

Celebrating Our Past

While

Planning for Our Future



Eliot Maine

Comprehensive Plan

2009

The Eliot Comprehensive Planning Committee

Betsy O'Donoghue, Chairman

Stephen Beckert

Diane Brandon

Diane Burbank

Thomas Burbank

Susan Carswell

Eric Christian

William Hamilton

Heather Muzeroll

Paul Burke

John Marshall

Russ McMullen

Bill Shapleigh

Tom Manero

Philip Lytle

Theodor Short

Liz Lane

Ellen LeMire, Recording Secretary

Paul Schumacher, Consultant/SMRPC

Table of Contents

ELIOT COMPREHENSIVE PLANNING COMMITTEE.....	1
VISION STATEMENT.....	4
SUMMARY OF PUBLIC PARTICIPATION.....	5
GLOSSARY.....	7
INVENTORY	
POPULATION AND DEMOGRAPHIC CHANGES IN ELIOT.....	10
LAND USE IN ELIOT.....	16
ECONOMY AND LABOR FORCE.....	31
ELIOT HOUSING.....	49
TRANSPORTATION.....	59
RECREATION IN ELIOT.....	84
MARINE RESOURCES.....	93
WATER RESOURCES.....	98
CRITICAL NATURAL RESOURCES.....	113
HISTORICAL AND ARCHEOLOGICAL.....	134
AGRICULTURE AND FORESTRY RESOURCES.....	141
PUBLIC FACILITIES AND SERVICES.....	147
ENERGY.....	160
FISCAL CAPACITY	161

GOALS, POLICIES AND STRATEGIES

FUTURE LAND USE: GOALS, POLICIES and STRATEGIES.....	174
ECONOMY.....	191
AFFORDABLE HOUSING.....	194
TRANSPORTATION.....	196
OUTDOOR and ACTIVE RECREATION RESOURCES.....	201
MARINE RESOURCES.....	204
WATER RESOURCES.....	206
CRITICAL NATURAL RESOURCES	209
HISTORIC and ARCHEOLOGICAL.....	211
AGRICULTURAL and FORESTRY.....	213
PUBLIC FACILITIES and GOVERNMENTAL SERVICES.....	216
REGIONAL COORDINATION GOALS and STRATEGIES.....	220
ENERGY POLICIES and STRATEGIES.....	225
FISCAL CAPACITY GOALS, POLICIES and STRATEGIES.....	228
CAPITAL INVESTMENT PLAN.....	230

VISION STATEMENT

The Town of Eliot seeks to balance the preservation of its rural character with the accommodation of new growth and development in order to enhance and preserve the high quality of life for its residents, visitors and businesses attracted to our community. Through its Comprehensive Plan, the Town will implement land use policies that protect and enhance its natural resources, support economic development initiatives, and ensure that new development is carefully integrated into the Town's rural landscape while protecting the health, safety and well-being of our citizens.

Our community must be healthy and sustainable to provide for the needs of our citizens and create an environment for businesses to flourish. Our comprehensive planning, our land use decisions, and our growth management strategies are oriented to sustaining and enhancing residential and commercial development; including affordable housing. Adequate sewer facilities and water quality will be important for citizens and businesses alike. The Town of Eliot should undertake a leadership role in the conservation of energy.

The future of Eliot could include a village area where a community center, municipal buildings and small businesses could co-exist along with increased density of housing. A village where citizens of all ages could meet each other, sit down to chat, have a cup of tea, watch the kids play games, visit the Library, or participate in their government; a government that is effective, efficient, open, responsible, and actively promotes citizen involvement in public issues.

The livability and economic vitality of our town, along with our historical treasures and cultural amenities, are highly valued. We should strive to protect our farmland and encourage local food production. The Town of Eliot's historically significant aspects should be protected, where possible, and preserved for generations to come. Partnerships should be built with other communities to provide services not readily available to our citizens. Recognizing that the overall environment is an economic asset, the Town of Eliot should attract businesses that will offer employment opportunities to our citizens.

Above all, the future of Eliot relies on the voice of the residents who are the legislature of the town. The annual Town Meeting decides how our municipal money is spent and can only be approved by those in attendance. This is the oldest form of democracy and should be cherished and continued.

Summary of Public Participation

Eliot conducted four well advertised and well attended public meetings during the Comprehensive Planning Process, in addition to completing the survey below. The four meetings were as follows:

1. A visioning meeting in the summer of 2007 attended by approximately 50 people in a facilitated session designed to highlight the general goals and desires of the community.
2. A meeting in February of 2008, which summarized the conclusion of the inventory section of the plan, key findings and sought input on upcoming goals, policies and strategies. This meeting was attended by approximately 40 people.
3. A meeting in November 2008 was conducted to gather feedback on draft goals, policies and strategies. This meeting was attended by approximately 50 people.
4. The final required public hearing was held in March 2009. This meeting was attended by about 70 people. The meeting was advertised in local newspapers, at the town Transfer Station (with volunteers with flyers), on the town website and CDs and paper copies were made available for the public. The plan and maps were also put on the town website.

In addition the following survey was distributed and is summarized below.

The 2007 Eliot Comprehensive Plan Town Survey was sent in September 2007 to each Eliot household (3300). We received 650 responses which exceeded normal expectations of 5% (20%). These responses have provided guidelines for the team to follow in the preparation of the new "Plan".

The survey trapped information in three major categories: **Future Use of Tax Dollars, Town Services, and Personal statistics** of the responders.

Question 1 - Regarding the importance of issues facing Eliot in the near future

The majority of responses in the category **Very and Somewhat Important** were:

Tax increases (86%), Loss of Rural Character/roads (82%); Loss of Wetlands (82%); and Recycling/Solid Waste Disposal (82%).

Question 2- Do you favor subdivision development design techniques that encourage the preservation of open space? Yes (74%) No (11%)

Question 3 - The wording of Question 3 regarding future growth was not clearly stated and the responses were not clear enough to be quantified.

Question 4 - The response about changing a portion of the commercial/industrial zone to mixed use on Route 236 was Yes (60%) No (31%).

Question 5 - Asked the importance of the use of our tax dollars. The highest responses of **Very and Somewhat Important** were in these categories: Education (83%); Protection of Groundwater Supplies/Aquifers (82%); Protect the woodlands (76%); Electrical energy derived only from renewable resources (68%). While the wish list for items such as outdoor recreational areas, playgrounds, hiking trails, bicycle trails, and playing fields received healthy support (45-55%), the willingness to pay more in taxes **Question 6 and 7** for these improvements was Yes (43%) to No (53%).

Question 8 - rated Eliot Town Services **Excellent to Good** as follows: Fire Department (90%), Municipal buildings (83%) and the Public Works Department (81%) receiving the highest marks. Other services that received a 75% rating are: Boat Ramp Facilities, Library, Police Department, Recreation Department, and School Department.

Question 10 – Should the Town implement policies that reduce carbon emissions for its public facilities and equipment? Yes (67%) No 20%

Question 12 – Expenditure of town funds to acquire and protect more open space? Yes (63%) No (30%)

Question 14 - Should developers pay impact fees to offset Town services? Yes (86%) No (7%)

Question 15 - “Other Comments” Almost 200 Additional handwritten comments were received. The major categories of concern were 1. That every decision made by Town officials should consider how it will effect taxes, as many property owners may not be able to keep up with future increases. 2. Subdivision needs to be controlled; 3. The Town is small and rural and we should keep it that way; 4. Conserve the land and clean water; 5. Route 236 traffic and appearance is a mess; 6. There is a desire for sewer and water service.

Statistical results are as follows: Those who have lived in town more than 10 years (*10-19 = 106; 20 plus = 283*). Responders were over the age of 35 (*35-54=205, 55-64=141, 65 plus=169*);

Responders with children in the public schools. (*31%*) Own their own home. (*96%*). Working in Greater Portsmouth (*99*), Kittery (*68*), Eliot (*54*), Dover (*30*), and Massachusetts (*42*). Retired. (*57*)

Citizen Comment: “I would like to commend all who are and have taken leadership responsibilities for Eliot’s development...I keep being amazed at how Eliot remains one of the “gems” and I feel so lucky to have chosen this town as my home – the greatest resource...the people. Truly special. Thank you.” *Anonymous*

The complete Survey results and Citizen Comments are available
At Eliot web site: <http://www.eliotmaine.org>

Glossary

Access Management – generally refers to the regulation of interchanges, intersections, driveways and median openings to a roadway. Its objectives are to enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation. This is particularly important for major roadways intended to provide efficient service to through-traffic movements.

Critical Rural Overlay District – a rural area that is specifically identified and designated by a municipality's comprehensive plan as deserving maximum protection from development to preserve natural resources and related economic activities. [MRSA Title 30-A, §4301]. This district is a required component of the Future Land Use Plan.

Current Use Taxation – Maine has several voluntary programs that reduce taxes for undeveloped lands based on their current use classification. Under the tree growth and farmland programs, land is assessed depending on its productive value, without regard to shore frontage or development potential. The open space program, on the other hand, applies percent reductions to the assessed value, reducing the tax but accounting for shoreland and other development value. Each program has specific eligibility guidelines and only tracts that are undeveloped qualify (portions containing buildings or docks are taxed at the standard level). Some landowners use these programs as a "trial form" of permanent protection, knowing that land can be withdrawn from the program, subject to a penalty, or transferred into another current use program (if eligible) without penalty.

Development Transfer Overlay District – Purpose is to create livable, walkable neighborhoods in areas of the community where public sewerage is available or planned while minimizing development in other areas of the community where intensive development is not desired. This will be accomplished by allowing well-planned, higher density residential development in designated areas with public sewerage in exchange for the payment of a development transfer fee. The development transfer fee will be used by the Town to purchase conservation land and/or easements and open space.

Differential Growth Cap – A type of Rate of Growth ordinance that typically allows much fewer growth permits to be issued in locally-designated rural areas than in designated growth areas.

Functional Classification System – Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide. Basic to this process is the recognition that most travel involves movement through a network of roads. Functional classification defines the role that any particular road or street plays in serving the flow of trips through an entire network

Impact Fees – a charge or assessment imposed by a municipality against a new development to fund or recoup a portion of the cost of new, expanded or replacement infrastructure facilities necessitated by and attributable at least in part to the new development. [MRSA Title 30-A, §4301]

KACTS MPO – the Kittery Area Comprehensive Transportation Study (KACTS) which is the Metropolitan Planning Organization (MPO) for the Maine portion of the Portsmouth-Dover-Rochester, New Hampshire urbanized area. An MPO is a

committee, along with support staff, responsible for planning and programming federally funded transportation projects within a designated "Metropolitan Area." In the case of the KACTS MPO, this area includes Kittery, Eliot, South Berwick, Berwick, and Lebanon.

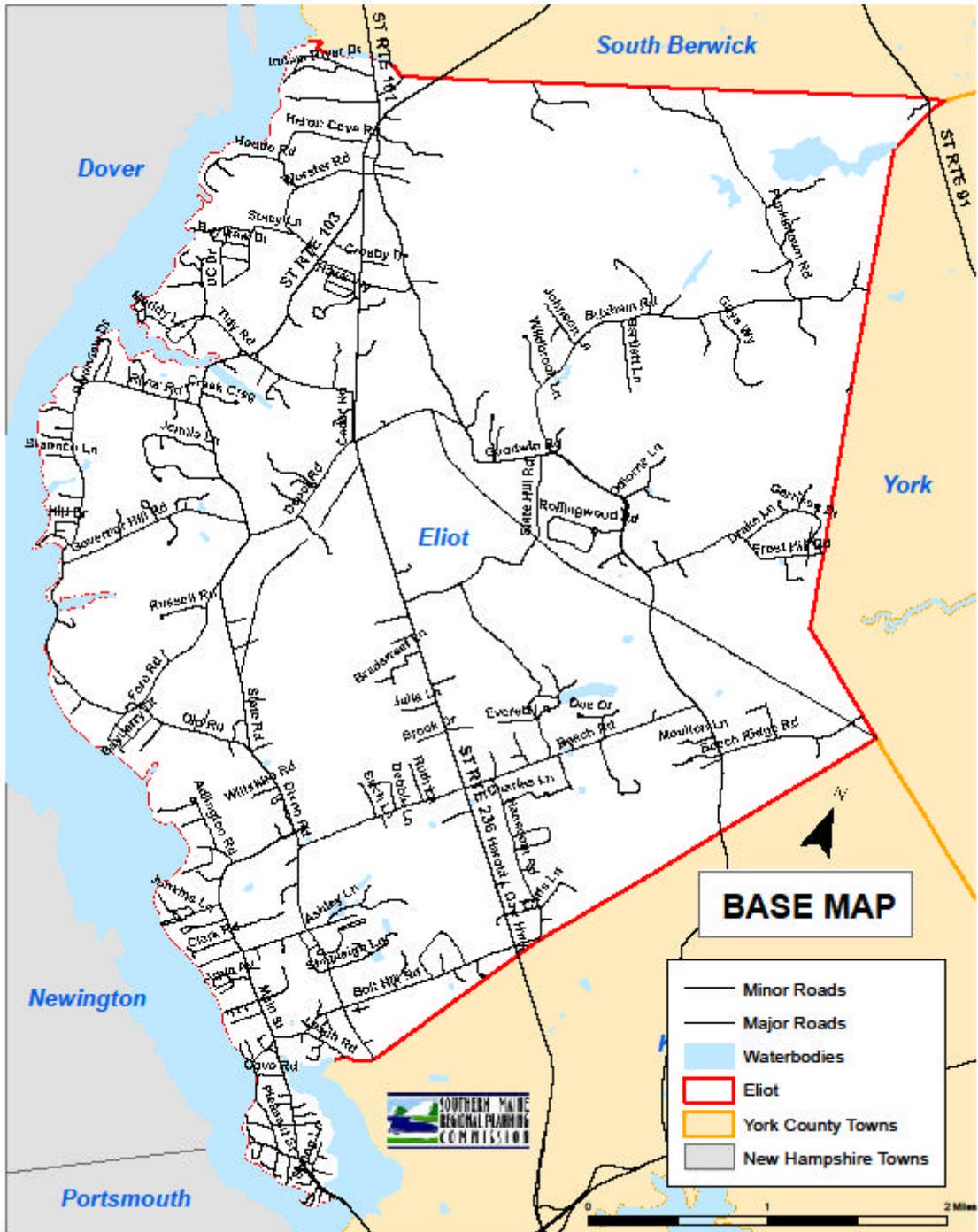
Open Space Development – An alternative site planning technique that concentrates dwelling units in a compact area to reserve undeveloped space elsewhere on the site. In this technique, lot sizes, setbacks, and frontage distances are minimized, while still allowing the same overall amount of development that is already permitted in that particular zoning district. The key difference is that this technique requires new construction to be located on only a portion -- typically half -- of the parcel. The remaining open space is permanently protected under a conservation easement co-signed by a local conservation commission or land trust, and recorded in the registry of deeds. For example, a 100 acre parcel of land located in the rural zone that requires 3 acre minimum lot sizes would be entitled to build 30 housing units. Using this technique, all 30 housing units would impact only 50 acres, leaving the rest of the parcel permanently protected.

Pine Tree Zone Program – The Maine Pine Tree Development Zone Program offers manufacturers, financial service businesses and targeted technology companies the chance to greatly reduce or, in some cases, virtually eliminate state taxes for a period of time that may be up to ten years.

State Growth Management Act – common name for Maine Revised Statutes, Title 30-A. This law mainly establishes guidelines for drafting and adopting comprehensive plans. The law also states that a municipality's rate of growth, zoning or impact fee ordinance must be consistent with a locally-adopted, State-approved, comprehensive plan or the portion of the ordinance that is not consistent with a comprehensive plan is no longer in effect and may be challenge in court.

Subdivision Phasing Requirement – Requires major subdivision to be developed in separate and distinct phases. Approval to build or sell lots in subsequent phases shall be given only upon satisfactory completion of all requirements pertaining to previous phases. This requirement may be advantageous to both the municipality and the applicant. For the municipality, there may be some orderliness to the development of the subdivision, allowing the expansion of municipal services to expand more slowly. For the applicant, only a portion of the costs must be financed at any one time.

Workforce Housing – Workforce housing can refer to almost any housing, but always refers to "affordable housing" (defined by the state as being when housing costs equate to no more than 30% of household income to families making 80% of the town's median income). Differences being workforce housing usually connotes fee-simple ownership of single-family homes with yards rather than rental housing or condo ownership. Also, workforce families are generally younger and often include or plan to include children, thus differentiating it from elderly housing.



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Population and Demographic Changes in Eliot

With its location in southern York County, Eliot is part of the fastest growing region in Maine. The following table (based on recent SMRPC estimates), highlights the growth in Eliot, the surrounding towns, and York County as compared to the rest of Maine.

Population Growth 2000-2006 (SMRPC estimate)

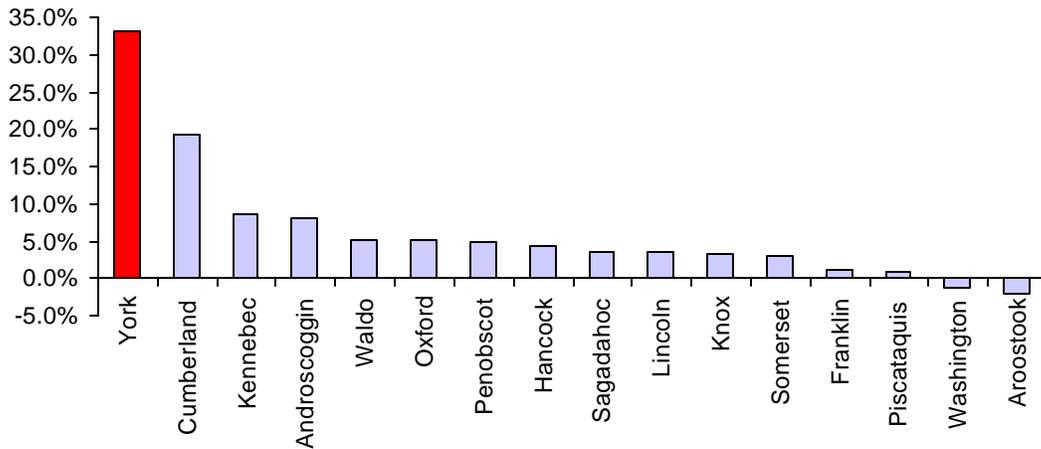
	2000	2006	% Change
Eliot	5,954	6,450	8.3%
South Berwick	6,671	7,320	9.7%
York	12,854	13,910	8.2%
Kittery	9,543	10,110	5.9%
York County	186,742	206,590	10.6%
Maine (census)	1,274,923	1,321,574	3.66%

By comparison, Eliot's growth rate from 1990 to 2000 was 12% or a 1.12 % annual growth rate. The annual growth rate for 2000-2006 was 2%.

Population Growth in Maine Counties (Census estimates)

	2000 Pop.	2006 Est. Pop	Change	Percentage
Maine	1,274,923	1,321,574	46,651	3.66%
Androscoggin County	103,793	107,552	3,759	3.62%
Aroostook County	73,938	73,008	-930	-1.26%
Cumberland County	265,612	274,598	8,986	3.38%
Franklin County	29,467	30,017	550	1.87%
Hancock County	51,791	53,797	2,006	3.87%
Kennebec County	117,114	121,068	3,954	3.38%
Knox County	39,618	41,096	1,478	3.73%
Lincoln County	33,616	35,234	1,618	4.81%
Oxford County	54,755	57,118	2,363	4.32%
Penobscot County	144,919	147,180	2,261	1.56%
Piscataquis County	17,235	17,585	350	2.03%
Sagadahoc County	35,214	36,837	1,623	4.61%
Somerset County	50,888	52,249	1,361	2.67%
Waldo County	36,280	38,715	2,435	6.71%
Washington County	33,941	33,288	-653	-1.92%
York County	186,742	202,232	15,490	8.29%
York County Share of States Population Growth 2000-2006 =			33%	

**Percentage of Total Population Growth
in Maine by County, 2000-2006**



What the above tables clearly demonstrate is that Eliot is part of a regional growth trend that, even with a slow down in the housing market, is poised to continue. While the growth in Eliot is below the county average and well below some of the faster growing communities, such as Waterboro, Berwick and smaller towns in northern York County, there seems to be ample evidence that Eliot should be prepared to deal with sustained growth.

In fact York County was one of the ten fastest growing counties in New England over the past six years (ranking eighth out of fifty five counties). While the reasons for this growth are varied, there seems to be little question that proximity to Boston, an influx of baby boomers and lower housing costs than the Boston area have contributed to the growth.

Of course, as far as future planning is concerned, it is important to look at the make-up of this new population and what it means for town services, transportation, the economy and cultural concerns, such as the creative arts and entertainment.

Age Distribution (These figures are estimates and may not match with other estimates)

2006 Population Distribution by Age (MSHA)

<u>Age</u>	<u>Total</u>	<u>2006 %</u>
0	55	0.80%
1-4	283	4.40%
5-9	373	5.70%
10-14	406	6.20%
15-17	347	5.30%
18-24	530	8.20%
25-29	312	4.80%
30-34	268	4.10%
35-39	374	5.80%
40-44	586	9.00%
45-49	644	9.90%
50-54	613	9.40%
55-59	508	7.80%
60-64	363	5.60%
65-69	259	4.00%
70-74	216	3.30%
75-79	155	2.40%
80-84	100	1.50%
<u>85+</u>	<u>111</u>	1.70%
Totals	6,503	

Age Distribution Summary 2006 (MSHA)

<u>Age</u>	<u>%</u>
0-17	22.50%
18-24	8.20%
25-44	23.70%
45-64	32.70%
65+	12.90%
75+	5.60%
<u>85+</u>	1.70%

Future Population/Age Distribution (MSHA)

2011 Population Projections		
<u>Age</u>	<u>Summary</u>	<u>%</u>
0-17	1,411	20.30%
18-24	598	8.60%
25-44	1,455	21.00%
45-64	2,449	35.30%
65+	1,031	14.80%
75+	433	6.20%
<u>85+</u>	<u>121</u>	1.70%
	7,498	

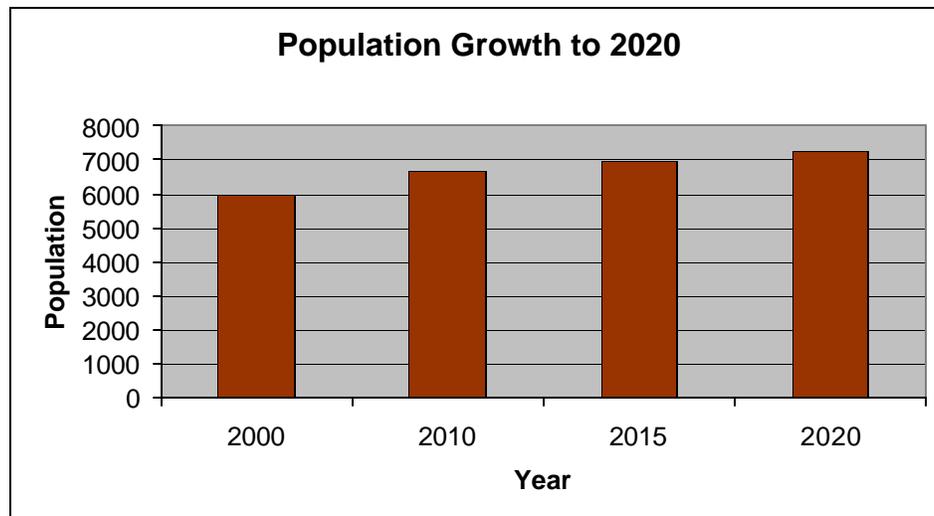
The aging of Maine’s population has been a constant topic of conversation at both the state and regional level over the past few years. Based on these MSHA estimates, the number of Eliot residents over the age of 65, is projected to go from 20.2% of the town’s population to 22.7%. In the mean time, the school age population (or at least those under 17) is projected to decrease from 22.5% to 20.3%. By comparison, the percentage of Eliot residents over the age of 65 in the 2000 Census was 12.1%. This is a marked increase.

Eliot’s median age in 2000 was 39.7; Maine’s was 38.6; the York County median age was 38.5.

Future Population

SPO Population Projections to 2020

Year	Population
2000	- 5954
2010	- 6683
2015	- 6990
2010	6683
2015	6990
2020	7236



This would represent 1,282 people or a 21% increase in population from 2000-2020. It should be noted that if Eliot’s growth cap were to remain in place at 48 units per year (on

average) and reaching that limit yearly and assuming a household size (from the 2000 Census) of 2.51, population increases could number 2,409 or 40%.

The SPO also calculated the number of housing units that will either be occupied or for rent to the year 2015. This gives the community an idea of what it may expect for housing stock (and the needs which come with that housing stock).

SPO Housing Projections to 2015

<u>Year</u>	<u>Number of units</u>
2000 -	2374
2005 -	2508
2010 -	2642
2015 -	2754

This would represent an increase of 380 units either occupied or for rent (or an increase of 16%), or about 25 units per year. This number appears low. By comparison, if Eliot were to hit a building cap of 48 yearly, the town would add 720 units. It would appear the actual number may be somewhere in between these two figures (it should also be pointed out that every home that is built is actually occupied as they may be seasonal or simply vacant).

Over the past five years Eliot has averaged about 44 units per year. For the purposes of this plan, and in view of the towns existing cap of 48 which will in fact be lowered in accordance with recent law changes, it is reasonable to assume Eliot would average anywhere from 35 to 40 new units per year.

Eliot experienced a natural change (births over deaths) from the period 2000-2006 of +117. During that time period Eliot also experienced a net in-migration of 379 residents (people moving into Eliot over those leaving Eliot). Both these figures accounted for Eliot's growth during this time frame. By comparison, some York County towns (including Ogunquit) experienced a negative natural change figure, while other towns (such as Saco, Waterboro and Wells) had very high net migration figures.

The numbers of births over deaths reflect a relatively small increase in the younger age population of the community. The in-migration, while difficult to firmly define as far as age distribution, is likely to be of older residents (if county patterns hold true for Eliot) and possibly "empty-nesters".

Eliot has a minor increase in seasonal population according to SMRPC estimates. In 2004, SMRPC estimated the seasonal population expands from 6,290 to 6,830 during the summer. This approximate 8% increase may aggravate traffic issues and some municipal

services but does not seem to demand much in the way of additional services (such as police).

Planning Implications

Demographic trends help to define future planning needs by looking at the amount of housing possibly needed, school populations, age of residents and their possible needs, and various infrastructure improvements. Based on the number above, Eliot may want to consider the following implications:

- While Eliot's population increases are consistent with the sub-region in general, Eliot sits in an area that is one of the fastest growing in New England, and seems poised to continue this growth into the future, even with downturns in the economy and housing market. This indicates a need to continue to plan for moderate to high growth rates for the planning horizon (ten years).
- Eliot's increasing median age reflects a need for senior housing opportunities and possibly other senior-related services, such as transportation, emergency services and cultural activities (not to mention health care). It also reflects the growing age of the region in general, which has raised alarm in the field of economic development. Specifically, where does the labor force come from if we want to grow our economy? Solutions to this issue are not obvious, but the affordability of housing and policies which may discourage families with children from moving into a community (such as the difficulties in building multi-family units and growth caps which only exempt elderly housing) may contribute to the problem. While the number of school age children would seem to indicate a decrease in school costs, the history in Maine has shown that even as our school age population shrinks our costs for education have risen dramatically.
- The town's growth cap provides a safety net for rapid spikes in housing and population growth. While both population and housing projections are not always reliable, it does seem as if the town could plan for about 38 units of housing per year. Over a ten year period this would equal approximately 380 housing units. The town, through their zoning and land use controls, can guide this growth into those areas that seem most appropriate for growth and where the services and infrastructure can most easily accommodate the population.

