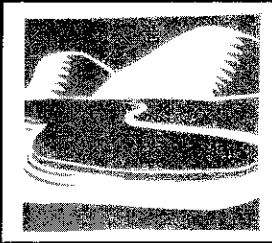


January 2004

Vol. 14, No. 1



SOUTHERN MAINE REGIONAL PLANNING COMMISSION

Regional Newsletter

SMRPC to Conduct Regional Visioning Sessions

By David Versel, Senior Planner

The people of Maine have spoken emphatically—there will not be a resort casino in Sanford. The results of Question 3 were even more dramatic in Southern Maine, as many towns in our region rejected the casino question by a margin of 80-20 or more. Despite this wide margin even most casino opponents agree that some type of economic development is needed in the region, but few have put forth alternative suggestions to the casino. In other words, people may not have known what they wanted, but they were quite sure about what they did NOT want.

With the dust still settling from the casino, SMRPC and many members of our community have been asking the question of “now what?” The underlying reasons for casino backers to want the project—job losses and high taxes—have not gone away. The things that casino opponents felt were already bad—traffic, not enough housing, sprawl—still exist. Though few dispute this fact, no coordinated strategy exists to address these and other problems. At this point in time, SMRPC feels very strongly that a regional vision is needed to pave the way for a regional plan that would then inform future planning and economic development activity in Southern Maine.

Such a vision has not been clearly expressed for the region in nearly 15 years, with the last major effort being the York County 2000 vision plan that was begun in 1988 and led to the creation of a regional plan in 1990. Unfortunately few of the broad goals and strategies laid out in the 1990 regional plan have actually been achieved in the Southern Maine region. The following are of some of the existing regional plan’s goals that have not been met:

- Joint administration of public utilities and other infrastructure
- Clear distinction between infrastructure growth areas and non-growth areas
- Encouraging downtown redevelopment instead of strip commercial development
- Having balanced commercial and residential growth and a mix of housing within each municipality
- Provide greater flexibility for development of affordable housing units
- Implementing a regional TDR/land bank system

There have been some successes from the 1990 plan, though. SMRPC has implemented a cooperative purchasing program for its municipalities. A regional septage and sludge disposal plan was undertaken. Great strides have been made in protecting open space, promoting trail development, expanding transit options, and expanding recycling programs. Still, much of the plan’s visions remain unfulfilled and, after nearly 15 years, SMRPC feels that a new regional visioning process should be undertaken at this time to address these and other issues.

SMRPC has been authorized by the State Planning Office to shift some of the grant funding we were awarded to address casino impacts for this purpose. We propose to undertake a series of topic based visioning sessions at locations throughout the region beginning in February 2004. These sessions will engage many different constituencies in our region and will produce a series of vision statements on a variety of planning topics including Growth Management, Public Services and Transportation. Our hope is that this visioning exercise will lay the groundwork for updating the Regional Plan.

Please be on the lookout for more information about this exciting undertaking—we will be posting updates on our website at www.smrpc.org. If you have any questions please e-mail David Versel at dversel@smrpc.org.

SMRPC Staff Contacts

Paul Schumacher Executive Director
pschumacher@smrpc.org

Peg Sawyer Office Manager/Bookkeeper
psawyer@smrpc.org

For General Inquiries
info@smrpc.org

Land Use Planning Section

Jonathan "J.T." Lockman Planning Director
jlockman@smrpc.org

David Versel Senior Planner
dversel@smrpc.org

Jamie Oman-Saltmarsh Land Use Planner
jamieos@smrpc.org

Transportation Section

Tom Reinauer Transportation Director
treinauer@smrpc.org

David Carpenter
Kids and Transportation Coordinator
dcarpenter@smrpc.org

Suzanne LePage Transportation Planner
slepage@smrpc.org

Josh Mack Transportation Planner
jmack@smrpc.org

Economic Development Section

Chuck Morgan
Economic & Community Development Director
cmorgan@smrpc.org

Gordon Platt
Small Business Development Center
Director
gplatt@usm.maine.edu

All staff may be reached at:

