents favored enacting measures to preserve the current fishing character of Bass Harbor and 83 percent supported additional steps to assure that development in shoreland areas respects its natural features. About 82 percent and 75 percent supported respectively harbor development policies promoting commercial fishing and harbor development policies. About 40 percent supported fish processing and aquaculture.

5. An Overview of Tremont's Marine Resources

Tremont is the only town on Mount Desert Island to have any significant commercial fishing activity. The major focus of fishing activity in the past ten years has been lobster harvesting.

Marine license data are shown in Table G.1. These licenses represent Tremont residents. Others who fish out of Tremont but live elsewhere are not shown in this table. An informal estimate is that about 40 percent of those who fish out of Tremont live out of town, coming as far away as Stockton Springs. About two decades ago, 90 percent of those who fished from Tremont were Tremont residents. These data show that lobster fishing accounts for the majority of marine-related activity. The next largest category is various forms of scallop fishing.

Table G.1 **Tremont Resident Fishing Licenses by Select Category**	
Type	**2009**
Commercial Fishing crew	8
Commercial Fishing single	7
Commercial Shrimp Single	1
Commercial Shrimp Crew	4
Lobster/ Crab Class I	16
Lobster/ Crab Class II	53
Lobster/ Crab Class III	6
Lobster/Crab Non-Commercial	13
Lobster/ Crab over age 70	7
Scallop dragger	13
Scallop Non-Commercial	5
Scallop Diver	1
Sea Urchin Diver	1
NOTE: some residents may hold licenses in more than one category **SOURCE:** Maine Department of Marine Resources	

There are two aquaculture leases presently (early 2009) located in Tremont waters. They are adjacent to Hardwood Island and are for blue sea mussels. Cultivation on both sites is suspended.

According to data provided by the Harbor Committee, sea cucumbers, blood worms, mussels and clams are currently harvested in Tremont waters. Sea urchins and sardines were harvested until market demand dropped. Fin fish and farm-raised salmon are shipped from Tremont.

6. Related Marine Employment

As discussed in the Economy chapter, there are still many small-scale marine-related operations such as lobster pounds and crab shops. Over time, however, there has been a gradual conversion of marine-related operations into other uses. The high demand for residential shorefront property has priced many lobster docks and similar operations out of the local market. This trend has made it difficult to maintain the infrastructure (such as lobster tanks and bait storage facilities) necessary to support marine businesses.

These challenges have been compounded by the drop in lobster prices. Most operating costs (such as payments on boats and fuel) have not dropped so it is harder for lobster harvesters to remain in business. Those wishing to leave the business find it hard to sell their boats.

7. Water Dependent Uses

Water-dependent uses are defined as those uses that would require direct access to coastal waters and cannot be located away from these waters. These would include fishing operations, piers, lobster pounds, and the like. Circulating salt water is required for the live holding of lobsters and urchins.

Water-dependent sites in Tremont include the facility formerly housing Bass Harbor Marine, the MDOT Bass Harbor Ferry Terminal, the Bass Harbor town landing and the town wharf. Other sites in Bass Harbor include C.H. Rich Company, Little Island Marine, the former Bass Harbor Boat property, and the F.W. Thurston Company. There is also a tour boat operation out of Little Island Marine. In addition to these major sites, there are at least 20 privately-owned docks around Bass Harbor and there are others elsewhere in town.

The water-dependent uses around the harbor thus offer a combination of fishing and boat repair operations. While there are two recreational boat facilities, most uses are oriented toward fishing operations. Preserving the diversity of this harbor is an important component of any economic development strategy for Tremont.

The only current water-dependent sites not on Bass Harbor are the James H. Rich Boat Yard on Duck Cove and the Seal Cove boat ramp, described above. The Rich boatyard does not have any docking facilities. It has a marine railway and mechanical handling equipment.

8. Adequacy of Existing Ordinances and Protective Measures

The Tremont land use ordinance has a Commercial Fisheries Maritime Activities district. This district restricts most non-marine uses. For example, the only residential uses allowed are those that are accessory to permitted uses. These standards may need to be reviewed since there are apparent loopholes that have allowed dwellings to be built which are not accessory to marine-related uses.

9. Public Access Points and Harbor Conditions

There are three public access points in town: the Bernard Pier (9,883 square feet) the Bernard ramp and the Seal Cove ramp (5,382 square feet). All three access points also have an associated area of floats. These facilities face several inadequacies. Parking is inadequate, particularly at the Bernard lot and the Bass Harbor Ferry Terminal. There is also severe overcrowding at the wharves.

A related problem is moorings. The current number of moorings is inadequate. The mooring plans were designed for 28 to 32 vessels. The average size of the vessels has increased since the design was developed. This means that the mooring area is now overcrowded. There is presently (early 2009) a waiting list of about 50 boats for moorings.

Bass Harbor needs to be dredged. As of early 2009, the town had received state and federal permitting for dredging and an expansion of the mooring area. It is now awaiting federal funding.

H. WATER RESOURCES

1. Purpose

It is the purpose of this section to:

a. describe the characteristics, uses, and quality of Tremont's significant water resources;

b. predict whether the quantity or quality of significant water resources will be threatened by the impacts of future growth and development; and

c. assess the effectiveness of existing measures to protect and preserve significant water resources.

2. Key Findings and Issues

There are isolated cases of private wells failing or providing poor quality water. Virtually all homes in town depend on groundwater wells and some homeowners have wells drilled as deep as 400 to 500 feet. Bass Harbor and Bernard villages have particular problems with groundwater quality. The water quality of the town's two freshwater lakes has worsened since 1997 and needs to be monitored to determine if further deterioration is occurring.

3. Summary of the 1997 Plan

Most Tremont residents depended on private wells for their domestic water. There had been many complaints from homeowners about the quality of water coming from private wells. This was particularly the case in Bass Harbor and Bernard villages.

While few supporting data were available, local observers note a gradual deterioration of water quality in Hodgdon and Seal Cove Ponds. This was due in part to development throughout these two watersheds. Another major water quality issue was overboard discharges. While many problem discharges had been eliminated, others remained and posed a threat to Tremont's marine resources.

4. Public Opinion Survey Results

About 20 percent of respondents felt that the quality of drinking water was a problem. There was strong support for protecting Seal Cove Lake Watershed (75 percent) and other lake watersheds (71 percent). Measures to protect aquifers were supported by 74 percent of respondents.

5. Surface Water Resources

a. Freshwater Lakes and Threats to Lake Water Quality

There are two great ponds in Tremont: Seal Cove Pond and Hodgdon Pond (see Tables H.1 & H.2). The watersheds for both ponds include land in Mount Desert and Southwest Harbor, as well as Tremont. An effective pond protection strategy should be based on watershed boundaries since activities anywhere in the drainage area, regardless of town lines, can affect a pond's water quality. In Tremont's case, the drainage areas that lie outside the town boundaries for both watersheds are within Acadia National Park. This means that any watershed protection measures would need to be coordinated with the National Park Service.

There are no point (direct discharge through a pipe) sources of pollution into Tremont's lakes or streams. Also, as mentioned in the Agricultural and Forest Resources section, there is minimal forestry and farming activity in town. This means that these uses pose no significant threat to water quality.

The Maine Department of Environmental Protection rates great ponds in terms of their water quality and degree of phosphorus loading. Phosphorus is one of the key factors affecting water quality. While phosphorus is a naturally occurring phenomenon, man-made operations such as timber harvesting and road and home construction increase the amount of phosphorus in a watershed. High levels of phosphorus causes algae to multiply, oxygen levels to fall, fish to die, and water to turn green. A developed area can send as much as ten times the amount of phosphorus into a lake as a forested area.

The water quality categories shown in Table H.1 are based on the water bodies' vulnerability to phosphorus loading. It does not reflect other possible threats to water quality. This rating is derived from many variables such as flushing and growth and development rates. As seen, Seal Cove Pond is rated "moderate-sensitive" which is the fourth highest water quality category in the DEP rating system. This represents a decline from the "good" water quality rating reported in the 1997 plan. This means water quality has declined. Hodgdon Pond is also rated "Moderate/Sensitive." Its water quality has also declined. In 1997, it had a rating of "Moderate/Stable"

The "F" factor shown in Table H.1 is the DEP phosphorus coefficient for Tremont's share of a given watershed. The phosphorus coefficient is an indicator of the pond's capacity to accept phosphorus based on the acreage of the watershed. This coefficient can be used as a planning guide for setting development standards for a given watershed. Model subdivision review standards that use the phosphorus coefficient have been developed by the DEP and have been incorporated into the Tremont subdivision ordinance.

For Seal Cove Pond, DEP estimates that 15.62 pounds of phosphorus generated from the watershed per year would result in a one part-per-billion (ppb) increase in phosphorus in the pond. This compares to the 20.83 "F" factor reported in the 1997 plan. The more vulnerable Hodgdon Pond could handle only 2.00 pounds per year before a comparable increase in phosphorus is achieved. There was no decrease in the phosphorus coefficient for Hodgdon Pond.

Subdivision development within lake watersheds has been minimal since 1997. There was one six-unit subdivision in the Hodgdon Pond watershed. As of February 2011, three of these lots had been developed. There was no new subdivision development in the Seal Cove watershed. Both watersheds are largely undeveloped. The phosphorus control standards minimize threats to water quality in both watersheds.

Another indicator of water quality is mercury concentration in fish. According to data supplied by the DEP based on 1994 studies, mercury concentrations in Seal Cove Pond fish have been as high as 1.02 parts per million (ppm). In Hodgdon Pond, concentrations reached 3.68 ppm. Since 0.43 ppm is considered a safe level by the State of Maine, these rates are not acceptable. The DEP recommends that women of child-bearing age and children under eight years eat no fish from any lake or pond and that consumption be restricted by all others.

These high rates of mercury contamination are due to atmospheric pollution rather than any local activity. According to a 2006 study by the Harvard School of Public Health Department of Environmental Health, mercury contamination is a serious problem throughout Acadia National Park. While comparable data to 1994 are not readily available, mercury accrues over time and the contamination is likely to be worse today than it was in 1994. The Harvard study stresses that mercury contamination "likely represents a moderate to high risk to biota inhabiting the Park." (See also information on freshwater fisheries in Section I.5.b).

Water quality monitoring data for Hodgdon Pond have been collected since 1983. During this period, 2 years of basic chemical information was collected in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Hodgdon Pond is considered to be average based on measures of SDT, total phosphorus (TP), and Chlorophyll-a (Chla). The potential for nuisance alga blooms on Hodgdon Pond is low.

Water quality monitoring data for Seal Cove have been collected since 1981. During this period, 10 years of basic chemical information was collected, in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Seal Cove is considered to be above average, based on measures of SDT, total phosphorus (TP), and Chlorophyll-a (Chla). The potential for nuisance alga blooms on Seal Cove is also low.

Table H.1
Characteristics of Major Ponds and Lakes
Tremont

	Direct Drainage Area (acres in Tremont)	% of total DDA	Lake Status Quality	F (lbs\ppb\yr)	Other Towns in Watershed
Hodgdon Pond	227	28.6	Mod/Sensitive	2.00	Mount Desert, Southwest Harbor
Seal Cove Pond	1,766	94.3	Mod/Sensitive	15.623	Mount Desert, Southwest Harbor

Source: Maine DEP, Lakes Division, updated in 2008

Lake status quality refers to the lake's ability to accept additional phosphorus. The following categories are used:

Outstanding:	Exceptional water quality
Good:	Greater than average water quality
Moderate/Stable:	Average water quality, not declining under present phosphorus loading
Moderate/Sensitive:	Average water quality, but high potential for phosphorus recycling from lake bottom sediments
Poor/Restorable:	Lake supports algal bloom - restorable
Poor/Low Priority:	Lake supports algal bloom, but restoration appears unfeasible

Table H.2 **Detailed Data on Hodgdon and Seal Cove Pond**		
Pond	**Hodgdon Pond**	**Seal Cove Pond**
Total Pond Acreage (regardless of town boundaries)	45	255
Perimeter (miles)	2	5.1
Mean depth (feet)	11	18
Maximum depth (feet)	22	44
See ME-DEP Explanation of Lake Water Quality Monitoring Report for measured variable explanations. Additional lake information can be found at: pearl.spatial.maine.edu and/or state.me.us/dep/blwq/lake.htm, or telephone ME-DEP at 207-287-3901 or VLMP at 207-225-2070.		
SOURCE: Lakes Division, Maine DEP		

b. Flood-prone areas

Tremont's flood- prone areas are shown on Map 3. The town participates in the National Flood Insurance Program. This means that it has a flood plain ordinance that regulates development in the floodplain. State records show that the ordinance has not been updated since 1999 and needs minor amendments in order to conform with the most recent state requirements.

c. Salt Water Quality

The majority of salt water adjacent to Tremont is classified SB (see Map 3). This is the second highest classification in the state's salt water classification system. SB waters are general purpose waters and are managed to attain good water quality. Well-treated discharges of pollution that have ample dilution are allowed. A portion of the area adjacent to Bass Harbor Head is classified SA, which is the highest classification for salt water. SA waters are managed for high water quality with minimum human interference allowed. No direct discharges of pollutants, including those from finfish aquaculture are allowed. These water quality classifications are based on desired state levels of protection. They do not necessarily mean that a given area of water consistently meets these standards.

d. Threats to Salt Water Quality

As of 2008, there were 24 licensed overboard discharges (OBD's) in Tremont (see Map 3). While located at various sites along the coast of the mainland and adjoining islands, the largest concentrations of OBD's are located around Bass Harbor. Clam flats in this area are closed to shellfish harvesting due to poor water quality. Water quality problems have also been reported in Bass Harbor Marsh. Apart from the OBD's, there are no point sources of pollution discharging into Tremont's salt water resources.

6. Ground Water Resources

The majority of Tremont residents depend on individual wells for their water supply. Most wells are drilled in bedrock. While bedrock fractures may yield high volumes of water, overall bedrock yields vary. There have been many complaints about the quality and quantity of water from wells in Tremont. Coliform bacteria have been reported in some wells in Bass Harbor. There have also been problems with wells in Bernard. Some wells tend to go dry during the summer and many residents have drilled as deep as 400 to 500 feet to find a safe supply of water.

The villages of Seal Cove and West Tremont (to the Clark Point Road) were previously served during the summer by the Seal Cove Water District. While most land easements have reverted to their original owners, the district still retains water rights to Seal Cove Pond. Given current federal requirements for the treatment of surface water sources for public systems, it would be very costly to use this source. Most new municipal water systems use deep ground water wells. Given the relatively poor ground water resources of Mount Desert Island, this may prove difficult in Tremont. Even if suitable wells were found, the cost of constructing a year-round water system would be prohibitive. This means that most residents will continue to rely on private wells.

a. Ground Water Quality

The DEP has rated Tremont's ground water as GW-A. This is the highest DEP classification standard for ground water. DEP standards mandate that these waters be of such quality that they can be used for public water supplies. They shall, per DEP standards, be free of radioactive matter or any matter that affects their taste or odor. Here again, these standards may not reflect actual ground water quality.

b. Threats to Ground Water

Since it takes much longer for ground water to cleanse itself than surface water, it is very important to avoid contaminating ground water. While it is very costly to restore a lake or stream, the cost of cleaning up ground water is usually prohibitive, if it can be redeemed at all.

The major threat to ground water in Tremont would appear to be contamination from failing septic systems. There is no sewer system in Tremont and there are many homes on relatively small lots. Some of the septic systems predate Maine's current plumbing code and may not meet today's standards.

7. Public Water Systems

Public water systems are defined as those that serve a given number of the general public even if they are not publicly owned. They may be as large as a system serving a neighborhood or downtown area or as small as one serving a restaurant. These systems are subject to various

state regulations and reporting requirements. According to data from the Maine Drinking Water Program, there are nine public systems in Tremont. They are summarized on Table H.3.

The map shows the "public water supply source water protection area." This area is defined as the "area that contributes recharge water to a surface water intake or public water supply well." Operators of these systems, per state law, must be notified of land use decisions that could affect the source water protection area. This allows the operators to participate in the municipal decision making process and helps reduce the risk of contamination to public water supplies.