Land Use in Eliot

Land use in Eliot is a little different than some of the other towns that surround it. While Eliot does have a village center, the density of it is such that it is not differentiated from some other areas of town in any major way (as opposed to a South Berwick, for example). Like many other southern Maine towns it appears as if development has started to veer away from a traditional development pattern (i.e., compact development around a village center). Route 236 has come to be the backbone of the community and certainly defines the town to people driving through it. This is where the majority of commercial and industrial growth is taking place. New development, near and around the Eliot Commons, helps to reinforce this new pattern of growth. The rural parts of town maintain a rural feel (although “rural character” is in the eyes of the beholder). Areas off the Rte. 236 corridor are being built up slowly but steadily.

The lack of water and sewer access to a large portion of the town, the relatively wet nature of the soils, and the vast amount of wetlands that occur throughout the town present challenges, as far as determining the course of future development. One way to begin that process is to look at recent development and whether that has met the goals the town laid out in previous Comprehensive Plans and land use ordinances. Development does not occur by any mystical force – you essentially get what you zone for.

Existing Blueprint for Growth

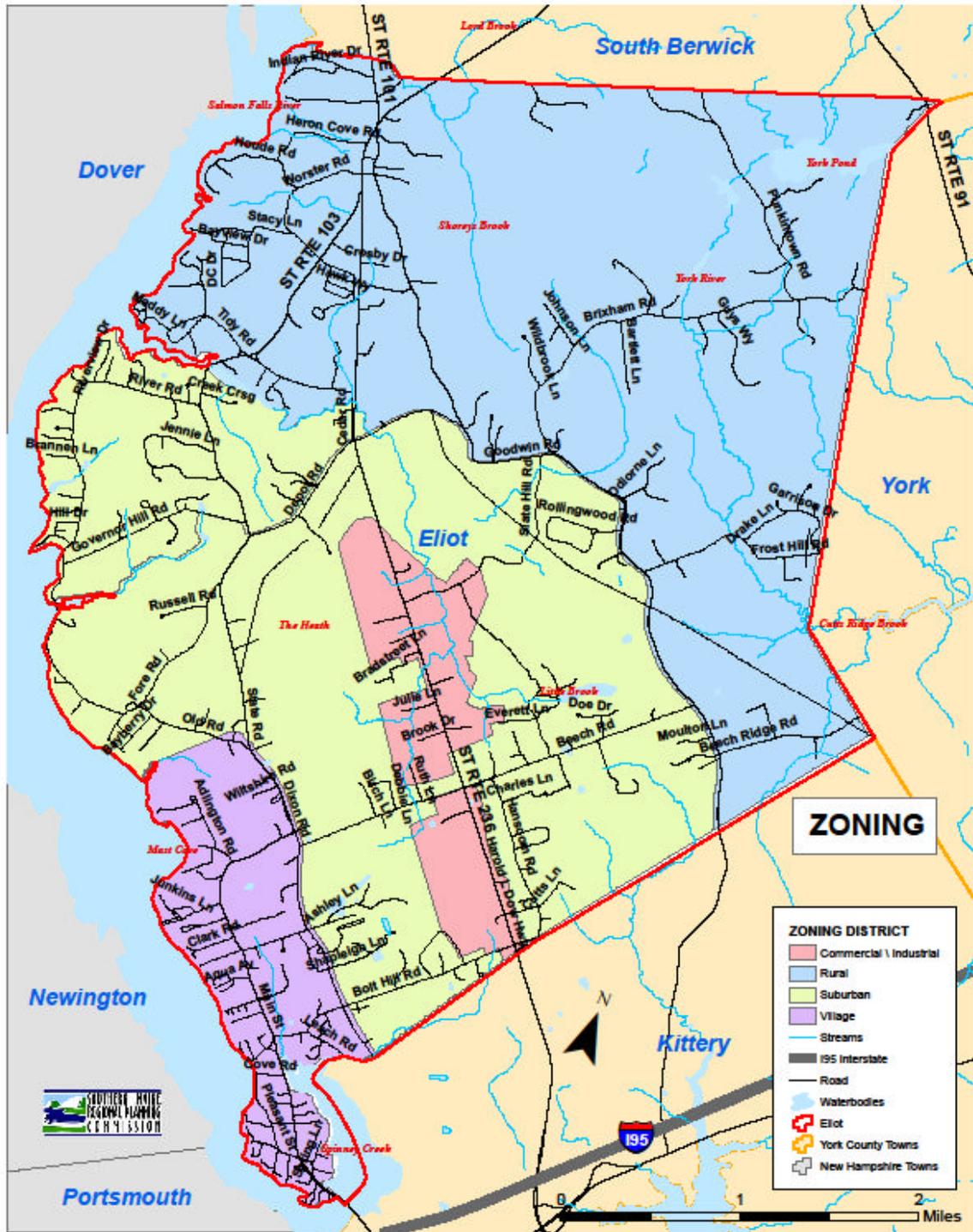
The growth of a community is directly tied to its zoning map and zoning standards. This point is sometimes lost as communities engage in debates on specific projects. In Eliot’s case the blueprint for growth can be seen on the zoning map on the following page.

The so-called village area while not densely developed contains the Town hall, police Fire, Post Office, recreation area and some small stores. Development is more dense as one proceeds to south Eliot and towards the water. The “suburban zone is in fact becoming more suburban with one acre house lots, and small subdivisions. The rural area remains rural with more land in conservation, tree growth and farm and forest.

The Growth Management Act requires a town set aside land as a “growth area” and “rural areas” and also may (but is not required) define a “transitional area” and a “critical rural area”. Based on these types the village would be considered the growth area, the suburban zone a transitional area and the rural zone both a critical rural and rural area. Commercial and Industrial development is considered to be a growth area.

The standards for these zones are shown below.

Min. lot size (acres or ft. 2)		3	2	1	3	6,500 ft 12,000 ft 20,000 ft
Min. yard dimensions (ft.)						
	Front yard setback	30	30	30	50 30	20
	Side yards, setback	20	20	20	20 100	20
	Rear yard	30	30	30	20 100	10
Accessory building		10	10	10	--	5
Accessory dwelling unit		u	u	u	u	-
Max. height (ft.)		35	35	35	35	35
Max. lot coverage (%)		10	15	20	50	50
Setback-normal high water mark (feet)		75	75	75	75	75
Dwelling units:						
	Min. size (sq. ft. per unit)	650	650	650		650
Min. area (acres):						
	1 unit	3	2	1	--	0o
	2 units	6	4	2	--	--
	each add'l unit	3	1	1/2	--	--
Signs (sq. ft.)		6	6	6	100	6
	Commercial establishments only	12	12	12	100	12
	New residential subdivisions	50	50	50		50
	Min. setback (front lot line only)	8	8	8		8
Min. st. frontage (ft.)		200	150	100	300	50/75/100



Smart growth advocates would maintain this is a fairly suburban development pattern and in fact induces sprawl. The smallest minimum lot size is one acre and this village area

comprises (approximately 10%) of the community. Approximately half the community is zoned for three -acre lot sizes. Another third of the community is zoned for two -acre minimum lot sizes, with a village zone comprised of one acre lot size minimums. A large portion of Rte. 236 and the abutting properties is zoned for commercial and industrial development.

While this pattern is nor unusual in Maine, it should be noted that towns that have water and sewer services available generally encourage lot sizes in serviced areas of 20,000 square feet or lower. The lack of sewer and water to Eliot is a limiting factor in the ability to expand the village. Right now water come in to Eliot Village but sewer does not.

Residential Growth

It is important to see what the town’s blueprint for growth has produced. The following highlights where residential growth has occurred in Eliot since 2004 (the numbers may be slightly off due to differing ways of recording permits in the Code Office):

Residential Building 2004-2007 (permits prior to these years were not easily obtainable and were believed to reflect the same pattern)

Zone	# of permits	% of total
Rural	44	32%
Suburban	55	40%
Village	22	16%
Commercial/Ind.	2	1%
Shoreland	13	10%

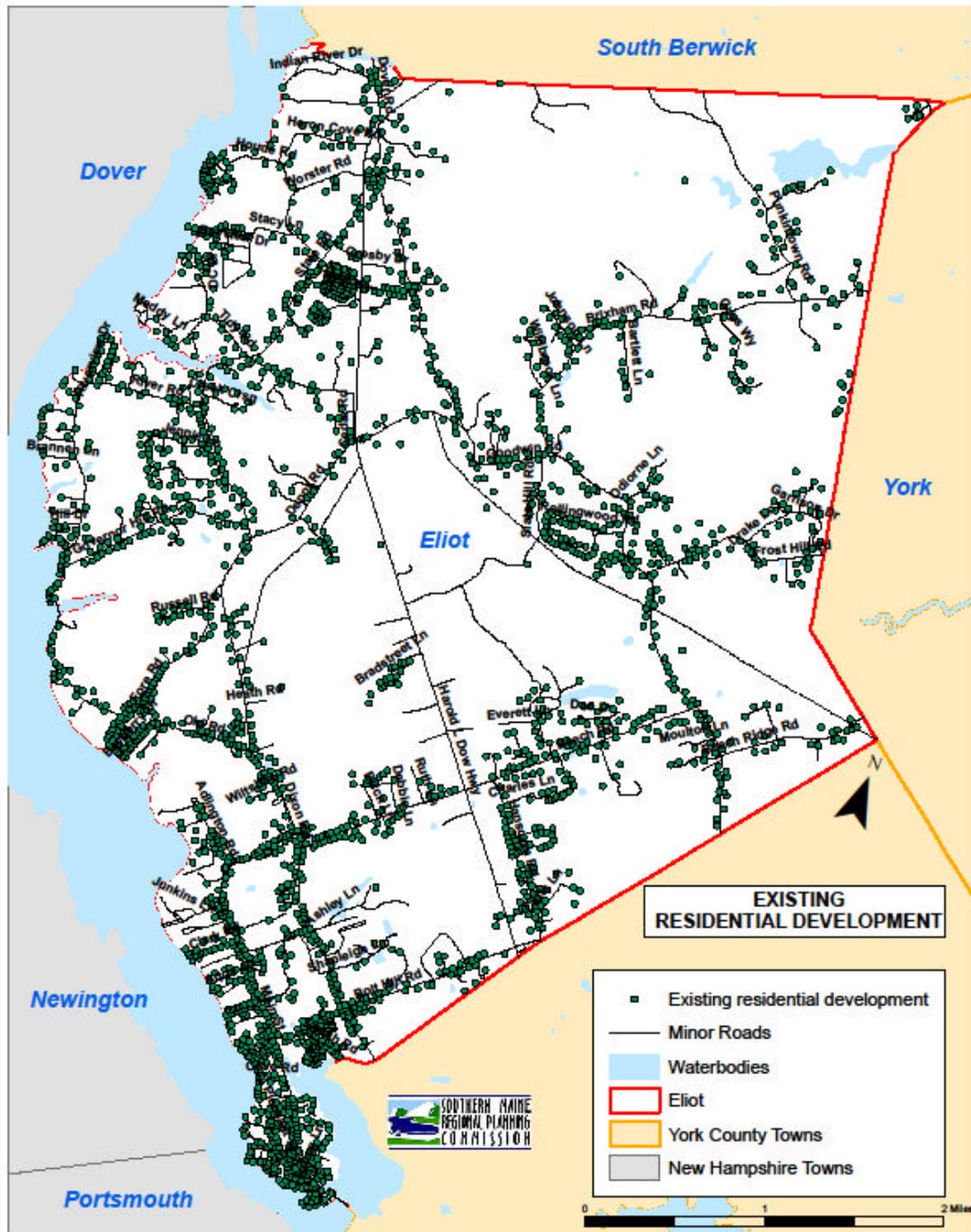
(It should be pointed out this does not include the elderly affordable housing complex).

The numbers are fairly clear in that most growth is not going towards the village area and is, in fact, trending towards the suburban zone and rural area. – a pattern the town would like to moderate. It was interesting to note in reviewing permits the large number of accessory dwelling permits that were distributed within the village zone – indicating a demand and need for more of this type of development.

The overall pattern of residential growth in Eliot can also be seen on the map on the following pages.

Another way to look at patterns of residential growth is to look at where-subdivision activity is taking place.

The overall pattern of residential growth in Eliot can also be seen on the map below



Another way to look at patterns of residential growth is to look at where your subdivision activity is taking place.

Subdivision Activity in Eliot 2000-2007

Most of the smaller projects listed below have been developed. The larger ones are in various stages of development.

Brixham Rd.	Genewicz	Subdivision - Penn Frost Farms - 3 lots	Rural
Pickering Dr.	Staples	Subdivision - Staples Point - 6 lots	Village
Creek Crossing	Moreno	Subdivision - 2 lots	Suburban
Greenwood St.	Cullen	Major subdivision - 7 lots	Village
Houde Rd.	Ruesswick	Minor subdivision - 2 lots	Rural
Goodwin Rd.	Kelm	Subdivision - 7 lots	Rural
Beech Rd.	Barrett	Minor subdivision - 3 lots	Suburban
State Rd.	Century 21/Remick/Newson	Major subdivision - 11 lots	Suburban
Frost Hill Rd.	Mann	Minor subdivision - 3 lots	Rural
Boyce & Tidy Rd.	KBM Builders, Inc.	Major subdivision - 4 lots	Rural
Brixham Rd.	Kelm	Major subdivision - 6 lots	Rural
Bolt Hill Rd.	Bolt Hill Associates	Major subdivision - 100 elderly housing/50 asst. living	C/I
Sargent's Ln.	Goodwin	Major subdivision - 7 lots	Suburban
Goodwin Rd.	Dowing	Major subdivision - 5 lots	Rural
White Tail Ridge	B&RH Associates, Inc.	Mobile home park subdivision - 44 sites	Suburban

The tally then shows 30 subdivision units approved in the rural zone; 67 in the suburban zone; 13 in the village; and 100+ in the Commercial/Industrial zone. Eliot does not employ Open Space/Cluster Development provisions,. The towns Subdivision Standards follow the model developed by SMRPC in the eighties and nineties.

Commercial and Industrial Development

No one in Eliot (or who commutes down Rte. 236) would be surprised to hear that commercial development is rapidly occurring along this corridor – right where the town has planned for it. Commercial land (approximately 624 acres) is now located on both sides of Route 236, with other commercial businesses located in areas throughout the Town. The Commercial District originally encompassed the entire length of Rt. 236, but was changed in 1982. It is now limited to both sides of Rt. 236, starting from the southern boundary of the bog by the former Marshwood Middle School and running south to the Kittery Town line. There are, currently, approximately eighty-seven (87) Commercial businesses located in the Commercial/Industrial District. A significant portion of the Commercial District is located on wetlands and on soils that are either unsuitable for future development or for which carefully designated commercial development would be the best use of the land as determined by the Department of Environmental Protection (DEP).

Another way to look at Commercial/Industrial development is to examine what percentage it takes up as part of the town's tax base. In Eliot it is a somewhat small amount:

<u>Total Valuation</u>	<u>Total Industrial Valuation</u>	<u>% Industrial Valuation</u>
\$502,388,400	\$7,866,500	1.5%

Over the past few years this industrial valuation has increased to about 3.5% due to gas and transmission lines. Commercial values have also increased to about 6% of the town valuation (see Fiscal Capacity section for more detail).

In York County, as a whole, industrial valuation accounts for about 4% of total valuation.

Interestingly, one of the biggest sources of tax revenue is transmission and distribution facilities (gas, etc). This value is nearly 19 million dollars, most of which is likely in the gas line.

Almost all of the significant commercial and industrial activity that has occurred in Eliot over the past seven years has been on Rte. 236. The following is a summary of the projects that went before the Planning Board from 2000 on:

302 Dow Highway	H. A. Mapes, Inc.	Conditional Use - bulk oil fuel tanks
420 Dow Highway	Rocky Hills Materials	Req. for PB action - enlarge maintenance building
65 Dow Highway	Churchill	Conditional Use - telecommunications tower
90 Dow Highway	Eliot Business Park	Req. for PB action - maintenance building
66 Dow Highway	Casella Tires, Inc.	Conditional Use - telecommunications tower
106 Dow Highway	Aggregate Recycling Corp.	Conditional use - earth removal processing facility
78 Dow Highway	Finley	Conditional use - addition to repair garage
38 Dow Highway	Shapleigh	Conditional use - flower shop
63 Dow Highway	Grover	Conditional use - used car sales
Dow Highway	Irving Oil Co	Req. for PB action - gas station
61 Dow Highway	Dover Industrial Drive, LLC	Conditional use - construct maintenance building
300 Dow Highway	Imperial Marshwood	Conditional use - bakery/coffee shop
306 Dow Highway	Kinkade	Conditional use - professional offices
Dow Highway	Parsons	Conditional use - infant & toddler center
61 Dow Highway	Eliot Self-Storage	Conditional use - storage facility
Beech Rd., & Rt. 236	Medical Environments, LLC	Conditional use - medical buildings
41 Dow Highway	Eliot Donuts, LLC	Conditional use - Dunkin' Donuts
38 Dow Highway	Eliot Driving School	Conditional use - driving school
Dow Highway	Nooney	Conditional use - wholesale landscaping & materials
Dow Highway	Shaughnessey	Conditional use - retail sales "tools for hire"
16 Dow Highway	Ferreira	Conditional use - professional offices (chiropractor)
392 Goodwin Rd.	Wentworth-Douglass	Conditional use - professional offices
Dow Highway	Couperthwait	Conditional use - car wash
Dow Highway	Kingston	Conditional use - professional office
912 Dow Highway	Eliot Baptist Church	Conditional use - gymnasium addition
Dow Highway	Sarnia Properties, Inc.	Conditional use - warehouse
Dow Highway	Christian Life Church	Request for Planning Board Action - amend permit
820 Dow Highway	Pelletier	Conditional use - retail

The list above shows the volume and the wide mix of uses that are currently taking place along Eliot's commercial corridor. Although we have not mapped these locations, it is

likely they are also spread out along the Rte. 236 corridor itself within the denoted commercial/industrial zones.

Industrial

There are currently 6 industries in Eliot located in the Commercial /Industrial District along Rt. 236. They are: Maritimes Gas Compressor Station, Casella Tires, H.L. Smith (construction), Aggregate Recycling Corporation (ARC), East-West Custom Boats, Inc., and Barletta (quarry). Another Industrial area, Patten's Yacht Yard, is located in the Shoreland Zone General Development District on the Piscataqua River at the end of Greenwood Street.

Other Land Uses

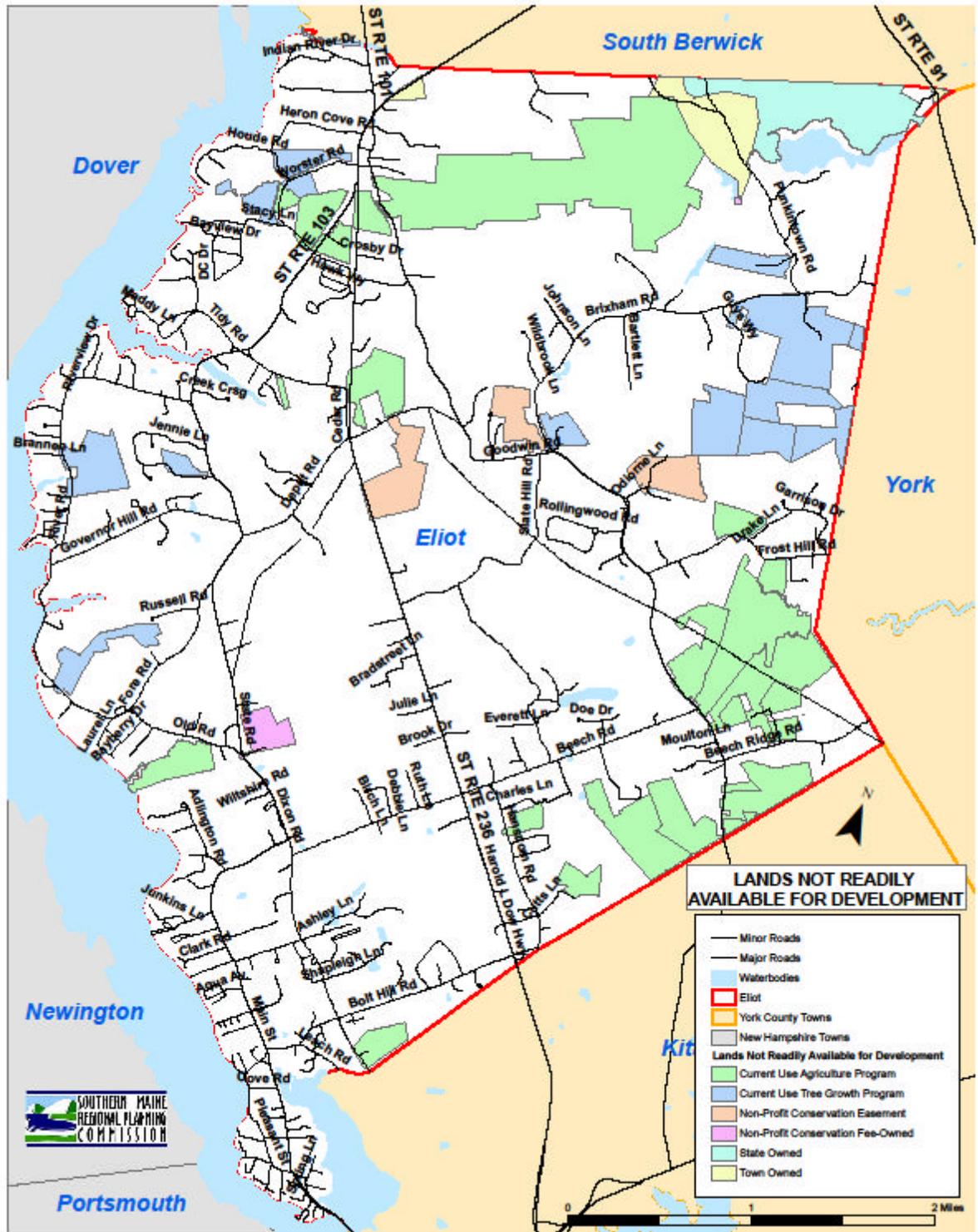
It is also important to look at the ways other parcels of land are being used in Eliot. The Lands not Readily Available for Development map on the following page helps to highlight why the town is growing the way it is. Compared to other towns nearby (including South Berwick, York and Kittery), Eliot does not have a large amount of land in either conservation easements or fee owned conservation land. Eliot does have a few large parcels in the Current Use agriculture program and the Tree Growth program. These parcels account for a vast amount of land in the town's rural zones - a tremendous benefit in maintaining this area as rural. However, it should be noted that neither current use program guarantees that these lands will not be developed (as opposed to lands with conservation restrictions). What has been noticeable based on the activity taking place in the Mt A region, is that jointly encouraging conservation amongst state, local and non-profit conservation organizations is an important tool in guiding growth from rural areas to other areas in town. (Two additional parcels need to be added to the conservation lands layer; 1) The Hilt Homestead is an 18 acre conservation easement owned by Great Work Regional Land Trust next to Douglas Memorial Woods in Eliot Village; 2) Bondgarden North Conservation easement on Cedar Road also owned by GWRLT)

Constraints and Opportunities for Development

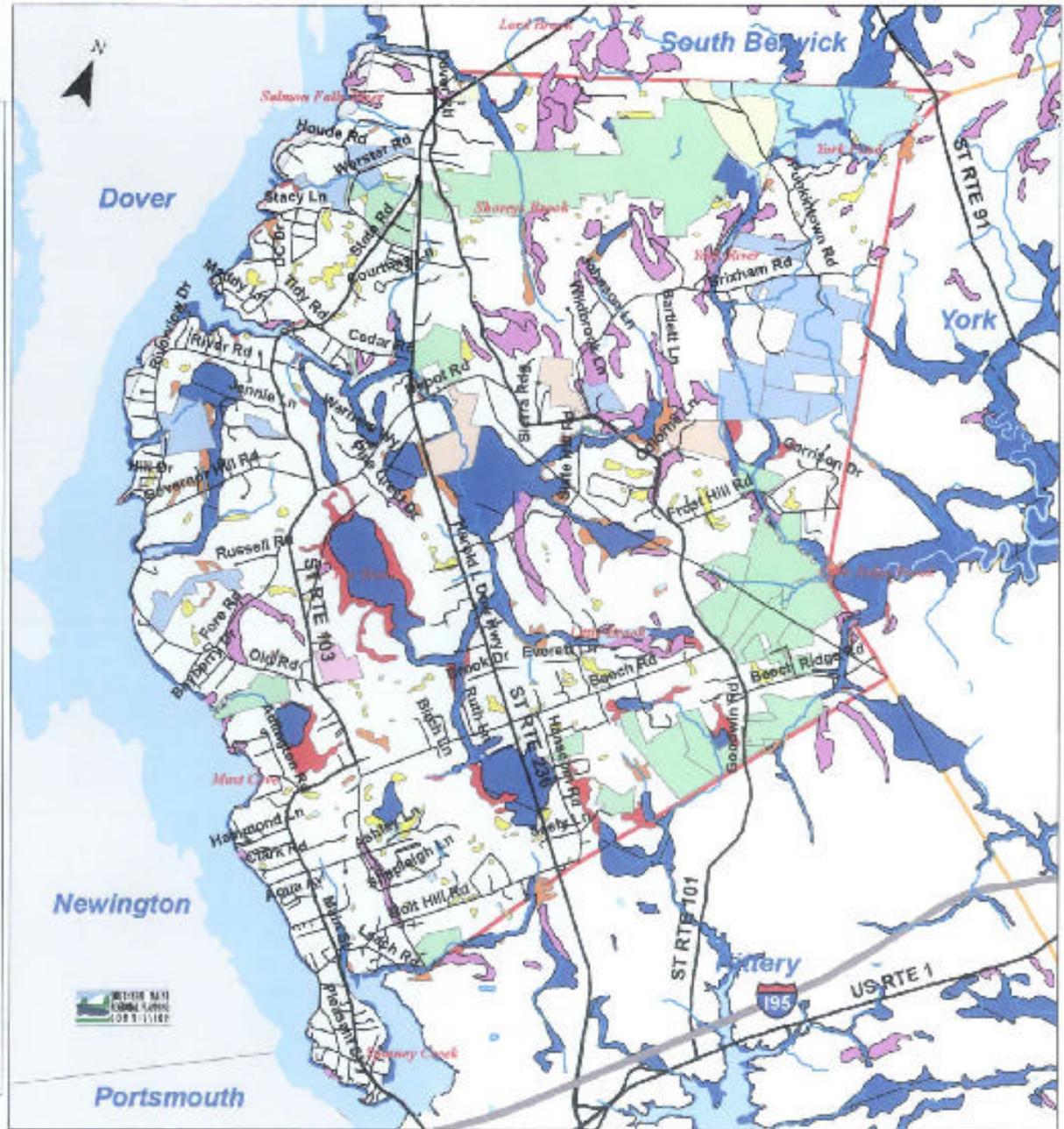
As noted in the critical resources and water resources sections Eliot contains a number of wetlands and large areas of hydric soils. These present possible constraints on future development. Based on the mapping available, a map of constraints, (including lands not readily available for development, floodplains, wetlands and steep slopes), has been developed. That map is shown on the following page. Interestingly, the rural portions of town have limitations – primarily due to the current use properties discussed above. Areas on the western side of Route 236 seem to have fewer.