Southern Maine Regional
Planning Commission
21 Bradeen Street, Suite 304
Springvale, ME 04083
207.324.2952 voice 207.324.2958 fax
website - <http://www.smrpc.org>

Executive Director's Column: Reviewing Projects of Regional Impact

A resort casino or racino in southern Maine. A 450,000 square foot mall in Biddeford. A 300-unit plus "Great American Neighborhood" in Scarborough. A large subdivision with lots in multiple towns. What do these projects have in common? Very little, except for a lack of any regional input or assessment of what are likely to be large scale impacts on adjoining communities.

Much of the discussion at the State House regarding consolidation and regionalization has focused on local governmental efficiencies and opportunities for cost savings. If we are to examine a change in governmental structure here in Maine that is likely to be the attention grabber. However, little discussion is being held on land use issues which cross town lines and which directly impact the infrastructure and municipal finances of nearby cities and towns. If any of the above projects were to move forward the impacts on adjoining communities—increased traffic, public safety demands, housing demand, school costs, and non-quantifiable environmental costs—are sure to be significant. They are also costs which are unlikely to be figured into an individual municipality's review.

The defeated resort casino proposal in Sanford illuminated the gaps (some would say gaping holes) in Maine's land use regulatory system. The lack of any regional regulatory review of a project of this scale would be inconceivable to anyone outside of New England. The possible impacts to towns outside of Sanford were entirely clear, yet any prescribed method to deal with those impacts would have fallen to the DEP as part of the Site Location Law review and to the good will of the Town of Sanford. Although the casino is off the table, future projects smaller in scale (such as the proposed retail center in Biddeford) could yield similar impacts on a regional level. To that end, I would suggest that the time is now to develop a permanent structure for reviewing projects that will affect multiple municipalities.

Rather than searching the country for possible models I would suggest simply going down the road a ways to—I dare say—Massachusetts and look at the role of the Cape Cod Commission. There, projects of a certain threshold size are subject to a regional review. Other projects which take place in critical environmental areas are subject to review based on locally approved designation and standards. Local comprehensive plans are reviewed for consistency with a regional plan, not at the state level. While there are certainly a number of issues associated with this change, they form a working structure to examine the impacts described above.

The move towards regionalization must obviously take place on an incremental basis. Dealing with cost savings and increased collaboration is certainly a good place to start. Yet we need to acknowledge that land use and planning decisions made individually by communities may increase costs to towns as well—costs over which towns may have no input at all.

Paul Schumacher

Comprehensive Planning Roundup

By J.T. Lockman, Planning Director

Below is a synopsis of the state of comprehensive plan updates in 28 communities in the SMRPC region since 2000. Of these, only Kittery and Stoncham have adopted comprehensive plans found to be consistent with the Growth Management Act by SPO. We trust that many of the towns listed below will join them in the “adopted, consistent” category. If you need further information on any of these plans, the SMRPC staff member working on each plan is identified in boldface at the end of each bullet: “**PS**” is Paul Schumacher, “**JTL**” is J.T. Lockman, “**JOS**” is Jamie Oman-Saltmarsh and “**DV**” is David Versel. For those without SMRPC contacts, please contact the Town directly.