It is important to monitor development around the wells that serve these various systems. Particular attention should be paid to those wells with high risk factors. The risk factor for acute contamination is shown on Table H.3; two systems are shown with high risk factors and deserve especially careful monitoring. The risk ranking means there is the potential for contamination, it does not necessarily mean that contamination has occurred.

Table H.3
Public Water Systems, Tremont

State ID #	System Name/Owner	Existing Risk of Acute Contamination
3502101	Bass Harbor Campground	Low
16748101	Captain Nemos	Low
98249101	Maine-ly Delights	Moderate
99002101	MDOT ferry	Moderate
3517102	Morris Yachts	Moderate
0094614	Morris Yachts	Moderate
635101	Tremont Consolidated School	High
18564101	Quietside Campground	Low
21353101	Thurston's Lobster Pound	High

SOURCE: Maine Drinking Water Program

8. Regional Considerations

Seal Cove and Hodgdon Pond share their watersheds with Southwest Harbor and Mount Desert. As mentioned above, the watershed areas for both adjoining towns lie within Acadia National Park boundaries. The Mount Desert Island Water Quality Coalition monitored water quality on an island-wide basis, but is currently inactive. Hodgdon Pond is presently monitored by Acadia National Park.

9. Adequacy of Existing Protection Measures

As mentioned above, the Tremont subdivision ordinance has phosphorus management provisions for lake watersheds. The zoning ordinance has standards for septic waste disposal, erosion and sedimentation and stormwater management. If the latter two standards were more detailed, they would likely facilitate planning board review to minimize any threats to water quality. The town does not presently have any specific measures to monitor invasive species. There are no public boat ramps in the Tremont controlled portion of either pond. This means that there are no ramps that the town can monitor.

I. NATURAL RESOURCES

1. Purpose

This section will:

a. describe Tremont's critical natural resources in terms of their extent, characteristics, and significance;

b. predict whether the existence, physical integrity, or quality of critical natural resources will be threatened by the impacts of future growth and development; and

c. assess the effectiveness of existing measures to protect and preserve critical natural resources.

2. Key Findings and Issues

While the town's natural resources are essentially the same as they were in 1997, some new issues have emerged. First, through geographic information system (computer) mapping, identification of natural resources has become easier. The town now has access to more complete data. Second, continued growth and development has resulted in greater threats to the town's natural resource base, particularly through worsening water quality.

The town, however, still has a rich natural resource base with some rare plant and wildlife habitats. As part of Mount Desert Island, it is in a unique location at the edge of two major ecosystems: the southern Maine coast, which shares many characteristics with the Atlantic south of Maine and the Downeast coast. The latter has more in common with Maritime Canada. This combination makes Tremont's natural resource base particularly rich and diverse. For further information on the diversity and values of Tremont's natural resources the reader is referred to: www.beginningwithhabitat.org.

3. Summary of the 1997 Plan

Tremont has some plant and wildlife areas with state and national significance, but local knowledge is the best source for identifying their essential habitats and ensuring that these areas are adequately protected. Tremont has many shorebird nesting, feeding and staging sites as well as three known seal haul-out areas. There is also a state recognized nesting site for the common eider duck, the only nesting sea duck on the eastern U.S. coast.

While there are limited official data on Tremont's rare plants, there is one recognized area of horned pondweed, a plant species that is imperiled in Maine. Sea lavender has been noted in some of the town's coves, painted trillium has been found in the town's woodlands, lady slippers among the rock ledges, lady's tresses orchid along pond edges and marsh marigold in our

swampy woods. A detailed survey could reveal other rare or endangered plant species or unusual natural features. Although some of these resources are protected by state and federal laws, town ordinances and regulations presently offer limited protection for wildlife and rare plant areas.

4. Public Opinion Survey Results

About 78 percent supported measures to protect wildlife habitat and 75 percent favored preserving scenic views.

5. Areas Identified by Maine's Beginning with Habitat Program

The Beginning with Habitat initiative, which is a program coordinated by various agencies including the Maine Department of Inland Fisheries and Wildlife, the Maine Natural Area Program and the Maine Audubon Society, has mapped key natural resources in Tremont (see Map 3). Some of these resources are subject to state regulation under the Natural Resources Protection Act (NRPA). For more information on significant wildlife habitats and the NRPA, see http://www.maine.gov/dep/blwq/docstand/nrpapage.htm. This act sets standards to protect key natural features such as certain wildlife habitats, wetlands and other water bodies from adverse impacts of development. Some habitats are also subject to protection by the Maine Endangered Species Act (MESA). For more information on the MESA and protected species, see:
http://www.maine.gov/ifw/wildlife/species/endangered_species/essential_habitat/introduction.htm.

According to data from the Beginning with Habitat program, there are three bald eagle Essential Habitat areas in town. Bald eagles were considered a threatened species under the Maine Endangered Species Act. They are now considered "a Species of Special Concern," which is a less restrictive category. In Maine, the species has been growing at a rate of about 8 percent a year. They are still protected by the Bald and Golden Eagle Protection Act. The biggest threats to bald eagles are from human disturbance at nest sites, diminished water quality and environmental contamination. Two major sources of contamination are from mercury and PCB's.

The Least Bittern is an endangered bird species. It has been observed nesting adjacent to Bass Harbor Marsh. This species is also threatened by poor water quality as well as loss of marsh habitat. Nelson's sharp-tailed sparrows-an uncommon species in Maine-are also regular breeders in Bass Harbor Marsh and in other smaller salt marshes around the periphery of Mount Desert Island. Bass Harbor Marsh hosts the only documented occurrence of Big Bleut in Maine. This species is a damselfly of special concern in Maine. The special concern rating refers to any species of fish or wildlife that does not meet the criteria as endangered or threatened but is particularly vulnerable and could easily become a threatened, endangered, or extirpated species.

Although not shown on the maps, the area off Bass Harbor Head has been mapped as harlequin duck wintering habitat. Harlequin ducks are listed as a Threatened species in Maine.

These small sea diving ducks are found on both the Atlantic and Pacific Oceans. The smaller Atlantic population breeds in eastern Canada and north and a small population of about 1,800 birds winters along the coast of Maine. Hunting of this species is strictly prohibited. For more information on harlequin ducks visit:. http://www.maine.gov/ifw/wildlife/species/endangered_species/harlequin_duck/index.htm

There are areas of Three-toothed Cinquefoil (Blueberry Low Summit Bald), which is classified as a rare natural community. It consists of patches of blueberry lichens, low herbs and bare rock. It is a typical habitat of smooth sandwort, a rare species. Since it generally occurs on summits that offer scenic views, it is in areas often frequented by hikers. It is threatened primarily by pedestrian and ATV traffic. Damage can be minimized if hikers stay on designated trails.

There is an area of Horned Pondweed in Bass Harbor Marsh. The habitat for this plant is fresh, brackish or alkaline waters and stream edges. It is ranked by the Maine Department of Conservation as S-2, or imperiled in Maine "because of rarity or vulnerability to further decline." The S-2 ranking means that there are six to 20 occurrences in the state or that other factors make it vulnerable to further decline. One specific threat to this plant is degradation of marsh and estuary habitat from adjacent land uses. Given water quality issues in Bass Harbor Marsh, (*see the Water Resources chapter*) the health of this plant community needs to be monitored carefully.

There are two areas of Low Elevation Streamshore Ecosystems. This ecosystem is a group of communities directly influenced by the open water portion of a stream. It includes vegetated aquatic communities as well as emergent and bordering communities. Vegetation types found in these ecosystems include northern white cedar swamp, sensitive fern swamp, silver maple floodplain forest and alder floodplain.

Mitchell Cove is classified under the NRPA as a Shorebird Area. These areas are coastal staging areas that provide feeding habitat such as tidal mud flats or roosting habitat such as sand bars or sand spits for migrating shorebirds. It is considered Significant Wildlife Habitat under the NRPA and thus protected by that act. It is also largely protected by local zoning since it is zoned Resource Protection. Other Significant Wildlife Habitat include Seabird Nesting Islands, which are islands, ledges or a portion thereof in tidal waters. These islands include Ship, Bar, Goose Cove, Barge East and Barge West. These sites have documented cases of nesting seabirds or suitable habitat for endangered species. All these islands, with the exception of a portion of Bar Island, are in public ownership which provides an additional level of protection.

Other Significant Wildlife Habitat include large areas of Tidal Waterfowl/Wading Bird habitat. These are breeding, migrating/staging or wintering areas for coastal waterfowl. They are also breeding, feeding, loafing, migrating or roosting areas for coastal wading birds. Habitats include aquatic beds, eelgrass, emergent wetlands, mudflats, seaweed communities and reefs. These areas are also protected by the NRPA.

Vernal pools are another Significant Wildlife Habitat. Vernal pools are seasonal wetlands that fill with water in the fall, winter and spring and generally dry up in the summer. The seasonal nature of vernal pools limits predatory fish from becoming established making them an important breeding habitat for a variety of amphibians including rare, threatened and endangered species. Amphibians are an important part of the food chain and help to sustain many other species wildlife. Although vernal pools are common, they are also vulnerable to changes in forest habitats from timber harvesting, road building, and clearing for forests for residential development.

It is important to note that at this time (2008-2009) the identification of *significant* vernal pools is definition-based. These areas have not been comprehensively mapped by MDIFW (and are not shown on the maps) nor do they need to be to be eligible for protection by MDEP. For more information on vernal pools and the Natural Resources Protection Act, visit: http://www.maine.gov/dep/blwq/docstand/nrpa/vernalpools/index.htm More maps are expected to be available after this plan has been adopted.

Tremont has several areas of Priority Trust Species. These categories depict the highest value habitat as predicted by the U.S. Fish and Wildlife Service Gulf of Maine Program's Habitat Suitability Model. They are discussed in greater detail below.

Inland habitat areas include deer wintering areas, which are forested areas used by deer to avoid deep snow and cold. These areas consist of dense softwood canopies interspersed with mixed stands or hardwoods and softwoods. These are considered Significant Wildlife Habitat and are protected by the NRPA. Deer population in Tremont has fluctuated over the years. There have been issues regarding vehicle-deer collisions and suspected deer damage to gardens and trees.

There are also inland Waterfowl/Wading Bird Habitat areas adjacent to Seal Cove and Hodgdon Ponds. Such areas are used for freshwater breeding, migration/staging and winter habitats for inland waterfowl. The area is also used for breeding, feeding, loafing, migration or roosting habitats for inland wading birds. These areas are protected by the NRPA.

6. Other Natural Features

a. Priority Trust Species

Tremont is host for many Priority Trust Species of the U.S. Fish and Wildlife Service. These species are defined to include all migratory birds, anadromous/catadromous (sea-run) and certain coastal fishes, and federally listed endangered and threatened species. The trust species that regularly occur in the Gulf of Maine watershed and are considered a priority for protection because they meet any of the following criteria:

- Nationally endangered, threatened or candidate species

- Identified as threatened or endangered by 2 or 3 states in the Gulf of Maine Watershed
- Showing significant or persistent declining population trends
- Species of special interest
- Species of concern as identified in the U.S. Shorebird Conservation Plan, Colonial Waterbird Plan or Partners in Flight

The species with the potential to occur in Tremont are shown in Table I.1. Not all of these species have actually been observed in the town. This diversity of species is indicative of the many habitats found in Tremont. Poorly planned development, however, may threaten some of these habitats.

Table I.1
Priority Trust Species, Tremont

Birds	**Birds (Cont.)**	**Birds (Cont.)**	**Fisheries**
American bittern	Golden-winged Warbler	Red-shouldered hawk	Alewife
American black duck	Grasshopper Sparrow	Roseate tern	American eel
American oystercatcher	Hudsonian godwit	Ruddy turnstone	American shad
American woodcock	Killdeer	Saltmarsh sharp-tailed sparrow	Atlantic Salmon
Arctic Tern	Least sandpiper	Sanderling	Atlantic sturgeon
Bald Eagle	Least Tern	Scaup (greater & lesser)	Blueback herring
Baltimore oriole	Little blue heron	Seaside sparrow	Bluefish
Bay-breasted warbler	Little gull	Sedge wren	Horseshoe crab
Bicknell's thrush	Louisiana waterthrush	Semipalmated sandpiper	Shortnose sturgeon
Black scoter	Marsh wren	Short-billed dowitcher	
Black Tern	Nelson's sharp-tailed sparrow	Short-eared owl	Winter flounder
Black-bellied plover	Northern flicker	Snowy Egret	
Blackburnian warbler	Northern goshawk	Solitary sandpiper	
Blackpoll warbler	Northern harrier	Spruce grouse	
Black-throated blue warbler	Olive-sided flycatcher	Surf Scoter	**Plants**
Blue-winged warbler	Osprey	Tricolored heron	Eastern prairie fringed orchid
Buff-breasted sandpiper	Peregrine falcon	Upland sandpiper	Furbish's lousewort
Canada warbler	Pied-billed grebe	Veery	Robbin's cinquefoil
Cape May warbler	Piping glover	Whimbrel	Small whorled pogonia
Chestnut-sided warbler	Prairie glover	Whip-poor-will	
Common loon	Purple sandpiper	White-winged scoter	
Common snipe	Razorbill	Wood duck	**Mammal**
Common tern	Red crossbill	Wood thrush	Canada lynx
Eastern meadowlark	Red-headed woodpecker	Yellow rail	
Field sparrow	Red knot		**Reptile**
			Plymouth red belly turtle

Source: Beginning with Habitat Program, 2008

b. Freshwater Fisheries

Both Seal Cove and Hodgdon Ponds historically have had wild brook trout species. According to the MDIFW, these populations have been largely eliminated except for in one unnamed tributary on the east side of Seal Cove Pond near the public access point. The regional fisheries biologist maintains that this elimination is due to the illegal introduction of predatory fish species. It is possible that brook trout populations survive in other streams that flow into the ocean. The extent of populations is not known since not all these streams have been surveyed by MDIFW. Local observers maintain that the populations are likely to occur primarily in streams under Park jurisdiction since most streams under town jurisdiction are too seasonally shallow to accommodate a trout population.

The high concentrations of mercury, which are discussed in the Water Resources chapter, occur at the highest rate in the illegally introduced fish with the longest life spans. Mercury accumulates in fish over time and the introduced species may live as long as 20 years. Brook trout have a relatively short lifespan and less chance to accumulate mercury.

MDIFW will generally not restock indigenous species in ponds where these species serve as prey for introduced species. There was a local effort to stock brook trout but that species was apparently eliminated by the predatory species. *(For saltwater fisheries information see the Marine Resources chapter).* MDIFW stocks brown trout annually into Seal Cove Pond. Brown trout can tolerate the poorer mid-summer water quality and compete well with non-indigenous warm-water species now present, such as smallmouth bass and chain pickerel.

c. A Summary of Other Natural Features

Tremont's natural resources are best viewed in the context of Mount Desert Island as a whole. According to the Maine Natural Areas Program, MDI is at the transition zone from the southwestern portions of the Maine coast and the Downeast coast. The former shares many characteristics with the Atlantic coast south of Maine. The Downeast coast has more in common with the Canadian Maritimes. This transition is unique along the Maine coast. The southern characteristics include pitch pine woodlands. The more boreal elements include headlands with roseroot and beachhead iris, or rocky woodlands with patchy black spruce and heaths. Much of the region is characterized by spruce-fir forests in various stages of post-disturbance succession.

Tremont is part of the Acadia West/East Focus Area. Focus areas of statewide ecological significance contain unusually rich concentrations of at-risk species and habitats. Focus areas are non-regulatory, but are intended to draw attention to the exceptional natural landscape conditions that result in the convergence of multiple resource occurrences and provide momentum to municipalities, land trusts and others focused on strategic approaches to conservation. For more information visit: http://www.beginningwithhabitat.org/the_maps/focusareas-inset.html.

Bass Harbor Marsh is a particularly valuable ecosystem. According to the Maine Natural Areas Program, it is "an exemplary streamshore ecosystem" that shows a gradation from mixed (graminoid forb) saltmarsh to brackish tidal marsh to freshwater shrub marsh further upstream. It is an important component of Tremont's natural resource base.