We can also try to assess where the greater opportunities for development might be based on septic suitability and also the availability of water and sewer. It also helps to bear in mind where the more suitable roads are located. Suitable lands for residential development would seem to be located in the water and sewer serviced area in the Eliot Village area, along some portions of Rte. 236 near Hanscom Road, and on the north

portion of Rte. 236, although some of that land is in current use. Further septic suitable soils (found on the map on the following page with water and sewer areas) can be found northeast of Little Brook Airport and along Brixham Road. These are areas currently zoned for suburban or rural land uses.



ELIOT



What do we plan for?

Based on estimates of population growth, the current building cap and housing need, building permit history, the town might expect between 350 – 400 new homes over the next ten years (although with the current housing slowdown this may be less). In planning for that residential growth the question becomes, how would those units' best be distributed? If the zoning blueprint were to remain the same it is likely they would be distributed in the same manner as described in the beginning of this section.

If the above trends were to remain constant over the next ten years (and assuming 400 houses were to be built), the number of houses by zone would look like this:

Rural Zone - 128 homes

Suburban - 160 homes

Village - 64 homes

Assuming these homes were built on the standard lot sizes in those districts (and building in an extra 15 % for utilities and roads) the new homes would consume 883 acres of Eliot's open land or 7 per cent of the land in the town.

Based on the commercial development occurring and described above it is likely another 150 acres or more will be used for commercial/industrial purposes.

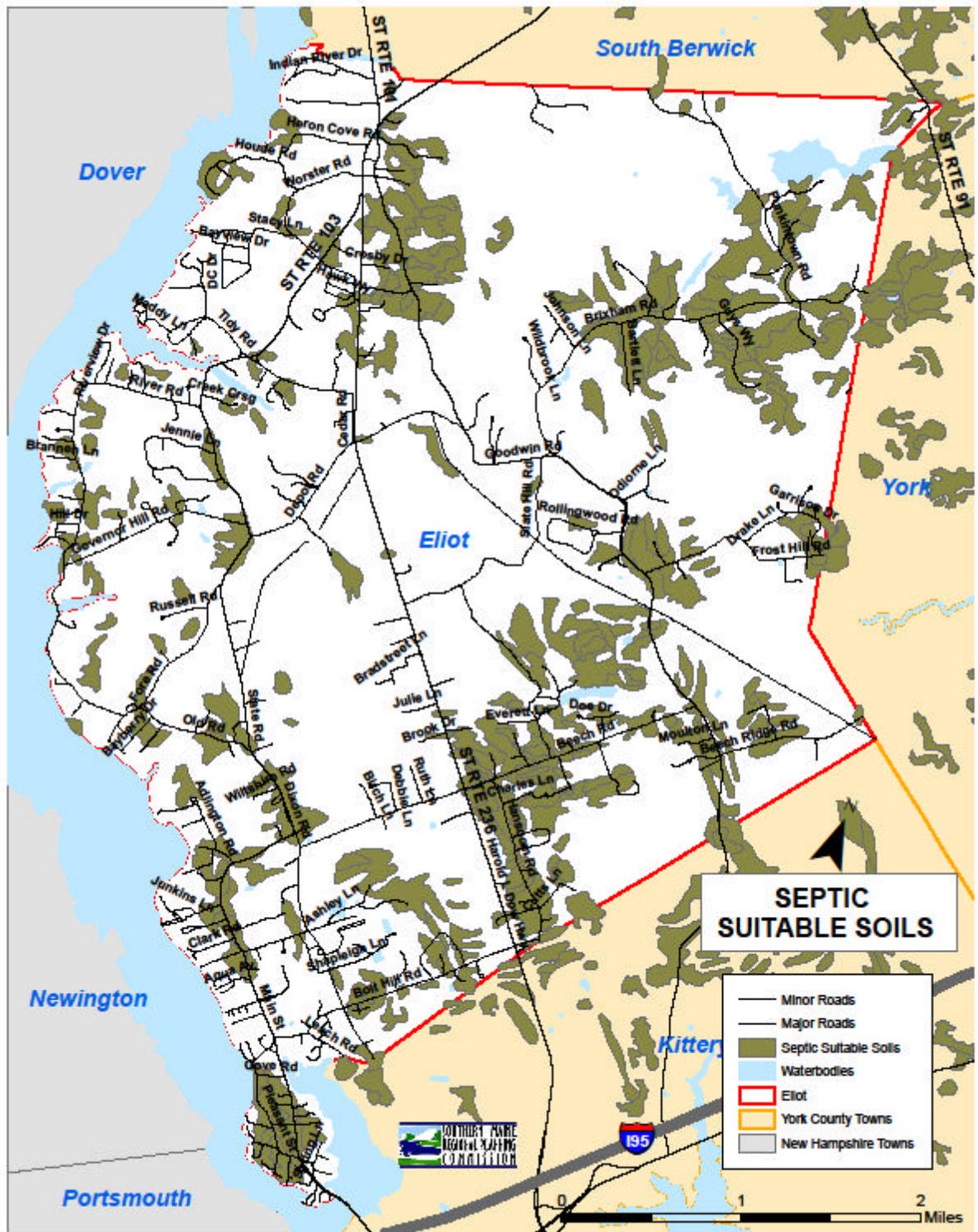
It is possible about 8% of Eliot's land mass will be used for development in the next ten years.

Planning Capacity

One issue the State Planning Office has asked that towns address through their Comprehensive Planning process, is the administrative capacity of the town to deal with growth and demands upon its land use management capabilities.

Eliot has a Planning Assistant, an active Planning Board and a full time Code Enforcement Officer. The one area the town may be seen as lacking in capacity is in computer mapping capabilities and the ability to link building permit and assessing information with new mapping software (this also applies to other town functions such as public works as well). These capabilities enable town staff to provide information more efficiently to residents and Board members as well as make more informed decisions in their daily tasks.

The town may also wish to assess the planning tools (as in ordinances) they provide to their decision makers. Based on construction activity (at least on the residential side) the town seems to be growing in all areas other than the village and the south Eliot. This indicates a need to reassess the current zoning and regulatory structure. The town has neither any design guidelines for commercial/industrial facilities nor an open space development ordinance, both of which would provide the Planning Board more flexibility when reviewing projects.



Planning Considerations

It is clear there are a host of critical land use issues as Eliot looks to its development pattern over the next ten years. These might be summarized as follows:

- The Village Zone is small as far as land area and the town will need to decide whether to enlarge it. The recent pattern of growth would seem to indicate there is little available land based on current density allowances. Of course, the issue of water and sewer availability arises in a case like this. Density within this zone could be increased (from the current one acre minimum), but should be contingent upon an enlargement of the zone and the provision of water and sewer services. The rapid growth of the suburban zone would seem to indicate this is an area where growth might be programmed as well.
- The issue of providing additional water and sewer areas is a critical one for the town. As noted above future village development is contingent upon that service. Commercial development may also rely on water and sewer extensions. Commercial demands upon Rte. 236 seem to be growing and are likely to continue. However, many of the lands off of Rte. 236 are wetlands or hydric soils. This may require new zoning provisions to allow for more-dense commercial/industrial growth – preferably on sewer. This issue is also tied in to many of the transportation concerns regarding access and capacity on this crucial arterial.
- By the accounts of land use planning experts, lot sizes from one acre to three throughout town might be considered sprawl inducing. It is clear that large amounts of land are being used for a growth rate, which, while significant, is not particularly high. This issue is always one of the most contentious – particularly raising minimum lot sizes to individual property owners in rural areas and lowering them in zones where people don't want added density. The town's growth cap, does not control where housing goes, it just controls the rate of growth and thus the costs associated with that rate. In the end, the houses and commercial development will be constructed in the way the town prescribes them.
- As we have noted throughout this section, you basically get what you ask for when preparing your land use ordinances. In that regard it is important to provide the staff and Planning Board with the tools they need to maintain the rural character of the town while allowing the town to grow in a responsible manner. To that end the town may wish to assess its technology needs for the planning and code office, particularly in the area of computer mapping. On another level the town may wish to look at the various ordinance mechanisms (discussed later) which would give the Planning Board additional tools to preserve the character of Eliot, while protecting individual property rights. This might include items like design review for commercial structures and open space development provisions.
- As noted in prior chapters, there is a large network and amount of conservation activity taking place within the region around Eliot. By itself, Eliot does not contain as much conservation land as neighboring communities (and it does not

necessarily have to). However, non-regulatory methods of land use planning such as conservation easements, encouraging lands to be placed in the current use programs, and raising funds locally for conservation or the purchase of development rights can be an effective way of guiding growth. With the expertise of local land trusts and others within the town, Eliot is well positioned to look at avenues besides zoning to retain its rural character and natural resource values while allowing for continued growth.

ECONOMY and LABOR FORCE

In today's world, economies have become more dynamic and changes occur more rapidly than ever before. The old model of living and working in a community, while still an option for many today, is rapidly changing. Technological advances and increasing commuting options make it easier for individuals to work from home and yet work for institutions and businesses located in other regions or states. Given the rapid speed with which technological advances occur these opportunities will only increase in the future.

In addition, today's economy is changing and shifting. Manufacturing, particularly mature and labor intensive industries are moving to other areas of the world where labor is much less expensive. Maine and York County has experienced some of these shifts as there have been a number of business closures and downsizings in recent years. In many cases the manufacturing base is being replaced by retail and services industries. This shift can be seen in York County as well.

The future of York County looks bright but there are a few issues of concern. York County lies between two dynamic and growing regional economies. Portland to the north, and the greater Boston region to the south, place York County in the middle of these two growing regional economies. Technological advances have allowed many persons to be able to choose where they live and "tele-commute" to anywhere in the Country. In many cases these individuals choose to live in rural areas. York County is an appealing option for those who wish to work, play and live in a more rural area yet have access to larger more urban areas.

There are several issues of concern for the future of York County. The first is that much of its manufacturing base is contained in two businesses. As we learned in the most recent base closing round (2005), if these businesses close it will have broad and significant regional impact. Another issue is that typically the wages paid by retail and service businesses are not as high as those paid by manufacturing businesses. Thus, if there is a shifting of employment from manufacturing to retail and service businesses, wages and income in York County may fall. Lastly, housing affordability is having, and will have, an impact on economic activity. If the employees of businesses are not able to find affordable housing it will impact the ability of businesses to grow or move into the region.

Eliot Employers

The manufacturing base in Eliot primarily consists of small manufacturers. Several regional employers are located in close proximity to Eliot. Pratt & Whitney is a major manufacturer of jet engine parts that is a major component of the region's manufacturing employment base. The other major manufacturer in the region is the Portsmouth Naval Shipyard that provides employment for 217 Eliot residents. The remainder of Eliot's manufacturing base is diversified and the businesses typically employ less than 10 persons.

The largest non-manufacturing economic sector in Eliot is the public/governmental sector. The Town of Eliot and the School District provide significant employment opportunities. Lastly, there are a number of convenience stores and restaurants in Eliot.

Significant Eliot Employers

MSAD #35

Town of Eliot

Alden Rowing Shells

McMillen's Gourmet Foods

Nutron Motor Company Inc.

Raitt's Signs

Thermocrete USA Inc.

Retail Sales Tax

The Retail Sales Tax data provides us with a good overall picture of the economic activity that takes place in a community and region. When assessing this data several issues need to be considered. The first is that the only town-specific data for Eliot is for the total Consumer Retail Sales. Breakdowns by economic activity are unavailable due to confidentiality issues. The second issue is that the annual growth rate in smaller communities can be widely impacted by a small number of businesses and thus the growth rate can widely fluctuate. As an example, the total Consumer growth rate from 2000 to 2003 grew by a significant percentage, but yet in 2004 fell to a growth rate of less than 2%

The Town of Eliot is located in the Kittery Economic Summary Area (ESA). The communities and districts that make up the Kittery ESA are: Cape Neddick, Eliot, Kittery, Moody, Ogunquit, South Berwick, Webhannet, Wells and York.

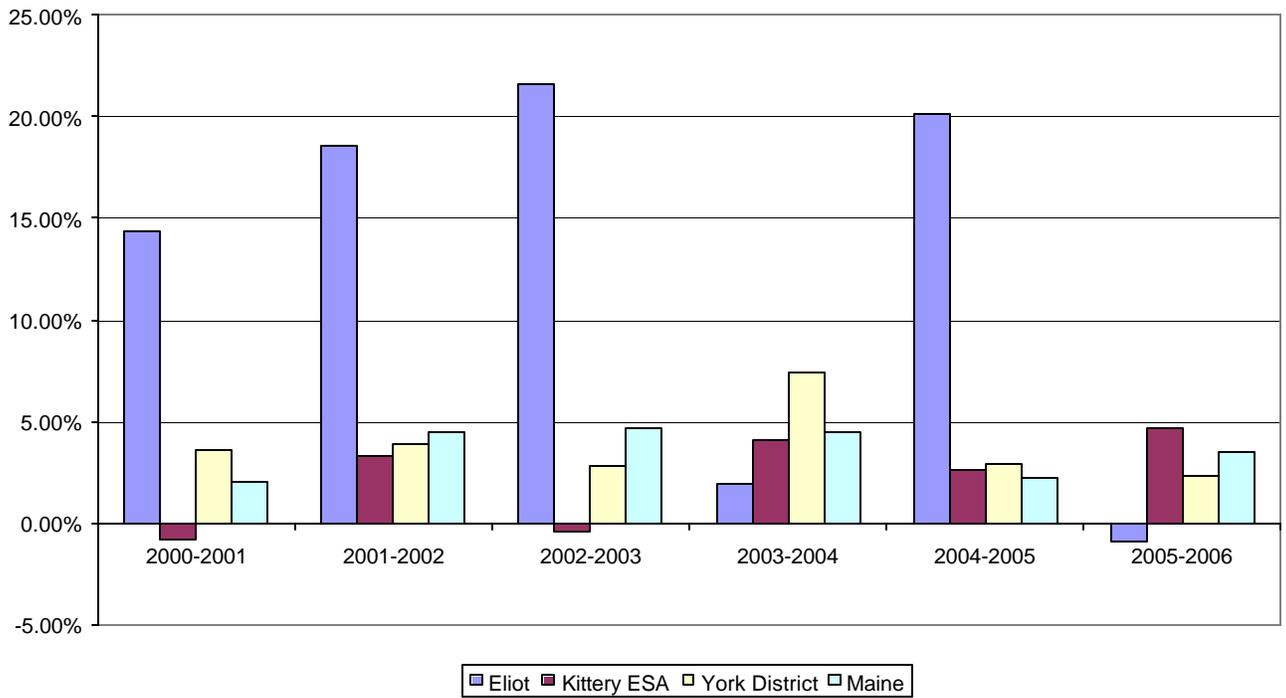
Overall, Consumer Retail Sales tax receipts grew at a higher rate in Eliot than those in the surrounding communities.

Consumer Retail Sales 2000-2006

	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006
Eliot	14.4%	18.6%	21.6%	1.9%	20.1%	-0.9%
Kittery	-5.8%	-2.5%	.2%	1.9%	0.8%	4.1%
North Berwick	9.2%	0.8%	19.1%	9.8%	6.4%	-11.7%
Berwick	1.2%	27.4%	9.9%	14.4%	-5.9%	-9.6%
York	4.1%	4.6%	5.1%	6.9%	4.0%	3.3%
South Berwick	3.0%	35.0%	-6.5%	11.4%	-3.0%	-0.8%
Wells	-1.7%	8.9%	-6.7%	11.4%	7.0%	5.7%
Kittery ESA	-0.8%	3.3%	-0.4%	4.1%	2.6%	4.7%
Kennebunk ESA	2.0%	6.5%	3.6%	4.5%	-1.1%	-2.0%
Biddeford ESA	10.6%	3.1%	3.4%	10.8%	6.2%	4.2%
Sanford ESA	2.4%	3.2%	7.6%	9.5%	0.6%	-2.1%
Fryeburg ESA	0.0%	11.5%	2.8%	7.5%	1.4%	-2.5%
York District	3.6%	3.9%	2.8%	7.4%	2.9%	2.3%
Maine	2.0%	4.5%	4.7%	4.5%	2.2%	3.5%

Source: Maine State Planning Office

Consumer Retail Sales 2000-2006



Overall, Retail Sales Tax receipts increased in almost every economic category from 2000 to 2006. The only economic sector that declined was **Kittery ESA's** Automotive Sales. In some instances the increases were modest and most likely due to yearly wage increases. In other instances the increases were significant and most likely due to new businesses moving into the region.

	Consumer Retail Sales		Building Supply Sales		Food Store Sales	
	2002	2006	2002	2006	2002	2006
Kittery ESA	\$535,589,000	\$600,907,000	\$35,701,000	\$45,164,000	\$36,512,000	\$41,401,000
York District	\$1,534,139,000	\$1,794,638,000	\$209,454,000	\$263,588,000	\$159,937,000	\$186,223,000
Maine	\$12,972,919,000	\$14,909,727,000	\$1,846,922,000	\$2,516,859,000	\$1,215,353,000	\$1,401,107,000

	General Merchandise		Other Retail Sales		Automotive Sales	
	2002	2006	2002	2006	2002	2006
Kittery ESA	\$124,665,000	\$139,149,000	\$95,031,000	\$99,531,000	\$28,232,000	\$27,690,000
York District	\$251,172,000	\$296,515,000	\$169,368,000	\$191,266,000	\$312,503,000	\$331,123,000
Maine	\$2,803,550,000	\$3,019,958,000	\$1,489,854,000	\$1,922,788,000	\$3,523,083,000	\$3,605,297,000

	Restaurant Sales		Lodging Sales	
	2002	2006	2002	2006
Kittery ESA	\$127,112,000	\$146,227,000	\$88,337,000	\$101,745,000
York District	\$277,635,000	\$317,536,000	\$154,070,000	\$180,897,000
Maine	\$1,581,832,000	\$1,852,657,000	\$512,326,000	\$591,061,000

Source: Maine State Planning Office

From 2000 to 2006 the structure of the Consumer Retail Economy saw few or moderate changes. The most significant percentage change was in the Building Supply sector, which increased by 26.5% from 2000 to 2006. The only sector that experienced a negative change was Kittery ESA Automotive Sales, which fell by 2% from 2000 to 2006.

A good overall indicator of the amount of income or spending power that stays in the community is the Consumer Retail Sales per capita. This figure is derived by dividing the Total Consumer Retail Sales by the community's population. If a community population is purchasing goods within a community, or importing sales from residents outside of a community, we would expect to see per capita sales levels at or above the Maine per capita level.

Overall, Eliot captures about one fifth of its potential sales. This is an indicator that a significant portion of Eliot residents are making purchases outside of the community. Of the neighboring communities, Kittery, York and Wells meet or exceed the State average. This is not surprising as Kittery is a major retail hub for the region and the region has a strong seasonal economic base. It should be remembered that few communities in Maine

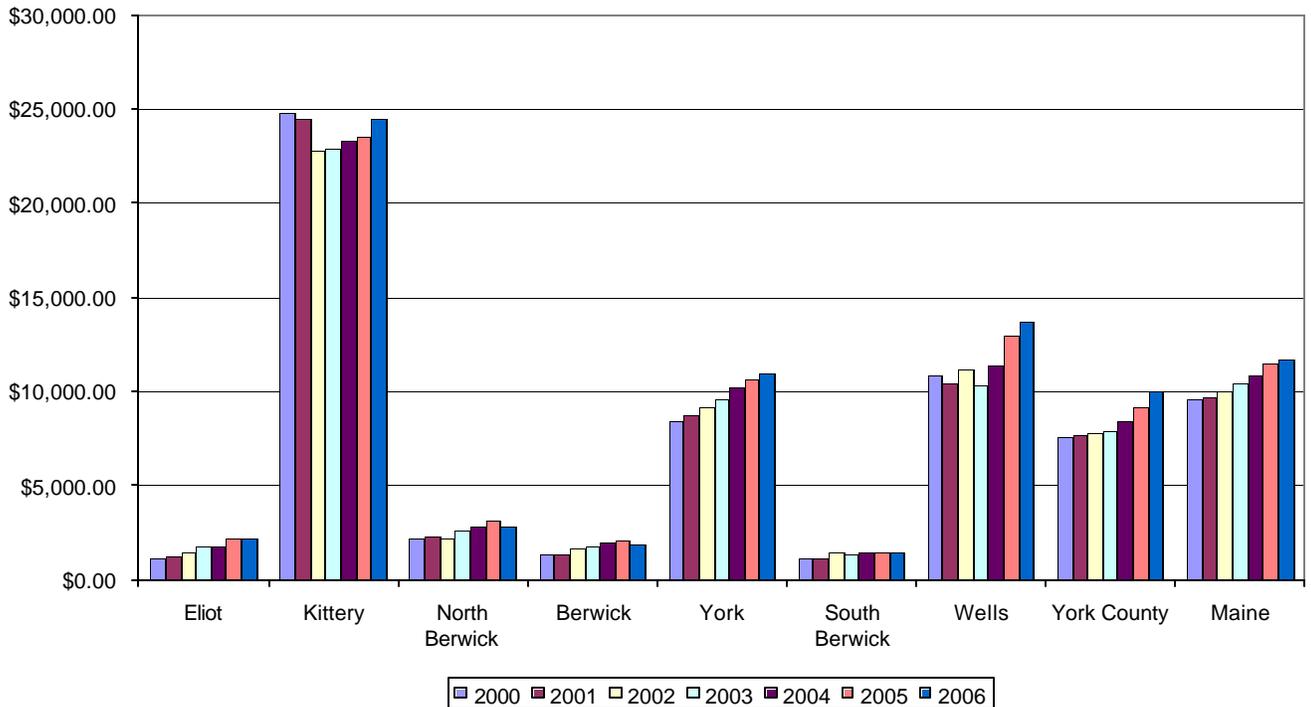
meet or exceed their potential sales. The communities that achieve these levels either have significant concentrations of retail activity or have very significant seasonal economic activity.

Consumer Retail Sales Per Capita

	2000	2001	2002	2003	2004	2005	2006
Eliot	\$1,067.11	\$1,221.20	\$1,447.95	\$1,760.80	\$1,794.46	\$2,154.30	\$2,135.32
Kittery	\$24,818.52	\$24,426.41	\$22,792.21	\$22,854.41	\$23,276.32	\$23,473.79	\$24,445.76
North Berwick	\$2,141.93	\$2,254.85	\$2,221.75	\$2,585.14	\$2,787.08	\$3,151.88	\$2,782.53
Berwick	\$1,343.07	\$1,314.56	\$1,611.04	\$1,728.64	\$1,936.60	\$2,052.23	\$1,885.89
York	\$8,343.29	\$8,687.70	\$9,084.71	\$9,550.38	\$10,209.22	\$10,622.41	\$10,972.42
South Berwick	\$1,079.39	\$1,066.55	\$1,414.44	\$1,299.50	\$1,436.58	\$1,422.67	\$1,410.69
Wells	\$10,861.78	\$10,385.71	\$11,168.21	\$10,302.66	\$11,334.72	\$12,930.02	\$13,671.67
York County	\$7,583.40	\$7,649.20	\$7,775.25	\$7,892.22	\$8,386.91	\$9,120.23	\$10,013.54
Maine	\$9,542.30	\$9,647.92	\$9,999.74	\$10,379.75	\$10,780.68	\$11,487.84	\$11,694.61

Source: Maine State Planning Office

Consumer Retail Sales Per Capita 2000-2006



Non-Farm Wage and Salary Employment 2000

	Sanford LMA	%	Biddeford LMA	%	Kittery-York LMA	%
Manufacturing	5090	33.7%	6120	19.6%	980	6.3%
Construction	590	3.9%	1100	3.5%	660	4.2%
Transportation & PU	250	1.7%	690	2.2%	160	1.0%
Wholesale Trade	490	3.2%	890	2.9%	450	2.9%
Retail Trade	2790	18.5%	7920	25.4%	3710	23.9%
Finance, Insurance, RE	330	2.2%	970	3.1%	280	1.8%
Services & Mining	3330	22.1%	10300	33.0%	3600	23.2%
Government	2230	14.8%	3210	10.3%	5700	36.7%
	15100	100.1%	31200	100%	15540	100%

Source: U.S. Census

LABOR FORCE

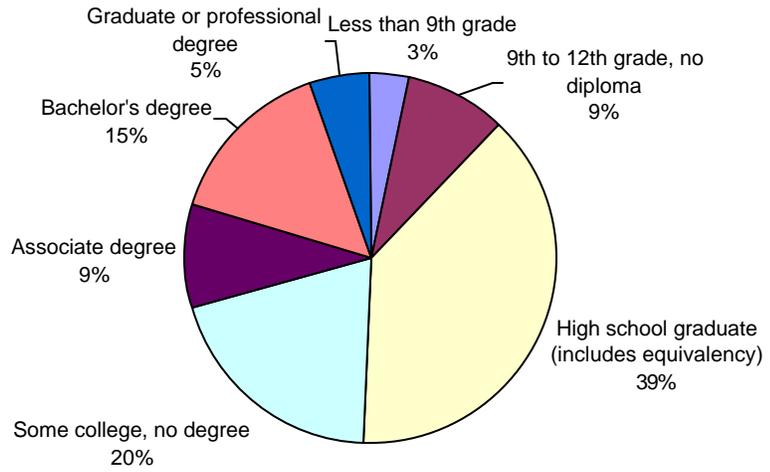
The number of persons in Eliot without a high school diploma decreased from 1990 to 2000. Notably, the number of persons with a Bachelor's Degree increased significantly, both in number and percentage, from 1990 to 2000. Two notable trends are evident. The first is the significant decrease in the number of persons not receiving a high school diploma. The second is the increase in the number of persons with some college training. This is most likely due to the start up of the York County Community College in this time period.