- **Acton** - Acton is in the middle of its comp plan update, having received a grant from SPO last spring. The group has reached the policy making stage. **PS**
- **Alfred** – Alfred just completed a series of two public hearings on its comp plan update, which is scheduled for an adoption vote at Town Meeting in March. Alfred is an SPO grantee and is receiving assistance from SMRPC. At recent hearings, recommendations to increase minimum lot sizes to 5 acres in the Critical Rural Area encountered some resistance, and well as a proposed 150-foot front setback for new homes in this area. **JTL**
- **Arundel** – Arundel voted down its comp plan update in November 2003; the plan was done with an SPO grant. We recently facilitated a discussion between business leaders, who spearheaded a successful “NO on the Comprehensive Plan” campaign, and the comprehensive plan committee. The committee is beginning to explore ways the proposed plan might be modified to ameliorate the business leaders’ concerns. **JTL**
- **Berwick** – Berwick is updating its plan with no SPO grant, and is not seeking a consistency review. Some innovative policies are being discussed, like requiring public water and sewer systems in new subdivisions. **PS**
- **Brownfield** – Held a meeting with SMRPC to discuss a potential update. Active work is not underway. **DV**
- **Buxton** – Buxton was an SPO grantee, and successfully adopted its comprehensive plan update this past November—the plan was subsequently lauded in a Portland Press Herald editorial. The plan proposes modest changes in future land use, mainly through a revised method for calculating net area for density purposes. **JTL**
- **Dayton** – Dayton has forgone an SPO grant and has contracted SMRPC to assist with updating its plan. Inventory preparation is underway and the committee is hoping to complete the plan in 2004. **DV**
- **Denmark** – Denmark submitted its adopted comprehensive plan update in 2000 to SPO for review. Its consistency review status is unknown at the time of this writing.
- **Eliot** – Eliot completed and adopted a comp plan update, without utilizing an SPO grant, and submitted it for a consistency letter, after considerable discussion.
- **Fryeburg** – Held a meeting with SMRPC to discuss a potential update. Active work is not underway. **JTL**
- **Hollis** – Hollis has begun work on a comprehensive plan update without an SPO grant, but has contracted SMRPC to assist it. Three public hearings have been held and the committee is nearing the end of the inventory stage. The policymaking process will begin in early 2004. **DV**
- **Kennebunk** – Kennebunk voters narrowly passed a comp plan update this past November.—we assisted with mapping. The Town is awaiting the results of a consistency review by SPO. Kennebunk was an SPO grantee.
- **Kennebunkport** – Kennebunkport voters defeated a comp plan update this past November. The Town was an SPO grantee, and utilized the services of Planning Decisions and SMRPC. The Selectmen and Comp Plan committee are grappling with how to move forward, and several committee members have resigned over process issues. We have been assisting the Selectmen and Town Manager in weighing a variety of options. They are awaiting word from SPO as to whether they will be found consistent. **JTL**
- **Kittery** – Kittery is the only unambiguous success story in York County’s recent round of comp planning. Its plan was adopted in May 2002 and was found consistent by SPO. UNH Complex Systems assisted in its development.
- **Lebanon** – Lebanon is beginning a comp plan update, and recently formed an update committee. The Town wishes to bolster and support the growth cap it recently adopted this past November. **JTL**
- **Limington** – Limington has begun a plan update, and SMRPC has assisted with developing inventory data. **DV**
- **Lyman** – Lyman is working on an update, and asked us to assist with inventory data. Last year they unsuccessfully sought an SPO grant to assist with the project. **PS**
- **North Berwick** – The Planning Board is requesting funding to update its comprehensive plan in 2004. **JOS**
- **Ogunquit** – Ogunquit adopted a comprehensive plan update last April, using an SPO grant to contract Planning Decisions. They are awaiting word from SPO as to whether they will be consistent. **JTL**

continued on Page 4

Comprehensive Plan Roundup (continued from Page 3)