The town also has several islands that serve as seal haul-out areas. According to the 1997 plan, these islands included Rummel Island, East and West Barge Islands and Ship and Barge Ledges. Such sites are necessary for the survival of adults and young seals. Whelping sites are normally used year-to-year by the same breeding females. Direct access to high-quality feeding areas and lack of human disturbance are important characteristics of seal haul-out areas.

7. Adequacy of Existing Protection Measures

Just over one-quarter of the town's total land area lies within Acadia National Park (3,353 acres out of a total of 12,266 acres). This land is protected from development and its management is the responsibility of the National Park Service. There is also land held under conservation easements (for details on easements, see the Recreation chapter).

Natural resources are also protected by certain state and federal standards. For example, the state-mandated shoreland zoning standards regulate activities within the 250-foot of the shore. Similarly, the Bald and Golden Eagle Protection Act offers protection to eagle nesting areas. As mentioned above, the Natural Resources Protection Act has standards for certain natural features.

Current protective measures have not been successful in avoiding water quality problems such as those occurring in Bass Harbor Marsh. There is also the risk of unintentional damage to other natural features through ongoing development. Continued development could result in increased stormwater runoff and disruption of habitat. As mentioned in the Water Resources chapter, mercury contamination is another threat. Since this threat is due to atmospheric contamination originating beyond the town's (and indeed the state's) borders, there is little that can be done locally to address mercury problems.

Tremont's land use and subdivision ordinances could be strengthened to require more detailed identification of natural features (such as those available from the Beginning with Habitat Program) when applications for development are submitted to the planning board. This would allow the planning board to assure that steps are taken to minimize damage to key natural resources. These steps could include, but are not limited to, adjusting the location of a structure's footprint, reducing road length and retaining more natural vegetation on a building site.

J. AGRICULTURAL AND FOREST RESOURCES

1. Purpose

This section presents an overview of Tremont's agricultural and forest resources. Specifically, this section will:

a. describe the extent of Tremont's farms and forest lands;

b. predict whether the viability of these resources will be threatened by the impacts of growth and development; and

c. assess the effectiveness of existing measures to protect and preserve important farm and forest resources.

2. Key Findings and Issues

Apart from some small-scale hobby farms, there is very little agricultural activity in Tremont beyond home gardens. Commercial forestry is also limited, only 44 timber harvests were reported to the Maine Forest Service between 1990 and 2006. There have been some recent cases of clear cutting of timber in residential subdivisions.

3. Highlights of the 1997 Plan

There was very little farmland in Tremont. About 80 percent of the town was forested. Only 559 acres of this amount was held in tree growth taxation.

4. Public Opinion Survey Results

There was a 71 percent support rate for tax breaks for land held in the state’s tree growth classification. Measures to protect forest land and farmland were supported by 76 percent and 64 percent rates respectively.

5. Agricultural Resources

Farmland in Tremont is very limited, the town is not in an area with rich agricultural soils. Given the higher prices that land can command for other uses, there are few economic incentives for a farmer to remain in business. By definition, farmland is open, cleared, and usually well drained, making it physically suited for house lots and other developed uses.

Tremont had no acres of farmland held under the Farm and Open Space Act in 2007 and had not had any land held under this classification since 2002 (see Table J.1). This act allows owners of farmland property tax breaks for parcels over five contiguous acres provided that certain conditions are met such as a minimum farm-derived income. Normally, qualifying farmers with a long-term commitment to farming would participate in this program. However, local observers note that there is at least one small (approximately 0.20 acres) operation that sells a variety of produce.

Table J.1
Farm and Open Space Taxation Parcels in Tremont, 2000-2007

	Farmland		Open Space Land	
	Number of Parcels	Acres	Number of Parcels	Acres
2000	2	23	12	241
2001	2	2	14	442
2002	2	2	8	376
2003	0	0	8	376
2004	0	0	8	376
2005	0	0	8	376
2006	0	0	8	376
2007	0	0	10	341

Source: Municipal Valuation Return Statistical Summary, Maine Bureau of Taxation Property Tax Division, Part IV

6. Forest Resources

One source of information on Tremont's forest resources is data on land held under the Tree Growth Taxation Act. This classification is similar to the Farm and Open Space Act in that owners of forested parcels meeting certain conditions may have their property assessed as forest land rather than for its potential developed value.

Recent trends in tree growth are shown in Table J.2. The amount held in tree growth fluctuated between 2000 and 2007. There was, however, far less land (157 acres) held in 2007 than in 2000 when 560 acres were held.

Table J.2
Tree Growth Parcels in Tremont, 2000-2007

Year	Number of Parcels	Softwood Acres	Mixed-wood Acres	Hardwood Acres	Total
2000	7	458	62	40	560
2001	4	217	33	38	278
2002	2	50	0	0	50
2003	2	45.5	0	0	45.5
2004	5	91	20	0	111
2005	5	91	20	0	111
2006	3	113	59	0	172
2007	4	111	33	13	157

Source: Municipal Valuation Return Statistical Summary, Maine Bureau of Taxation Property Tax Division, Part III (2000-2007)

Timber harvesting trends are shown on Table J.3. These data represent timber harvests that are subject to state reporting. As seen, there were only 44 harvests reported between 1990 and 2006. This is a relatively low volume of harvest when compared to many Maine towns.

Table J.3
Timber Harvesting Trends for Tremont, 1990-2006

Year	Selection Harvest Acres	Shelterwood Harvest Acres	Clearcut Harvest Acres	Total Harvest Acres	Change of Land Use, Acres	Number of Timber Harvests
1990-1999	137	0	0	137	0	14
2000-2006	116	20	0	136	20	30
Totals	**253**	**20**	**0**	**273**	**20**	**44**

Source: Maine Forest Service year-end landowner reports

7. An Analysis of Threats to Farm and Forest Land from Projected Development

Farming is a very minor land use in Tremont. Perhaps the major threat is that the remaining operations will be sold by their current owners and converted to other uses. Forestry

is also likely to remain a minor operation. The high demand for residential land means that more forest land is likely to be converted to house lots. Some recent subdivisions have been developed with almost complete clearing of trees from the lots.

8. Adequacy of Existing Measures to Protect Farm and Forest Land

While there are no direct provisions in the town's land use ordinances to protect farm and forest land, there are several measures that facilitate their protection. First, the tree growth tax classification offers at least temporary protection. Over the long term, there is no guarantee that land not be withdrawn from this classification and sold for development. Second, there are shoreland zoning standards for timber harvesting. Third, the subdivision ordinance gives the planning board the authority to require that up to ten percent of the overall area of a subdivision be reserved as common open space. It is possible through cluster subdivision standards to reduce individual lot sizes and increase commonly held open space without changing the overall density of a subdivision. Details are available in the town's land use ordinance.

As mentioned above, there have been cases of clear cutting of lots in residential subdivisions. This may indicate the need for additional measures to protect forest resources. There are, however, standards within the two lake watersheds.

K. HISTORIC AND ARCHAEOLOGICAL RESOURCES

1. Purpose

This section will:

a. outline the history of the town of Tremont;

b. identify and profile the historic and archaeological resources of Tremont in terms of their type and significance;

c. assess current and future threats to the existence and integrity of those resources; and

d. assess the effectiveness of existing measures to protect and preserve those resources.

2. Key Findings and Issues

As of 2009, there were four properties listed on the National Register of Historic Places. While there has been substantial survey work of historic and pre-historic resources done within the Acadia National Park portion of Tremont, more survey work is needed outside the park boundaries. Future fieldwork could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement beginning in the 1760's.

3. Summary of the 1997 Plan

There were only two properties in Tremont listed on the National Register of Historic Places. While there were many other properties of historic value, most had been altered over the years so that they may not be eligible for listing. The town's shell middens had been altered by unauthorized searches for arrowheads. There had also been some damage to these sites from coastal erosion. The Historical Society was interested in restoring the Old Mill Dam at Marsh Stream.

4. Public Opinion Survey Results

The survey asked no specific questions about historic and archaeological resources.

5. Town History

A significant portion of historic and archaeological resources is composed of Native American sites. Native Americans first arrived in Maine 15,000 years ago following deglaciation. The closest evidence for these Paleo-Indians comes from Graham Lake north of Ellsworth. For the next 6,000 years, native peoples lived in Maine, but very few remains have been located in coastal areas. This scarcity of remains is probably due to the sinking coastline

and subsequent erosion of sites. A few isolated objects from this early time period have been found by clammers and divers as close as Newberry Neck on the Blue Hill Peninsula, which lies just west of Mt. Desert Island, but no habitation sites have been discovered.

Beginning 5,000 years ago, natives of the Maine Maritime Archaic (also known as the Red Paint People), lived along Maine's coast, including Mt. Desert Island and nearby off-shore islands. Evidence for this culture is found in the form of slate bayonets, fishing weights, gouges for woodworking, distinctive spear points, graves lined with red ochre and numerous other artifacts.

The Red Paint People were replaced approximately 3,800 years ago by people of the Susquehanna Tradition, who moved into Maine from the Susquehanna River Valley. The Ceramic Period began approximately 2,800 years ago and continued until European contact and the beginning of the historic period. Native peoples lived on Mt. Desert Island at different times of the year during this prehistoric period. Some sites were occupied in the winter, some in summer, and some year-round.

Gotts Island was first occupied by Indians about 4,000 years ago. This occupation continued until the initial European settlement of the island in the late 17th century, and possibly for a century thereafter. Indian families living on the island were hunters and gatherers. They lived and traveled in small bands, following migratory, seasonal cycles fishing, hunting and gathering wild plant foods. Current research indicates that they generally lived on the island from late fall until early spring. They lived there during warmer seasons in very late prehistoric and historic times. From the early European explorations of the 15th and 16th centuries until several years after the end of the French and Indian wars, title to the region was contested by both the French and English. A 1787 settlement gave Englishman John Bernard claim to the western side of Mount Desert Island.

In 1789 the entire island was incorporated as the town of Mount Desert. Tremont, originally called Mansel, was incorporated as a separate town in 1848; the name was changed to Tremont in August 1848. Southwest Harbor, initially part of Tremont, was incorporated as a separate town in 1905.

Tremont grew rapidly from the time of its early colonization until the late 1800's. Economic activity was closely tied to the natural resources available. Fishing, which was an important part of the area's economy and land use patterns in pre-historic time, continued to be an important aspect of Tremont's economy throughout the centuries. With the rise and fall in availability of different fish species, various fish processing facilities have opened and closed throughout the years.

Lumbering has also played an important role. Boat building was an important economic activity in Tremont in the 1800's, with over 60 ships built. Some were used for fishing locally and off the Grand Banks. Other ships were used in the coastal carrying trade, transporting local products such as lumber, fish, ice, and granite to southern markets and returning with staples from the south.

Employment and population began to decline in the early 1900's, due in part to changes in transportation that opened up new industry and settlement opportunities in interior portions of the country. Lumbering, shipbuilding, and the coastal carrying trade decreased greatly in importance, with only fishing remaining active.

Tourism has affected the town, but to a lesser extent than other MDI towns. Tourist accommodations and other tourist-related businesses have played a role since the mid-1800's, when the "rusticators" first were attracted to the area. These businesses continue to exist as an integral part of Tremont's economic base today.

6. Identified Pre-Historic, Historic and Archaeological Sites

Data from the Maine Historic Preservation Commission (MHPC) indicate that there are 24 pre-historic archaeological sites in Tremont. The term "pre-historic" refers to sites that pre-date written history (i.e., the first European settlement). These sites are shell middens and are all located along the salt water shoreline. The exact location is kept confidential to avoid attracting vandals and thieves. The MHPC notes that only limited areas of the shore have been surveyed systematically and that additional survey work is needed. The shoreline of Seal Cove Pond also needs to be surveyed.

While Tremont has many buildings of historic value, only four were listed on the National Register of Historic Places as of 2009. These were the Bass Harbor Light Station, Bass Harbor Library, the Ruth Moore-Mayo house and Dix Family Stable. The MHPC recommends that a comprehensive above-ground survey be conducted in order to identify other properties that may be eligible for nomination to the National Register. Listing on the National Register does not restrict what owners may do to their property. It does, however, offer some protection against removal of properties involving state or federal funded activities. For example, if a proposed state project (such as a highway expansion) involved the removal of a listed building, alternative locations would have to be considered before the building was removed. If a building's owner alters the building in a manner inconsistent with its historic character, it may no longer be eligible for listing on the National Register.

Tremont's known historic archaeological sites are listed on Table K.1. As seen, these include farmsteads, shipwrecks and cemeteries. According to the MHPC, although substantial survey work has been done in Tremont, it has been done primarily for Acadia National Park or the Land for Maine's Future Board. No comprehensive professional survey for historic archaeological sites has been done for the rest of Tremont. Future fieldwork could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement beginning in the 1760's.

Table K.1
Historic Archaeological Sites, Tremont

ME436-001	Wilmerding	Norse petroglyph, forgery
ME436-002	Excalibur # 1	British artifact find, sword
ME436-003	Petit Plaisance	Settlement French settlement
ME436-004	"Wreath"	American wreck , schooner

ME436-005	Jonathan Norwood House	American farmstead
ME436-006	Kelly Cemetery	American cemetery
ME436-007	Samuel Norwood Farmstead	American domestic
ME436-008	George M. Kelly Farmstead	Anglo-American farmstead
ME436-009	Nahum B. Kelly Farmstead	Anglo-American farmstead
ME436-010	L. Reed Farmstead	Anglo-American farmstead
ME436-011	O. Norwood Farmstead	Anglo-American farmstead
ME436-012	Dodge Farmstead	Anglo-American farmstead
ME436-013	Rich Farmstead	Anglo-American farmstead
ME436-014	"Matilda"	American wreck , schooner
ME436-015	Bass Harbor Dam	Anglo-American dam
ME436-016	J & M Manchester cellar	Anglo-American domestic
ME436-017	"Constitution"	American wreck , schooner
ME436-018	"Gertrude"	American wreck, gas screw
ME436-019	"Lena Maud"	American wreck, gas screw
ME436-020	"Pearl"	British wreck, schooner
ME436-021	Pine Hill Picnic Area	American recreational area
ME436-022	Mary Norwood Grave	American burial
ME436-023	Tinker Cemetery	Anglo-American cemetery
ME436-024	Everett Robinson Inscription	Anglo-American petroglyph
ME436-025	William Fly (?) Dwelling	Anglo-American domestic
ME436-026	Tinker Island animal pens?	Anglo-American animal pens
SOURCE: Maine Historic Preservation Commission, April, 2006		

7. Adequacy of Existing Protection Efforts

The subdivision ordinance contains a statement that if the proposed development contains any identified historical or archaeological features, that these areas be protected by suitable covenants or management plans. This statement does not provide the planning board with detailed guidelines on how to protect these features. A related issue, as discussed above, is that only partial survey work of historic and pre-historic features has been done in town.

There is an historical society in town. The Tremont Historical Society is dedicated to the preservation of the history of the towns of Tremont and Southwest Harbor and the adjacent islands. It preserves historical materials related to the towns and their residents, historical documents, photographs, and artifacts. It maintains a room at the Bernard library addition and holds its meetings there. The society has a thirteen-member board of directors and about 200 members from around the country.

The society operates the Country Store Museum in Bass Harbor. The museum houses a variety of artifacts such as tools, kitchen utensils, antique clothing, boat models, spinning wheel, large antique coffee grinder and a medical kit. It also houses 19th century store items including a scale, tins, brass measuring containers, country store type wood stove and a 19th century post office front from inland Maine. There is a research room that contains documents about town

history, a nearly complete collection of Tremont annual reports, old maps, old photos and computerized genealogies of local families.

8. Threats and Planning Implications

Perhaps the major threat is that sites of value could be unknowingly damaged since there has been incomplete mapping of the town. The town could support efforts to complete mapping of historical and pre-historical resources. It may also want to strengthen its land use and subdivision ordinance provisions that protect these resources.

L. LAND USE

1. Purpose

It is the purpose of this section to:

a. identify and understand the uses of land throughout Tremont;

b. identify and understand changes in Tremont's land use patterns; and

c. identify land areas suitable and unsuitable as the primary locations for the growth and development predicted for the next ten years.