Eliot Educational Attainment 1990-2000

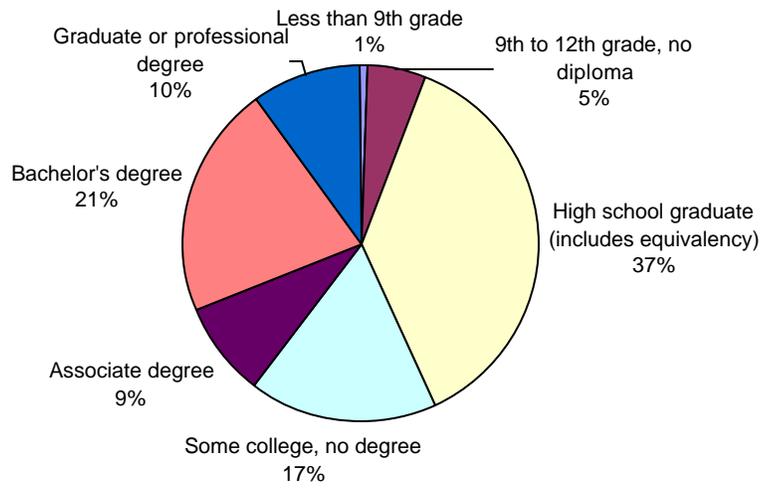
	1990
Less than 9th grade	119
9th to 12th grade, no diploma	310
High school graduate (includes equivalency)	1,341
Some college, no degree	691
Associate degree	325
Bachelor's degree	528
Graduate or professional degree	180
Total	3,494
	2000
Less than 9th grade	28
9th to 12th grade, no diploma	209
High school graduate (includes equivalency)	1,513
Some college, no degree	703
Associate degree	356
Bachelor's degree	850
Graduate or professional degree	412
Total	4,071

Source: U.S. Census

Eliot Educational Attainment 1990



Eliot Educational Attainment 2000



Educational Attainment	1990	2000
Eliot		
Percent high school graduate or higher	87.7%	94.2%
Percent bachelor's degree or higher	20.3%	31.0%
York County		
Percent high school graduate or higher	79.5%	86.5%
Percent bachelor's degree or higher	19.0%	22.9%
Maine		
Percent high school graduate or higher	78.8%	85.4%
Percent bachelor's degree or higher	18.8%	22.9%

Source: U.S. Census

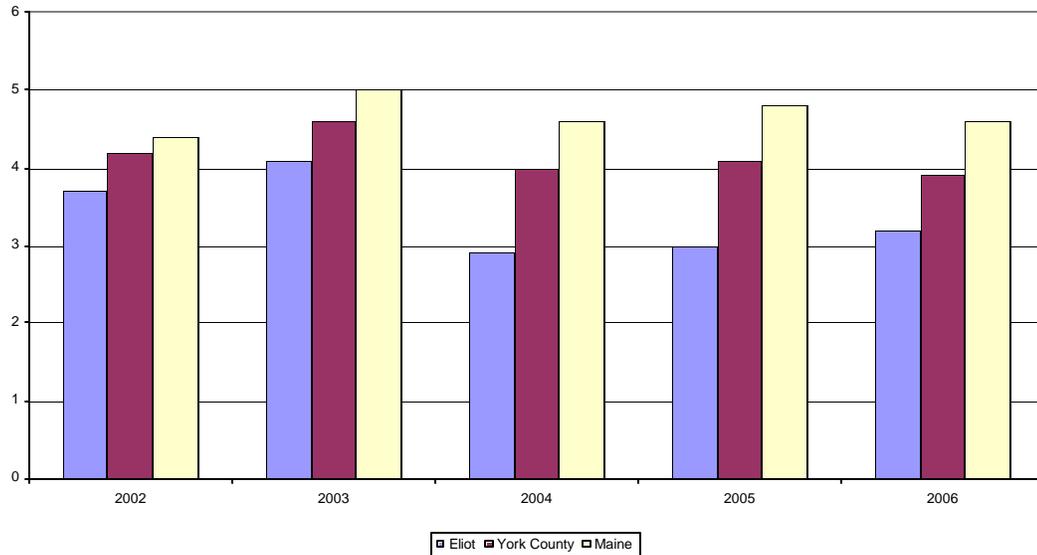
Unemployment rates have varied in Eliot over the past five years. From 2000 to 2006 they have been lower than those of York County and Maine. This most likely is an indication of the stability of major regional employers, such as the Portsmouth Naval Shipyard and Pratt & Whitney, and the strength of the regional economy. It is also an indicator of the integration of Eliot into the growing York County and southern New Hampshire economies.

Eliot Unemployment Rate 2000-2006

	2002	2003	2004	2005	2006
Eliot	3.7	4.1	2.9	3	3.2
York County	4.2	4.6	4	4.1	3.9
Maine	4.4	5	4.6	4.8	4.6

Source: Maine Department of Labor

Unemployment Rates by percentage 2000-2006



Employment

Both the federal government and the State of Maine provide data on employment activity at the Town level. The data that is provided by the US Census details, on a self-reported basis, information on where people work. This employment activity takes place both within and outside the community. The data from the State of Maine (and the US County Business Patterns) is reported by businesses and thus details employment levels within a community. Taken as a whole, both provide a good picture of employment levels and activity within a community.

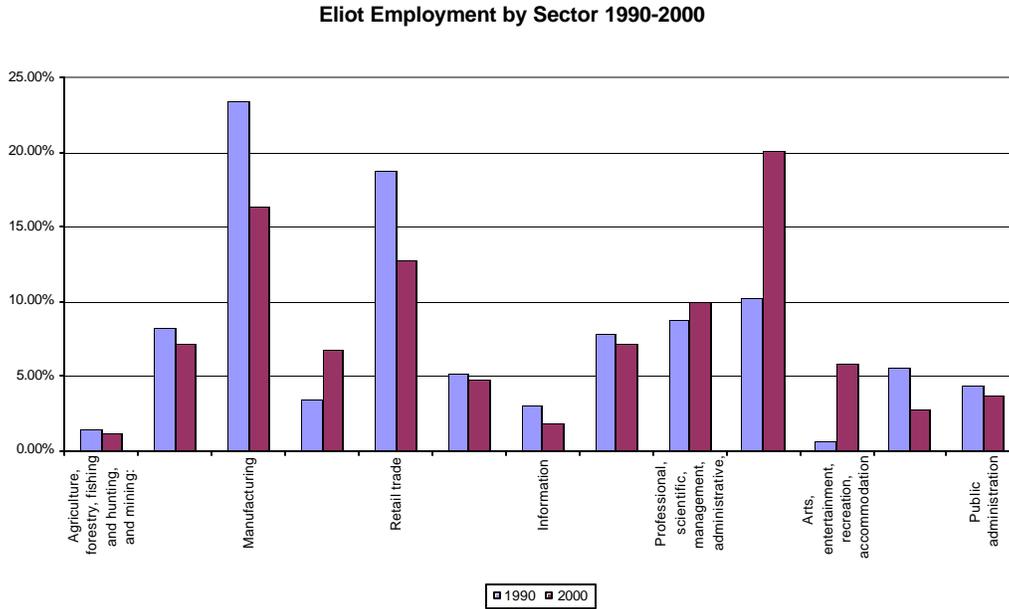
Residents of Eliot are employed in a wide variety of businesses. There have been a number of employment shifts from 1990 to 2000. As a percent of overall employment, manufacturing employment has decreased by approximately 7% from 1990 to 2000. A number of areas, most notably retail and construction, have seen employment decreases. As a whole, this mirrors State and national trends of decreases in manufacturing employment and increases in service employment. The two atypical trends are the decreases in construction and retail employment. The other most noteworthy trend is the sharp increase in educational, health and social services.

Eliot Employment by Sector 1990-2000

	1990	2000
Agriculture, forestry, fishing and hunting, and mining:	1.4%	1.2%
Construction	8.2%	7.1%
Manufacturing	23.4%	16.4%
Wholesale trade	3.4%	6.8%
Retail trade	18.8%	12.8%
Transportation and warehousing, and utilities:	5.1%	4.7%
Information	3.0%	1.8%
Finance, insurance, real estate and rental and leasing:	7.8%	7.1%
Professional, scientific, management, administrative, and waste management services:	8.8%	10.0%
Educational, health and social services:	10.2%	20.1%

Arts, entertainment, recreation, accommodation and food services:	0.6%	5.8%
Other services (except public administration)	5.6%	2.7%
Public administration	4.4%	3.7%

Source: U.S. Census



Overall, Eliot has experienced an increase in private for profit and not-for-profit wage and salary workers. In addition, there has been a corresponding decrease in government and self-employed. The most significant decrease was in federal government workers which went from 414 persons in 1990 to 292 persons in 2000. The reason for this drop is was due to decreases in employment levels at the Portsmouth Naval Shipyard. It should also be noted that if the Portsmouth Naval Shipyard were to close the impact on the unemployment rate in Eliot would be dramatic – possibly tripling. as far as an unemployment rate

Employment by Job Classification 1990-2000

	1990		York County, Maine		Maine	
	Eliot					
Private for profit wage and salary workers	1,638	60.8%	55048	68.2%	382808	66.9%
Private not-for-profit wage and salary workers	100	3.7%	5412	6.7%	45697	8.0%
Local government workers	189	7.0%	5781	7.2%	42042	7.4%
State government workers	32	1.2%	1703	2.1%	27747	4.9%
Federal government workers	414	15.4%	5596	6.9%	18766	3.3%
Self-employed workers	276	10.3%	6880	8.5%	52602	9.2%
Unpaid family workers	43	1.6%	347	0.4%	2180	0.4%
	2,692		80,767		571,842	

Source: U.S. Census

	2000		York County, Maine		Maine	
	Eliot					
Private for profit wage and salary workers	2,044	66.0%	65,337	69.5%	402,021	66.1%
Private not-for-profit wage and salary workers	118	3.8%	8,262	8.8%	63,453	10.4%
Local government workers	237	7.7%	6,930	7.4%	47,354	7.8%
State government workers	57	1.8%	2,244	2.4%	26,234	4.3%
Federal government workers	292	9.4%	3,807	4.0%	16,394	2.7%
Self-employed workers	332	10.7%	7,278	7.7%	51,105	8.4%
Unpaid family workers	17	0.5%	165	0.2%	1,363	0.2%
	3,097		94,023		607,924	

Source: U.S. Census

The County Business Patterns reflects employment data reported by businesses. Thus it provides a good picture of employment activity on a countywide basis. The data is reported for the week including March 12 as that week is considered the most seasonally neutral week of the year.

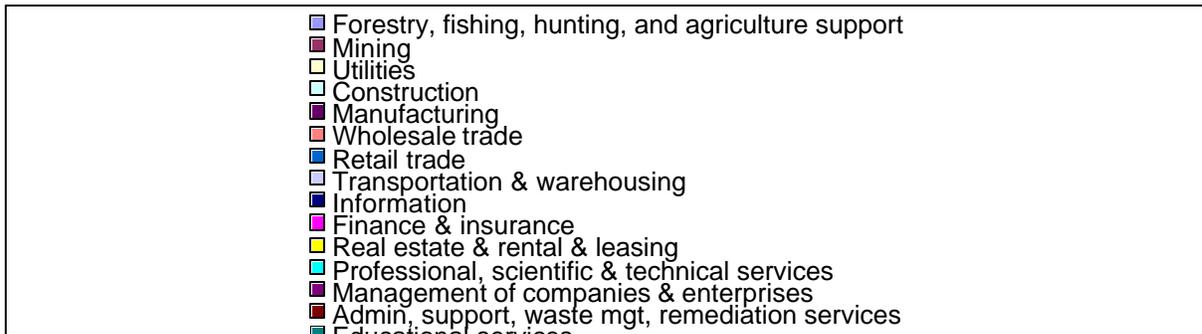
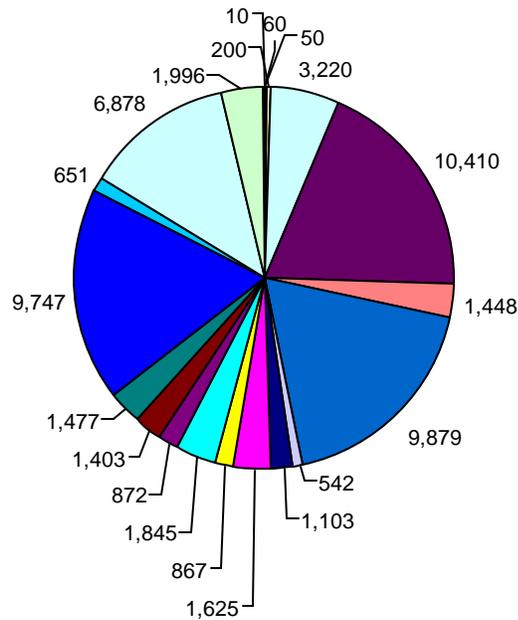
The data indicates that the top three employment sectors are Manufacturing, Retail Trade and Services (when combined). Of the service sector, Health Care and Social Assistance and Accommodation and Food Service are the most prominent. In the manufacturing sector two businesses (Portsmouth Naval Shipyard and Pratt & Whitney) are the most prominent and account for a high percentage of this employment base. Retail Trade employment has clusters at the outlet malls in Kittery and regional economic centers in Sanford, Biddeford, Portland and Portsmouth, New Hampshire. The high percentage of employment in the Accommodation and Food Services is a good indicator of the strong seasonal/tourism-based economy of York County.

York County ME

Industry Code Description	Number of Employees for week including March 12th		Total Establishments	Payroll (\$1,000)	
				Annual	Average
Total	54,308		5,740	\$1,689,043	\$31,101.18
Forestry, fishing, hunting, and agriculture support	20-99	0.1%	23	und	
Mining	20-99	0.1%	7	und	
Utilities	100-249	0.3%	13	und	
Construction	3,220	5.9%	970	\$122,793	\$38,134.47
Manufacturing	10,410	19.2%	256	\$424,241	\$40,753.22
Wholesale trade	1,448	2.7%	193	\$54,376	\$37,552.49
Retail trade	9,879	18.2%	966	\$224,784	\$22,753.72
Transportation & warehousing	542	1.0%	97	\$15,317	\$28,260.15
Information	1,103	2.0%	79	\$38,536	\$34,937.44
Finance & insurance	1,625	3.0%	216	\$63,635	\$39,160.00
Real estate & rental & leasing	867	1.6%	254	\$26,064	\$30,062.28
Professional, scientific & technical services	1,845	3.4%	421	\$75,126	\$40,718.70
Management of companies & enterprises	872	1.6%	18	\$33,526	\$38,447.25
Admin, support, waste mgt, remediation services	1,403	2.6%	294	\$40,453	\$28,833.21
Educational services	1,477	2.7%	47	\$44,620	\$30,209.88
Health care and social assistance	9,747	17.9%	554	\$314,941	\$32,311.58
Arts, entertainment & recreation	651	1.2%	115	\$16,852	\$25,886.33
Accommodation & food services	6,878	12.7%	761	\$138,366	\$20,117.19
Other services (except public administration)	1,996	3.7%	446	\$39,357	\$19,717.94
Unclassified establishments	0-19	0.03%	10	und	

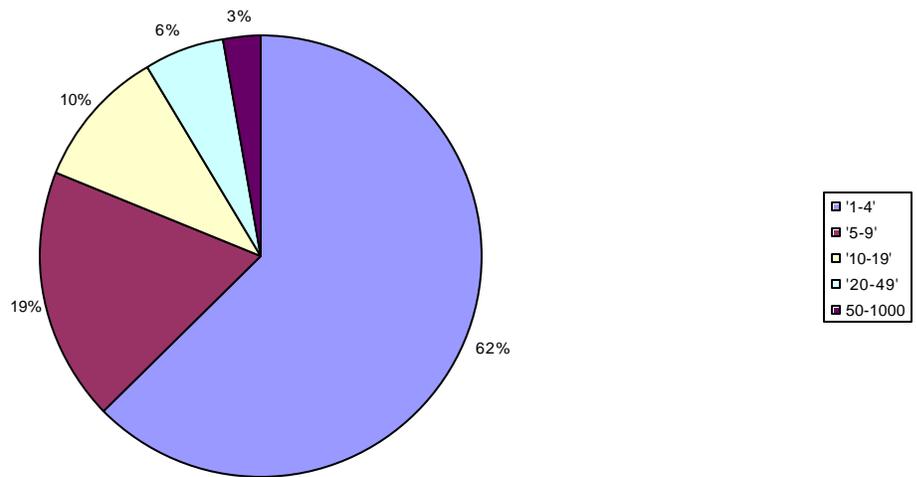
Source: U.S. Census, County Business Patterns

York County Employment by Employee Size



York County has a high percentage of its employment base in businesses with 20 or less employees. The percentages are typically amongst the highest in the State of Maine. The industries with the highest percentages include Construction, Retail Trade, Real Estate, Health Care and Social Assistance, and Accommodation and Food Services. While the small business sector provides an economic vibrancy and diversity it is also vulnerable to volatility. Business and economic cycles can have a significant negative economic impact on small businesses that may not have the financial resources to weather these cycles.

York County Employment by Business Size



A significant percentage of Eliot residents commute within close proximity to home. In 2000 68.7% of Eliot residents commuted to the Town of Kittery, Eliot, York, South Berwick and Portsmouth, Dover and Newington, New Hampshire. In addition, many employees of Eliot work places live in close proximity to the Town. In 2000, 63.5% of Eliot employees lived in the Towns of Eliot, South Berwick, Kittery and York.

**Town of Eliot
Commuter Profile, 2000 Census**

Place of Work of Residents		
	Number	% of Total
Kittery, York Co. ME	627	20.7%
Portsmouth, Rockingham Co. NH	618	20.4%
Eliot, York Co. ME	416	13.7%
Newington, Rockingham Co. NH	123	4.1%
York, York Co. ME	112	3.7%
South Berwick, York Co. ME	109	3.6%
Dover, Strafford Co. NH	80	2.6%
Portland, Cumberland Co. ME	76	2.5%
Biddeford, York Co. ME	54	1.8%
Rochester, Strafford Co. NH	45	1.5%
Boston, Suffolk Co. MA	42	1.4%
Somersworth, Strafford Co. NH	32	1.1%
Durham, Strafford Co. NH	31	1.0%
Rye, Rockingham Co. NH	28	0.9%
Hampstead, Rockingham Co. NH	26	0.9%
Exeter, Rockingham Co. NH	25	0.8%
Sanford, York Co. ME	24	0.8%
Manchester, Hillsborough Co. NH	20	0.7%
Raymond, Rockingham Co. NH	19	0.6%
Hampton, Rockingham Co. NH	18	0.6%
Stratham, Rockingham Co. NH	18	0.6%
South Portland, Cumberland Co. ME	17	0.6%
North Berwick, York Co. ME	17	0.6%
Wells, York Co. ME	17	0.6%
Parsonsfield, York Co. ME	16	0.5%
Hudson, Hillsborough Co. NH	16	0.5%
Salem, Rockingham Co. NH	16	0.5%
Kennebunkport, York Co. ME	15	0.5%
Brentwood, Rockingham Co. NH	14	0.5%
Berlin, Worcester Co. MA	12	0.4%
Manhattan bor. New York Co. NY	12	0.4%
Kennebunk, York Co. ME	11	0.4%
Lynn, Essex Co. MA	11	0.4%
Cambridge, Middlesex Co. MA	10	0.3%
Wakefield, Middlesex Co. MA	10	0.3%
Waltham, Middlesex Co. MA	10	0.3%
Needham, Norfolk Co. MA	10	0.3%
Chelsea, Suffolk Co. MA	10	0.3%
Kensington, Rockingham Co. NH	10	0.3%
Rollinsford, Strafford Co. NH	10	0.3%
All Other Locations	247	8.1%
Total	3,034	100.0%

Place of Residence of Employees		
	Number	% of Total
Eliot, York Co. ME	416	37.1%
South Berwick, York Co. ME	119	10.6%
Kittery, York Co. ME	93	8.3%
York, York Co. ME	85	7.6%
Sanford, York Co. ME	49	4.4%
Wells, York Co. ME	39	3.5%
Berwick, York Co. ME	35	3.1%
Dover, Strafford Co. NH	31	2.8%
North Berwick, York Co. ME	26	2.3%
Old Orchard Beach, York Co. ME	24	2.1%
Biddeford, York Co. ME	21	1.9%
Newmarket, Rockingham Co. NH	19	1.7%
Farmington, Strafford Co. NH	18	1.6%
Rochester, Strafford Co. NH	17	1.5%
Portsmouth, Rockingham Co. NH	15	1.3%
Rollinsford, Strafford Co. NH	15	1.3%
Somersworth, Strafford Co. NH	13	1.2%
Shapleigh, York Co. ME	9	0.8%
Brunswick, Cumberland Co. ME	8	0.7%
Windham, Cumberland Co. ME	8	0.7%
Barrington, Strafford Co. NH	8	0.7%
Dracut, Middlesex Co. MA	7	0.6%
Rumford, Oxford Co. ME	6	0.5%
Saco, York Co. ME	6	0.5%
Hollis, York Co. ME	5	0.4%
All Other Locations	30	2.7%
Total	1,122	100.0%

Ratio of Employees to Residents 0.37

Source: U.S. Bureau of the Census

Maine County Economic Forecast 2005

	Real Personal Income (\$mill)+				% growth	% growth
	2000	2003	2010	2020	2000-2010	2000-2020
York County	\$3,010.4	\$3,187.0	\$3,890.1	\$4,809.0	29.2%	59.7%
Maine	\$19,264.3	\$20,751.0	\$23,772.9	\$28,210.0	23.4%	46.4%

	Employment - Wage & Salary				% growth	% growth
	2000	2003	2010	2020		
York County	69,218	70,576	74,544	81,034	7.7%	17.1%
Maine	631,234	634,674	686,877	745,943	8.8%	18.2%

	Taxable Retail Sales (\$mill)				% growth	% growth
	2000	2004	2010	2020		
York County	\$1,484	\$1,767	\$2,492	\$4,273	67.9%	187.9%
Maine	\$13,890	\$15,715	\$21,207	\$33,616	52.7%	142.0%

Source: Maine State Planning Office

According to the Maine State Planning Office the economic forecast for York County indicates a mixed future. Real Personal Income is expected to grow faster than the State average by both 2010 and 2020. This most likely reflects York County's appeal as a popular place for more affluent retirees. Taxable Retail Sales are expected to grow faster than the State average by both 2010 and 2020. This is a reflection of York County's strong tourism-based economy and growth in retail centers. Wage and Salary Employment is anticipated to grow slower than the State average by both 2010 and 2020. The slower growth will have an impact on the region's labor force and economic growth.

Planning Implications

- One important objective of any economic development strategy is to diversify the local and regional economy. Eliot is reliant to a large extent on the Portsmouth Naval Shipyard (for instance, the unemployment rate in Eliot would rise from 2.6% to 8.2%, if the Shipyard were to close). The town should seek any and all opportunities to diversify economies on both the local and regional level. Regionally, the town has been working with six adjoining towns on a regional industrial park concept. It would appear this would make more sense than having each town seek their own industrial park.
- Due to the proximity of both the Kittery Outlet and tax- free New Hampshire, retail development in Eliot will likely be of a smaller scale. However, without a real downtown location, the town may want to consider small scale “nodes” for retail and small scale shopping opportunities. The critical question is where to locate these areas without impacting traffic movement, the environment or town character.
- Any new significant industrial or commercial growth area will require water and sewer. The town needs to continue their discussions on water/sewer expansion.
- As noted in the sections above, much of Maine’s business activity is found in small businesses. The town should continually seek ways to provide support to these small businesses and help them to grow.

Eliot Housing

HOUSEHOLDS AND HOUSING DATA

(Note: due to different data sources, including 2006 SMRPC estimates, 2000 Census data and 2006 MSHA estimates, some of the data may be slightly different).

Household Trends

Accommodating the population increase of 1,174 persons from 1990 to 2006 in Eliot required a net change of 662 households, an average of 1.77 persons per new household added. Another way to look at this is to say that while the population in Eliot grew by 22% from 1990 to 2006, the number of households grew by 34.2%. While smaller households are now a national and regional trend this more recent ratio is smaller than most of the communities in York County. It is also important to consider as one examines the consumption of land by both individuals and households.

While the average household size in Eliot is decreasing, it is not far from the norm in comparison to surrounding towns in 2006 numbers:

Town	Avg. Household Size
Eliot	2.51
South Berwick	2.73
Kittery	2.22
York	2.35
York County	2.41

The table below illustrates the relative change in Eliot's household population in comparison to some of the surrounding towns.

Household Population Change in Eliot and Surrounding Communities

	1990	2006	% change
Eliot	2.76	2.51	-9%
South Berwick	2.78	2.73	-1.7%
Kittery	2.47	2.22	-10%
York	2.57	2.35	-8.5%

While these changes may seem somewhat minimal, they may indicate that (at least compared to South Berwick) Eliot is creating households with fewer children in a manner similar to York and Kittery.

Housing Unit Trends

The net change in housing units in Eliot from 1990 to 2005 was nearly equal to the net change in households, as the town added 631 new units during the period, a 31% increase

from the 1990 base of 2038. This was almost exactly the same rate of growth in dwelling units as York County as a whole during the same period.

Eliot’s housing stock is almost entirely comprised of single-family homes. As of 2006, Eliot had a total of 2,711 housing units, of which 2,191 (81%) were single family, 76 (3%) were accessory dwelling units, 277 (10%) were units in multifamily settings, and the remaining 167 units were mobile homes. The town has added a significant number of accessory dwelling units since 2000. The table below shows how the Eliot housing inventory compares with the region and state in 2000 as a percentage of total housing units:

Housing Unit Types -2000

Town	Single Family	Multi-Family	Mobile
Eliot	1,980 (82%)	277 (11%)	161 (7%)
York County	66,567 (71%)	20,318 (22%)	6,988 (7%)
Maine	453,846 (70%)	134,513 (21%)	63,902 (10%)

Eliot clearly has a higher percentage of single family homes than either York County or Maine as a whole.

Homeownership in Eliot, as in Maine in general, is high. The Eliot homeownership rate is about 82%. The Maine rate is about 72%.

In 2000, the housing vacancy rate in Eliot was low. Data from the 2000 Census show that the homeowner vacancy rate in the town was about 1%. Although new vacancy rates are not available it can be assumed the rate is about the same. This low rate means that continued demand for housing units in Eliot will mandate new construction, as there is little existing stock to accommodate growth.

Of Eliot’s estimated 2,604 occupied housing units in 2006, 26% were built prior to 1950. 18% were built prior to the beginning of World War II and 39% have been built since 1980. According to the 2000 census, no housing units in Eliot lack complete kitchen or plumbing facilities, indicating substandard housing is not an issue. Likewise, overcrowding is not an issue either; only .3% of the units in Eliot had more than one person per room.

Residential Construction

With a building limit in place of 48 units, Eliot does not see the peaks and valleys of housing growth that other communities may see. The most recent figures (post 2000) show relatively stable housing growth:

<u>NEW HOMES</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>TOTAL</u>
1-FAMILY	40	44	36	29	149
2-FAMILY	0	0	16	0	16
3 OR 4-FAMILY	0	0	0	0	0
OVER 4-FAMILY	0	0	0	0	0
MOBILE	4	7	5	1	17
SEASONAL	0	0	0	0	0
TOTAL NEW	44	51	57	30	182
TOTAL LOSS	0	0	0	0	0
TOTAL NET	44	51	57	30	182

Eliot's recent housing growth can also be compared to the region, which due to the presence of growth caps in nearly all area towns, is fairly predictable:

Dwelling Unit Growth 2000-2006 (SMRPC estimate)

	2000 Units	2006 Units	% Change
Eliot	2,418	2,639	9.1%
Kittery	4,375	4,725	8%
South Berwick	2,488	2,736	10%
York	8,053	8,573	6.6%
York County	94,234	103,498	9.8%

It should be pointed out that, even with growth caps in place in Eliot and surrounding towns, York County's growth rate of 8.29% far exceeded the statewide average of 3.66%.

Affordability as an Issue

The following tables attempt to address the issue of housing affordability in Eliot – on both a homeowner level and also as a rental issue. Maine State Housing Authority (who has provided this data) attempts to address affordability by means of an affordability index. In general, an affordability index of 1.0 or greater means the housing is affordable to those living in the area and earning the median income. The further below 1.0 you fall the bigger the affordability issue becomes (how the index is determined can be found in the appendices to this plan).