- **South Berwick** - South Berwick has been an SPO grantee and is almost done with an update. They have been assisted by a New Hampshire consultant.
- **Sanford** – Sanford was an SPO grantee, and adopted their update in the fall of 2002 with assistance from Planning Decisions. Last spring it was found to be inconsistent by SPO.
- **Shapleigh** – Shapleigh has been working on an update for a few years without an SPO grant. At one point they were ready to vote on adoption at a Town meeting, but tabled the vote until comments could be received from SPO. We have been helping the committee recently, to edit, troubleshoot, and refine their draft. **DV**
- **Stoneham** - Stoneham completed a comprehensive plan in 2001, which was found to be consistent by SPO. Stoneham was an SPO grantee and was assisted by Kate Albert.
- **Sweden** – Sweden recently completely a comprehensive plan update without an SPO grant that has been submitted to SPO for consistency review. Sweden received some assistance with inventory and mapping from SMRPC.
- **Waterboro** – Waterboro was an SPO grantee and adopted a comp plan update in April 2003 with assistance from Kate Albert, former SMRPC Senior Planner. Waterboro did not submit its plan to SPO for a consistency review.
- **Wells** – Wells adopted an update in April 2002 but was found inconsistent. They did not utilize an SPO grant, as they started before recent grant rounds. The Town has begun to mobilize to rewrite the plan so it is consistent. We are working with the newly formed Comprehensive Plan Improvement Committee. Wells was assisted in their effort by Appledore Engineering of Portsmouth, NH. **JTL**
- **York** – York adopted a new comp plan several years ago that was found inconsistent. The town is working slowly to achieve consistency and implement new ordinances simultaneously according to a multi-year schedule. York did not seek SPO grant assistance.

Please contact us if you have questions about any of these plans.

STATE PLANNING OFFICE NEWS UPDATE

A New Frontier—Multi-Town Comprehensive Plans

The towns of Castle Hill, Chapman, and Mapleton in Aroostook County have embarked upon a joint comprehensive planning effort. The three towns have a long history of cooperation and coordination across town boundaries. They have been operating under a formal interlocal agreement since 1992! The three towns received a comprehensive planning grant from the State Planning Office in the FY 03 grant round of the Community Planning and Investment Program to undertake a multi-municipal comprehensive plan.

At the end of September, they held a joint visioning session with 20 residents and planning staff from the Northern Maine Development Commission and State Planning Office, to brainstorm and discuss the communities' vision for the future. The towns mapped community resources – both natural and manmade – discussed "future forces" impacting the towns and the larger region, and talked about some of the aspects that make their communities unique. This information will be used by the towns' comprehensive planning committee as they move forward, collecting and analyzing information on their way to developing goals and policies for the three towns.

Community Preservation Advisory Committee is Back in Stride

The Community Preservation Advisory Committee (CPAC) was established by the 120th Legislature and charged with advising the Governor, the Legislature, state agencies and entities on matters relating to community preservation. The Committee has focused its discussion on "getting the state's house in order", affordable housing, and barriers to development of compact, diverse, mixed-use developments. Presentations from the Department of Education, Bureau of General Services, and Department of Transportation brought the Committee up to date on recent changes to school siting regulations, siting state office buildings in downtowns, and implementing new access management rules.

The issue of affordable housing and developing communities will continue to be at the forefront of the Committee's agenda; a subcommittee addressing barriers and solutions to affordable housing is meeting this fall and reporting back to CPAC in December. For more information on the Committee, please visit the Committee's website at www.maine.gov/spo/landuse/tfandcomm/cpac/.

Case Notes—Recent Maine Supreme Judicial Court Rulings

By Madge Baker, Esq.

Patrick Jordan et al. v. City of Ellsworth, July 3, 2003, Zoning case

Facts: The Jordans own 2 acres of land in Ellsworth's Commercial and Light Industrial (C-LI) Zone. First they applied to build an apartment complex. The application was denied, because the use is prohibited in the zone. Then they applied for a "residential suite hotel." Hotels are permitted. But both the Planning Board and Board of Appeals decided that the proposed use was residential not a hotel. The Jordans appealed. They lost in Superior Court.

Issue: Was the Planning Board's decision reasonable?

Ruling: Yes. The ordinance defines hotel by using such terms as "guest rooms" and "lodging," which imply that the residential use is transient in nature. The ordinance defines "multiple dwelling" by relying on the term "dwelling unit," which indicates more permanency. The Boards had learned that the applicants did not have a system for checking people in and out, cleaning rooms on a daily basis, etc. The units qualified as dwelling units. There were no time limits on duration of stay. Moreover, the applicants have the burden of proving the proposed use is a hotel. The Court concluded the Planning Board did not err in deciding they had not met their burden of proof.