2. Key Findings and Issues

While Tremont continues to see new homes built, it remains a rural town. Due to Acadia National Park and conservation easements held by other organizations. about one-third of the town's land area is protected from development. About 55 percent of the total land area has soils that are rated as having a very low potential for development.

The planning board approved 134 new subdivision lots between 1998 and 2007. Eighty-three of these lots (62 percent) remained undeveloped as of January 2009. This means that even if no new subdivisions are approved, development can take place on existing, approved lots. There is also development potential from previously approved subdivisions and lots not subject to subdivision review. For planning purposes, a maximum of 500 acres of new development is projected by the year 2020. This is a very liberal projection to allow for any unanticipated growth.

3. Summary of the 1997 Plan

About one-third of Tremont's land is either owned by Acadia National Park or protected by conservation easement. Another fifteen percent of the land is generally not suitable for development due to very poor soils or steep slopes. While development could take place on many of the remaining soils, there are very few areas of land rated by the Natural Resources Conservation Service as having a medium to high potential for development.

Although there has been substantial development of coastal properties over the past twenty years, there are still some properties that could be developed. Due to the high price of coastal properties, more year-round development will likely take place inland. Tremont faces the challenge of accommodating future growth in a town with relatively poor soils and no public water and sewer.

4. Public Opinion Survey Results

About 87 percent of respondents stated that it was important to them to preserve Tremont's rural way of life. There were many written comments on land use regulations. Some supported additional restrictions while other opposed more infringements on property rights.

5. Major Categories of Land Use

While Tremont has grown in recent years, it is still a rural town. Of the approximately 12,300 acres of land area, about 2,687 acres or 22 percent of the total is owned by Acadia National Park. The Park also has 606 acres in Tremont protected by conservation easements. In addition, there are 334 acres held by Maine Coast Heritage Trust plus easements held by other organizations. Thus, at least 30 percent of the land in Tremont is restricted from development by ownership or deed restrictions (see Table L.1).

Table L.1
Acreage of Tremont Land Restricted from Development

Land/Easement Holder	**Acreage**
Acadia National Park (fee simple ownership)	2,687
Acadia National Park (easements)	606
Maine Coast Heritage Trust	334
Nature Conservancy	TBA
Other Conservation Easements	not available
Municipal and State-Owned Land	TBA
Total Restricted Acreage	
Total Land Area	12,234
Percent Restricted Acreage of Total Town Land Area	TBA
SOURCE: compilation of National Park, land trust and town records	

Other land has a very limited potential for development due to poor soils. As seen in Table L.2 and Map 2 about 55 percent or nearly 6,700 acres of soils in Tremont have a very low potential for low density development. This rating is based on the ability of soils to support an individual septic system on a one-acre lot. It should be stressed that these findings are based on generalized soil surveys and that site-specific surveys may

find areas where soils are more suitable for septic systems. Also, landowners willing to invest in high-cost waste water disposal systems may be able to overcome site limitations.

Only 92 acres of soils (less than 1 percent of the total) are rated as having a very high potential for development and just over 5 percent (about 570 acres) have a high potential. Given the lack of public water and sewer systems in town, this means that future development in Tremont must respect these soil limitations. Overall, soils in Tremont have limited ability to support development.

Table L.2
Soils Potential for Low Density Development, Tremont

Category	Estimated Acreage	Percent
Very High	92	0.75
High	672	5.49
Medium	566	4.62
Low	4,216	34.46
Very Low	6,689	54.68
Total Land Area	12,234	100

SOURCE: USDA Natural Resource Conservation Service as compiled by Hancock County Planning Commission

Tremont, however, still has ample vacant, developable land, (see Table L.3). Developed land uses (such as residential, commercial, and public) accounted for an estimated 1,300 acres or 11 percent of the total land area in 2008. This estimate of developed land is derived from the assumption that roughly 400 acres of land have been developed since the 1997 comprehensive plan was prepared (when 916 acres of developed land were reported). The estimate assumes one acre of land for each unit of development, which is the average lot size per the zoning ordinance.

Table L.3
Estimated Land Use by Category, Tremont 2009

Category	Acreage	Percent of Total
1.Public/conservation parcels	(pending)	
2.Developed land	916	7.5
3. Total Land Not Available for Development (rows 1 & 2)		
4. Total Land Area	12,234	100

5. Estimated vacant, land (row 4 minus row 3)	(pending)	(pending)
SOURCE: compilation from Tables L.1 & L.2		

6. Land Use Patterns

This section discusses land use patterns in the various parts of town. Specific problems or needs facing each section of town are identified. It is important that the comprehensive plan reflect the specific conditions and needs in different parts of town.

a. The Islands

The only island with major residential development is Great Gott Island with approximately 30 homes. These homes are normally occupied on a seasonal basis only. There are also three homes on Little Gott. About 59 acres of Great Gott is protected by a conservation easement. There are several large lots on those portions of the island not protected by easement, which could be subdivided into additional residential lots.

While these two islands offer an attractive environment for a summer home, further development could cause problems. Overboard discharges pose a potential threat to marine water quality. There is no electricity on the island, so disposal systems with pumps cannot be installed unless there is an independent source of electricity such as a generator. Due to their isolation, it is difficult and costly to provide the islands with municipal services.

Even though portions of Tinker and Hardwood Islands are zoned residential, there are only two seasonal homes on Hardwood and only one dwelling on Tinker. There are also five homes on Bar Island. As discussed in the Natural Resources chapter, these islands are valuable natural resource areas. They include many seabird nesting and seal haul-out areas. Soils with a low potential to handle domestic waste water and limited ground water supplies further restrict their development potential.

b. The Bass Harbor Area

There are two villages surrounding Bass Harbor: Bernard and Bass Harbor village. This is the most heavily developed part of town. As mentioned above, the public opinion survey showed that most respondents wished to preserve the fishing character of the Bass Harbor area.

Poor soils and inadequate water supply limit the development potential of this area. As discussed in the Water Resources chapter, wells are at times inadequate in terms of their yield and there have been complaints about water quality not meeting aesthetic standards. Anecdotal reports indicate that many residences in this area use water purification systems. The relatively high density of development makes it difficult to find soils suitable for septic systems.

c. The Shorefront

Tremont has many prime shorefront properties. While Bernard and the eastern shore of Bass Harbor village are largely developed, there are still some lots that could be subdivided. There is considerably less development along Clark Point and Dix Point roads. Dow and Dodge Roads also have development potential. Given the demand for shorefront and water view lots, it is likely that those shorefront properties not protected by conservation easements will continue to be developed. The current Commercial Fisheries Maritime Activities zoning provisions need to be examined to assure that they are sufficient to avoid water dependent uses in these areas from being converted to residential or other uses not related to the intent of this zone. Also, the high value of shorefront property means that some existing homes could be torn down and replaced with larger structures.

d. Inland Areas

The inland areas have a mixture of year-round and seasonal residences. Much of the development along the major roads such as Route 102/Tremont Road is year-round residential. In many cases, the homes are immediately along the road on relatively large lots. This has effectively "landlocked" the back portion of these parcels. These areas may appear to be well developed by someone viewing them from the road, but there are actually large areas of undeveloped land set back from the road. Overall, the southern portion of town is far more developed than the northern part. There has been relatively little development along the inland areas. Cape Road and most development in Seal Cove village is immediately along Route 102/Tremont Road.

As the prime shorefront properties continue to be developed or protected through conservation easements, there is likely to be more demand for land in the inland areas of town. Given the high prices for shorefront property, the inland areas are likely to be particularly popular for year-round residents. There is the risk that these areas could lose their rural appearance as more road-front lots are created. An additional risk is increased traffic problems resulting from more driveways connecting directly with an existing road.

e. Lake Watersheds

As mentioned in the Water Resources chapter, Seal Cove and Hodgdon Ponds are vulnerable to increased phosphorus loading from poorly planned development in their watershed. Both watersheds have several large lots which could be subdivided under current zoning regulations. Lake view lots could become increasingly popular as salt water view lots become more expensive. These watersheds may thus have considerable development potential, increasing the likelihood of phosphorus loading. Between 1997 and 2008, however, there was no subdivision activity in the Seal Cove Pond watershed and just one subdivision in the Hodgdon Pond watershed. As mentioned in the Water Resources chapter, the town has phosphorus management standards in its subdivision ordinance which should help protect lake water quality.

7. Recent Land Use Changes

The most significant change in Tremont has been the increased rate of residential development. Table L.4 shows that of the 134 lots that were approved between 1998 and 2007, 51 (38 percent) of these lots were built-upon and 83 (62 percent) remained vacant. The large number of approved but unbuilt lots means that the town has considerable development potential even if there are relatively few subdivisions over the next few years. There is also development potential from previously approved subdivisions and construction on lots not subject to subdivision review.

Table L.4
Summary of Subdivision Activity, 1998-2007

Year	Subdivision Name	Acres	Number of Lots	Number of Developed Lots as of January 14, 2009	Number of Vacant, Approved Lots
1998	Mark's Place	4.5	3	2	1
1999	Lighthouse	9.33	4	2	2
2000	Boathouse	6.7	6	6	0
2001	Hinton	17.51	5	2	3
2001	Underwood Condominiums	0.86	8	8	0
2001	SeaMist Gardens	2.01	4	4	0
2001	Bass Harbor Woods Phase 3	11.39	4	2	2
2002	Richtown	33.6	3	1	2
2002	Bass Harbor Woods Phase 4	25.6	16	6	10
2002	Traditions	27	3	1	9
2003	Elliot Property	51.6	3	3	0
2003	Burnt Hill Road	4.29	3	3	0
2004	True Lane Subdivision	9.04	7	2	5
2004	Feather acres Amendment	3.33	2	3	-1
2005	Woodmont Subdivision	3.1	3	0	3
2005	Alder Lane	12.7	6	0	6
2005	Ickatika Estates	30	22	0	22
2005	Robert & Julia Spahr Revision	47	0	0	0
2005	Timbervati	26	6	0	6

2005	Charles Fahey Amendment*	1.53	-1	1	-2
2005	Elliot Property Subdivision	5.1	1	0	1
2005	Sophies Way	5.3	4	0	4
2005	Traditions Amendment	2.03	1	1	0
2006	Timbervati Revision	26	0	0	0
2006	Mount Gilboa Subdivision	14.82	9	0	9
2006	Lots A5 & A6 Elliot	6.9	2	0	2
2006	Mount Gilboa Subdivision Revision	14.82	0	2	-2
2007	Ulman Subdivision	15.4	3	2	1
	TOTALS	**417.46**	**134**	**51**	**83**

*__NOTE:__ represents a reduction in the number of lots approved initially by the planning board

SOURCE: Tremont code enforcement officer

8. Areas Suited for Development

As discussed in Section L.5, there are many areas of Tremont that are unsuitable for development due to poor soil conditions. Section L.6 discusses the development constraints that various parts of town face. For example, the islands and the lake watersheds are particularly vulnerable for environmental reasons. The villages of Bernard and Bass Harbor face problems with ground water quality. These constraints must be considered in formulating future development plans for the town. Another issue is projected sea level rise due to global climate change.

9. Projected Land Acreage Needed for Development

The estimates in table C.6 (see the Housing chapter) project that there will be 1,311 dwelling units in Tremont by 2020, an increase of 266 units from 2000. This would amount to 266 additional residential acres. For planning purposes and to allow for unexpected development, this figure could be increased to 500 acres. While there has not been much commercial or other forms of non- residential in recent years, an additional 100 acres of non-residential development will be assumed for planning purposes. This is a very liberal estimate since the 1997 plan reported that there were only 50 acres of commercial land in Tremont as of 1995 and sixteen acres in other forms of non-residential development. Given

the estimated acres of vacant land, there will be no shortage of developable land by 2020 or far beyond that date. Rather, the challenge will be to minimize the adverse impacts of development that does occur while maintaining the rural character of the town. The specific strategies to address this challenge will be discussed in the Goals and Objectives and Future Land Use Plan.

M. FISCAL CAPACITY

1. Purpose

It is important to understand a municipality's tax base and its various fiscal challenges. A town's fiscal capacity affects its ability to pay for new services related to growth and development. Growth trends in turn affect the tax base. This section will:

a. discuss Tremont's fiscal conditions;

b. assess recent expenditure and revenue trends; and

c. discuss likely future trends.

2. Key Findings and Issues

About 99 percent of Tremont's tax base is derived from land and buildings. There is about $20 million worth of tax-exempt property in town. Total appropriations (both municipal and education) increased by 125 percent between the 1996-1997 and 2008-2009 fiscal year, from $2.1 million to $4.8 million. Municipal and education appropriations increased by 115 and 129 percent respectively.

3. Summary of the 1997 Plan

Tremont's valuation and property tax assessments increased rapidly. While increases in valuation slowed during the early 1990s, property tax assessments continued to increase. Due largely to Acadia National Park, Tremont's tax base included about $14 million worth of tax-exempt property.

The major dollar increase in town spending had been in education, which is largely beyond the town's control. Solid waste costs also increased rapidly. While several other categories saw a rapid percentage increase in costs, the numerical increase was relatively small.

4. Public Opinion Survey Results

The survey asked if respondents would support increasing local taxes to improve various services. The highest percentage supporting increasing taxes was 43 percent for road maintenance and 38 percent for police protection. About 48 percent of respondents felt that property taxes were a problem compared to 38 percent who did not.

5. Valuation and Tax Assessment

The town's ability to raise taxes depends largely on the total value of all property in town. The change in state valuation for Tremont is shown on Table M.1. Between 1997 and 2007, the state equalized valuation increased by 237 percent from $154.8 million to $522.4 million. (Data for 2008 were not available as the plan was being drafted).

Table M.1
Trends in Valuation, Tremont 1997-2007

Year	***Amount***
1997	$154,850,000
1998	$156,250,000
1999	$160,900,000
2000	$169,000,000
2001	$180,850,000
2002	$188,600,000
2003	$231,450,000
2004	$248,350,000
2005	$381,900,000
2006	$420,850,000
2007	$522,400,000
Percent Increase, 1997-2007	237.4%

SOURCE: Municipal Valuation Return Statistical Summary, Maine Revenue Services, Property Tax Division

Tax commitments increased by 114 percent between 1996-1997 and 2008-2009. from about $1.8 million to $3.9 million. (see Table M.2). Tax assessments increased at a slower rate than valuation. The property tax burden would have increased even more if assessments had increased at a faster rate than the valuation. As will be discussed below, however, town expenditures increased at a much faster rate than the valuation.

Table M.2
Trends in Tax Commitment, Tremont, 1997-2008

Fiscal Year	Tax Commitment
1996-1997	$1,844,192
1997 – 1998	$1,940,519
1998 -1999	$2,111,318
1999 - 2000	$2,247,893
2000- 2001	$2,568,532
2001- 2002	$2,678,325
2002- 2003	$2,960,498
2003- 2004	$3,335,077
2004 - 2005	$3,466,370
2005- 2006	$3,727,420
2006- 2007	$3,810,786
2007 -2008	$3,950,796
Percent Change 1997-2008	114.2%

SOURCE: Municipal Valuation Return Statistical Summary, Maine Revenue Services, Property Tax Division

6. Tax Base and Revenue Sources

As shown on Table M.3, over 99 percent of Tremont's property tax base comes from the value of land and buildings. The remaining fraction is from personal property (production machinery and equipment). This means the town is very dependent on land and buildings for revenues. The other Mount Desert Island towns are similarly dependent on land and buildings.