Housing Affordability in Eliot 2002-2006

Eliot	Year	Affordability Index		Income needed to afford Median Home Price	Home price affordable to Median Income
		Index	Median Home Price		
	2002	0.69	\$253,000	\$59,741	\$174,498
	2003	0.68	\$264,750	\$59,274	\$180,320
	2004	0.69	\$276,000	\$62,109	\$189,847
	2005	0.62	\$325,000	\$64,585	\$202,216
	2006	0.78	\$249,950	\$65,638	\$195,035

Location	Index	Affordability Index		Income needed to afford median Home Price	Home Price Affordable to Median Income
		Median Home Price	Median Income		
Portsmouth, NH-ME MA Housing Market	0.68	\$256,250	\$57,992	\$84,830	\$175,180
Congressional District 1	0.7	\$218,000	\$49,557	\$70,525	\$153,186
York County	0.71	\$225,000	\$51,121	\$71,986	\$159,786
Maine	0.73	\$185,000	\$44,488	\$61,270	\$134,329
Eliot	0.78	\$249,950	\$65,638	\$84,119	\$195,035

Another way to get at affordability is by recent sales and how many of those sales would be affordable to the median income family in Eliot.

2006 Home Sales and Affordability in Eliot

Unattainable Homes as a Percentage of Homes Sold

Location	<u>Percentage of Unattainable Homes</u>	<u>Affordable Homes Sold</u>	<u>Unattainable Homes Sold</u>
Portsmouth, NH – ME MA Housing Market	87.10%	21	142
York County	85.60%	363	2,154
Eliot	84.20%	9	48
Congressional District 1	80.60%	1,720	7,149
Maine	74.30%	3,731	10,789

Households Unable to Afford Median Homes

Location	<u>Percent of Households Unable to Afford Median Home Price</u>	<u>Number of Households Unable to Afford Median Home Price</u>
Congressional District 1	73.50%	215,105
York County	72.50%	60,589
Portsmouth, NH – ME MA Housing Market	70.80%	5,052
Maine	66.50%	369,128
Eliot	63.40%	1,644

What the above data demonstrates is that Eliot, like the rest of the region has an issue with affordable housing. However, it appears that the relatively high median income levels and the recent drop in home prices in Eliot have helped to alleviate some of the problem. If income levels were to drop or when housing prices begin to rise again, the town would once again fall well below the 1.0 affordability index. Clearly there is a need for a strategy to address what is a continual problem, although somewhat cyclical in nature.

Regional Nature of Affordable Housing

It is also important to look at affordable housing in relation to the sub region and region. Housing, like transportation and economic development, is really regional in nature. Affordability plays a role in where people choose to live, where they work and how far they are willing to drive to work. Clearly, York County has some very expensive places to live (i.e., Kennebunkport, Ogunquit) and some not as expensive (i.e., northern York County). Some towns bear a greater portion of the affordable housing needs than others. However, with an interest in reducing commute times, improving air quality and allowing

people to live and work near their homes, it is useful to calculate what the “fair share” of affordable housing might be per community.

The following analysis attempts to do this, although the numbers should not be seen as absolutes.

York County Regional Housing Needs Analysis Methodology

Step 1: Calculate Net Change in Households Through 2015

Net household change is based on projected employment growth and its relationship to new households.

- In 2000, there were 99,079 working residents and 60,295 at-place jobs in York County, a ratio of 1.643 employed residents per at-place job.
- The ratio of working residents in 2000 to the number of households (74,563) was 1.33.
- The Maine Department of Labor projects 2015 at-place employment in York County as 66,978.
- At-place employment (66,978) * Employed residents per at-place job (1.643) = 110,061 working residents in 2015
- Working residents (110,061) / Ratio of working residents to households (1.33) = 82,828 households in 2015.
- **Projected net change in households: 8,265**

Step 2: Calculate Future Regional Need for LMI Sale and Rental Units

Future regional need for LMI units is based on applying 2000 shares of owners and renters by income classification to household growth through 2015.

- 2000 Census: 72.6% of York County households owned their homes, 27.4% rented.
- Among households owning homes, 36.4% earned below 80% of the county median income.
- Among renting households, 69.6% earned below 80% of the county median income.
- Household breakdown:
 - Homeowners earning below 80% LMI: 26.4%
 - Renters earning below 80% LMI: 19.1%
 - Subtotal: below 80% LMI: 45.5%
 - Homeowners earning above 80% LMI: 46.2%
 - Renters earning above 80% LMI: 8.3%
 - Subtotal: above 80% LMI: 54.5%
- Household Change from 2000-2015

	Owners	Renters	Total
Below 80% LMI	2,181	1,584	3,765
Above 80% LMI	3,809	691	4,500
Total Households	5,990	2,275	8,265

- Summary of need for units below 80% LMI from 2000-2015
 1. Owners: 2,181 units
 2. Renters: 1,584 units
 3. Total: 3,765 units

Step 3: Allocate Future LMI Need to Each Municipality

- Allocation of future units based on five municipal share factors:
 1. Share of total at-place jobs in the region – priority is to concentrate housing around employment centers to reduce sprawl
 2. Share of region’s total property valuation – property valuation reflects affluence and presence of commercial/industrial tax base. Municipalities with higher valuations have a greater ability to provide for LMI families’ needs
 3. Share of region’s workforce – Working population is more important than total population when measuring need for workforce housing
 4. Share of region’s existing total occupied units – Occupied units = households. Many communities have large supplies of seasonal units that are not occupied year-round
 5. Share of region’s aggregate household income – Household income provides another measure of affluence and ability to meet the needs of low-income families

- Each factor was given equal weight and produced the following results:

	Owner Units	Renter Units	Total Units
Acton	24	18	42
Alfred	25	18	43
Arundel	36	26	62
Berwick	57	41	98
Biddeford	254	185	439
Buxton	69	50	119
Cornish	12	9	21
Dayton	16	12	28
Eliot	65	47	112
Hollis	37	27	64
Kennebunk	149	108	257
Kennebunkport	69	50	119
Kittery	148	108	256
Lebanon	40	29	69
Limerick	22	16	38
Limington	26	19	45
Lyman	34	25	59
Newfield	12	9	21
North Berwick	55	40	95
Ogunquit	42	31	73
Old Orchard Beach	100	73	173
Parsonsfield	15	11	26
Saco	189	137	326
Sanford	211	153	364
Shapleigh	24	18	42

South Berwick	63	45	108
Waterboro	57	41	98
Wells	135	98	233
York	196	142	338
Totals	2,181	1,584	3,765

Any affordable units built since 2000 will need to be deducted from the Eliot figure of affordable units needed. Thus, with the addition of 50 (+/-) units in Eliot since 2000, the total units needed in Eliot would be in the range of 60 units.

Rental Affordability

The issue of housing affordability extends beyond homeownership. While Maine and also the town of Eliot ranks high compared to national averages for homeownership figures, a number of people are still in need of rental housing. The table below indicates the need throughout the region and Eliot in particular.

2006 Affordable Rental Facts

<u>Location</u>	Percent of Households Unable to Afford	Number of Households Unable to Afford	Income Needed to Afford	
	Avg. 2-BR Rent	Average 2-BR Rent	Avg. 2-BR Rent	Average 2-BR Rent
Maine	58.40%	90,707	\$844	\$33,770
Portsmouth, NH-ME MA Housing Market	58.40%	1,206	\$1,133	\$45,305
Congressional District 1	57.30%	48,447	\$914	\$36,574
York County	54.80%	12,280	\$886	\$35,426

Housing Need Summary

	<u>Family Units</u>	<u>Seniors Units (65 and over)</u>
Number of Renter Households @ 50% AMI	139	55
Number of Subsidized Units Available	29	42
Project Based	18	41
Non-Project Based (Section 8)	1	11
Vouchers		
Number of Affordable Rental Units Needed	110	13
Indicated Unmet Need %	79.20%	23.90%

Using 2000 Census data, it is estimated that about 970 people in Eliot lived in rental housing. The numbers above indicate a need for about 123 affordable rental units. This differs from the numbers SMRPC has developed which attempt to distribute affordable housing in a regional manner.

Summary and Analysis and Planning Implications

The state of Maine's Growth Management Law reads in part, that a "municipality shall seek to achieve a level of 10% of new residential development, based on a 5-year historical average of residential development in the municipality meet the definition of affordable housing." The Maine State Planning Office has, for the purposes of municipal comprehensive plans, established a definition of affordability and set criteria for income levels for which towns should be concerned about the supply of affordable housing. The rules adopted by the Office indicate that an owner-occupied housing unit is considered affordable if the unit's selling price is one that can result in the monthly costs (mortgage, insurance, taxes, and utilities) of no more than 33% of the household's gross monthly income. A rental unit is considered affordable if the unit's monthly costs (rent and utilities) are no more than 33% of the household's gross monthly income.

The State Planning Office defines "affordable housing" as housing units which are affordable to low income and moderate income households. The terms low and moderate income households refer to various percentages of the median household income in the metropolitan area or non-metropolitan portion of the county in which the municipality is located. Low income households are those with an income which does not exceed 80% of the area median. Moderate income households are those with an income which is between 80% and 150% of the area median.

A wide range of existing policies and demographics influence the development of affordable housing. For instance, the lack of diversity in the Eliot housing stock (very few multi-family developments), fairly large lot sizes throughout the community, and the presence of a growth cap might hinder the development of affordable housing. Smaller households have also created the need to create additional housing for fewer residents.

With that said, a number of policies and strategies are available to communities to create additional units that might be considered affordable. These range from somewhat minor zoning changes (allowing accessory apartments, not requiring each multi-family unit to meet the standard minimum lot size) to having the town work more proactively with local housing organizations. Regional housing organizations, including the Portsmouth-based Housing Partnership, as well as York County Community Action, have active programs aimed at creating both rental and homeownership possibilities of low to moderate income residents. The town may wish to begin a dialogue with these agencies to examine opportunities in the town of Eliot and also examine what is happening on the regional level.

More and more, the lack of affordable housing is seen as an economic development issue as businesses claim finding new employees for either new businesses and/or expanding businesses is hindered because of housing costs. It is also noted that many people who provide vital services to residents of the community they serve (such as police, school teachers, etc.) are being priced out of the communities they work in.

For these and possibly other reasons, it is important to consider affordable housing in any town-wide plan which proposes to support economic development, reduce sprawl and support local working citizens and their families.

Transportation

1. Introduction:

Transportation serves as a means to connect people with goods, services and other resources. In Eliot, transportation options are almost entirely limited to the automobile for moving people to and from places of employment, education, shopping and recreation. Similarly, the movement of goods into, out of, and through town is heavily dependent upon trucks. As such, the condition, safety, and effectiveness of the town's road network are important considerations for this Comprehensive Plan Update. At the same time, the traditional way of planning for a roadway- centered transportation network is being challenged by a variety of factors. These include:

- Rising oil prices which raise fuel costs and road construction costs;
- Increased public awareness of the limitations of the existing transportation system technologies (energy and pollutants) which is changing lifestyles and consumer behavior;
- A trend in which federal and state fiscal resources are not in keeping with transportation needs;
- Mounting examples of nearby local transit success stories including the Downeaster Amtrak (Portland to Boston), the Coast Bus Service (southeast New Hampshire), the WAVE (Sanford to Wells and Biddeford), and the Shoreline Explorer (York to Kennebunkport);
- Increased urbanization and land use changes, which place new demands and create new opportunities for the transportation system.

These transportation issues indicate that building greater diversification in the transportation system, both in services and infrastructure, will help the Town of Eliot meet long- term challenges to the way its people, goods and ideas move from one place to another.

The following transportation inventory presents information necessary to develop a management plan for Eliot's future transportation system. It begins with general information with a description of how Eliot residents act as users of the transportation system (Section 2), followed by a summary of the characteristics of the road network, including how it is managed and how it is used (Section 3), a discussion about bridges, sidewalks and bicycle routes (Section 4), a summary on Town parking (Section 5), a summary of the other modes of transportation available to Eliot residents (Section 6) and a discussion about how the transportation system relates to environmental, cultural and land use issues in the Town (Section 7).

2. Eliot's Transportation System Users

Like most Maine communities, the automobile supersedes all other modes as the predominant mode of transportation for Eliot workers (92% of all workers). About 12% of all workers driving currently carpool. While the automobile is dominant because of its convenience, it is notable that other modes of choice are very limited in Eliot (see

alternative transportation section). The lack of choice of alternative transportation modes is a major contributing factor in determining how people and goods move from one place to another.

Commuting to Work in Eliot – 16 years and over

	Number	Percent
Total Commuters	3034	100.0
Car, truck or van -- drove alone	2449	80.7
Car, truck or van – carpooled	333	11.0
Public transportation (including taxicab)	22	0.7
Walked	17	0.6
Other means	35	1.2
Worked at Home	178	5.9

Source: U.S. Census Bureau 2000

Given the charm of many of Eliot’s local streets, many streets are used for pedestrian or bicycle travel by Eliot residents, who demonstrate their appreciation of the unique scenic beauty of Eliot. However, much of this pedestrian and bicycle travel is limited to recreational use. Unfortunately, there is no data source available to measure popularity of walking or biking in the community. There is, however, vehicle ownership data. In 2000, almost 70% of the households in Eliot owned two or more cars. Eliot’s average household size was 2.58, suggesting a trend in which, on average, there is close to one car per household member.

Vehicles Available in Eliot

Vehicles Available	Number	Percent
None	62	2.7
1	649	28.1
2	1082	46.9
3 or more	514	22.3

Source: U.S. Census Bureau 2000

Commuting Patterns

A consistent traffic issue throughout Maine and the entire country is that traffic tends to build up during “commuting hours”, or times when people go to and come back from work. Not all of the commuting traffic is due to local factors--it is just as much a regional phenomenon. Nearly half of Maine’s entire growth in population between 1990 and 2000 occurred in York County, placing a tremendous burden on the regional transportation network in most parts of the county. Southern York County Towns saw both travel time and population rise during the 1990s. While population has increased at

a modest growth rate, travel delay has increased much more. Interestingly, Eliot's neighbors in New Hampshire have actually seen population decreases with commute time increases. The opposite trends of New Hampshire population decreases and travel time increases demonstrating the regional impact of traffic. While Eliot's population increased roughly 10% in the 1990s, commute times grew 20%.

Regional Population and Commute Time Patterns, 1990 & 2000

	1990 Population	1990 Commute Time	2000 Population	2000 Commute Time	Population Change 1990-2000	Commute Time Change 1990-2000
<i>Eliot</i>	5329	18.4	5954	23.3	625	4.9
Kittery	9372	17.7	9543	20.2	171	2.5
South Berwick	5877	21.8	6671	26.8	794	5.0
York	9818	21.2	12854	27.1	3036	5.9
Dover	25042	19.4	26884	21.4	1842	2.0
Newington	990	17.4	778	21.1	-112	3.7
Portsmouth	25925	15.5	20785	21.5	-5140	6.0
York County	164,587	21.8	186,742	25.8	22,155	4.0

Source: U.S. Census Bureau, 1990 & 2000

A common trend among Maine towns is that most people that live in a town also work in the same town, or the town of residence is the second most likely place where a resident works. Eliot bucks this trend. The Portsmouth Naval Shipyard in Kittery and the other service center jobs in Kittery and Portsmouth attract most Eliot workers. The ratio of in-state versus out-of-state commuters was 51% to 49%, respectively, in 2000.

Eliot Commuters Commuting Destination, 2000

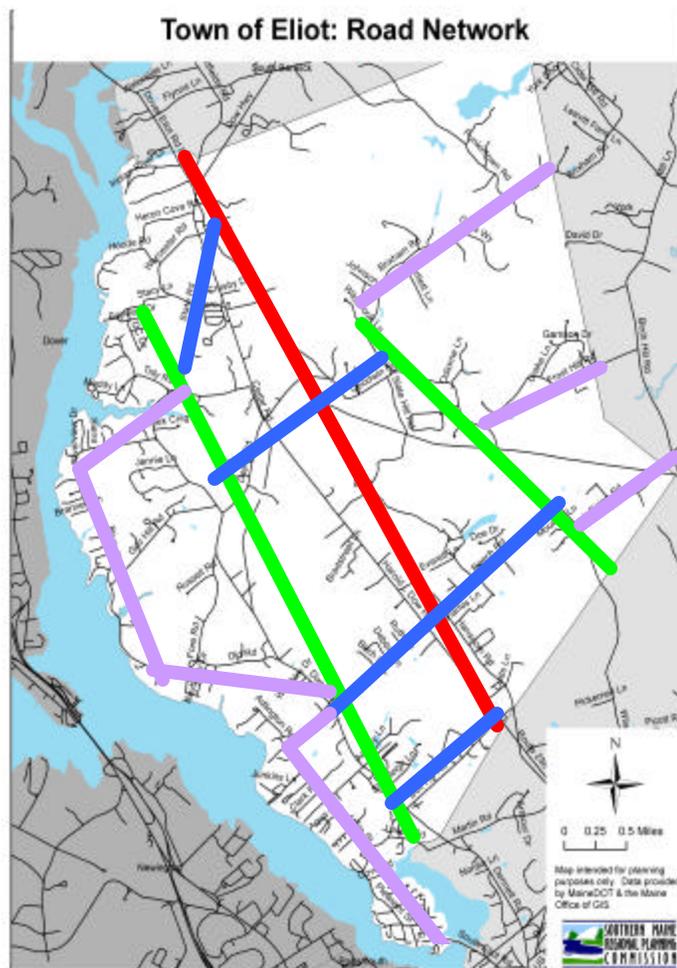
Workplace	Number
Kittery, York Co. ME	627
Portsmouth, Rockingham Co. NH	618
Eliot, York Co. ME	416
Newington, Rockingham Co. NH	123
York, York Co. ME	112
South Berwick, York Co. ME	109
Dover, Strafford Co. NH	80
Portland, Cumberland Co. ME	76
Biddeford, York Co. ME	54
Rochester, Strafford Co. NH	45
Boston, Suffolk Co. MA	42

Somersworth, Strafford Co. NH	32
Durham, Strafford Co. NH	31
Rye, Rockingham Co. NH	28
Hampstead, Rockingham Co. NH	26
Exeter, Rockingham Co. NH	25
Sanford, York Co. ME	24
Manchester, Hillsborough Co. NH	20
Other locations (out of state)	421
Other locations (in state)	125

Source: U.S. Census Bureau, 2000

3. The Eliot Road Network

Eliot's transportation network consists of approximately 53 miles of public roadway. If one looks closely at the public road system in Eliot, one will notice the basic elements of a grid system. Major highways are State Routes 101, 103 and 236. All of these roads traverse the Town of Eliot in generally a northwest to southeast orientation, with Route 236 serving as the major artery. There are several major roads that run perpendicular and connect to the major highways. These roads include Bolt Hill Road, Beech Road and Depot Road. In total, this basic road network forms a rough grid through the center of the town. Other roads, such as River Road, Main Street, Beech Ridge Road, Brixham Road and Punkintown Road, extend the grid and land access to the edges of the town. Private and extremely low-volume local roads feed off these roads. This road system provides good interconnectivity throughout the town for automobile traffic, though the grid system is currently too stretched out to provide pedestrian access the way that more urbanized grid systems are designed because many of the intersections are beyond a



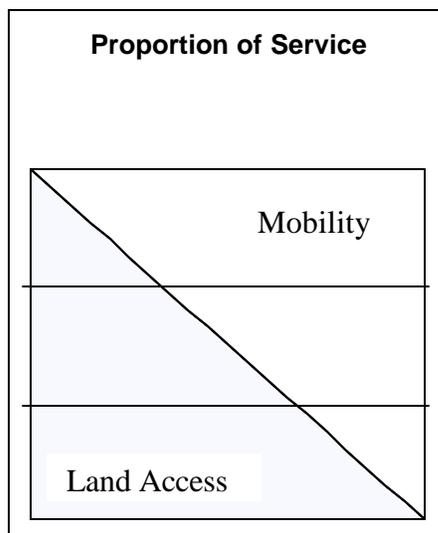
walkable distance. Eliot’s roads are managed under a series of classifications. Road systems are grouped and classified for several reasons. Some important reasons to classify roads include:

- to design appropriate capacity, safety measures and design speed for roads;
- to guide investment priorities for roads;
- to provide a framework for a road maintenance program and,
- to guide land use related regulations and access management standards with frontage on the roadway system.

Because Eliot’s roadways do not start and stop in Eliot, itself, all of the considerations above should be planned in harmony with the functionality and management practices of the roadways that traverse into the surrounding municipalities of Kittery, South Berwick and York and in cooperation with Maine DOT. Coordinated management practices will improve the efficiency of the road system and save on long-term costs associated with a lack of planning.

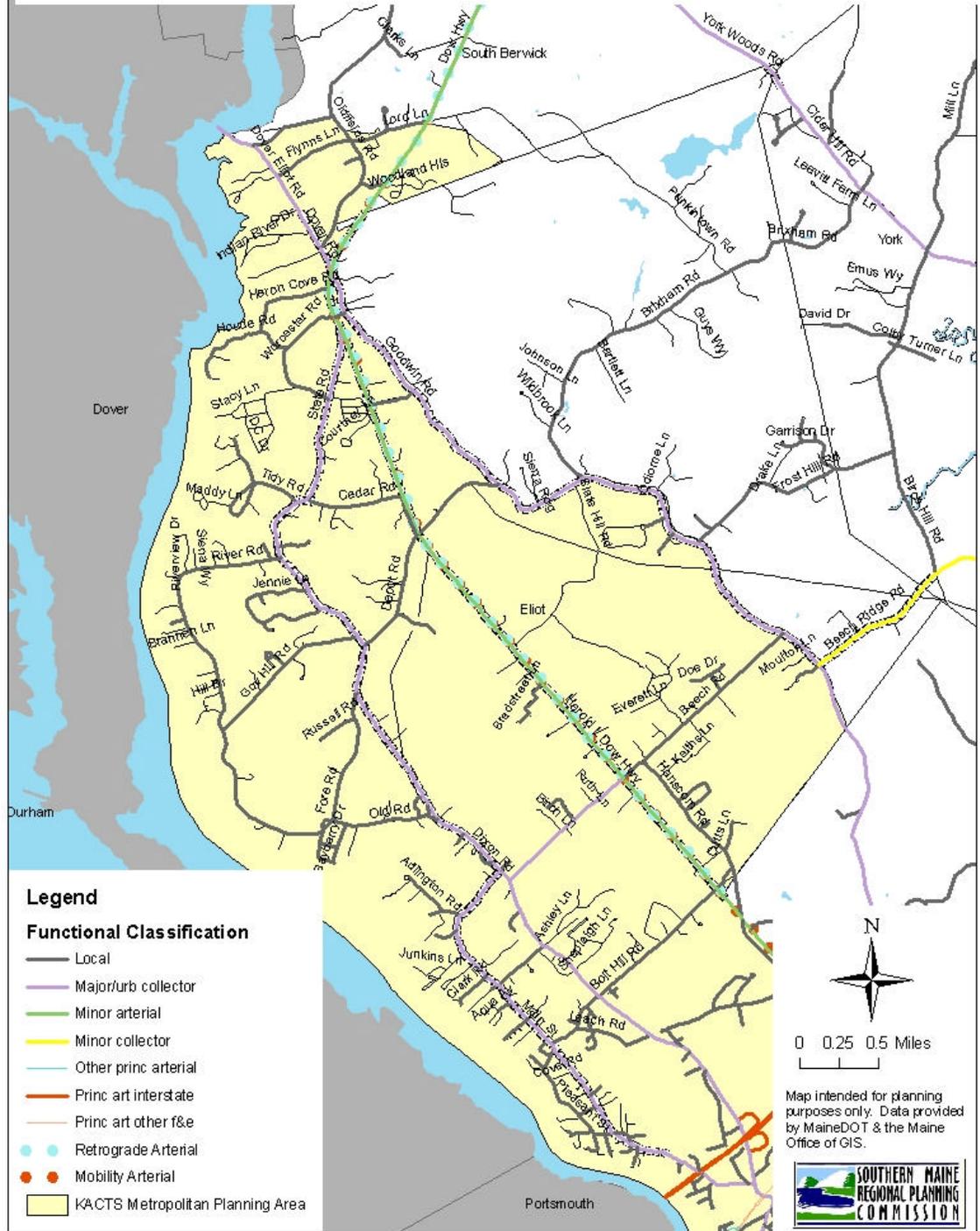
Functional Classification

One important classification scheme used for roadways is “functional classification,” which helps describe the functionality of a roadway. State and federal government use a functional classification system for roadways, which is applied throughout the state. Functionality, at its most basic level, is divided into three road types: arterials, collectors and local roads. A useful way to understand the functional classification categories is by understanding the proportion of mobility and land access the road is intended to deliver. Was the road built primarily to move traffic, was the road built with the intention to maximize access to residential or business properties or does it fall somewhere in between? Every community needs a balance of all three types of roadways in order to ensure an efficient (and in the long-term less costly) transportation system.



Maine DOT uses classifications of arterials and collectors as a management tool for prioritizing investment in capital funds, for regulating driveways and entrances, and for developing maintenance management criteria for public roadways with the towns. For example, the performing standards in the Maine DOT permitting process for driveways and entrances (and thus land access) are more restrictive on arterials than collectors. Arterials also tend to receive priority in capital work plans because they have greater regional importance and tend to serve a greater number and a broader spectrum of motorists.

Town of Eliot: Functional Classification



Arterials:

Maine DOT defines arterials as roadways that provide long-distance connections between towns and regional centers. Volumes of traffic typically range from 5,000 to 30,000 vehicles per day. Arterials are divided between “principal” arterials and “minor” arterials. Maine DOT, in its rules regulating driveways and entrances on state and state-aid highways, further classifies arterials into “mobility” and “retrograde” arterials. A “mobility” arterial corridor is a rural arterial with a posted speed limit of 40 mph or more that carries 5,000 or more vehicles per day for at least 50% of its length. A “retrograde” arterial corridor is a type of mobility arterial on which crash rates due to vehicles entering and exiting driveways exceed the 2001 state average crash rate of such crashes. **The entire length of Route 236 in Eliot is a retrograde arterial.**

There are almost 10 miles of minor arterial road in Eliot (9.81). These roads include the following:

Route 236

State Road/Route 103 (except portion between Route 236 and Cedar Road)

State Road (portion that does not include Moses Gerrish Farm Road to Kittery TL)

The Town of Eliot¹ classifies its local arterials somewhat differently.

Collectors:

Collectors act as connecting roads between local or residential neighborhoods and arterials. Traffic is “collected” from local roads and delivered to arterial roadways, which are designed for higher speed and improved mobility. Typically, traffic volumes on collector roads range from 1,000 to 5,000 vehicles per day. Like arterials, Maine DOT further divides classification of collectors into major and minor collectors. Maine DOT requires driveway and entrance permits for all collector roads, though performance standards are not as strong as for Route 236.

Eliot has both major and minor collectors in the town. Major collectors represent 11.95 miles of road in Eliot. There are 0.80 miles of minor collectors.

Major collectors:

Dover Road/Route 101

State Road (between Route 236 and Cedar Road)

Depot Road (between Route 236 and State Road/Route 103)

Beech Road (between Route 236 and State Road/Route 103)

Bolt Hill Road (between Route 236 and State Road/Route 103)

Main Street/Route 103 (between State Road and Kittery TL)

¹ Many towns adopt their own functional classification systems as well since local perspective on arterials or collectors are often different than the state perspective. This is important because it might influence decisions made for capital improvements in town and provide direction for the Planning Board on land use related decision-making. Town decisions on what are local arterials are especially important. For example, town subdivision regulations sometimes place restrictions on frontage or access on roads that are classified as arterial in a comprehensive plan.