George Brackett et al v. Town of Rangeley et al, August 25, 2003, Zoning case

Facts: The Bracketts own a summer cottage that was closed for the winter in October 1998. Their neighbors, the Sears, have a nonconforming cottage with respect to the setbacks from the lake and from their property line with the Bracketts. In October the Sears began making changes to their cottage with a permit issued by the Code Enforcement Officer. In November they got another permit from the CEO. The following April they demolished their cottage and began rebuilding. The foundation was in by July 3 when the Bracketts returned to the lake. The Sears new foundation was closer to the water than the old cottage, and the new cottage exceeded the 30% rule, among other violations. The Bracketts went immediately to the CEO who did nothing. They wrote the Selectmen but received no response. On July 27 they went to the Town Office and were finally told to file an appeal on forms provided. The appeal was heard by the Board of Appeals August 27. At first the ZBA agreed with the Bracketts but on September 9 the ZBA reversed their decision. The Bracketts appealed to Superior Court, which sent it back to the ZBA for more analysis. When the decision returned the Justices upheld the ZBA's second decision.

Issue: Do the circumstances in this case justify granting for good cause an exception to the appeal period requirement?

Ruling: Yes. In the Court's words, "When the town violates its ordinance and the permit holder violates its permit and the abutter acts reasonably promptly, courts will recognize a 'good cause exception' to a town's fixed appeal period." Justice Alexander filed a concurring opinion. He agreed with the result but felt the Court should have found the actions of the CEO null and void, because the CEO was acting without legal authority. Only the Planning Board could have legally issued the permit to tear down and rebuild.

Royce Carroll et al. v. Town of Rockport, November 26, 2003, Subdivision case

Facts. The Limoges own 46 acres. In December 1999 they applied to the Planning Board for a 13 lot subdivision. Abutters and neighbors objected on a variety of grounds. Two stand out: the proposed 3,477 feet long dead-end road; and the road grade of 12%. Neither met the subdivision standards. The Planning Board waived the road length but denied the subdivision. The Board of Appeals then voted to deny the waiver for the road length. The Limoges then returned to the Board of Appeals, which approved a modified plan on December 19 and issued a document on December 26. The document was not a finding of facts and written decision but rather a compilation of minutes of board meetings. An abutter appealed. Superior Court upheld the ZBA's December decision but dismissed an appeal of the road length waiver granted by the ZBA, because that permit was approved by an oral vote on November 7.

Issues: 1) Timeliness of the appeal; and 2) Sufficiency of the ZBA's decision.

Ruling: 1) The appeal was timely as it was within 30 days of the December 19 decision. Decisions prior to that were never truly final. 2) The Board's decision was inadequate. First the Court wants to know what the ZBA thought it was considering: a special exception, a variance, or a waiver. Once the Board decides that, then the Board is instructed to make adequate findings "that represent its collective judgment, addressing each factor that must be considered under the law that the Board is applying in reviewing the application." Therefore, the Court vacated the ZBA decision and sent the case back to the Superior Court for it to remand to the ZBA for further consideration.

Comment: The Supreme Court could not possibly have untangled the apparent procedural errors. Remand, therefore, was appropriate. I hope Rockport gets the professional help it obviously needs the next time around!

Kids' Guide to Getting Around the Tri-Town Area

By Dave Carpenter, Kids and Transportation Coordinator

The Kids and Transportation Program of York County is undertaking a new project called the "Kids' Guide to Getting Around the Tri-Town Area". The Guide will be a resource for students in Biddeford, Saco and Old Orchard Beach to identify and access points of interest, as well as a tool to identify transportation options, corridors and trails. We will be able to use the Guide as a classroom tool for map-related exercises. The Guide, which will take the form of an atlas, is modeled after a map produced by the GPCOG Kids and Transportation Program.