Table M.3
Summary of Municipal Valuation by Type: Tremont Area 2007[1]

Town	Land & Buildings	Production Machinery & Equipment	Business Equipment	All other Personal Property	Total Personal Property	Total Real & Personal
Tremont	$481,447,800	$630,200	$0	$0	$630,200	$482,378,000
(percent)	99.8%	0.2%	0.0%	0.0%	0.2%	100.0%
Southwest Harbor	$776,085,500	$0	$0	$1,246,043	$1,246,043	$779,884,670
(percent)	99.5%	0.0%	0.0%	0.2%	0.2%	100.0%
Mount Desert	$1,977,988,345	$1,916,500	$903,900	$742,300	$3,562,700	$1,981,551,045
(percent)	99.8%	0.1%	0.0%	0.0%	0.2%	100.0%
Bar Harbor	$1,357,031,700	$0	$12,277,890	$0	$12,277,890	$1,369,309,590
(percent)	99.1%	0.0%	0.9%	0.0%	0.9%	100.0%
Hancock County	$11,236,243,356	$325,215,921	$34,144,957	$16,737,141	$376,098,019	$11,612,341,375
(percent)	96.8%	2.8%	0.3%	0.1%	3.2%	100.0%

[1]**NOTE:** amounts under 0.1 percent will not show in the percentage row due to rounding.

SOURCE: Municipal Valuation Return, Statistical Summary, 2007

According to the Property Tax Division of Maine Revenue Services, Tremont had about $20.4 million in tax-exempt property in 2007. This included about $7.2 million in federal property, $1.6 million in state property and $7.9 million owned by "municipal corporations. Other exempt property included benevolent and charitable organizations (approximately $1 million), churches and parsonages ($1.2 million) and smaller amounts for other non-profits and veterans' exemptions. The values of tax-exempt property do not necessarily reflect their market value. For example, were the Acadia National Park property in town ever to come on the market, it would likely sell for far more than the $7.2 million as shown the value of all federal property in Tremont.

While property taxes are the primary source of revenue for town government, there are other sources. The major sources are shown in Table M.4. About 80 percent of Tremont's revenue in 2007 came from property taxes. The next largest category (7 percent) came from automobile excise taxes, followed by intergovernmental revenues (6.3 percent). The latter category refers to sources such as the Maine Department of Transportation's local road assistance, state revenue sharing and targeted state grants. Use of most state funding is restricted to specific categories, leaving property taxes as the main source for operating and capital expenditures.

Table M.4
Revenue Sources, Tremont, 2006-2007 Fiscal Year

Source	Amount	Percent of Total
Property Taxes	$4,141,559	80.5%
Auto Excise Taxes	$363,803	7.1%
Boat Excise Taxes	$47,402	0.9%
Intergovernmental Revenues	$324,116	6.3%
Other Local Sources	$268,429	5.2%
Total	**$5,145,309**	**100%**

SOURCE: Town reports

Total appropriation trends are shown on Table M.5. Municipal appropriations increased from $2.2 million in 1996 -1997 to $4.9 million in 2008-2009, a rate of 125 percent. Municipal appropriations accounted for about 34 percent of all costs in 2008-2009. The remainder of appropriations were for education. Total K-12 appropriations had the

highest numeric increase ($1,675,749) and 9-12 appropriations had the highest percentage increase (141 percent).

Table M.5 **Municipal Appropriation Trends: 1998-2009**					
Fiscal Year	**Total Appropriations**	**Total Municipal**	**Total Education**	**K-8 Education**	**9-12 Appropriation**
1996-1997	$2,174,573	$777,494	$1,300,807	$947,141	$353,666
1997-1998	$2,313,192	$874,235	$1,320,006	$972,872	$347,134
1998-1999	$2,401,263	$859,626	$1,421,103	$1,067,980	$353,123
1999-2000	$2,224,809	$495,175	$1,638,061	$1,220,309	$417,752
2000-2001	$2,815,368	$942,198	$1,724,806	$1,271,152	$453,654
2001-2002	$3,187,739	$934,951	$2,114,672	$1,576,715	$537,957
2002-2003	$3,323,888	$963,369	$2,208,123	$1,645,635	$562,488
2003-2004	$3,745,313	$1,242,518	$2,314,922	$1,703,028	$611,894
2004-2005	$4,048,628	$1,330,035	$2,519,083	$1,876,901	$642,182
2005-2006	$4,194,919	$1,325,988	$2,624,091	$1,905,186	$718,905
2006-2007	$4,935,806	$1,892,114	$2,758,610	$1,978,295	$892,073
2007-2008	$4,726,514	$1,592,078	$2,876,699	$2,083,185	$793,514
2008-2009	$4,893,513	$1,671,142	$2,976,556	$2,123,151	$853,405
Percent change	**125%**	**115%**	**129%**	**124%**	**141%**
Numeric change	**$2,718,938**	**$893,648**	**$1,675,749**	**$1,176,010**	**$499,739**
SOURCE: Tremont town office					

7. Municipal Expenditure Trends

Expenditure trends on specific items between 1996-1997 and 2006-2007 are summarized in Table M.6. The largest numeric and percentage increase was in K-12 education (from about $1.3 to about $2.9 million). While there were increases in all other categories except general assistance, some of these increases may be explained by different reporting methods.

Table M.6
Summary of Selected Appropriations

Item	Amount 1997	Amount 2007	Percent Change	Inflation Adjusted Change
Administration	$237,961	$492,916	107.1%	53.4%
Protection	$34,963	$131,800	277.0%	179.2%
Recreation	$36,703	$61,137	66.6%	23.4%
General Assistance	$8,000	$902	-88.7%	-91.6%
Public Works	$289,527	$330,300	14.1%	-15.1%
Board, Committees & Services	$24,612	$45,910	86.5%	38.2%
Debt Service	$77,186	$179,725	132.8%	72.5%
Capital Outlay	$0	$527,415		
Education	$1,300,807	$2,876,699	117.9%	61.4%

SOURCE: town reports

The table above shows about $180,000 in debt service payments. Under state law, towns have a maximum debt ceiling of 15 percent of total state valuation. Since the 2007 state equalized valuation was about $522 million, the debt ceiling would be $78 million. Tremont is well below its debt ceiling.

8. The Future

Tremont expenditures have increased within the limits required by LD I. The town, however, faces some fiscal issues. On the revenue side, the current recession means that fewer people are buying new cars, which means a decrease in excise tax revenues.

On the expenditure side, Tremont faces increased costs to reconstruct and maintain its road system (*see the Transportation chapter).* Other town expenditures such as solid waste management, police protection and education are also likely to increase. Specific needs are discussed in the *Public Facilities and Services* chapter.

N. INVENTORY AND ANALYSIS SUMMARY

1. Purpose

This chapter is a summary of the Inventory and Analysis phase of the comprehensive plan. It summarizes the key issues Tremont faces and serves as the major focus of the *Goals and Objectives*. The first part of the chapter identifies the most pressing issues. The second part summarizes each chapter. These summaries are taken verbatim from the *Key Issues and Findings* section of each individual chapter. The third part identifies the major regional issues in the greater Tremont area.

2. Priority Issues

Tremont faces several key issues. One is the aging of the population, which means fewer school-aged children. This increases the per student cost of maintaining the local K-8 school due to declining enrollment. A related issue is the need for more services for the elderly.

Tremont's long-standing identity as a fishing community is threatened by a combination of factors. These include federal fishing restrictions, depletion of fishing stocks and the loss of marine infrastructure. While the entire town is affected by the high cost of housing, it is a particular problem for the fishing community. Very few fishermen now live along the waterfront and more commute from out of town.

While about one-third of Tremont's land area is protected as open space either by direct ownership by Acadia National Park or by conservation easements, the public access points to salt water are overcrowded. Parking at these sites is inadequate.

Tremont faces increased public expenditures to address road, education and police and fire protection needs. This means that it will be challenging to manage municipal expenditures at a time when revenue sources are decreasing. The town's roads face both maintenance and safety problems. The lack of bicycle lanes along major roads are a particular threat to safety.

3. Key Findings and Issues

A. <u>Population</u>

Tremont's year-round population increased by 23 percent between 1990 and 2005. The highest rate of increase was in those residents who are past prime child-bearing years. This indicates an aging population. This means that most future population increase will be due to in-migration rather than natural increase (the number of births minus the number of deaths). The peak summer population is estimated to be about 80 percent greater than the year-round population. Tremont's year-round population is currently projected to grow by 30 percent between 2000 and 2020.

B. Economy

Almost one-quarter of the labor force is self-employed. While 800 people work in Tremont, only 220 of those are Tremont residents. This means that there is substantial commuting into town.

C. Housing

Tremont continues to attract both year-round and seasonal homes. Between 1990 and 2000 the number of year-round homes increased from 633 to 705 and the number of seasonal homes increased from 314 to 370. Housing prices have increased at a much faster rate than incomes. Between 2001 and 2005, the median sales price of a house in Tremont increased by 35 percent (from $165,000 to $224,500). Median household incomes, however, increased by only 9.1 percent (from $39,344 to $42,938).

While town-specific data are not available, there have been further changes in the housing market between 2005 and 2008. The median household sales price for the greater Ellsworth area, which includes Tremont, in 2006 was $192,000 compared to $195,000 in 2007 and $179,000 in 2008. The nation-wide decrease in housing prices has had at least some impact on the regional housing market.

D. Transportation

Tremont has nearly 30 miles of public roads. This is a relatively high mileage of roads for a small, coastal town. While traffic volumes have increased in recent years, these increases are well below the rates for Route 3 at the head of Mount Desert Island. The lack of bicycle lanes is a serious safety issue. Public transportation services have improved with the introduction of the Island Explorer seasonal bus service. There are still some parking problems and there are very few provisions for pedestrians.

E. Public Facilities and Services

Tremont has a new town office with adequate space for all town government functions. The fire department also has adequate facilities and equipment. It could, however, benefit from a paid part-time person who would perform routine vehicle maintenance and process paperwork. The school is under capacity (it had a 2008-2009 enrollment of 130 students and a rated capacity of 200 students). While there is a low rate of satisfaction (see the public opinion survey results) for police protection, there is little support for paying for the cost of expanding this service.

F. Recreation

Tremont has limited recreation facilities of its own, but has access to other facilities on MDI. The decrease in the school-aged population makes it more

challenging to provide programs for children. Due to the presence of Acadia National Park and other areas protected from development, there is no shortage of open space.

G. Marine Resources

Marine resource-based jobs are an important part of Tremont's economy and its traditional way of life. The town's marine resources and its marine-related facilities face several threats. The lobster fishery is very vulnerable and subject to decline. The other fishing sectors are already very limited. The public access points to salt water are overcrowded and parking is inadequate. Current mooring areas are overcrowded and there is a long waiting list for moorings.

H. Water Resources

There are isolated cases of private wells failing or providing poor quality water. Virtually all homes in town depend on groundwater wells and some homeowners have wells drilled as deep as 400 to 500 feet. Bass Harbor and Bernard villages have particular problems with groundwater quality. The water quality of the town's two freshwater lakes has worsened since 1997 and needs to be monitored to determine if further deterioration is occurring.

I. Natural Resources

While the town's natural resources are essentially the same as they were in 1997, some new issues have emerged. First, through geographic information system (computer) mapping, identification of natural resources has become easier. The town now has access to more complete data. Second, continued growth and development has resulted in greater threats to the town's natural resource base, particularly through worsening water quality.

The town, however, still has a rich natural resource base with some rare plant and wildlife habitats. As part of Mount Desert Island, it is in a unique location at the edge of two major ecosystems: the southern Maine coast, which shares many characteristics with the Atlantic south of Maine and the Downeast coast. The latter has more in common with Maritime Canada. This combination makes Tremont's natural resource base particularly rich and diverse. For further information on the diversity and values of Tremont's natural resources the reader is referred to: www.beginningwithhabitat.org.

J. Agricultural and Forest Resources

Apart from some small-scale hobby farms, there is very little agricultural activity in Tremont beyond home gardens. Commercial forestry is also limited, only 44 timber harvests were reported to the Maine Forest Service between 1990 and 2006. There have been some recent cases of clear cutting of timber in residential subdivisions.

K. Historical and Archaeological Resources

As of 2009, there were four properties listed on the National Register of Historic Places. While there has been substantial survey work of historic and pre-historic resources done within the Acadia National Park portion of Tremont, more survey work is needed outside the park boundaries. Future fieldwork could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement beginning in the 1760's.

L. Existing Land Use

While Tremont continues to see new homes built, it remains a rural town. Due to Acadia National Park and conservation easements held by other organizations. about one-third of the town's land area is protected from development. About 55 percent of the total land area has soils that are rated as having a very low potential for development.

The planning board approved 134 new subdivision lots between 1998 and 2007. Eighty-three of these lots (62 percent) remained undeveloped as of January 2009. This means that even if no new subdivisions are approved, development can take place on existing, approved lots. There is also development potential from previously approved subdivisions and lots not subject to subdivision review. For planning purposes, a maximum of 500 acres of new development is projected by the year 2020. This is a very liberal projection to allow for any unanticipated growth.

M. Fiscal Capacity

About 99 percent of Tremont's tax base is derived from land and buildings. There is about $20 million worth of tax-exempt property in town. Total appropriations (both municipal and education) increased by 125 percent between the 1996-1997 and 2008-2009 fiscal year, from $2.1 million to $4.8 million. Municipal and education appropriations increased by 115 and 129 percent respectively.

4. Key Regional Issues

Tremont has a history of working with other Mount Desert Island towns on common issues. Transportation planning and the development of affordable housing for working families are two examples of where continued island-wide cooperation is needed. The retention and creation of jobs is most effectively addressed on a county-wide and, in some cases, Eastern Maine level. Strategies to respond to marine resource challenges will require coordination with other towns along the Maine coast that have an active commercial fishing community.

SECTION II:

GOALS, OBJECTIVES AND, IMPLEMENTATION STRATEGIES

II. A. GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

1. Purpose

This section presents the goals and objectives for Tremont. Goals are general statements for the town's future and are followed by more specific objectives. These goals and objectives are often interrelated. The goals and objectives are followed by implementation strategies which explain how each goal will be achieved. While this plan contains some highly specific recommendations, residents are reminded that planning is an ongoing process. To assure flexibility in the event of unforeseen circumstances, periodic updating of these goals is necessary.

2. Vision Statement

Tremont seeks orderly growth while preserving its small town, coastal and historic character, working waterfront, and high quality of life. It promotes a diversified local economy that provides sustainable year-round jobs while also protecting and enhancing its marine resource and natural resource base. It aims to have a transportation system that facilitates the safe movement of both pedestrian and vehicular traffic.

3. Goals and Objectives

A. <u>POPULATION GOAL</u>

Tremont wishes to be a community with a year-round population composed of all age groups. It also wishes to sustain its seasonal population. The plan recommends that these goals be accomplished by the following measures:

1. promote a balanced, year-round economy (see *Economy* goals) so that families of working age have access to jobs;

2. increase purchase opportunities for first-time homebuyers in order to allow younger families easier access to housing (see *Housing* goals);

3. maintain the town's quality of life so it remains attractive to year-round residents, second home owners and vacationers. (this is addressed throughout the plan): and

4. Promote steps that allow the elderly to remain in their homes as long as possible (see *Public Services and Facilities Goals).*

Implementation Strategy: This is addressed through other goals and objectives in the plan.
Responsibility: As indicated elsewhere in the plan. **Time Frame:** As indicated elsewhere in the plan.

B. ECONOMY GOAL

Tremont promotes an economy that offers its residents a variety of well paying year-round jobs within the town and within easy commuting distance. It seeks to preserve its important seasonal sources of employment, encourage home-based businesses, local entrepreneurial activities, and marine resource-based jobs. The plan recommends that these goals be accomplished through the following measures:

1. **Regional Coordination:** Tremont participates in regional efforts to diversify the Hancock County economy. This will include ongoing involvement with Mount Desert Island-wide and county-wide efforts and supporting endeavors of other state and regional organizations that promote this goal;

Implementation Strategy: This is a continuation of current policy

2. **Assistance to Existing Businesses:** The plan supports measures to help business retain and create jobs. Specific steps include, but are not limited to, seeking state grant and loan funds for necessary public infrastructure, interim financing, and job training including marine resource-based jobs;

Implementation Strategy: The town actively contacts area economic development groups to ascertain which grant programs meet the town's needs and recommends to the select board which funds should be sought. Joint grant applications with adjoining towns shall be considered whenever deemed feasible.
Responsibility: select board. **Time Frame:** ongoing

3. **Broadband Internet Access:** The plan recommends that Tremont participate in and supports regional efforts to expand broadband Internet access to serve the entire town;

Implementation Strategy: town appoints representative to serve on an active basis on any regional committee that is created and also supports relevant grant funding initiatives.
Responsibility: select board makes appointment, committee member reports on progress
Timeframe: ongoing

4. **Economic Development Strategy:** The plan recommends that the town undertake an economic development strategy that seeks new sources of employment while also capitalizing upon Tremont's marine resource sector and water-dependent uses.