Goodwin Road/Route 101 (between Route 236 and Beech Ridge Road)

Minor collectors:

Beech Ridge Road

Local Roads:

Local roads are expected to provide direct access to lots abutting those roads. Volumes typically carry up to 1,000 vehicles per day. All roads not classified by Maine DOT as arterials or collectors are considered local roads. Local roads may be town-owned or private and it is important for towns to make that distinction. There are roughly 30 miles of local roadway in Eliot (29.56).

Road Maintenance

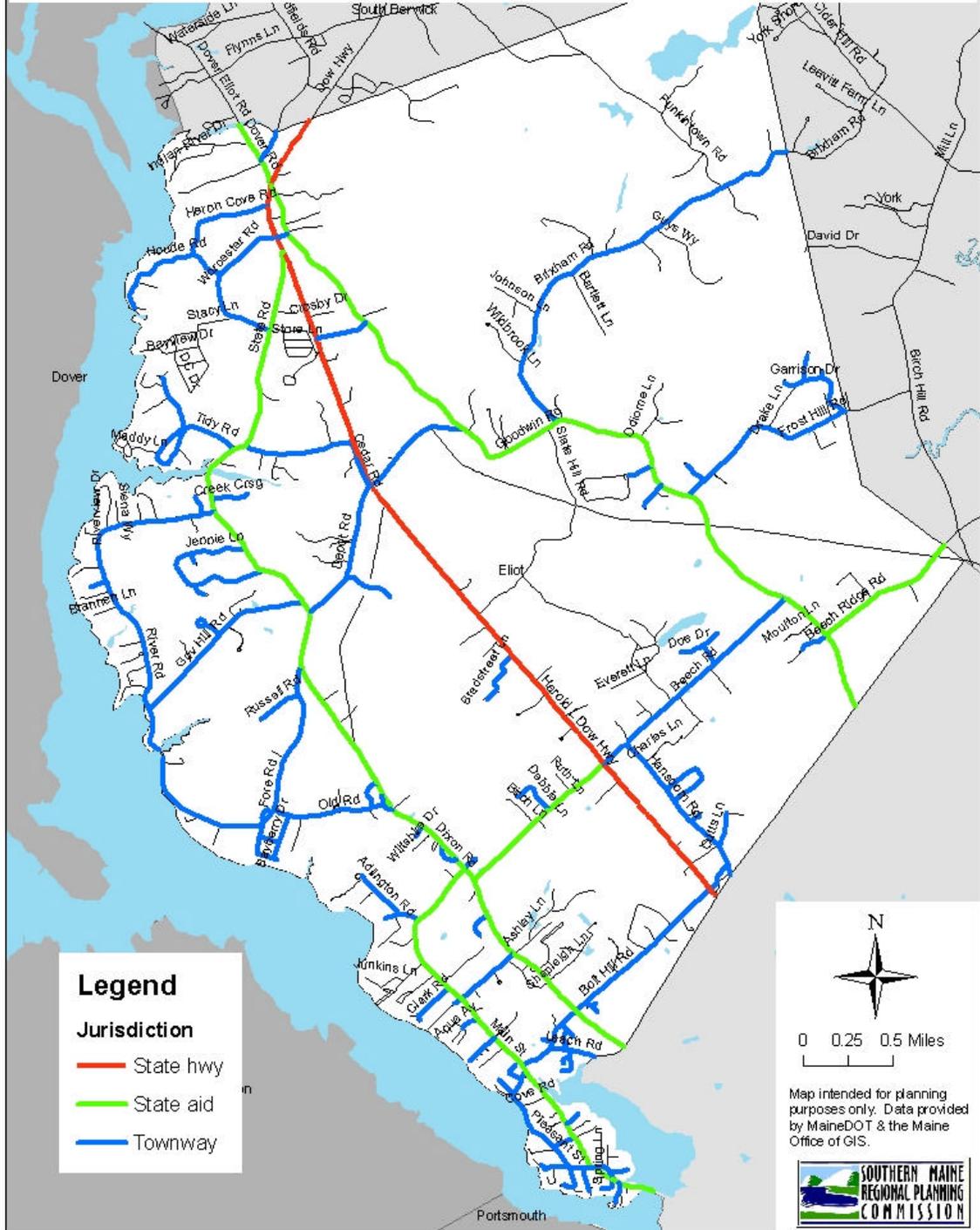
Overall, the roads in Eliot are in good condition. The town has a 10-year improvement and maintenance program to preserve the roadway system that reflects community, regional, and state objectives. There are basically four different jurisdictional categories used to classify how roads are maintained: State, State-aid, or Local or Private. The fourth category, which is also important for Eliot to distinguish, is private roads (roads that are neither maintained by the town or the state). Eliot's State-aid roads, including Route 101 (Dover Road and Goodwin Road), Beech Ridge Road, and Route 103 (State Road and Main Street), are maintained by Eliot in the winter and Maine DOT in the summer. Route 236 is the only road in Eliot that is maintained by Maine DOT throughout the year. Eliot is responsible for both summer and winter maintenance on all local town-owned roads.

The Maine DOT has a system to help municipalities maintain local roads and minor collectors. In 1999, Maine DOT adopted the Urban Rural Initiative Program (URIP), which credits Eliot \$600 per lane mile for local roads and minor collectors to fund those road systems. Because of a minor change in the functional classification system in 2005, the amount decreased slightly for the town of Eliot. Eliot's credits from Maine DOT were \$49,776 to \$48,120 in FY2006 and FY2007, respectively

Capital Investments

There are basically three different entities that fund the road system in Eliot: the Town, Maine DOT and the Kittery Area Comprehensive Transportation System Metropolitan Planning Organization (KACTS MPO). There is overlap in how these three different entities fund the road system. The KACTS MPO is one of four MPOs in the state (others are in Portland, Bangor and Lewiston-Auburn areas), which is responsible for programming federally-funded projects and planning initiatives in a designated Metropolitan Planning Area. The Metropolitan Planning Area for which KACTS is responsible includes a major portion of Eliot, as well as portions of roadway in Kittery, South Berwick, Berwick and Lebanon. Although KACTS disburses funding for transit, transportation enhancement, and transportation system management, a good portion

Town of Eliot: Road Jurisdiction



of the budget is allocated to major roads in the area as well. Most recently, annual federal highway funds for KACTS have been approximately \$900,000. Maine DOT shares road capital investment responsibilities with the MPO on the arterial and collector network.

Regional Transportation Plans

Every two years the MPO prepares a, four year, Transportation Improvement Program (TIP) that includes all federally funded transportation projects in the KACTS region. The Maine DOT also produces a, four year fiscally constraint, Statewide Transportation Improvement Program (STIP) every two years. All projects identified in the TIP must be included in the STIP. In addition to the STIP, the DOT also produces a six year plan, which is a project based plan that links the STIP to their policy based Long Range Plan.

Other regional plans that address the Eliot transportation network include the Route 236 Corridor Study, completed in 2008 by the Maine DOT. The Study included some recommendations for the portion of Route 236 that passes through town.

Traffic Volumes

Average Annual Daily Traffic (AADT) is the predominant type of traffic data that is collected for Maine roadways. In some ways, traffic volume trends are an excellent way to understand the functionality of the road system. From the early 1980s to today, average traffic has basically tripled on Route 236 and Route 101. Traffic on smaller roads has changed very little over the past 25 years. Below is the available count data for all roads in Eliot, including a picture of annual growth for select roads over the last 25 years. Roads have generally grown between 1 and 4% annually.

Average Annual Daily Traffic Available Counts: 1981 and 1999-2007

	Average Annual Daily Traffic, 1981 & 1999-2007								Average Annual Increase/Decrease	
	1981	1999	2000	2001	2002	2003	2005	2007	# of Vehicles	Growth Rate
Cedar Street W of Depot Road		610					680	820		
Beech Road NE of 236	1094						2850	2780	65	3.7%
Beech Rd NE of Hanscom Rd					2310		2440	2330		
Depot Rd NE of 236		1160	1120				1610	1750		
Depot Rd SW of Cedar St		1550	1440		1350		1430	1550		
Frost Hill Rd NE of 101							630	580		
Brixham Rd NW of 101					730		900	860		
Beech Ridge Rd NE of 101					2010		2020	2020		
Bolt Hill Road NE of 236	349			250						
Bolt Hill Road SW of 236	576			780	720		770	810	9	1.3%
101 SE of Beech Rd	1354		2620		2990		3150	3030	64	3.1%
101 NW of Beech Rd	1104		2510		2780		3010			
101 SE of 236		1480	1550	1620		1560	1810	1830		
101 NW of 236			4810		5370		5170	5350		

101 E of Brixham Rd	748				2330		2560	2350	62	4.5%
101 SW of Brixham Rd							2550	2370		
103 SW of State Rd			1490		1510		1490	1480		
103 NW of Farmer Rd			3370	3790			3700	3740		
103 S of 236	607		1440		1560		1320	1510	35	3.6%
103 NW of Bolt Hill Rd	1300		1580		1520		1620	1470	7	0.5%
103 SE of Pleasant St	1810				1520		1610	1360	-17	-1.1%
103 @ Kittery Town Line	2075	2400	2350	2400	2410	2480	2470	2600	20	0.9%
103 NW of Pine Ave				2140	2230		2190	2180		
103 S of Depot Road							2190	2140		
103 NW of Gov Hill Rd					1700		1580	1560		
103 N of Creek Crossing							1400	1360		
236 NE of 101	5319		12030		13910		12290	13740	324	3.7%
236 SW of 101	8445	13950	15160	15960	16650	15140	15330	15480	271	2.4%
236 SE of 103	6744		13760		15520		14930	14850	312	3.1%
236 SE of Depot Rd	7495	15080	14780		16170		15360	14910	285	2.7%
236 NW of Beech Rd	8915	15640		16600				16800		
236 at Kittery Town Line				17680	18140		17700	18110		
236 NW of Bolt Hill Rd				17700	18380		16930	17350		
Pleasant St SW of 103					420		550	460		
Pleasant St W of 103					680		640	720		
Beech Rd SW of 236					2640		2980	3020		
State Rd SE of Beech Rd			2680		2840		2700	2940		
State Rd SE of Bolt Hill Rd			2510		2710		2500	2600		
Bolt Hill Rd NE of 103	665		740		720		740	620	-2	-0.3%
Gov Hill Rd W of 103					430		530	490		
Old Rd W of Pine Ave							1100	1090		
River Rd W of Laurel Lane	383						460	430	2	0.4%
River Rd W of 103	300				640		590	560	10	2.4%
Fore Rd S of 103					480		460	380		

Source: Maine DOT (empty cells reflect a year in which no data was collected)

Peak Hour Traffic

In 2006, Southern Maine Regional Planning Commission gathered some local count data for Eliot. Unlike the Maine DOT data (which is published as average annual daily traffic), the following data displays actual counts on a middle weekday in September and should not be confused as average annual daily traffic. The count information below is a good indicator of which roads are relied on by Eliot commuters. In addition to Route 236, Beech and Depot Roads carry large numbers of commuters in the Town.

Peak Hour Traffic at Select Locations in Eliot (September 2006)

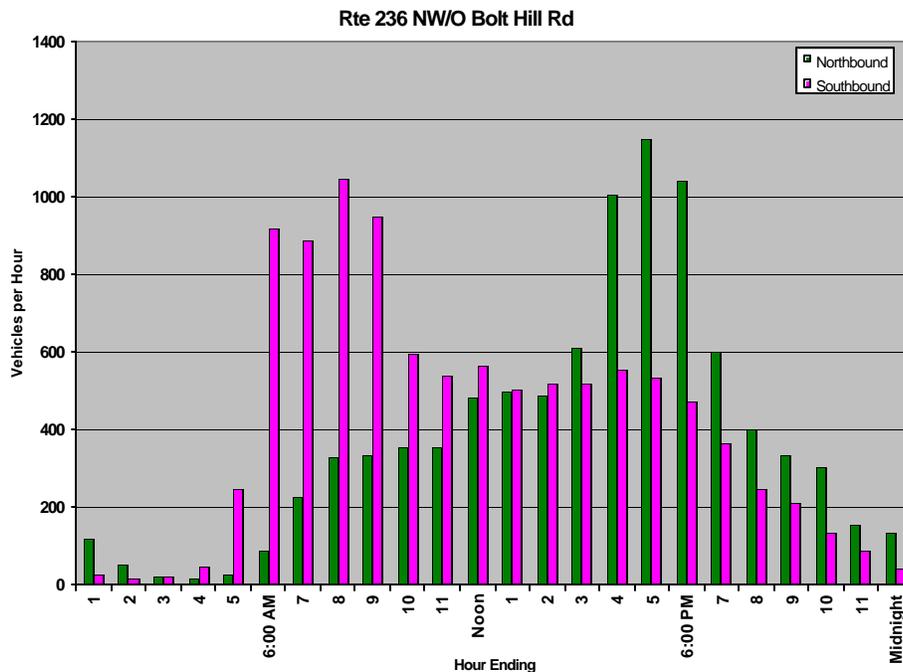
Street	Location	Date	AM Pk	AM Peak Hour	PM Pk	PM Peak Hour	Total That Day
Beech Road	NE of Rte 236	9/20/2006	283	8-9AM	275	3-4PM	2969
Beech Road	SW of Rte 236	9/20/2006	228	8-9AM	231	4-5PM	2670

Bolt Hill Road	NE of Rte 236	9/20/2006	15	11AM-12PM	16	2-3PM	165
Bolt Hill Road	SW of Rte 236	9/20/2006	61	8-9AM	74	5-6PM	804
Bolt Hill Road	NE of Rte 103	9/27/2006	48	8-9AM	68	3-4PM	727
Boyce Road	at Tidy Road	9/6/2006	16	10-11AM	16	4-5PM	162
Cedar Road	at Depot Road	9/27/2006	63	7-8AM	59	12-1PM	745
Depot Road	E of Rte 236	9/19/2006	145	7-8AM	119	3-4PM	1031
Depot Road	W of Rte 236	9/19/2006	198	7-8AM	161	4-5PM	1575
Governor Hill Road	to Route 103	9/27/2006	20	8-9AM	40	4-5PM	360
Heron Cove Road	W of Rte 236	9/27/2006	20	7-8AM	26	3-4PM	239
Houde Road	at Worcester Rd	9/6/2006	16	7-8AM	21	2-3PM	178
Tidy Road	at State Road	9/19/2006	31	7-8AM	36	4-5PM	362
Worcester Road	at State Road	9/6/2006	32	7-8AM	44	4-5PM	351

Source: SMRPC

An ongoing engineering study of Route 236 has provided some light on traffic patterns currently on Route 236. The following chart shows existing traffic volume trends on Route 236 at Bolt Hill Road, which is similar to the entire corridor through Eliot. Peak Traffic in the morning and afternoon is virtually double the traffic the corridor experiences in the middle of the day.

24 Hours of Directional Traffic Volumes in Eliot



Vehicle Classification

Another useful way of analyzing traffic in Eliot is looking at data that shows the composition or mix of vehicle classes on Eliot's roads. Maine DOT has performed several vehicle classification counts over the last few years on Route 236 and 103. The traffic mix of passenger vehicles versus trucks appears to be in line with road functionality.

Vehicle Class Composition on Select Eliot Roads (1998-2001)

Street	Location	AADT	% Passenger Vehicles	% Trucks	% Single Unit Trucks	% Combination Trucks	Year
Route 236	NW of Beech Rd	16601	93%	7%	4%	3%	2001
Route 236	at South Berwick Line	12301	95%	5%	4%	1%	2000
Route 103	NW of Pine Ave	2170	94%	6%	5%	1%	2001
Route 103	SE of Pleasant St	1091	96%	4%	3%	1%	1998
Route 103	at Spinney Creek Bridge	2800	98%	2%	1%	1%	1998

Source: Maine DOT

Road Level of Service

Level of Service (LOS) is a term used by traffic engineers to rate a roadway's performance. More specifically, it is a "qualitative measure describing operational conditions within a traffic stream taking into account a number of variables" including volume of traffic, composition of traffic, signalization, access points and passing zones. Engineers assign a LOS grade based on the combination of factors, much the same way a school grades a student's performance. In other words, an "A" is the best score and an "F" is a failing score.

Currently, there is no known LOS information for Eliot's local roads. There is, however, data available for Route 236 based on the recent Maine DOT Engineering Study. This study, which breaks down the roadway in road segments and intersections, also provides future predictions. These future predictions are made based on assumptions that: 1) there will be the same number of access points on the highway, 2) traffic volume will grow in line with historic growth rates, 3) no changes in passing zones will occur, 4) no new signals will be built, and 5) no new road improvements will be made.

Route 236 Engineering Study Level of Service 2006 and 2026

Road Segments	Level of Service- 2006		Level of Service-2026	
	AM Peak	PM Peak	AM Peak	PM Peak
Dana Rd to Beech St	NA	E	NA	F
Beech St to Depot Rd	NA	E	NA	F
Depot Rd to Route 101	NA	E	NA	F
Signalized Intersections				
Beech St and Route 236	B	C	C	F
Depot Rd and Route 236	C	C	C	F
Route 101 and Route 236	B	C	F	F

Source: Maine DOT

Road Safety

Maine DOT has a system that it uses to rate crash locations throughout the state, called High Crash Locations (HCLs). High crash locations are given greater attention for funding projects by Maine DOT for their safety programs. In order to qualify, HCL's must be at locations that have had 8 or more crashes in the same location in a three-year period, and it must exceed the Critical Rate Factor of crashes. A Critical Rate Factor is the average expected rate of crashes for a location (based on statewide data of similar crash locations). In Eliot, there was one identified crash location for the last 3-year analysis (2004-2006). The High Crash Location in Eliot was on a stretch of Goodwin Rd between Depot Rd and Brixham Rd.

Existing High Crash Locations in Eliot

Street	Location	Total Accidents	Fatalities	Serious Injury	Evident Injury Complaint of Injury	Complaint of Injury	Property Damage	Critical Rate Factor
Goodwin Rd	Depot Rd to Brixham Rd	9	0	0	3	0	6	1.53

Source: Maine DOT

Road Safety Areas Identified by Police

The Eliot Police Department has identified several “Y” intersections in Eliot that pose a safety concern. These include River Road and State, Brixham Road and Goodwin, and Frost Hill and Goodwin Road. These locations have been identified because of the acute angle these roadways intersect. The angle of an intersection can greatly influence the intersection’s safety and operational characteristics. The American Association of State Highway and Transportation Officials (ASHTO) recommend approaching roadways should intersect at right angles, where practical. Roads intersecting at acute angles, expose cross traffic to conflicts for longer periods of time, restrict the road user’s sight distance and require large trucks to cross into opposing travel ways. There are other locations on Route 236, including the southbound left turn onto Goodwin and Bolt Hill that have also been reported to them as safety concerns.

Other Road Safety Issues

Through the Comprehensive Planning process, several other road safety issues have been identified. Issues include the following:

- Route 236 divides Eliot in half. Neither children nor adults can safely cross the road to see neighbors, friends, and family, or go to shop or eat.
- Eliot is endowed with some beautiful scenic narrow roadways. Unfortunately, many of these roadways are unsafe for the many people that enjoy walking and biking in the area because shoulders are narrow or nonexistent, and there are many horizontal and vertical curves built into the local roadway system, which impede driver sight distance.
- Local roads connecting to Route 236 are often used by commuter traffic that is in a hurry. These roads are not currently designed to calm traffic.
- It is difficult to enter or exit streets connecting to Route 236, because of the long platoons of traffic on Route 236. This often forces drivers to seek alternate routes where there is a better chance for a break in traffic.

In the event of a major traffic incident on one of the regions major roads or bridges, or the event the Town is required to evacuate residents, official detour routes have been established and detailed maps have been created and shared with neighboring municipalities.

4. Bridges, Sidewalks and Bicycle Routes

Bridges, sidewalks and bikeways are essential elements of the road system, but deserve special attention. The following section examines these elements more closely.

Bridges

There are three bridges in the Town of Eliot, one of which is owned and maintained by the Town. Information on these bridges is provided in the table below. Bridge condition is monitored every two years and given a Federal Sufficiency Rating (FSR). Each FSR has a numeric indicator of the overall value of the sufficiency of the bridge. A rating will be from 0 to 100 (100 = best, 0 = worst). Federal Sufficiency Rating is computed with a federally supplied formula using an array of condition and inventory data. The formula is used to identify bridges eligible for federal funding. The Federal Sufficiency Rating includes both structural deficiencies as well as functional obsolescence. This rating gives an overall value of the sufficiency of the bridge. Since functional obsolescence (too narrow or low weight capacity) may account for a large portion of the rating, one should not assume that a low sufficiency rating means the bridge could fail. For example, the Shorey Bridge has a relatively low FSR, but it is also posted to restrict truck traffic under 13 tons. Sturgeon Creek has been identified in the MaineDOTs *Six Year Plan* as a potential bridge improvement project.

Information on these bridges are provided in the table below:

Bridges in Town of Eliot

Bridge #:	2762	3198	3310
Location:	South Berwick TL	Kittery TL	1.3 mi S JCT 236
Bridge Name:	Shorey	Spinneys Creek	Sturgeon Creek
Capital Responsibility:	Municipal	Maine DOT	Maine DOT
Maintenance Responsibility:	Municipal	Maine DOT	Maine DOT
Federal Sufficiency Rating:	21	78.4	69.8
Feature on:	Old Field Road	Route 103	Route 103
Feature Under:	Shorey Brook	Spinneys Creek	Sturgeon Creek
Road Width in Feet:	22.3	24	25.9
Structure Length in Feet:	14	15	54
Posted Capacity:	13 Tons	Not posted	Not posted

Source: Maine DOT

Sidewalks & Bikeways:

Sidewalk infrastructure in Eliot is limited. There are sections in the village that connect the school, village green, town hall and other facilities. As mentioned earlier, many of

Eliot's roads, particularly those connecting to the village center and next to the Piscataqua River, are some of the most popular walking destinations, yet do not have sidewalks. These roads, which are frequently narrow and twisty, while aesthetically pleasing for walkers, may also be dangerous. These roads that are frequently narrow and twisty, while aesthetically pleasing for walkers, may also be dangerous.

The Eastern Trail planning initiative is perhaps one of the most visible efforts underway in the Town of Eliot. The planning initiative is actually part of a much larger planning effort to develop a "greenway" through every state on the Eastern seaboard. Currently, the Eliot portion of the Eastern Trail is an "on-road" trail, most of which is designated on Route 103.

Another walking area of note is the old trolley bed located on the eastern half of Eliot. Access to the abandoned bed is available at Depot Street. The trolley used to run from Eliot to York Beach.

5. Parking

Town-owned public parking is available at the Town Hall, Police Station, Community Service Department and Post Office. Generally, parking is adequate at the Town Hall except when there are well-attended town meetings. Parking spaces at the Police Station and the Post Office are limited, but usually meet daily requirements. Major events, such as elections, are located at one of the two schools, which have ample parking. There is no designated on-street parking, and the town ordinance addressing these issues is 30 plus years old.

There is ample parking for the businesses located at the Eliot Commons. This parking is privately owned.

6. Other Modes of Transportation:

Alternative transportation plays a minor, but significant, role in Eliot. Consider the following segments of Eliot's population*:

- Twenty percent of Eliot's total population consists of children under the age of 15 (or Eliot residents not able to hold a driver's permit or license).
- Five percent of Eliot's total population is above the age of 74 at which age driving for daily activities becomes more difficult.
- Three percent of Eliot's adult population (16 and over) has a disability such that they need assistance leaving their home.
- Sixteen percent of Eliot's total population is living below poverty level and may have difficulty purchasing a car (or another car).

*From U.S. Bureau of Census, 2000

Although many of these various categories of Eliot's population overlap, it nonetheless provides a better picture of segments of Eliot's population that will most likely will have difficulty independently operating an automobile.

Alternative motorized transportation: Buses, Vans, Trains, Carpooling

The one regular service available to residents is through York County Community Action Corporation (YCCAC). YCCAC has made public demand-responsive transit services available to Eliot for over twenty-five years. YCCAC operates a regularly scheduled demand response service operation throughout York County for the elderly, disabled and low income populations. An advance notice of 24 hours is needed. Riders are picked up at their homes or at a designated pick-up location and then transported to shopping sites and medical facilities. Fares for the county vary but are distance based and range from \$0.50 to \$4.25. On the South County route the fares range \$0.50 to \$2.75. Fares are discounted to 50% for the elderly and disabled, and service is provided to the general public on a space-available basis. Eliot is currently serviced on Wednesdays. Riders are transported to destinations in Portsmouth and Newington.

The YCCAC for Eliot shoppers is a demand-responsive transit service. In other words, it is dependent on demand from Eliot residents. Over the last few years, there has been a steady decline in service demand from the Town of Eliot.

**Number of Trips – York County Community Action Corporation
Service to Eliot Shoppers***

	FY1998	FY1999	FY2001	FY2002	FY2004	FY2005
Number of Trips	442	330	611	477	267	114

Source: YCCAC *FY2000 and 2003 data not available

While demand-responsive services have declined in Eliot, other surrounding transit services have been growing. These include unprecedented ridership numbers for the Amtrak Downeaster, the startup service of the Shoreline Explorer transit service from York to Kennebunkport, and the continued success of COAST, a New Hampshire-based fixed passenger service that also provides some service to Berwick, Maine.

According to the 2000 Census, roughly 11% of the adult population in Eliot carools somewhat regularly. A vanpool and carpool organization, called GoMaine, provides assistance to individuals interested in vanpooling and carpooling. This agency, which has limited funding for outreach, is available at the disposal of the Town of Eliot to work with the town to develop a more robust carpooling/vanpooling population if the town is interested. The organization has a history of seeking out funding to make vans available for larger commuter groups, and it provides a service to connect carpoolers with carpoolers.

Currently, the Town of Eliot does not have any designated Park and Rides. In fact, the Town currently restricts the development of such lots.

Airports:

Airports in Boston, Portland, and Manchester are the closest terminals with long- distance

and international connections. Shuttle service to Boston, Portland, and New York is available at Pease International Tradeport in Portsmouth, NH.

Little Brook Airpark, located off of Beech Rd east of Route 236 in Eliot, has a 2701- x 50- foot asphalt runway suitable for small planes. There are 11 hangers, and the airport is attended from 9:00 a.m. until 4:00 p.m. Major services include tie-down, hangar, and fuel for aircrafts based at the airport.

Sanford Municipal Airport is open 24 hours and has two runways; 6,000' x 150' asphalt and 5,000' x 150' asphalt. Both are lighted from sunset to sunrise.

Marine infrastructure:

Other than the Naval Shipyard in Kittery, marine facilities in the region are small-scale. Marine infrastructure in the town of Eliot is located along the Piscataqua River, bordering the State of New Hampshire. The river is marked with buoys and has an average depth of 35 feet. The primary activity for Eliot facilities is recreational boating and fishing. There are no facilities for working large ocean-going vessels.

Eliot's facilities include the following:

Number of public launching facilities: 1

Number of privately- owned wharves with public use: 2

Number of marinas: 2

Number of moorings: 200+

There are also several private landings used by the owners for recreational boats or fishing craft. Six homeowners rent moorings to the public.

Railroads:

There are no railroads in Eliot. The closest passenger rail service is the Downeaster, which serves Northern New England. The service provides five daily round trips from the Portland Transportation Center to Boston's North Station. The closest station to Eliot is the Dover, New Hampshire stop.