The target audience will consist of sixth, seventh and eighth grade students and will include points of interest that have been identified by local students. A design team has been identified and will produce an atlas that will include a regional map of the three towns as well as maps of each community. The guide will also include learning activities keyed to the Maine Learning results and local transportation information.

We plan to distribute the Guide during the spring of 2004. Questions may be directed to Dave Carpenter at 324-2952 or dcarpenter@smrpc.org.

Transportation News

By Josh Mack, Transportation Planner

SMRPC's transportation staff has been very busy with a number of important projects. Here is a summary.

- SMRPC has completed a follow-up study to a MTA and MDOT sponsored Park & Ride Study called "Maine's Park & Ride Lots: Evaluating and Strengthening the System". Based on an analysis of traffic volume, Level of Service, Worker Commuter Flow data from the Census Bureau, and corridor studies of the region, SMRPC recommended that the MDOT consider the feasibility of establishing park & ride facilities at Route 111 and Route 202/4 in Alfred and Routes 236 and 4 in South Berwick, and Route 22 and Portland Road in Buxton.
- SMRPC recently completed a follow-up feasibility study for possible locations for commercial vehicle rest areas. A recently updated MDOT Commercial Vehicle Service Plan suggests that there are limited parking facilities for commercial vehicles in southern Maine. State and Federal law require that truck operators do not drive more than 10 consecutive hours without taking a mandatory rest, and for truck drivers heading south from Canada, southern Maine is an important rest area location. Based on an analysis of current parking facilities, buildable land, and interviews with town officials, SMRPC recommended to the Freight Division at MDOT to first consider expanding the truck weigh stations in Kittery and York, and perhaps contacting the owner at Howell's Truck Stop in Kittery about expanding the private operation into abutting vacant lots.
- SMRPC completed an analysis of rural intersections with severe sight distance problems, a project funded by a grant from the Federal Highway Administration under its Technology and Innovation Funding Program. SMRPC submitted a report of eleven potential locations for a vehicle-actuated warning device to warn drivers about approaching vehicles that are not visible because of impaired sight distance. SMRPC followed up this report with an analysis of other dangerous intersections in the southern Maine region that may benefit from other crash prevention measures or strategies. We are currently in the process of working with private and public school bus transportation providers to alert them of the dangerous intersections, and will soon follow up with municipal officials about options to solicit the MDOT for future funding to make the intersections safer. Both reports are available online on the SMRPC website.
- The Transportation Plan for the Kittery Area Comprehensive Transportation Study (KACTS) was approved by the KACTS Committee on December 19, 2003. The Plan is a twenty year visioning document for the KACTS area that discusses the Metropolitan Planning Organization's goals, updates an inventory of the area's multimodal transportation system, analyzes socioeconomic and transportation-related trends affecting the region, and offers recommendations for future investments in planning and capital projects. The final version of the KACTS Transportation System will soon be available on the KACTS section of the SMRPC website.

For more information on any of these projects please e-mail Josh Mack at jmack@smrpc.org.

Maine DOT Access Permits

By Tom Reinauer, Transportation Director

This is just a friendly reminder to Planning Boards in the region. For development located outside Urban Compact areas and adjacent to State numbered or State-Aid roads, applicants are required to apply for and receive a MDOT Highway Access Permit.

SMRPC strongly recommends that receipt of an access permit from MDOT be a condition of approval for any development located along these highways. At the very least, please notify the applicant - as early as possible - that they will need to receive a permit from MDOT. The new MDOT Standards apply not only to new highway access, but also existing access points when there is a change of use. There are also several different levels of standards based on road classifications and size of the proposed development.

If you have any questions about how the Access Management Standards work, or on which roads they apply, please contact Suzanne LePage or Tom Reinauer at SMRPC.