Implementation Strategy: the select board appoints an economic development committee that seeks funding for an economic development strategy. The committee oversees the drafting of

this strategy and holds outreach meetings with the business community and the general public.
Responsibility: economic development committee
Timeframe: 2012-2014

C. HOUSING GOAL

Tremont seeks to have a diverse housing stock and opportunities for persons of all income levels to live in safe and standard housing. In addition to addressing its existing affordable housing gap, as identified in the Inventory and Analysis, it aims to have at least ten percent of its new housing be affordable to persons of low to moderate income. This will be accomplished through the following specific measures:

1. **First-time Homebuyer Subdivision:** The town will work with the Maine State Housing Authority and other housing professionals to create subdivisions that will offer a portion of the homes for sale to households in the median household income range for Hancock County. The town would not become a housing provider but rather would facilitate this process by pursuing appropriate grants that could be administered by an organization experienced in such ventures. The subdivisions would be located in a proposed growth area as shown in the future land use plan. All roads would be built to town standards in the event that the homeowners and the town agree that these roads should be recommended for acceptance as public ways at a town meeting. The plan recommends that all homes in these subdivisions be built to high energy efficient standards;

Implementation Strategy: The select board appoints a housing committee to work with the MDI Housing Authority and other housing agencies to determine what grant programs are best suited to the town. The committee recommends to the select board what grants should be sought and if tax increment financing or other locally generated sources of match should be pursued.
Responsibility: Housing Committee takes lead. **Time Frame:** Select board appoints committee in 2011, grant submitted by 2012

2. **Improvement of Existing Housing Stock:** The town will seek funds from the Community Development Block Grant program and other funding sources such as regional banking institutions for low interest financing to rehabilitate the homes of interested home owners who meet the program income guidelines. The plan recommends that two focuses of rehabilitation be replacement of well and septic systems and energy efficiency improvements;

Implementation Strategy: The housing committee works with groups such as the Washington Hancock Community Agency, the Maine Office of Community Development, the Hancock County Planning Commission, and USDA Rural Development to determine what grants are most suited to the town and seek such grants when appropriate.
Responsibility: Housing Committee

Time Frame: 2012-2013

3. **Land Use Ordinance Standards**: Assure that town-wide land use standards accomplish the following:

   a. Allow accessory (sometimes called in-law) apartment units in all districts (unless subject to Resource Protection or Commercial Fisheries Maritime Activities zoning standards) without an increase in density requirements over those required for single family homes if wastewater disposal arrangements meet town and state standards and the dwelling is on a lot that conforms to current minimum lot size standards. Accessory apartments are defined as being clearly subordinate to the primary dwelling unit. They shall not exceed 600 square feet of living space and consist of no more than one bedroom;

   b. Allow duplex units in designated inland growth areas at a minimum lot size 50 percent greater than single family units. Duplexes are distinct from accessory units since there is no set restriction on the number of bedrooms in each unit. Rather, the restriction is based upon the ability of the applicant to meet wastewater disposal standards as determined by the local plumbing inspector;

   c. Allow multifamily dwellings (three or more units in a structure) in designated inland growth areas (see *Future Land Use Plan*. Units will be required to provide adequate off-street parking, meet state life and safety codes, and be buffered from surrounding properties. For each multifamily unit, an additional 20,000 square feet of land area shall be required over the minimum lot size of 40.000 square feet. (This is the same as the 2009 standards). All such units shall have wastewater disposal arrangements subject to approval by the local plumbing inspector and also provide adequate domestic water supply in a manner that does not disrupt the supply of water on adjoining properties; and

   d. Set standards to allow mobile home parks in inland growth areas (see Future Land Use Plan) areas (but not in rural areas).

Implementation Strategy: This will be addressed in the revisions to the land use ordinance
Responsibility: Planning board
Time Frame: 2011-2012

4. **Senior Citizen Housing**: To address housing needs of the increasing number of elderly residents in town, the plan recommends that the town explore options to create additional units of senior citizen housing that are affordable to those of all income levels. The plan recommends that these units be located in the inland growth areas.

Implementation Strategy: The housing committee contacts the Maine State Housing Authority and other housing providers to learn what programs are available that are appropriate to Tremont and works to initiate these programs.
Responsibility: The housing committee **Time Frame:** 2011-2012

5. **Regional housing ventures**: Given the regional nature of housing needs in Hancock County, the plan recommends that the town participate in relevant regional endeavors to create affordable housing with a particular focus on those efforts occurring elsewhere on Mount Desert Island.

Implementation Strategy: Representatives from the housing committee participate in various MDI-wide and broader regional forums that examine housing options.
Responsibility: The housing committee **Time Frame:** 2012-2013

D. TRANSPORTATION GOAL

Tremont seeks to have a transportation system that facilitates the cost-effective, safe, and efficient movement of goods, people and services within and through the town and that is designed to accommodate higher rates of vehicles and alternative modes of transportation while minimizing the adverse effects of excessive traffic and traffic-related development. The plan recommends that this be accomplished through the following specific measures (see also Fire Protection and Emergency Service goals):

1. **Access Management:** Tremont wishes to promote access management policies that preserve the safety and retain the capacity of its state highways and town roadways. This shall be accomplished through the following specific steps:

a. **Definition of a driveway:** the plan recommends that the town, in its land use ordinances, define a driveway as an access point generating up to 20 vehicle trips a day (the equivalent of two residential units). Any access point in excess of this amount would be defined as an entrance or road.

b. **Road connectivity:** the plan recommends that the town undertake measures to increase road connectivity in future development through the following steps:

i. amend the subdivision and development review standards to require that development proposals for new or expanded uses allow for a street connection to adjacent streets unless the proposed interconnection is not feasible due to environmental impacts or to topographical constraints; and

ii. implement design standards for interconnecting streets that minimize vehicle speed (through measures such as traffic calming) and promote safe pedestrian passage in areas where vehicle-pedestrian conflict are likely (through measures such as the provision of sidewalks and pedestrian crossing areas).

Implementation Strategy: As part of the land use ordinance revision process, the planning board works with its consultant and MaineDOT to assure that it meets all appropriate access management standards
Responsibility: planning board/MaineDOT
Timeframe: 2013-2014

2. **Pedestrian Facilities:** The plan supports the following measures to promote the safe separation of vehicle and pedestrian traffic and encourage more walking opportunities:

a. Require that developments in the villages and other areas of high pedestrian traffic include provisions for sidewalks or comparable pedestrian facilities;

b. Require, through site plan review standards, that new or expanded commercial uses make provisions for connecting pedestrian ways with adjoining commercial uses;

c. Give the planning board the authority to require that subdivisions retain easements for pedestrian facilities both within a development as well as providing easements for future connections with adjoining subdivisions;

d. Explore options for safe routes for school-age children to walk to school;

e. Pursue trail development through the MDI-wide Village Connector Trails system.

Implementation Strategy. a-c: These will be addressed through the land use ordinance revisions; d: town seeks grant funds from Maine Department of Transportation under the Safe Routes to School program, e. town works in coordination with other MDI towns and Acadia National Park.
Responsibility: a-c: planning board or designee; d: town manager/school committee; e. town manager or designee **Time Frame:** 2013-2014

3. **Bicycle Facilities:** The plan strongly supports the provision of safe bicycle shoulders along town roads and state highways serving Tremont.

Implementation Strategy: The select board contacts the MDOT and requests that relevant state road improvements be included in the Biennial Transportation Improvement Plan. Local improvements are included in the municipal CIP.
Responsibility: Select board **Time Frame:** 2012

4. **Town road policy:** The plan recommends that town policy recognize that town roads are a crucial factor in shaping future growth and determining municipal service costs. Recommended road policy steps include:

a. develop construction and design standards for all new roads in town that address matters such as width, safe bicycle passage, paved shoulders, emergency vehicle access, mitigation of natural resource impacts, drainage, and road base that assure that substandard roads are not built. The plan recommends that town ordinances require that all new or expanded subdivision roads be required to meet these standards. It also recommends that any reconstruction of existing town ways be done in a manner that meets these standards whenever practical.

Implementation Strategy: This would be part of the land use ordinance revision process.
Responsibility: Planning board in consultation with MaineDOT Local Roads Center and MDIFW Beginning with Habitat program. **Time Frame:** 2013-2014

5. **Parking**: The plan encourages the provisions of adequate and safe parking in Tremont through the following measures:

a. assure that the development review guidelines have standards that give the planning board guidance to assure that off-street parking provisions meet the demand from a proposed new use or change of use. These standards shall require that the parking areas be landscaped when possible to minimize their visual impact and that off-site stormwater run-off impacts are managed in accordance with DEP standards. It also recommends that parking be located, wherever possible, at the side or rear of the building.

Implementation Strategy: This would be addressed through the land use ordinance revisions.
Responsibility: planning board or designee **Time Frame:** 2012-2013

b. expand parking at town and state-owned public access points to salt water and take measures to ensure that these lots meet minimum aesthetic standards.

Implementation Strategy: Select board contacts the Maine DOT to determine what steps can be taken to improve parking at the state ferry terminal. Board establishes a capital reserve fund

to serve as a matching source of funds for improvements to town-owned facilities. Include landscaping standards as part of any parking improvement project unless proven unfeasible due to lot layout.
Responsibility: select board **Time Frame:** 2012-2013

6. **Managing Off-Site Traffic Impacts of Development:** The plan recommends that provisions be added to the subdivision ordinance and development review standards to give the planning board the authority to require developers to prepare a traffic assessment that considers the off-site impacts of their development. This assessment shall be used to determine if the developer needs to pay a proportionate share of the cost of any off-site transportation improvements that are necessary to mitigate the impacts of the development.

Implementation Strategy: This would be addressed through the land use ordinance revisions.
Responsibility: planning board or designee **Time Frame:** 2012-2013

7. **Road Maintenance**: Promote adequate road maintenance through development of a comprehensive road assessment and improvement plan that establishes priorities for maintenance and upgrade of town roads. The plan would include a review of drainage and stormwater runoff standards to assure that any adverse impacts to water quality are minimized.

Implementation Strategy: the town manager contacts the Maine Department of Transportation Local Roads Center for technical assistance in assessing current pavement and related road conditions and developing a six-year road improvement plan that would be repeated in future six-year increments. Funding for these improvements are included in the capital improvement plan.
Responsibility: town manager or designee **Time Frame:** initiated in 2011

8. **Public Transportation:** The plan supports expansion of public transportation services in Tremont through the following measures:

a. work to expand the routes and level of service by the Island Explorer in Tremont;

b. explore options for increasing year-round public bus service;

c. work with transportation providers and major employers to implement subscription bus service (buses that are dedicated to transporting employees to their jobs);

d. support Mount Desert Island and county-wide efforts to develop vanpooling, park and ride, ride sharing and other measures that create options for people wishing to reduce the number of trips by private vehicle; and

e. support efforts to build bus facilities such as clearly marked bus stops and passenger waiting areas.

Implementation Strategy: The select board/town manager work with the MDI League of Towns, Acadia National Park, and Downeast Transportation, Inc. to support measures that are proven economically feasible.
Responsibility: town manager/MDI League of Towns **Time Frame:** ongoing

9. **Regional Air Service:** The plan supports the continuation of commercial passenger service at the Hancock County Airport and recognizes the importance of air service to the regional economy.

Implementation Strategy: The economic development committee works with its counterparts in other towns and on a regional level to support measures that keep passenger air service viable.
Responsibility: economic development committee **Time Frame:** ongoing

E. PUBLIC FACILITIES AND SERVICES GOAL

Tremont seeks to provide its residents with quality public services and facilities in a manner that respects the limitations of its tax base and the ongoing growth that the town faces. Specific measures include:

1. **Police Protection:** The comprehensive plan supports the continuation of current police protection services for Tremont. It recommends that these services be reviewed periodically in the event that continued development in Tremont increases demand for police protection. It also recommends that police protection needs be part of the development review assessment for any large-scale development.

Implementation Strategy: The select board periodically reviews the adequacy of police protection services. The planning board, in its revisions to the land use ordinances, assures that public safety impacts are included in the development review criteria.
Responsibility: select board **Time Frame:** on-going

2. **Education:** The comprehensive plan supports providing Tremont students with a quality education in facilities and a curriculum which meets state standards while also

respecting municipal budget constraints. This will involve periodically exploring school facility consolidation and sharing options with adjoining towns if studies demonstrate that consolidation results in a quality education and saves all participating towns money.

Implementation Strategy: The school committee reviews current arrangements every five years.
Responsibility: school committee **Time Frame:** every five years.

3. **Public Works:** The plan supports continuation of current public works arrangements. Specific measures include:

a. assuring that regular replacement of public works equipment are included in the town's capital improvement plan;
b. asking voters to approve an expansion of the town garage once the town has retired the debt on salt-sand storage shed; and
c. exploring summer staffing options such as periodically hiring temporary employees.

Implementation Strategy: 3.a: the appropriate items are added to the capital improvement plan; 3.b. the select board works with the public works department to determine the specific building needs that reflect town budgetary constraints; 3.c if deemed necessary, the public works budget is adjusted to reflect the hiring of temporary employees.
Responsibility: select board/town manager
Timeframe: ongoing

4. **Fire Protection and Emergency Response:** The plan supports the provision of adequate fire protection and emergency response services through the following specific steps:

a. Include anticipated major fire equipment purchases in the CIP;

b. Increase access to water supply for fire fighting purposes by installing dry hydrants;

c. Revise municipal ordinances to require that:

i. new driveways are sufficiently wide to accommodate fire fighting vehicles and that road cul-de-sacs allow adequate room for trucks to turn around;
ii. address numbers be clearly visible to emergency vehicles from the road;

iii. new multifamily and large-scale non-residential buildings have a sprinkler system.

d. Hire a part-time person to assist with building and equipment maintenance and routine paperwork; and

e. Undertake measures to provide safe and adequate parking at the Seal Cove fire station.

Implementation Strategy: 4.a. & e: appropriate items are included in the CIP, town continues to provide matching funds needed to obtain grants; 4.b: fire department seeks easements to ponds where dry hydrants are needed and installs them as its budget permits; 4.c. planning board revises subdivision ordinances for cul-de-sac provisions, select board appoints committee to develop other ordinance measures. The planning board, in its revisions to the land use ordinances, assures that public safety impacts are included in the development review criteria; 4.d fire department requests inclusion of part-time staff person in its annual budget.
Responsibility: as indicated above **Time Frame:** ongoing

5. **<u>Municipal Government and Buildings</u>:** Tremont continues to provide its residents with an efficient and customer service-oriented town government. The plan recommends that this be accomplished by reviewing the potential for merging some of the positions presently filled on a part-time basis into a full-time position based at the town office. It also recommends that energy efficiency measures (such as strict building insulation and vehicle fuel economy standards) be implemented whenever proven cost-effective.

Implementation Strategy: the select board/town manager assess the potential every three years and, if it appears feasible merge the positions. The board also assures that all new building construction and renovation projects and town vehicle purchases reflect energy efficiency standards,
Responsibility: select board **Time Frame:** ongoing

6. **<u>Solid Waste and Recycling</u>:** Tremont seeks to have efficient and environmentally sound solid waste programs. The town promotes recycling whenever it is proven cost-effective. The plan recommends that a permanent drop off site for recycling be opened adjacent to the town garage. *(As the comprehensive plan is being developed, new solid waste management arrangements are being explored).*

Implementation Strategy: These arrangements will likely have been chosen by the time the plan is adopted.

7. **Ambulance Service/Health Care:** The plan recommends that current ambulance service arrangements through the Southwest Harbor-Tremont Nursing Service continue and supports the following measures:

a. regular replacement of the ambulances;

b. the expansion of the Nursing Service office;

c. maintaining an adequate number of EMT's with high levels of training;

d. implementing a home-based visiting nursing service; and

e. continue town financial support for Nursing Service.