7. Transportation and Land Use Integration:

Transportation is merely the means for connecting one land use to another. Recognizing this codependent relationship, the field of planning is pushing for more integration of land use planning with transportation planning. Some of the common land use tools that are used to integrate transportation planning with land use planning are access management, zoning, site and subdivision design review, and street standards. All of these tools, if used properly, will enhance the safety and efficiency of the transportation system for all modes of transportation.

Southern Maine Regional Planning Commission (SMRPC) reviewed some of the land use tools used by communities on the Route 236 Corridor, including the Town of Eliot's, in February 2005. The purpose of the review was to discern if towns should consider enhancing their land use planning toolbox for the benefit of their roadway system. The result of this planning process was a recommendation that SMRPC offer technical assistance to the towns to discuss opportunities for enhancing their land use planning tools. A brief summary of the reviews is provided below.

Environmental Concerns

The Town of Eliot is not aware of any significant environmental degradation caused by state of local transportation facilities or operations.

Access Management

The Transportation Research Board defines access management as:

“The systematic control of location, spacing, design, and operation of driveways, median openings, interchanges and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals.” (Access Management Manual, p. 3, 2003)

SMRPC found that the Eliot ordinance has some access management language in it including, but not limited to²:

- Planning Board discretion to determine if marginal access streets are required for new development abutting arterial highways (37-69-D);
- Entrances on arterial streets shall not exceed a frequency of one per 1,000 feet of street frontage, collectors shall not exceed a frequency of one per 400 feet (37-69-G)
- Angle of street approach, curb radius design requirements and sight distance requirements are also addressed (37-69-G).

The ordinance does allow these requirements to be waived upon a showing of a hardship, or other special circumstance.

Zoning

Zoning, though often referred to as a land use tool, has a significant impact on the transportation system. Zoning typically prescribes:

- the types of land uses allowed,
- the density of the land uses allowed, and
- the geometric characteristics of the lots.

² See Route 236 Corridor Implementation Committee “Land Use and Transportation Regulations/Policies Impacting Route 236, February 2005.

Depending on the type of land use, impacts can differ based on trip characteristics.

These can include but are not limited to: vehicle type, trip time of day, trip justification (pickup/delivery), and whether the land use attracts pedestrian, bicycle or transit users. Zoning that allows mixed use has the potential to encourage walking and biking. However, planning studies show that the success of a mixed use environment also requires relatively high lot density. SMRPC's review found that, among the three zones abutting the Rte 236 corridor, a wide range of land uses are allowed. For example, the commercial/industrial zone allows uses that cater to automobile traffic (auto service stations, gasoline stations, drive - through restaurants) and has the potential to attract pedestrian and bicycle traffic (schools, recreational facilities, elderly housing). The commercial zone accommodates both land uses that are considered destinations in themselves (business offices, hospitals, assembly places), as well as land uses that might gain a lot of business through pass-by trips or part of a driver's "trip chain" (retail stores, banks, take- out restaurants).

As mentioned above, lot density is another important piece of zoning that impacts the transportation system. A denser lot system encourages and supports alternative transportation modes such as walking, biking and transit. High lot density is encouraged in down town areas and lower lot density is encouraged on arterial highways or locations where vehicle mobility is the goal. SMRPC found that lot sizes in Eliot (excluding the Village District) are of a lower lot density ranging from two to three acres.

Geometric requirements in zoning also impact our transportation system. Typically, for arterial road-based environments, the goal is to have larger setbacks in order to keep buildings away from highway noise, encourage safety, and allow for right-of-way expansion needs in the future. Banning flag lots is a common land use planning tool that is used for arterial highways so that the proliferation of back lot accesses do not cause safety problems on the highway. If the goal is to create a bicycle- or pedestrian- friendly neighborhood, many in the planning field are encouraging short setbacks to encourage interaction in the community. Large or small frontage requirements go a long way in determining whether the land use's design is more appropriate for a highway environment or a neighborhood. Street frontage requirements on Route 236 currently range from 150 to 300 feet.

Site Plan & Subdivision Review

Site Plan and Subdivision Review are two of the major charges of the Eliot Planning Board. These processes provide flexibility to the Town for promoting its land use and transportation planning needs based on the site- specific, individual context of the application in question. The process provides a layer of flexibility, beyond the access management and zoning guidelines, so that a Town can assess development and ensure that it will be compatible with its land use and transportation environment. There are many important opportunities in site plan and subdivision review processes for ensuring an optimum transportation system. These opportunities might include requirements for accessing the transportation system from a side road, requiring connectivity, length of cul-de-sacs, entrance design requirements, parking requirements, service road requirements, traffic impact study requirements, provision of sidewalks, crosswalks, islands, shoulders, parking, or loading areas. SMRPC's review found that Eliot has both

subdivision and site plan review regulations that address many transportation elements, but does not specifically address alternative transportation mode needs.

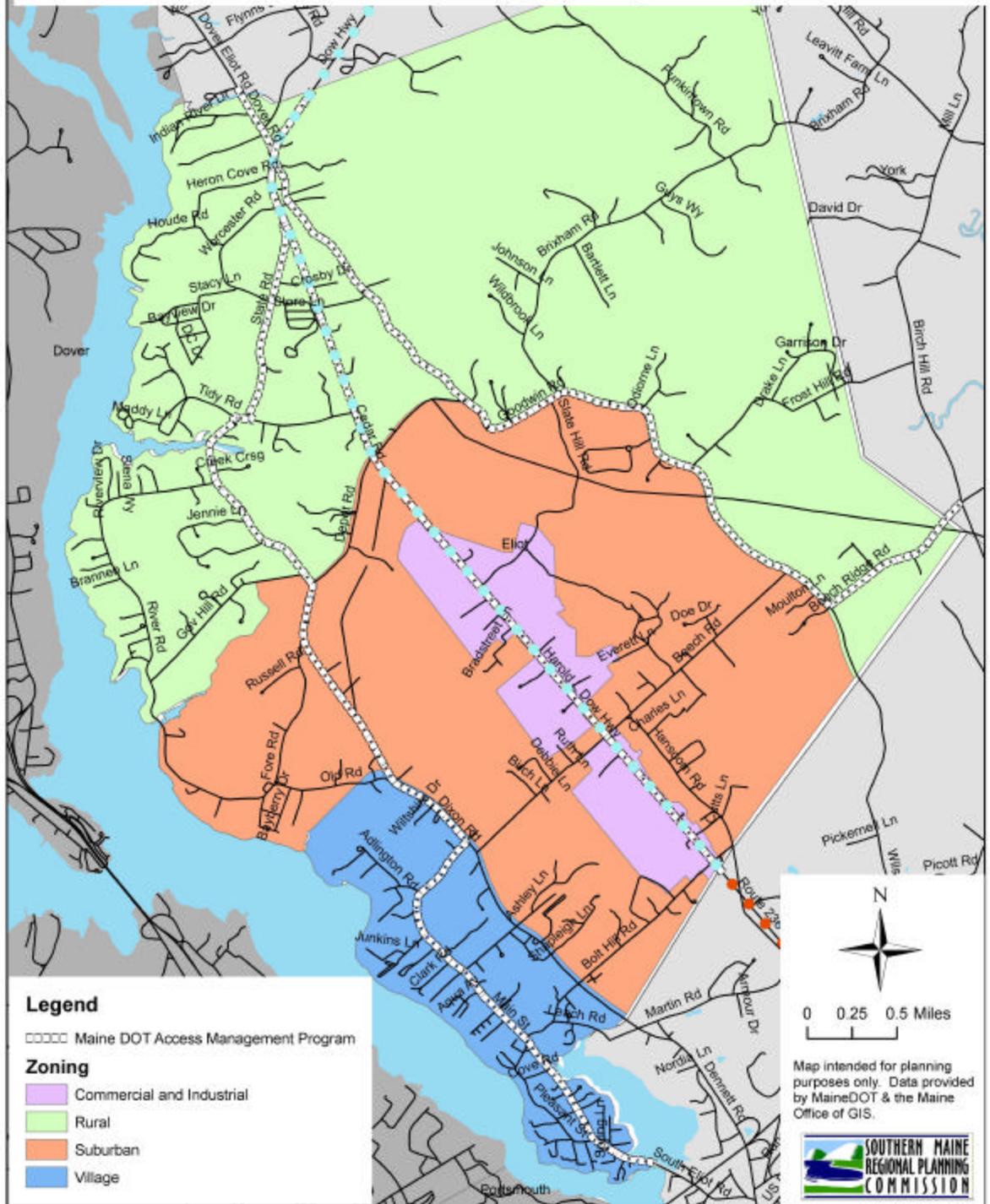
Road Standards

The relationship between land use planning and road standards is becoming an increasingly important topic in the field of planning and engineering. The road system is a central design piece of a subdivision, neighborhood or commercial strip and has enormous impact on the functionality and livability of the environment it serves. Traditionally, roads have been designed for the safety and mobility of the driver in mind. This approach often ignores the land use activities served by the road or the other users of the roadway system.

All levels of government, from towns to states, are embracing a new approach to street design, often called “context sensitivity.” Context sensitivity means road designers seek to understand the landscape, the community, and valued resources before beginning engineering design and incorporate these elements into the street design. It has become especially relevant to residential neighborhoods, historic areas, scenic areas or road segments serving alternative mode users such as bicyclists and pedestrians. Like most Maine communities, Eliot does have road design standards based on the functionality of the road (arterial, collector, minor and industrial/ commercial roads). These are generally based on the number of lots and the types of land uses served on the road. Sidewalk design standards are also present. However, a brief scan of the standards as compared to Maine’s Model Subdivision Standards shows that there are opportunities for more flexibility.

Road standards have become an important topic in Eliot in recent years. The Town of Eliot has recently run into issues in allowing development to occur off certain roads that are not currently designed to accommodate additional growth based on existing town road standards. The Town is now considering ways to overhaul the road design standards and arrive at a balance on this transportation/land use integration issue.

Town of Eliot: Road and Land Use Regulatory Environment



Planning Implications

Land Use and Transportation Conflicts & Opportunities: Route 236 through Eliot is owned and maintained by the Maine Department of Transportation (MaineDOT) necessitating ongoing coordination between the Town of Eliot and MaineDOT. Based on the findings of MaineDOT and the Route 236 Corridor Committee, future coordination is critical for both parties. Currently, most of Route 236 in Eliot has a poor Level of Service (LOS). For example, in the PM peak, all parts of the roadway currently serve at a Level of Service E. All road segments and signalized intersections in Eliot are expected to be at a LOS F by 2026. While future road improvements will alleviate some traffic pressures, it is very important that Eliot examine any deficiencies in its local access management program as well as the traffic generation characteristics of the land uses, and the frontage requirements it currently allows on the corridor. Because of the retrograde arterial designation on Route 1, any new or changed driveways and entrances will have to follow the most stringent design standards. If commercial development is a goal for the Route 236 corridor, Eliot may want to examine ways of integrating service roads into its commercial and industrial zone on the corridor in its planning process. In addition, the Town should examine ways to offer non-motorized transportation modes to cross Route 236 in a safe manner so that they may access friends, family and services.

Road Design: The Town of Eliot currently needs to address its geometric road design standards. The Town has a recent history of conflicts between new development applications and the substandard road design of Town owned roads serving new development. As part of its road design standard analysis, the Town may want to consider establishing a local functional classification system for its roads, which would provide the Town a tool with which to guide road design as well as repair and reconstruction priorities.

Transit & Park & Ride Lots: Currently, the Town of Eliot has very limited transit service and the Town does not currently allow Park & Ride Lots in any part of Town. For the benefit of the population currently unable to drive (see inventory), for the benefit of households that are having a more difficult time stretching their budget by paying for increasing gas and oil prices and for the benefit of alleviating peak hour traffic, the town may want to actively pursue avenues for increasing transit service and allowing Park and Ride lots. Partners that the Towns should reach out to include transit services themselves such as York County Community Action Corporation, nearby towns with multimodal transfer points in Portsmouth and Dover, NH, and transportation agencies such as MaineDOT Office of Passenger Transportation, Southern Maine Regional Planning Commission and the Kittery Area Comprehensive Transportation Study Metropolitan Planning Organization.

Safety and Scenery: The Town of Eliot owns a network of some of the most beautiful local roads in York County. These roads pass through and offer access to unique historical, cultural and natural areas including some beautiful road frontage near the Piscataqua River. Many of these roads are favorite routes for people seeking recreation in Town including families, joggers, walkers and dog walkers. Many of the most scenic roads were probably built during Eliot's colonial history before the automobile age. While these roads offer great scenic value to the Town there are also safety concerns. As

the Town moves forward, it should examine ways to balance safety with scenic character. There is a growing body of research on “context sensitive” road design. The Town should examine how “context sensitive” road design and scenic road programs might benefit the community.

Intersection Safety: The intersections of Route 236 with Bolt Hill Road and Route 101 have continually been identified as High Crash Locations (HCLs). The ability for vehicles to move safely through these intersections should be considered in the scheduled design and reconstruction of Route 236.

Maine Turnpike Authority Coordination: Many believe that drivers funnel their cars and trucks onto Route 236 rather than pay the toll at York, which covers the ride as far as the next barrier toll in Gray, about 60 miles north. For local traffic, the \$1.75 toll is perceived to be unfair. Therefore, the Town may want to actively pursue avenues for collaborating with the Maine Turnpike Authority through the Route 236 Corridor Committee and through the MTA’s current and future analyses of toll equity.

Recreation in Eliot

Eliot offers a number of recreational facilities and programs supported by a full time Recreation Director. An outline of both the facilities and programs is provided below.

A. Municipal parks and recreation:

1. Piscataqua Boat Basin: This park consists of 9 acres, which includes: a boat ramp that can be used to launch boats in all tides and a float that runs alongside the boat ramp and is used by boaters to help steady the craft out of the water. Some use it for fishing. Also included is a wading beach that is only used at low tide. In the picnic area and pavilion individual grills are available, as well as a large multi-grill in the pavilion building. Picnic tables are provided and some have shelters over them. The pavilion is handicapped accessible and there are rest rooms on the premises. An athletic field is also located within the park that is used for non-regulation play.

2. Frost Tufts Park: This recently renovated park consists of 7.5 acres of land, which includes: 1 full length basketball court; 1 tennis court; a large multi-purpose field and a playground. Seasonal portable toilets and picnic tables and a pavilion (available for rental) are also available. The park is on Town water

3. William Murray Rowe Memorial Park: (River Road) — 5.25 acres. This park includes a little league baseball diamond, and a multi-purpose field, but no drinking water is available. A seasonable portable bathroom is available and some picnic tables.

4. Hammond Park: .17 acres of land in the Village of Eliot. It is used for decorative purposes and holiday events, as well as to honor local veterans. The tree in the center of the park is maintained and decorated by the American Legion.

5. Dixon Road Recreation Area: This park encompasses Hammond Park. There is a sand volleyball court, horseshoe pits, ice skating rink, and skate park. This area is next to the Eliot Community Service Department office. Parking is available at the Elementary School, during non-school hours, the front parking lot at the Town Hall, and the parking lot located on Dixon Road near the skate park.

Ice Rinks:

The ice rinks are located behind the Police Department and next to the Town Hall. The rink is open as weather permits. Posted signs indicate whether the rinks are open or closed. The ECSD supervises the maintenance of the rink, with help from the Fire Department.

Skate Park:

This park opened in 2002 and features a rectangular bowl, a two-way fun box, hubba ledge, flat bank ramps quarter pipe, flat rails, multi-level rail, and a small box. The park is open to skateboarding and in-line skating only. This park is located next to the Police Station.

Needs Analysis

While there are a few methods to determine the existing and future need for recreational facilities within a community, the one most often used in Maine is based on standards provided by the National Recreation and Park Association (NRPA). These standards examine the number of existing facilities and compare the standards that have been developed on a per capita basis. The end result is a quantitative analysis which may show a deficiency, no deficiency or a surplus of recreational facilities.

However, the analysis does not examine local needs or preferences (i.e., ice arenas in Florida, as an extreme example). Thus, it should be used mainly as a guide and not as an absolute determinant of what facilities should be built. Those are local decisions based on local needs and preferences.

The other issues are how to build in school facilities or non-profit/semi-private facilities (such as the Babe Ruth field) into any analysis, as they may have restrictions on use but may be available at other times. Once again, this is more adequately analyzed and assessed by the Town.

The following table provides the NRPA standards and Eliot's existing recreational supply based on Eliot's estimated population of 6,450:

Facility Type	Existing Inventory	NRPA Standards	Eliot Needs
Softball or Little League Field	3 (including field at Elementary School)	.75 per 1000 population	1
Baseball 90' Bases	1 Babe Ruth Field	.16 per 1000 population	0
Basketball Court	1	.50 per 1000 population	0 if counting high school
Tennis Court	1	.67 per 1000 population	0 if counting high school
Multi-purpose field for football, soccer, field hockey	2	.50 per 1000 population	0 if counting Marshwood Middle School
Swimming Area 50sf (beach) per user	0	15 sf/user .03 pop.	???
Ice Skating	1	5000 sf. per 1000 population	0
Neighborhood	3	2-10 acres in	0

Playgrounds,		size located within ½ mile of each housing concentration of 50 or more homes	
Mini Park	4	Service area of ¼ mile radius. .25 to .5 acres per 1000 population	0
Community recreation area, 12-25 acres developed with ball fields, tennis courts, swimming, ice skating, etc.	15 acres +/-	5-8 acres per 1000 population	10-15 acres
Community park, 100 acres largely undeveloped for walking, x-country skiing, nature study , etc.	Town forest 100 acres	One per 5000 population	0
Recreation Center Building	0	One per 5000 population	1
Picnic Area	Unknown but adequate	2 tables per 1000 population	0

Based on the above analysis and not actually surveying the community for local preferences it would appear the town may want to concentrate on building an additional Little League field and possibly a community center (which would be a significant capital item). The above analysis also includes fairly liberal use of the school facilities. Again, the community itself is more familiar where these needs rank in comparison to other needs. The town should also use the chart above to monitor future needs based on a growing population. Based on the estimated population growth over the next ten years the town may wish to consider (in addition to a Little League field) possibly tennis courts, a basketball court and, later in the planning horizon, a multi-purpose field.

Inventory of Other Outdoor Recreation and Open Spaces

SAD #35 School District:

There are five schools in the SAD #35 school district, which includes the Eliot Elementary School, Central Elementary School, Marshwood Middle School, Great Works School and Marshwood High School. There are football fields, baseball diamonds, soccer fields, softball fields, practice fields, tracks, tennis courts, nature trails and a 5k walking/running trail. The buildings and fields are available for public use when school is not in session.

For the purposes of the above analysis it should be pointed out that Eliot residents have access to the numerous tennis courts at Marshwood High School (on Rte 236) and also have access to the outdoor basketball courts there as well (four hoops in all). It should also be pointed out that a track and numerous multi purpose fields are available at Marshwood Middle School in Eliot in addition to a baseball diamond of regulation size. Many of these facilities are open to Eliot residents during non-school hours.

Bike paths: A pathway on Route 236 was designed on both the north and southbound lanes for bicyclists. With the increasing traffic, cyclists seldom use this route, as it is considered unsafe. Many citizens continue to explore new possibilities, but a substantial plan remains undeveloped. A group of private citizens is presently seeking avenues along the proposed pipeline and /or along the old historic trolley lines.

Eastern Trail Alliance- A proposed off-road greenway that will connect Eliot with communities from Portsmouth to South Portland. A long-abandoned 1840's rail corridor, the first connecting Portland with Boston, is being reopened to create that recreation-transportation corridor. South Portland, using mostly municipal funds, completed its Eastern Trail in 2005. Scarborough built more than three miles with half federal and half municipal funds. The section crossing the Maine Turnpike on a dedicated Eastern Trail bridge will be opened in 2011.

The State converted the Eliot section of the historic rail corridor into Rt. 236 allowing high-speed traffic to bypass, and protect, our village center. John Andrews, President of the Eastern Trail Alliance (ETA), likes to remind Eliot residents that losing the rail corridor does not mean the Eastern Trail cannot cross Eliot. He points out that, in New York City, a trail is nearly complete around Manhattan Island. If New York City could find a trail route around Manhattan, planners working with Eliot residents can find a route here.

Many organizations are key to Eastern Trail success. The Eastern Trail Management District (ETMD), a partnership of the twelve corridor municipal governments and the Eastern Trail Alliance, coordinates overall trail construction. Eliot, a founding community, stopped paying its dues, ending its vote on the board, and lowering the likelihood of the Eastern Trail soon crossing Eliot. Early in 2007 ETMD reprioritized focus on more trail projects for Southern Maine Eastern Trail communities. Eliot should not miss an opportunity to benefit from local economic and community development

occasioned from trail projects. For more information see www.EasternTrail.org or <http://www.eastertrailmanagement.org>. Officers of both ETA and ETMD are anxious to help.

Open Space:

1. York Pond — 45 acres. No public access from Eliot. There is access from South Berwick and York.
2. Town Forest — 100 acres. Consists of walking trails. Public access is through a gravel-to-logging road.
3. Spinney Creek — 12.5 acres. Not developed.
4. Sturgeon Creek — 1.5 acres. No public access or parking
5. Parcel owned by Town of Eliot — 108 acres. Access from South Berwick via Punkintown Road, Route 91 through the 236-acre parcel on the north side of York Pond or up Punkintown Road from Brixham Road.

York Pond and the Town Forest are magnificent treasures of open space for the Town of Eliot. York Pond can be accessed through York, but it is not an easy access. The Town has recently purchased a parcel of land, which includes approximately $\frac{3}{4}$ of what is known to Eliot residents as The Heron Rookery, for preservation. It lies adjacent to York Pond. Great Works Land Trust has recently helped the State to purchase 236 acres of shoreline on York Pond. This will be managed by the Maine Department of Inland Fisheries and Wildlife, and access will be provided.

While there is likely a number of trails that exist in these area, their extent is unclear as they have not been mapped. Due to the large amount of conservation work being done by private groups (Mt A to the Sea) and local land trusts there are a number of possible connections for trails that may be made not only within Eliot but to surrounding communities.

Two new trails have recently been developed: a trail connecting Eliot Elementary School to the new Douglas Woods Trail; and a new fitness trail connecting Dixon Recreation area to Frost Tufts Park.

A canopy project to develop a management plan for the Town Forest is currently being overseen by Eliot's Conservation Commission.

PUBLIC ACCESS TO WATER BODIES

1. Piscataqua Boat Basin — boat-launching ramp and parking are available.
2. Pleasant Street — Small craft launching paved ramp. Usable only at a 3/4 coming tide. No public parking.
3. York Pond — is accessible from Route 91 from State-owned parcel or through South Berwick from Route 236 on Punkintown Road, or from York Shores Subdivision.
4. Woodbine Avenue — boat-launching area with no parking. At this time, an in-depth title search needs to be done to determine available usage.

Other locations with limited access include: Grover Ave., the end of Park Street; the end of Dixon Ave.

PRIVATE WATER ACCESS

Great Cove Boat Club: Private boat club for members' use only. Slips are available for lease by the public. There is a 30-ton marine railway which can draw vessels into a lighted and heated boathouse. There are seven heavy-duty moorings available for lease. Boat storage for winter is available, as well as shrink-wrap services.

Patten's Yacht Yard: Industrial railway used to haul boats out of the water and to launch boats into the water.

Independent Boat Hauler': Haul and store boats.

PUBLIC PROGRAMS

Girl Scouts (Brownies): sponsored by Kennebec Girl Scouts INC.

Boy Scouts : sponsored by the Eliot United Methodist Church.

Cub Scouts: sponsored by the Eliot First Congregational Church.

Explorers: sponsored by the Eliot Police Department

Sad #35: Football, soccer, cross country, field hockey, basketball, skiing, cheerleading, wrestling, tennis, Lacrosse, softball, baseball, golf, track.

Adult education: offers General Education Diplomas, academic classes and self-improvement classes during the school year through SAD #35.

Public Sports : are plentiful through the Community Services Department (and other organizations). Any child who is an Eliot resident may try out for any of the teams. The organizations have increased the number of teams provided in each age group to allow more kids to participate.

Eliot Youth Baseball/Softball, Inc.

Eliot Youth Soccer

Basketball League

Pee Wee Football

Junior High School: soccer, cross-country, basketball, softball, baseball, track, - competitive and non-competitive.

Marshwood High School: football, soccer, cross-country, field hockey, basketball, skiing, cheerleading, wrestling, tennis, lacrosse, softball, baseball, golf, track.

COMMUNITY SERVICE PROGRAMS:

- Pee Wee Play Summer Program for 3-5 year old
- KidsPLAY After School Program~ Kindergarten through Fifth grade. This is a State of Maine licensed program. Summer camp also available from June to August.
- Youth Bound Summer Program for 6th-8th graders
- Adult Programs and Activities include:
 - Men's and Women's Basketball
 - Tennis Lessons
 - Horseshoes
 - Volleyball
 - Co-ed Indoor and Outdoor Soccer
 - Women's Field Hockey
- Senior Programs and Activities include:
 - Day trips
 - Luncheons
 - Monthly meetings from September to June
 - Shopping
 - Foot Clinic, sponsored by York Hospital
- Youth Programs and Leagues include:
 - PK-2nd grade Basketball League
 - PK-5th grade Soccer League
 - Indoor Soccer
 - Softball League
 - Tennis Lessons
 - Summer sports camps
 - Pee Wee Gym
 - Cycling Club
 - Cross Country Skiing
- Teen Programs and Leagues:
 - 7th & 8th grade travel basketball league
 - 9th-12th grade High School travel basketball league
 - Mountain Biking
 - Winter Survival Skills
 - Rock Climbing
 - Adventure Games
- Family and Wellness Programs:
 - Karate
- Special Events:
 - Winter Carnival
 - Easter Egg Hunt
 - Festival Days
 - Halloween Party and Haunted Trail
 - Tree Lighting
 - Friday Night Flicks

KidsPLAY:

KidsPLAY is the Eliot Community Service Department's After School program for children in kindergarten through fifth grade. This program is a licensed childcare center with the State of Maine Department of Human Services. It is the goal of this program to offer an exciting and safe place for children to go during their out of school hours and to create a well-rounded program that encourages youth to have fun, continue the endless process of learning, take healthy risks and develop socially. KidsPLAY is available Monday through Friday, including early release days, workshop days, and school vacations. It is **not** provided on Snow Days. We will operate out of the Eliot Elementary School Cafeteria. KidsPLAY will be closed on all State of Maine legal holidays.

The Grange: Members who participate have a theme of community service. The Grange is available to rent for functions. The members of the Grange will be meeting with the Great Works Regional Land Trust to discuss a possible trail on the Grange property.

The Green Acre Baha'i school parking lot and fields are adjacent to the Piscataqua Boat Basin and can be used for excess parking during Boat Basin activities with permission from the school administrator. The field has been used in the past by the Little League for softball and T-ball practices. An insurance rider must be paid for by the user.

Planning Implications

Eliot has a very active recreation program compared to many similarly sized towns. On the facilities side it appears the town is **in** fairly good shape if one includes usage of school facilities (including the high school, which is not located in Eliot). The following items should be considered as the town moves forward with recreational planning:

- A community center was discussed as a local need. If one is to be developed it should be located in an area with enough land to support additional facilities if need be.
- The town should continue to examine trail planning opportunities not only within Eliot on existing conservation lands but connecting to some of the regional resources of the area in South Berwick, Kittery and York. This would include both on- and off- road bike trails and hiking trails as well. These trails might also be examined in the context of future development activity and providing links as subdivisions are proposed and approved.
- The town needs to be aware of the changing demographics within the community, which point towards a growing elderly population and what types of recreation is most appropriate for that age group. This applies not only to recreation programs but facilities (for instance indoor walking facilities and/or rooms for fitness activities such as tai chi).