NEWS FROM MAINE DEPARTMENT OF TRANSPORTATION

Your Town's Ticket to Transportation Improvements

Every two years, the Maine Department of Transportation asks municipalities, counties and Indian Nations to provide input regarding transportation improvements. This is your opportunity to let us know what your community recommends for inclusion in the 2006-2007 Biennial Transportation Improvement Plan (BTIP) which guides the Maine DOT project schedule. This package will be mailed to your municipality in early January. **The deadline for response is March 1st!** Responding to this packet is the most effective way to make the Maine DOT aware of your transportation improvement needs. The packet is currently being developed and may include:

- Maps of your region with proposed projects highlighted
- Applications for improvements to highways, rural roads, traffic control, bridges, and passenger/freight facilities
- Business Reply Postcards indicating whether or not your community intends to respond.
- A return envelope you can use to send us your applications and ensure that they get to the right person.

This packet will arrive in the first two weeks of January and needs to be acted upon promptly! If you have questions now or when filling out the forms, call Bill Croce at 624-3282 or e-mail him at bill.croce@maine.gov.

Federal Transportation Money and TEA-21 Reauthorization

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21) of 1998 established guidelines for how states and local governments could spend the federal transportation funds they receive. Upon the expiration of TEA-21 in 2003, a Senate committee began discussing a bill to reauthorize surface transportation programs for the next six years. This legislation will have major impacts on efforts to protect open space as transportation projects are developed and built. The bill drafted by the Committee makes some changes to TEA-21 but maintains popular programs like the Transportation Enhancements program and the Transportation and Community and System Preservation (TCSP) program. These two programs fund activities such as historic and scenic easements, bicycle/pedestrian facilities and grants for planning and implementation of strategies linking land use and transportation.

An emphasis on transportation planning was a hallmark of TEA-21, and the Senate bill makes some encouraging changes to the planning factors that state and local planning agencies must take into account. Current law states that planning agencies shall consider projects and strategies that "protect and enhance the environment." The Senate bill expands this to include the protection of habitat, water quality, and agricultural and forest land. Possible threats to parks and historic sites, however, are included in provisions that would weaken the requirement that transportation agencies avoid parks, wetlands, wildlife areas, and historic sites when constructing highways unless no other "feasible and prudent" alternative exists. One section of the Senate bill exempts interstate highways from these protections, and an amendment has been discussed to exempt "minor impacts."

Economic Development News

By Chuck Morgan, Director of Economic and Community Development

2004 Community Development Block Grant (CDBG) Application Deadlines

There are still a number of 2004 CDBG programs remaining. The application deadlines are shown below.

<u>Program</u>	<u>Deadline</u>
Downtown Revitalization	January 16, 2004
Community Enterprise	January 16, 2004
Housing Rehabilitation	February 6, 2004
Innovative Housing Program	February 6, 2004
Public Service	April 9, 2004
Community Planning	March 5 and August 6, 2004
Economic Development Infrastructure	February 20, May 21 and August 20, 2004
Economic Development Program	February 20, May 21 and August 20, 2004
Urgent Need	Open March 5, 2004

Pine Tree Zone Program Update

Work is still proceeding on developing an application for the new Pine Tree Zone Program created by the Maine Legislature this year. The Pine Tree Development Zones program is designed to encourage business investment and the creation of high quality jobs in economically distressed areas of the state by providing targeted tax-based economic development incentives within designated zones. Final rule making will be completed in early January 2004 and it is anticipated that applications will be due mid to late January 2004. Communities in York and southern Oxford Counties are eligible to be included in the Pine Tree Zone application due to an average weekly wage rate that is lower than the State average weekly wage rate.

If your community is interested in discussing the program or would like to see if you have sites in your community that are eligible please contact Chuck Morgan at cmorgan@smrpc.org.



SOUTHERN MAINE
REGIONAL PLANNING
COMMISSION

21 Bradeen St., Suite 304
Springvale, ME 04083

Return Service Requested

NON-PROFIT
U.S. Postage
PAID
Sanford, ME 04073
Permit #55