Implementation Strategy: the Nursing Service undertakes a capital campaign to raise the necessary funds. Town continues to support grant applications and make regular financial contributions to the service.
Responsibility: Southwest Harbor-Tremont Nursing Service
Timeframe: to be determined

8. **Public Library:** Tremont supports providing its residents with library services that meet the needs of all age groups while also respecting the limitations of the town budget. Specifically the plan endorses the following measures:

a. continuing town financial support for the library; and

b. including any capital improvements (such as parking and building expansion) in the capital improvement plan.

Implementation Strategy: annual contributions continue and capital improvements are included in the capital improvement plan.

9. **Code Enforcement**: The plan recommends the continuation of full-time code enforcement officer services.

Implementation Strategy: This is a continuation of current policy.

10. **Septage Disposal:** The plan recommends the continuation of current septage disposal policy.

Implementation Strategy: This is a continuation of current policy.

F. RECREATION, OPEN SPACE & SCENIC RESOURCES GOALS

Tremont wishes to provide its residents with a range of recreational, open space and scenic view opportunities that recognize the limitations of the municipal budget. The plan recommends that this be accomplished through the following specific measures:

1. **Continued Support for Harbor House**: The plan recommends that the town continue its financial support for Harbor House so that it may provide recreational programs for all age groups in Tremont as well as cooperative programs with Southwest Harbor.

Implementation Strategy: This is a continuation of current policy

2. **Tremont Recreation Board**: The plan supports the continuation of current programs provided by the Tremont Recreation Board. It recommends that the annual town budget assure that there are adequate funds for maintaining the town gymnasium and maintaining and expanding town-owned walking trails. It also supports efforts to promote use of these trails and other activities that promote safe walking opportunities.

Implementation Strategy: the recreation board works with the select board in assuring that municipal contributions to recreation programs continue and that any necessary facility repair costs are included in the budget. The select board also supports any grant applications for trail development such as, but not limited to, Safe Routes to School.
Responsibility: recreation board and select board
Timeframe: ongoing

3. **Open Space Preservation:** The plan supports the continued preservation of currently protected open space parcels in town and promotes land development regulations that preserve open space through creative lot layout schemes such as cluster subdivisions.

Implementation Strategy: The planning board revises the current cluster zoning provisions to create incentives such as density bonuses for applicants to use cluster zoning to preserve open space that is visible from a public way.
Responsibility: planning board or designee **Time Frame:** 2011-2012

4. **Scenic Resources:** The plan promotes the preservation of key scenic views identified in the Inventory and Analysis through the following measures:

   a. revising town land use ordinances to encourage lot layout schemes for new development that minimize placement of buildings and structures that would encroach on these scenic views; and

b. working with local land trusts and Acadia National Park to acquire conservation easements on parcels within the viewshed (the area encompassing the view).

Implementation Strategy: 4.a: this is accomplished as part of the land use ordinance revision process; 4.b: the planning board shares the list of views identified in the plan with local land trusts and Acadia National Park.
Responsibility: planning board
Timeframe: 2011-2012

5. **Public Access to the Shore**: The plan promotes increasing public access to the shore through the following measures:

   a. improving parking opportunities and expanding boat ramp facilities at existing sites;

   b. seeking the acquisition of additional public access sites and/or the expansion of existing sites; and

   c. preserving the current public access to Hodgdon Pond, which is suitable for kayak launching and other small craft, by encouraging Acadia National Park authorities to maintain its site on Long Pond Fire Road.

Implementation Strategy: 4.a & 4.b: the town establishes a capital reserve fund for this purpose and uses these funds as match for state grant funds from sources such as, but not limited to, Land for Maine's Future; 4.b: the town seeks funding from sources such as State Planning Office Right of Way Discovery grants to determine if there are any existing right-of-ways that could be developed as public access. 4.c: town manager or designee contacts Park authorities.
Responsibility: select board and town manager
Timeframe: ongoing

G. MARINE RESOURCES GOAL

Tremont aims to preserve its working waterfront and promote the sustainable stewardship of its marine resources through the following specific measures:

1. **Marine Water Quality:** Tremont seeks to minimize any threats to marine water quality. Specific steps include:

   a. assuring that town regulations sufficiently protect water quality in marine watersheds through land development review standards that consider storm water runoff, extent of impervious surface, and other non-point sources of pollution;

b. assuring adequate enforcement of existing and proposed town ordinance revisions that affect water quality;

c. working with the DEP to continue the removal or repair of any improperly operating overboard discharges; and

d. assuring that all wastewater discharge laws from maritime vessels are enforced and that boat pump out stations are adequate and well publicized.

Implementation Strategy: 1.a, this would be accomplished through town land use ordinance revisions; 1.b, the planning and select board assure that this is a priority for the code enforcement officer; 1.c, the local plumbing inspector contacts the DEP to review the status of currently licensed operations and to assure that there are no unlicensed discharges; 1.d, the harbor master or other municipal official reports any suspected violations to the appropriate state authorities. The harbor master also informs boaters of the availability of boat pump-out arrangements.
Responsibility: 1.a & 1.b: planning board and select board**;** 1.c: local plumbing inspector; 1.d: harbor master/local plumbing inspector. **Time Frame:** 1.a: 2011-2012; 1.b, c and, d; annually

2. **Shellfish Restoration:** The plan recommends that town officials contact the Maine Department of Marine Resources to determine what steps are necessary to open areas currently closed to shell fishing and to pursue shellfish seeding operations in newly opened areas. It is recommended that this be done in conjunction with adjoining towns that share marine resources and that multi-town efforts be undertaken to protect marine water quality.

Implementation Strategy: The selectmen contact the Department of Marine Resources to assess the feasibility of re-opening closed areas and explore seeding activities.
Responsibility: selectmen **Time Frame:** 2012 -2014

3. **Preservation of Working Waterfront**: The comprehensive plan recognizes that preservation of the working waterfront is essential to preserving the year-round community and the town's marine-based economy. The plan recommends that preservation be supported through the following measures:

a. revising the Commercial Fisheries Maritime Activities (CFMA) zoning provisions to close any apparent "loopholes" that have allowed uses that are not accessory to marine-related uses and to restrict expansion of existing non-conforming uses;

b. assessing the potential of expanding CFMA zoning to additional water-dependent use areas;

c. assuring that any future land use ordinance revisions do not prohibit marine-related operations by overly restricting noises, odors, and related impacts that are clearly part of a working waterfront;

d. assuring that any future mooring plans reflect the needs of commercial fishing operations;

e. promoting the expansion of parking at public access sites;

f. seeking grant opportunities for infrastructure improvements that would create or retain jobs in operations that support commercial fishing. Examples include, but are not limited to, bait and fish storage facilities, boat maintenance operations, and marine railways; and

g. supporting the use of the working waterfront tax break for direct fisheries-related uses

Implementation Strategy: 3.a & b: this would be accomplished through the land use ordinance revisions; 3.c: the harbor committee reviews current water-dependent uses and recommends to the planning board, what, if any should be zoned CFMA 3.d: this will be addressed when mooring plans are developed; 3.e:town pursues options to expand parking such as acquiring adjacent land and enforcement of parking restrictions; 3.f: the town seeks Community Development Block Grants and related sources of funding if it can be determined that a competitive application can be submitted; g. assessor informs landowners who may qualify for tax breaks.
Responsibility: a & b: planning board; c & d: harbor committee; e; select board f: economic development committee; g. Assessor
Timeframe: a - c: 2011-2012; d,- g: ongoing.

4. **<u>Marine Resource Development and Diversification</u>:** The plan supports the sustainable development of presently underutilized marine resources and the diversification of the town's marine resource sector. It is recommended that that this be done in cooperation with other coastal Maine towns that are dependent on marine-based jobs.

Implementation Strategy: marine resource diversification is addressed in the economic development strategy.
Responsibility: economic development committee
Timeframe: 2012-2014

5. **<u>Marine Passenger Transportation Enhancement</u>:** The plan endorses a marine passenger transportation that serves the outer islands of Tremont, the towns of

Frenchboro and Swan's Island, excursion boats, and water taxis through the following measures:

a. support the continuation of state ferry service to Frenchboro and Swan's Island and work with Maine DOT to coordinate parking arrangements and related on-shore ferry facilities; and

b. work with any proposed operators of commercial excursion boats and water taxis to support their infrastructure needs in a manner that does not interfere with those of the commercial fishing sector.

Implementation Strategy: a. Harbor management plans are coordinated with those of Maine DOT in planning for parking and state pier development; b. Harbor Committee meets with the economic development committee to discuss needs of commercial fishing sector and how the promotion of excursion boat service and water taxis can be done in a manner that minimizes the impact on that sector. The recommendations are incorporated into the economic development strategy
Responsibility: a. Harbor committee and Maine DOT; b. harbor committee and economic development committee
Timeframe: 2012-2014

H. WATER RESOURCES GOAL

Tremont desires to maintain and, where needed, restore the quality of its ground and surface water resources through the following specific policies:

1. Ground Water Protection: Since there are no municipal water systems in Tremont and since there is presently little information available on underground water supplies, protection of ground water resources is a priority for the town. The plan recommends the following measures:

a. assuring that minimum lot sizes are sufficiently large to allow adequate distances between septic systems and wells;

b. assuring that municipal development review and subdivision standards do not allow any development to be approved that disrupts the water quality or quantity of water users on adjoining properties. The plan recommends that all applicants for major subdivision and development review approval be required to provide test wells so that the water supply conditions can be determined. If conditions are proven inadequate, the applicant will be required to provide an alternative source of water or else reduce the scale of the development to a level appropriate to water supply conditions; and

c. requiring that all building permit forms for new construction show the location of any proposed wells and that well drillers notify the code enforcement officer of the exact location of all wells and that all septic system variances relating to well setbacks be approved by the local plumbing inspector.

Implementation Strategy: these will be addressed through changes to the town's land use ordinances.
Responsibility: planning board or designee **Time Frame:** 2011-2012

2. **Non-Point Source Management and Stormwater Runoff:** Assure that all town regulations make adequate provisions to manage non-point pollution, stormwater runoff, drainage, erosion, and sedimentation. Such provisions could include, but are not limited to, minimizing storm water runoff, assuring adequate drainage and buffering, and setting standards for the handling of deleterious matter and hazardous materials at commercial and industrial operations. The plan recommends that all stormwater runoff systems be designed to minimize off-site impacts. They may also involve setting stricter impervious surface standards for large-scale developments (those in excess of five contiguous acres) in order to prevent vast areas of a lot from being covered.

Implementation Strategy: This would be addressed through changes to the town's land use ordinances
Responsibility: planning board or designee **Time Frame:** 2011-2012

3. **Flood Plain Management**: The plan recommends that the town retain its current flood plain management ordinance and update this ordinance when recommended to do so by the State Planning Office Flood Plain Management staff.

Implementation Strategy: the planning board contacts the Hancock County Planning Commission and asks that it be informed when it is time to update the flood plain ordinance. At this time, the board recommends to town meeting that the ordinance be updated.
Responsibility: planning board **Time Frame:** ongoing

4. **Wetlands Protection**: The plan recommends that the town retain its current wetlands protection measures.

Implementation Strategy: this is a continuation of current policy

5. **Public water system protection**: The plan recommends that public water systems (i.e., ones that serve the general public including those at restaurants, motels and the school)

be protected by assuring that subdivision and development review applicants be required to identify any "public water supply source water protection area" in their submission materials to the planning board and notify the operators of these systems of their plans for the property.

Implementation Strategy: This would be addressed through changes to the town's land use regulations
Responsibility: planning board or designee **Time Frame:** 2011-2012

6. **Lake Watershed Protection:** The plan supports the ongoing protection of the Seal Cove and Hodgdon Ponds through the rigorous enforcement of current phosphorus control and related land protection measures and the posting of signs warning about invasive species that could be carried by boats transported from other water bodies. This would be done in coordination with Acadia National Park.

Implementation Strategy: This is a continuation of current policy that would be supplemented by the acquisition of conservation easements from interested landowners. (see Goal F.4 for details on conservation easements). Information on invasive species would also be posted on the town web site through a link to an appropriate state agency and/or the National Park Service.

7, **Mercury contamination:** The plan supports continued monitoring of mercury levels in Tremont's freshwater resources and, if deemed advisable by public health authorities, posting warnings adjacent to great ponds against consumption of certain fish species.

Implementation Strategy: The selectmen contact Acadia National Park authorities and regional fisheries biologists and ask to be kept informed of mercury testing results and follow their recommendations for posting.
Responsibility: selectmen
Timeframe: ongoing

I. NATURAL RESOURCES GOAL

In recognition of their importance to the overall quality of life, the protection of open space, and the preservation of recreation, hunting and fishing opportunities, significant wildlife and fisheries, and endangered and threatened species habitat, the plan supports the protection and enhancement of Tremont's natural resources. The plan recommends that this be accomplished through the following specific measures:

1. Designating large, un-fragmented areas of natural wildlife habitat as rural in the future land use plan;

Implementation Strategy: This is addressed through the future land use plan.

2. Amending the subdivision and development review standards to require the identification of key natural features as identified in the plan and subsequently updated by the Beginning with Habitat Program. These features include, but are not limited to tidal waterfowl and wading bird habitat, shorebird areas, seabird nesting islands, and inland waterfowl and wading bird habitats. Require the applications to include proposed measures to mitigate any adverse impacts of development on these features. These measures may include shifts in building foot prints, mitigating steps in earth disturbance, greater retention of natural vegetation, and changes in proposed road layout;

Implementation Strategy: This will be accomplished through the land use ordinance revisions and the placing of BwH website links on the town website so residents are informed about key natural resources in town.
Responsibility: Planning board & town web master **Time Frame:** 2011-2012

3. Working with Acadia National Park and state regional fisheries biologists to restore native fish populations and remove illegally introduced predator species.

Implementation Strategy: the town contacts the appropriate officials to determine if any action is feasible and cost-effective. It also develops culvert design standards that are designed to allow the safe passage of fish and other aquatic life.
Responsibility: selectmen or designee (planning board or designee for culvert design standards)
Timeframe: 2012-2013

4. Protect and Promote the Dark Sky.

Implementation Strategy: town retains current lighting ordinance.

J. AGRICULTURAL AND FOREST RESOURCES GOAL

In recognition of their importance to the area economy, as open space, and the town's rural character, the plan supports the preservation and enhancement of Tremont's farm and forest resources. The plan recommends that this be accomplished through the following specific measures:

1. Designating large un-fragmented areas of open space and natural wildlife habitat as rural in the Future Land Use Plan;

Implementation Strategy: This is addressed through the Future Land Use Plan.

2. Supporting the consumption of locally grown food by encouraging local efforts to establish or expand farmers markets and the sale of fresh produce to the Tremont school and to other consumers;

Implementation Strategy: 2.a: if proven feasible, town makes town-owned land available for use for a farmers market; 2.b: town endorses any grant applications submitted by school authorities that promote buying local produce for school consumption
Responsibility: selectmen/school authorities
Timeframe: ongoing

K. HISTORIC & ARCHAEOLOGICAL RESOURCES GOALS

In recognition of their importance to the town's historic character, Tremont seeks to protect and enhance its historic, pre-historic and archaeological resources. The plan recommends that this be accomplished through support of the following measures:

1. encouraging the Tremont Historical Society to work with the Maine Historic Preservation Commission to conduct a comprehensive survey of historic and pre-historic resources in town to identify potential structures and sites that are eligible for listing on the National Register of Historic Places and working with interested property owners to have their properties voluntarily placed on the Register;

Implementation Strategy: The Tremont Historical Society contacts the Maine Historic Preservation Commission to learn how it might best proceed.
Responsibility: Historical Society **Time Frame:** 2011-2012

2. after completion of the survey, prepare a map showing key historic and pre-historic sites. This map shall serve as reference material for the planning board as it reviews development proposals (such as subdivisions, development review applications, and other uses subject to planning board permitting authority) to assure it is aware of all potential historical sites. This information will be used by the planning board in determining if changes are needed in site layout, building footprints, and the timing of construction in order to allow a more thorough assessment of relevant features;

Implementation Strategy: The planning board hires a consultant to prepare a digital map. It also undertakes drafting of the necessary changes in the land use ordinances.
Responsibility: Planning board **Time Frame:** 2011-2012

3. Supporting efforts of the Historical Society to maintain and expand its collection at the Country Store Museum.

Implementation Strategy: the town endorses any grant applications or private sector fund

raising operations by the Tremont Historical Society.
Responsibility: Historical Society takes lead
Timeframe: when deemed appropriate by the Historical Society

L. LAND USE GOAL

Tremont seeks to preserve its current land use pattern while allowing ample opportunity for future growth. The plan recommends that the town revise its zoning standards to implement the measures proposed in the Future Land Use Plan. It supports the following measures:

1. **Residential-Business Zone**: In order to reduce conflicts between residential and commercial uses, strengthen the buffering and setback standards for this zone based on the intensity of the use. For example, a large-scale commercial operation would require more buffering than a "Mom and Pop" store. Also, the plan recommends that the boundaries of this zone be reduced as shown on the Future Land Use Map. Given the percentage of respondents to the public opinion survey who did not favor heavy industry anywhere in town, this use would not be permitted anywhere in Tremont. Light manufacturing and commercial uses would be permitted in the R-B Zone. These uses would be subject to performance standards to minimize off-site impacts from noise, dust, lighting, and similar impacts.

2. **Residential Zone**: the primary uses allowed in this zone would be single family residential, accessory units, duplexes, and home occupations.

3. **Island Protection**: retain the current island protection zone for those portions of the offshore islands that are not protected through shoreland zoning.

4. **Rural Residential**: The current standards for this zone would be retained.

5. **Small Wind Energy Systems:** the town adopts standards for small (less than 100 kilowatts of generating capacity a maximum of 80 feet of tower height.) wind energy systems. These systems would be allowed in all inland zones provided that horizontal safety setbacks from the property line of one and half times the tower height are established.

6. **Telecommunications Facilities**: the town adopts a telecommunications facility ordinance that is consistent with federal and state guidelines.

7. **Shoreland Zoning:** Beyond amendments which may be needed in order to be consistent with Maine DEP guidelines, no changes to current shoreland zoning standards are foreseen. It is important that the shoreland portion of the zoning map be updated concurrently with the ordinance standards.

Implementation Strategy: this would be accomplished through changes to the land use ordinances. These changes would include clear definitions of "heavy industry" and "light manufacturing."
Responsibility: planning board and zoning ordinance advisory committee. **Time Frame:** 2011-2012

M. FISCAL CAPACITY GOAL

Tremont seeks to promote fiscally sound development and policies that encourage long-term fiscal planning and the sharing of services with adjoining towns whenever proven practical. Specific fiscal polices are divided into two categories: alternative funding sources and fiscal planning.

1. **Alternative Funding Sources:** In the interests of minimizing demands on the property tax base, the plan recommends that the town undertake the following measures to develop and/or expand other funding sources:

1. continuing to seek grant funds for projects and maintaining capital reserve accounts so that matching local sources of funds may be accumulated well before the grant application deadline;

2. giving the select board the authority to enact building permit fees based on a sliding scale that is related to the assessed value of construction; and

3. charging user fees for certain town services if proven equitable for all parties involved.

Implementation Strategy: 1. This is a continuation of current policy; 2. the town land use ordinances are revised to indicate that the select board review the fees on an annual basis to assure that they cover the costs of development review 3. The select board reviews current policies and determines if any additional user fees can be imposed;
Responsibility: 1& 3. select board; 2. the planning board and select board **Time Frame:** 2010-2013

2. **Fiscal Planning:** The plan recommends the following measures to promote long term fiscal planning in the hopes of mitigating the rate of future property tax increases:

a. Exploring the further sharing of services with other members of the MDI League of Towns; and

b. Implementing a capital improvement plan (CIP) that will be revised annually. The CIP is an advisory document that summarizes planned major capital

expenditures in Tremont over a six to ten-year period. The final decision on all expenditures will remain with the voters at town meeting.

Implementation Strategy: 2.a. this is on-going; 2.b. The select board and the budget committee update the CIP on annual basis
Responsibility: 2.a: this is on-going; 2.b: Select board and budget committee **Time Frame:** ongoing

N. CAPITAL INVESTMENT PLAN

The capital investment plan (CInP) summarizes major capital expenditures that the town anticipates undertaking and is the first step in a capital improvement plan. Like the rest of the comprehensive plan, the CInP is advisory in nature. Final recommendations on funding each year are still made by the selectmen and budget committee and are subject to approval by town meeting vote. Capital expenses are defined as items with a useful life of at least five years that cost at least $15,000. They are distinct from operational expenditures such as fuel, minor repairs to buildings, and salaries.

Capital expenditures may be funded in several ways. One is a single appropriation from a town meeting warrant article. Another is a capital reserve fund. A third is borrowing through bonds or loans. A fourth is grants, which usually require a local match. Other sources include state highway local road assistance grants, boat excise taxes, and mooring fees.

Anticipated capital expenditures as of June 2009 are shown on Table II.1. These include both recurring expenditures such as annual highway repairs and one-time expenditures such as major renovations. All expenditures are shown in 2009 dollars and are subject to inflation. The need for these expenditures is explained in the Inventory and Analysis section and each is identified below.

The annual road improvements refer to ongoing maintenance and upgrade of town roads. These expenditures are funded by the MDOT Urban Rural Initiatives Program (URIP) with an annual match of $75,000. The town match is shown on the table.

The items are presented according to the year that they are expected to take place. They do **not** necessarily reflect the priority of a given item. The comprehensive plan recommends a number of capital expenditures. These include parking at public access points to the shore, bicycle and pedestrian facilities, fire and public work trucks replacement, and expansion of the town garage. Fire trucks will probably need to be replaced on a six-year rotation schedule.

Table II.1
SUMMARY OF ANTICIPATED CAPITAL EXPENDITURES, 2010-2016

ITEM	COST	ANTICIPATED YEAR/METHOD OF FINANCING
Annual appropriation to match state collector road funds.	$75,000	Yearly/local appropriation[1] plus MaineDOT[5]
Sidewalk and pedestrian improvements	$10,000	Yearly/ local appropriation[1] plus MaineDOT special grants as match[3]
Harbor Management Fund Reserve (estimated annual revenue from boat excise tax & mooring fees) for use in harbor improvements such as dredging, floats, access, and other harbor improvements.	$33,000	Yearly contribution to match grant funds[3& 6]
Wharf Reserve Fund (used for public access and parking)	$46,682	Yearly contribution from wharf user fees
Fire truck	$240,000	2011/reserve account[2]
Public works truck	$80,000	2013[1&2]
2 drop-in aluminum sanders	$13,000 each	2010 & 2014[1]
Expansion of public works garage	$150,000	2014[1&2]

Key: 1. Direct appropriation; 2.Reserve account; 3. Matching state grant; 4. Bond; 5. MDOT URIP funding; 6. Boat excise tax revenues, mooring fees and related marine revenues; 7. Bonded debt;

NOTE: This information is current as of June 2009, changes may have occurred since that date.

O. REGIONAL COORDINATION GOAL

Tremont promotes regional coordination whenever it is of mutual benefit to all parties. These regional measures are addressed throughout these goals and objectives and are summarized below.

SUMMARY OF POLICIES REQUIRING REGIONAL COORDINATION	
Topic	**Supporting Policies**
Economy	B.1, B.3
Housing	C.5
Transportation	D.8
Public Services	E.2, E.7
Marine Resources	G.2. G.4
Fiscal Capacity	M.2

P. CONSISTENCY OF THE COMPREHENSIVE PLAN WITH STATE GOALS AND COASTAL POLICIES

This section presents the ten state goals and nine coastal policies that are used in reviewing comprehensive plans. The "related policies" refer to the various goals and policies listed in the Goals and Objective section of this plan.

MAINE'S GROWTH MANAGEMENT GOALS
1. To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.
Related Policies: A. & E.
2. To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
Related Policies: E. & M.
3. To promote an economic climate that increases job opportunities and overall economic well-being.
Related Policies: B
4. To encourage and promote affordable, decent housing opportunities for all Maine citizens.
Related Policies: C

5. To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.
Related Policies: G & H
6. To protect the State's other critical natural resources, including, without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shore lands, scenic vistas, and unique natural areas.
Related Policies: J
7. To protect the State's marine resources industry, ports, and harbors from incompatible development, and to promote access to the shore for commercial fishermen and the public.
Related Policies: G
8. To safeguard the State's agricultural and forest resources from development which threatens those resources.
Related Policies: K
9. To preserve the State's historic and archeological resources.
Related Policies: I
10. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.
Related Policies: F

MAINE'S COASTAL POLICIES
1. Port and Harbor Development. Promote the maintenance, development and revitalization of the State's ports and harbors for fishing, transportation and recreation.
Related Policies: G.3
2. Marine Resource Management. Manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters, and to enhance the economic value of the State's renewable marine resources.
Related Policies: G.2 & G.4
3. Shoreline Management and Access. Support shoreline management that gives preference to water dependent uses over other uses, that promotes public access to the shoreline, and that considers the cumulative effects of development on coastal resources.

Related Policies: F.4
4. Hazard Area Development. Discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea level rise, it is hazardous to human health and safety.
Related Policies: (This is addressed through existing shoreland and floodplain ordinances)
5. State and Local Cooperative Management. Encourage and support cooperative state and municipal management of coastal resources.
Related Policies: I.4
6. Scenic and Natural Areas Protection. Protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs.
Related Policies: F.4
7. Recreation and Tourism. Expand the opportunities for outdoor recreation and encourage appropriate coastal tourist activities and development.
Related Policies: F & D.3 & D.4
8. Water Quality. Restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses.
Related Policies: G. 1
9. Air Quality. Restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.
Related Policies: not applicable

SECTION III

FUTURE LAND USE

III. FUTURE LAND USE PLAN

1. Introduction

A future land use plan should present a vision of how residents want their town to grow. It will serve as the basis for major revisions to the zoning ordinance, other land use regulations, and town investment policy. The plan should represent a balance between the need to preserve rural character and historic and natural resources, while also allowing reasonable opportunities for future growth. Through careful planning, Tremont can accommodate anticipated growth while also avoiding the excessive increases in property taxes which can result from poorly planned development.

Specifically, this section will:

a. estimate the amount of land needed for future growth;

b. propose a future development scheme for Tremont; and

c. recommend growth and rural areas.

2. Land Needed for Future Development

According to Section L.9 of the Land Use chapter, an estimated 500 additional acres will be needed to accommodate future development by the year 2020. This is a liberal figure to allow for any unanticipated development. If the town experiences a faster than anticipated rate of development, the recommendations in this Future Land Use Plan should be reviewed and possibly revised.

3. A Future Development Plan for Tremont

This section presents the recommended future development plan for Tremont. Its implementation will involve amendments to the town's land use standards and other town policies. In brief, this scheme largely proposes retaining the current development pattern. The plan does **not** recommend any changes in minimum lot sizes. The current minimum lot sizes (40,000 square feet for all inland zones) would be retained. There would be some changes in uses allowed in the various zones. These are discussed below.

A. Residential-Business

The plan recommends that the areas outside of the shoreland in the villages of Bass Harbor and Bernard retain their current Residential-Business zoning classification. These areas would remain a mixture of commercial and residential uses. Due to the

conflicts between residential and commercial uses in less developed parts of town, the boundaries of this zone outside of the village areas would be reduced so that areas that are currently primarily residential would retain that character (see Future Land Use Map). Manufactured housing parks would be allowed in the Residential-Business zone.

B. The Shoreland and Islands

No change is recommended in the current standards or boundaries except to meet DEP guidelines for shoreland zoning.

C. Residential Zone

No change is recommended in the current standards. Manufactured housing parks would be allowed in this zone as would neighborhood convenience stores. The boundaries would be adjusted as shown on the future land use map.

D. Rural-Residential Zone

The major change over current allowed uses is that new multi-family uses (which would be defined as three or more units) would not be allowed. The boundaries of this zone would be extended as shown in the future land use map. In order to protect the water quality of Seal Cove and Hodgdon Ponds, all residential subdivisions of five or more units within these watersheds would be required to be open space (cluster) developments. The rationale for this requirement is that open space subdivisions reduce road length and roads are one of the major sources of phosphorus runoff. Phosphorus is the major contributor to algae blooms in freshwater lakes.

4. Recommended Growth and Rural Areas

Maine's growth management act requires most towns to divide the town into growth and rural areas. In the case of Tremont, the goal is to have 70 percent of new development between 2010 and 2020 take place in the growth areas. The Residential-Business, Residential, Harbor Zone, and Commercial Fishery/Maritime Activity Zones are the designated growth areas per the recommendations of this plan. The other zones (Rural-Residential, Resource Protection, Limited Residential Shoreland, and Island Protection) are the designated rural areas. Most of the Critical Natural Resource areas identified by the Maine Department of Inland Fisheries and Wildlife are either in the rural or shoreland areas.

5. Measures to Distinguish Growth and Rural Areas

The plan makes clear distinctions between growth and rural areas. First, non-maritime-related commercial and light manufacturing uses (apart from home occupations and neighborhood stores) would be allowed only in the Residential Business zone. The boundaries of this zone have been reduced. Second, the plan recommends that multifamily uses be restricted to the inland growth areas. Only single family homes,

duplexes, and accessory residential uses would be allowed in the rural areas. Third, a part of the town is owned by Acadia National Park or protected by conservation easements. According to Table L1 of the Land Use chapter, Acadia National Park owns 2,687 acres outright and another 606 acres in conservation easements in Tremont. Another 334 acres is held in conservation easements by Maine Coast Heritage Trust. There is additional acreage held by other conservation groups for which data are not presently available. Fourth, mobile home parks would be allowed only in the inland growth areas.

The plan also recommends the following incentives to encourage growth in the growth areas:

a. open space residential subdivisions would be given a density bonus of one unit for every ten units in a growth area. In other words, a subdivision application of ten units could be approved for an additional unit if it used the open space option unless water supply and waste water disposal arrangements would not allow a higher density;

b. another incentive would be through municipal capital investment policy. All major municipal facilities (such as the municipal building, piers, the community center, and public works garage) are located in the proposed growth area. The plan recommends that it be town policy to direct 75 percent of capital facility investment into growth areas. One exception to this policy would be for facilities such as public access improvements serving rural recreation areas such as Hodgdon and Seal Cove Ponds. Another exception would be made for emergency expenditures such as repairing or preventing damage from a natural or man-made disaster;

c. the plan also recommends that priority be given to transportation investments in pedestrian, biking, and park and ride facilities in the growth areas. Exceptions to this policy would be made to address serious safety problems. For example, providing safe bicycle passage along roads such as Route 102 and the Tremont Road is a top priority.

6. Summary

It is important to evaluate the success of this plan through performance measures. The plan recommends that all permits for new development be recorded as locating either in a growth or rural area. If 70 percent of new development does not occur in growth areas within five years of the plan's approval at town meeting, the plan's recommendations will need to be reviewed. Similarly, investments in capital facilities need to be tracked to determine if 75 percent of facility investment, with the exceptions noted in Section III.5 above, are occurring in growth areas.

APPENDIX A:

CITIZEN PARTICIPATION SUMMARY

An Overview of Citizen Participation in the Tremont Comprehensive Plan

The first step was the public opinion survey mailed to all year-round residents and tax payers. The results were tabulated and were used in the identification of key issues identified in the Inventory and Analysis. Each chapter of the Inventory and Analysis contains a summary of relevant public opinion survey results. These summaries helped the committee identify the priority issues the town faces.

The survey was supplemented by two public outreach workshops. The first workshop was held June 26, 2008. The results of the public opinion survey were presented. Attendees were divided into randomly selected small discussion groups and asked what they felt were the key issues facing the town and what they wanted for the future. This information was used by the comprehensive plan committee in formulating the vision statement, goals and objectives, and future land use plan.

The second workshop was held June 24. 2010. The highlights of the goals and objectives were presented. Attendees were broken into small discussion groups and asked to review the proposed goals and FLU. Apart from some minor editorial comments, no major changes were proposed.