- The town needs to continue working with SAD 35 to ensure their facilities are available to Eliot residents. For instance, Sanford's tennis courts are open to seniors during the morning hours even while school is in session.
- The town may need to explore all possible financing options for additional facilities as well, including impact fees, land set- asides during the development approval process, and donations. This could be supplemented with town funds as part of capital programming.

Marine Resources

Eliot is actually a coastal community and is served by the tidal influences of both the Piscataqua and York Rivers. The Piscataqua provides direct access to the Atlantic and is the primary source of both recreation and marine related fishing and shell fishing—both commercially and recreationally. For that reason it does need to be considered as an economic development opportunity within the community.

A list of the fishing and shell fishing licenses in Eliot is provided at the end of this chapter.

Marine Species of Importance

A map on the following provided by the Maine Department of Marine Resources shows areas suitable for shellfish harvesting and shellfish habitat.

Lobsters: There is commercial lobstering from the Kittery border up into the Salmon Falls River, with the concentration in Eliot's Lower Piscataqua. Approximately 7 commercial licenses and 5 recreational licenses are issued each year. Most lobsters are offloaded to private docks and, occasionally, at the Boat Basin.

Recreational Fin fishing, Striped Bass, Bluefish, Flounder: Kittery borders to South Berwick border. 101 Bridge is a popular location. Striped Bass and Bluefish fishing are recreational only. Commercial fishing is not authorized. Both Recreational and Commercial Flounder fishing is allowed. Most is done from private motor craft. Participants are local, with residents from other states as well.

Shell fishing:

Recreational shell fishing for clams, mussels and oysters is currently prohibited by DMR due to poor water quality. Sources of the degraded water quality include dredging of the Cocheco River in Dover; wastewater treatment plants in Dover, Portsmouth and areas upstream from Eliot; and dredging of the turning basin off Pleasant St. and Riverview. Restricted areas are accessible only to those approved by the state for special permits to properly treat the shell fish prior to consumption. Eliot has a Shellfish Commission and has adopted a Shellfish Control Ordinance.

Harbor Activities

Commercial Fishing: Several commercial fishermen reside in Eliot operating Eliot-based businesses, others operate boats or fishing concerns primarily from other locations, and others work out of other ports. Landings from within Eliot cannot be determined since there is no reporting mechanism for the majority of fisheries.

Shipping: Passenger Cruises - Eliot has no significant port or docking facilities, although vessels transit Eliot waters. Shipping is through the federally- maintained 35-foot channel located in Eliot's lower 1/3 of the Piscataqua River. Many of Eliot's residents are employed in navigation, shipping, longshoreman, and harbor working, and passenger cruise industries based in New Hampshire.

Marine Construction: Pleasant Street - Provides pier construction and mooring services throughout New England.

Boat Building/Yacht Repair: Greenwood Street Ext., Private commercial pier for boat building and repair services.

Shellfish Processing: two companies, one water-dependent with location on Spinney Creek. There is shellfish handling and pounding and depuration of shellfish for sale to the public and wholesale.

Aquaculture Locations: on Spinney Creek and the Piscataqua River. This includes research and commercialization of several species.

Recreational Boating: Piscataqua - Many private piers and moorings; one private marina with slips and fuel facilities for members only.

Public Harbor Facilities

Public Landing: Piscataqua River Boat Launching Facility (a.k.a. Eliot Boat Basin, a.k.a. Dead Duck Inn). Seasonal landing facility for small boats. Picnicking, wading, sunbathing, sports, parking. Use of landing restricted to recreational launches.

Moorings throughout Eliot: Mooring slips are available at Great Cove Boat Association. Residents, as well as non-residents, may apply for a mooring along Eliot's shoreline.

Access to the River

Public Access: There are four public access points to the Piscataqua River; a footpath off Park St; a limited access off Pleasant St; a limited access off River Road; and the Eliot Boat Basin, a boat launching facility with parking for boat trailers. This facility is owned by the state of Maine but operated by the town.

Moorings: There are currently 182 resident and non-resident moorings in Eliot as well as 21 commercial moorings and 28 commercial rental moorings for a total of 231 moorings.

The number of moorings used for commercial purposes is probably much greater than indicated. Registration of the mooring is based on how the boat is registered, which simply asks if the boat is used in the pursuit of applicant's trade. Thus, unless one is a commercial fisherman, the status of the boat need not be commercial. For example: A residential boat used for part-time lobstering.

Water quality in the York River is rated SB according to the scale below. This is based on elevated fecals and non-point sources of pollution. The Piscataqua River is rated SB/SC for 4 STP outfalls, storm water concerns, elevated fecals, and non-point source pollutants.

Class	Designated Use	Dissolved Oxygen	Bacteria	Aquatic Life
SA	Habitat for fish and estuarine and marine life Recreation in and on the water Fishing Aquaculture (not finfish) Propagation and harvesting shellfish Navigation	As naturally occurs	As naturally occurs	As naturally occurs
SB	Habitat for fish and estuarine and marine life Recreation in and on the water Fishing Aquaculture Propagation and harvesting shellfish Navigation Industrial process and cooling water supply Hydroelectric power generation	Not less than 85% of saturation	Enterococcus not higher than geometric mean 8/100ml or instantaneous of 54/100ml from 5/15 to 9/30 Not exceed criteria of National Shellfish Sanitation Program for shellfish harvesting	Support all indigenous estuarine and marine species Discharge not to cause closure of shellfish beds
SC	Habitat for fish and estuarine and marine life Recreation in and on the water Fishing Aquaculture Propagation and restricted shellfish harvesting Navigation Industrial process and cooling water supply Hydroelectric power generation	Not less than 70% of saturation	Enterococcus not higher than geometric mean 14/100ml or instantaneous of 94/100ml from 5/15 to 9/30 Not exceed criteria of National Shellfish Sanitation Program for restricted shellfish harvesting	Maintain structure and function of the resident biological community

Land Uses along the Shore

Land uses along the Piscataqua River are almost entirely residential in nature with the exception of Spinney Creek Shellfish, the boat launching and park area and a boat repair. To date no one has requested a designation for the newly created program of current use taxation for water dependent uses. While much of the shoreline along the southern portion of the river is densely developed there are still significant stretches with areas of less development as the river proceeds towards South Berwick and an intersection with the Cocheco River in Dover, NH. It should be noted that long stretches of the Salmon Falls River (aka; Piscataqua) in South Berwick are protected through easement and/or fee title conservation land protections.

Planning Considerations

While not a major industry in Eliot, marine-related activities do account for jobs and also establish an identity for the town. Obviously, the long frontage of the Piscataqua River creates recreational boating opportunities; Spinney Creek Shellfish employs residents and uses the tidal waters of the river and marinas and boat repair facilities contribute to the economy, as well.

While employing a Harbor Master, the town does not have a harbor management plan for either the river frontage mooring areas or the basin. The Harbor Master has noted that while access to

the shore is perhaps not a major issue, parking for that access is almost non-existent. There are also no areas for pump-out or refueling areas.

These are essential needs for maintaining a healthy waterfront and something the town may wish to address before the area becomes even further developed.

ELIOT

Resident Licenses	2001	2002	2003	2004	2005	2006
COMM FISHING/CREW	4	3	3	3	4	4
COMM FISHING/SINGLE	3	2	3	3	3	1
COMM SHRIMP-CREW	1	0	0	0	1	1
COMM SHRIMP-SINGLE	0	0	0	1	1	0
COMMERCIAL SHELLFISH	4	6	4	4	2	3
LOB/CRAB NON-COMM	20	24	21	23	21	21
LOBSTER MEAT PERMIT	3	4	3	2	2	3
LOBSTER TRANS (OUT-OF-STATE)	3	3	3	3	3	3
LOBSTER TRANS SUPP	2	2	2	3	2	3
LOBSTER/CRAB APPRENT	1	4	3	5	4	4
LOBSTER/CRAB CLASS I	12	13	11	9	11	11
LOBSTER/CRAB CLASS II	14	13	14	14	13	13
LOBSTER/CRAB CLASS III	2	2	2	4	3	3
LOBSTER/CRAB OVER AGE 70	1	0	0	0	0	0
LOBSTER/CRAB STUDENT	1	2	1	0	0	1
RETAIL SEAFOOD	2	3	2	2	1	1
SCALLOP, NON-COMM	6	6	7	5	7	8
SEA URCHIN - DIVER	1	1	1	0	0	0
SEAWEED	0	0	0	0	1	1
SHELLFISH TRANS OUT-OF-STATE	2	2	2	2	2	2
SHELLFISH TRANS SUPP	2	2	2	2	2	2
WHOLESALE NO LOBSTERS	1	1	1	1	1	1
WHOLESALE NO LOBSTERS, SUPP	1	1	1	1	1	1
WHOLESALE W/LOBSTERS	2	2	2	3	3	3
WHOLESALE W/LOBSTERS, SUPP	2	2	2	3	3	3

Count of Residents Holding Marine Resource Licenses

ELIOT

Resident Licenses	2001	2002	2003	2004	2005	2006
Year	2001	2002	2003	2004	2005	2006
Dealers	5	6	5	5	5	5

Year	2001	2002	2003	2004	2005	2006
Harvesters	59	65	59	61	59	61

Count of Lobster Traps fished by Residents

Year	2001	2002	2003	2004	2005	2006
Total Trap Tags	3720	3383	3715	3806	3740	2961

Boat Anchorage

Year	2001	2002	2003	2004	2005	2006
Boat Length (ft)						
12	0	0	2	4	3	3
13	2	2	1	1	1	2
14	1	2	3	1	1	1
15	1	2	1	1	1	2
16	4	5	4	4	5	6
17	1	1	0	1	2	2
18	4	4	2	2	3	3
19	2	2	3	3	2	2
20	5	4	4	4	3	3
21	1	1	1	2	3	4
22	1	1	3	2	2	3
23	1	1	2	1	2	3
24	2	1	2	2	2	1
25	2	2	3	3	3	3
26	4	4	4	4	3	3
28	0	0	0	0	1	2
30	1	1	0	1	1	0
32	2	3	2	1	1	1
33	1	1	1	1	1	1
34	1	2	2	2	1	1
35	2	1	2	1	2	1
36	5	3	2	2	2	1

ELIOT

Year	2001	2002	2003	2004	2005	2006
Boat Length (ft)						
37	1	1	2	2	1	1
42	0	0	0	0	0	2
43	0	0	0	1	2	2
44	1	1	1	1	1	1
45	1	1	1	1	1	1
87	1	1	1	1	1	1

Water Resources

Eliot is a community rich in water resources, including tidal and freshwater rivers and streams, large wetland complexes and soils which can be classified as hydric. All of these features must be seen in terms of their influences on land use (mainly as limiting factors for development) but also for the recreational and even economic development opportunities they may provide.

Wetlands

The map on the following page provides an overview of what the State Planning Office has determined to be wetlands of high priority in Eliot. The wetlands were ranked based on their positive values for six areas; freshwater fish habitat; flood flow; wildlife habitat; marine habitat; sediment retention and cultural values, (scenery, education, etc). The more positive values the higher the rating. Some towns use this ranking system to help identify wetlands in need of further protection; wetlands that may be worthy of acquisition or easement; and, finally, to assist the Planning Board with the development review process. Currently, Eliot does not protect any wetlands in addition to those already protected through the state Shoreland Zoning guidelines. Additional wetlands, with high values for wildlife will be discussed further in the Critical Natural Resources section.

Water Resources

Eliot has a number of small and medium sized streams, a large tidal river, but only one great pond.

The following list of water resources was compiled by the Eliot Comprehensive Planning Committee in 2000. It includes lakes, streams, ponds and rivers in Eliot.

Eliot Water Bodies

York Pond (the DEP data for York Pond can be found at the end of this section)

Turkey Pond

York River

Cutts Ridge Brook

Piscataqua Shorey's Brook

Spruce Creek

Sturgeon Creek

Great Creek

Little Brook

Shapleigh's Old Mill Pond (Stacey Creek)

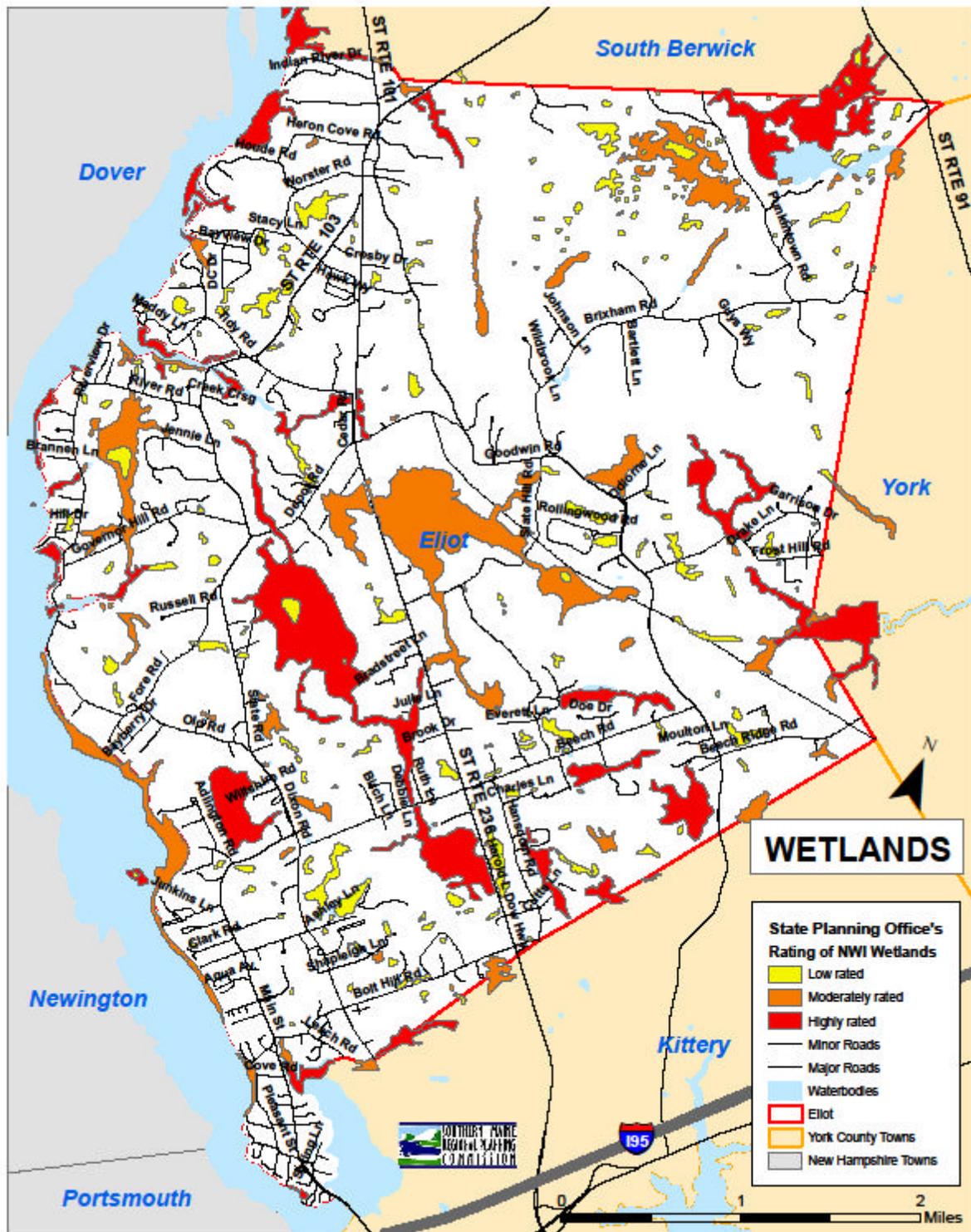
Adlington Creek

Spinney Creek

Raitt Hill Brook

Rogers Brook

Piscataqua River





Water Classification Program

The state of Maine uses the following classification system to rate its surface water bodies:

Related Website:

www.Maine.gov/dep/blwq/docmonitoring/classification/index.htm

Maine has four water quality classes of rivers and streams: AA, A, B, and C (38M.R.S.A. Section 465). Each classification assigns designated uses and water quality criteria (narrative and numeric), and may place specific restrictions on certain activities such that the goal conditions of each class may be achieved or maintained. Definitions of terms used in the classification are provided in 38 M.R.S.A. Section 466.

Class AA waters: are managed for their outstanding natural ecological, recreational, social, and scenic qualities. Direct discharge of wastewater, dams, and other significant human disturbances are prohibited. Tiered aquatic life use goals direct that the biological condition of this classification be approximately Tier 1-2 on the Biological Condition Gradient

Class A waters : are managed for high quality with limited human disturbance allowed; aquatic life use goal approximately Tier 1-2 on the Biological Condition Gradient. Direct discharges are allowed but highly restricted.

Class B waters : are general-purpose water and are managed to attain good quality water; aquatic life use goal approximately Tier 3 on the Biological Condition Gradient. Well-treated discharges with ample dilution are allowed.

Class C waters: are managed to attain at least the swimmable-fishable goals of the federal Clean Water Act and to maintain the structure and function of the biological community; aquatic life use goal approximately Tier 4 on the Biological Condition Gradient.

The classification of these water bodies (where available) can be seen on the following map. In sum, all of Eliot's water bodies are rated as Class B according to the Maine DEP- and based on the national classification standard described above. Eliot has no streams listed as "urban impaired".

The following is a more detailed description (compiled by the Eliot Comprehensive Planning Committee in 2000) of uses and issues near some of the major water bodies described above:

York Pond: 45 Acres, NE Eliot (Near York & South Berwick lines); Resource Protection, Limited Residential. Wildlife habitat with unusual plants, rare and endangered animals, fishing; power boating are prohibited. Hiking with owner's permission; Seasonal camps.

(Limited Residential use in Eliot) 12-14 home subdivision. The following fish species can be found in York Pond:

Common Name	Scientific Name
Brook trout	Salvelinus fontinalis
Chain pickerel	Esox niger
Golden shiner	Notemigonus crysoleucas
Largemouth bass	Micropterus salmoides
Yellow perch	Perca flavescens

York: York River:

Flows southwest from York Pond, then south & southeast into the Town of York. The York River receives an SB designation from the DEP for elevated fecals and non-point source pollutants.

Stream and Wetland/Wildlife/Watershed:

Interesting plants and open space - Cutts Ridge Brook.

Flows approximately 4,000 ft from two sources in Kittery to York River in York..

Stream and Wetland: York River Water Shed - Piscataqua River:

Western boundary of Eliot; boundary between Maine and NH. Limited Residential, Limited Commercial, General Development. Commercial shipping and passenger cruises transit Eliot waters. Recreational use includes boating and swimming. This river also receives an SB designation from DEP.

Recreational use, including boating and swimming - Shorey's Brook:

Northernmost creek emptying into Piscataqua River runs approximately 12,000 ft south of Johnson Lane in Rural District. Freshwater portion represents potential surface water reservoir for drinking water (At the present time, this brook is severely polluted).

Stream and Wetland:

Sturgeon Creek: Runs from confluence of Little Brook & Great Creek to Piscataqua River/Limited Residential.

Wildlife, boating:

Great Creek: Flows approximately 6.5 miles from its outlet near Cottle Springs to Sturgeon Creek.

Sturgeon Creek: Stream and Wetland & Limited Commercial.

Little Brook: Flows approximately 4,000 ft from wetland/pond between Littlebrook Airpark & Beech Road to Great Creek. Helps cleanse Eliot's major wetlands and supports wild life.

Stream and Wetland:

Shapleigh's Old Mill Pond: (Stacey Creek) flows approximately 6,000 ft from wetlands surrounding a small section of Governor Hill Road, to the Piscataqua River. Limited Residential, Resource Protection, Stream and Wetland. Open space, wildlife (including heron), fishing and swimming.

Adlington Creek: flows 3,500 ft from Adlington Marsh to Piscataqua River.

Stream and Wetland & Limited Residential – Adlington Creek:

Heron, deer, and beaver; recreation potential including boating, fishing and swimming.

Spinney Creek:

Commercial aquaculture, fishing, boating and swimming. Forms Eliot's southeastern border with Piscataqua River.

Other perennial brooks, creeks, and streams, including Smelt Brook, two creeks in the Heron Cove area, a stream that runs under Worster Road, a tidal creek that begins in wetland between River Road and Jennie Lane, Spruce Creek (which flows from the wetlands in the Route 236 Commercial/Industrial District into Kittery), Raitt Hill Brook between Third Hill and Raitt Hill, and Rogers Brook, which begins near the Easterly York line and flows into the York River in York.

WATER SHEDS

The following watersheds and the water bodies associated with those watersheds are listed below and can also be seen graphically on the Watershed Resources Map prepared by the DEP.

York River

 York Pond

 Rogers Brook

 Cutts Ridge Brook

Spruce Creek

Piscataqua River-Salmon Falls

Shorey's Brook

Sturgeon Creek

Great Creek (Heath is a sub basin)

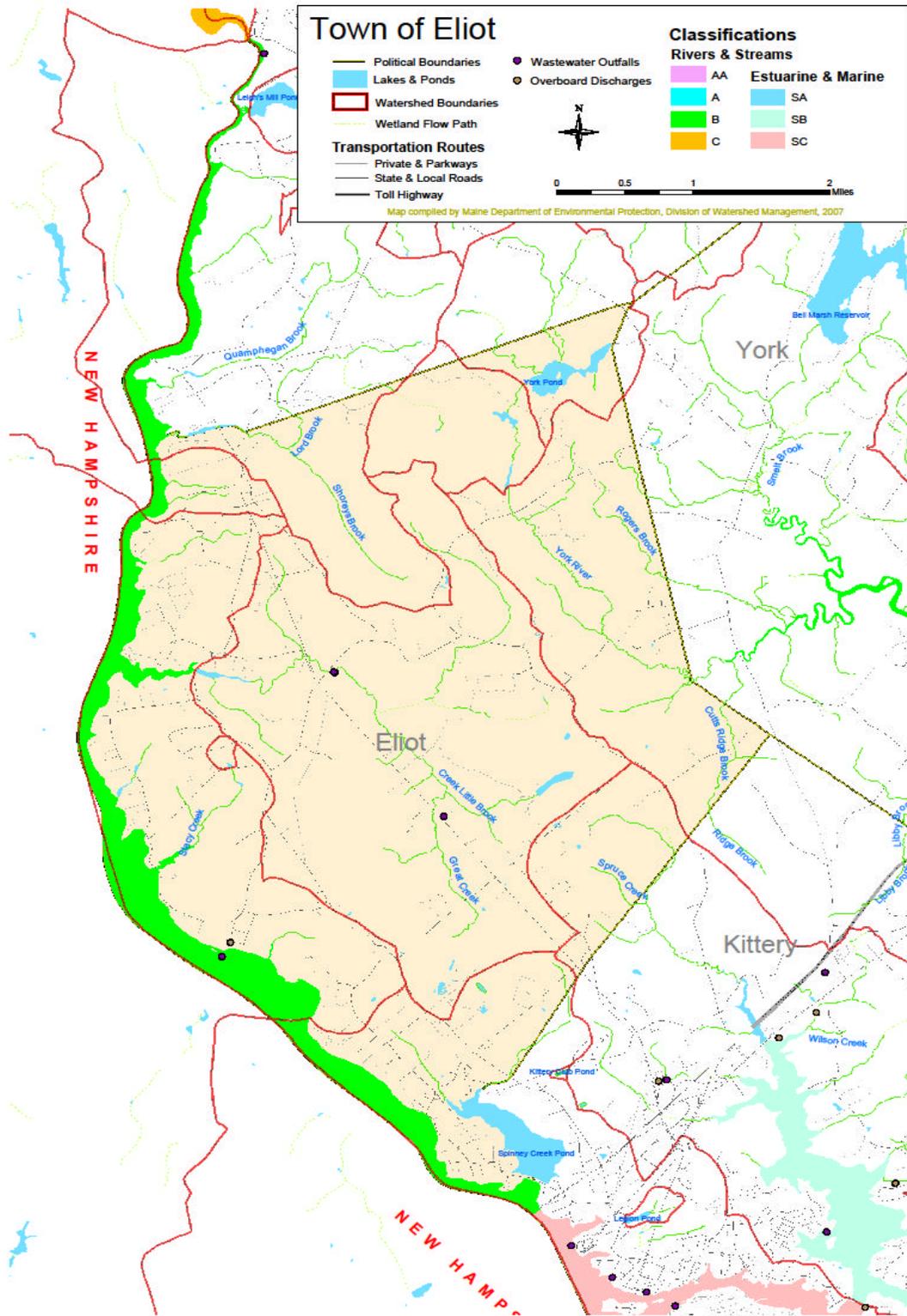
 Little Brook

 Raitt Hill Brook

Adlington Creek

Spinney Creek

Shapleigh's Old Mill Pond (Stacey Creek)



York Pond is listed as a watershed “most at risk from new development” according to the Maine DEP standards. According to DEP rules (Chapter 502) this is defined as:

- (2) *Identified by the department as being in violation of class GPA water quality standards or as particularly sensitive to eutrophication based on:*
- (a) *Current water quality,*
 - (b) *Potential for internal recycling of phosphorus,*
 - (c) *Potential as a cold water fishery,*
 - (d) *Volume and flushing rate, or*
 - (e) *Projected growth rate in the watershed.*

Severely blooming lakes are a subset of lakes most at risk. A severely blooming lake has a history of algal blooms, and the reduction of existing watershed phosphorus sources sufficient to eliminate those algal blooms is expected to be so difficult that the addition of new, incompletely mitigated development sources may prevent successful restoration of the lake.

Generally, this designation indicates a need for some type of watershed- based analysis when a development is proposed within this affected watershed. It should be noted (and can be seen on the Lands Not readily Available for Development) that much of the northern shoreline of York Pond and the watershed extending into South Berwick is protected by conservation ownership. However, the southern portion of the watershed is not protected.

Spruce Creek also has concerns as outlined from the website of the Spruce Creek Association. “*Due to the continued poor water quality, Spruce Creek is listed in Maine's 305(b) be report as impaired under Category 5-B-1: Estuarine & Marine Water Impaired by Bacteria (TMDL required) for non-point pollutant sources (suspected sources: two sewage treatment plant outfalls; storm water; elevated fecals; and non-point source pollution). This fragile body of water is also identified by the Maine DEP as a ["non-point source pollution priority watershed"](#) due to bacterial contamination, low dissolved oxygen, toxic contamination, and a compromised ability to support commercial marine fisheries. Finally, the Spruce Creek watershed is listed by the DEP as one of seven coastal watersheds in the state being "most at risk from development"*”

Water Quality Programs

A few efforts are currently taking place on a voluntary and /non-profit level to deal with water quality and watershed- wide planning efforts. These include:

Marshwood High School: Maine Partners in Monitoring through Cooperative Extension Service. Teachers and students sample at one location twice monthly, April through November. Sampling analyzes temperature, turbidity, dissolved oxygen, pH, and fecal coliform.

Shellfish Program: Department of Marine Resources (DMR). (Mandated by the State).

Local citizens assist the DMR by taking samples at 12 locations on a periodic basis. Samples focus on temperature, salinity, and fecal coliform.

Spruce Creek Watershed Association: With support from the Wells Reserve, the Maine DEP and the town of Kittery, the Spruce Creek Association is actively involved in monitoring and providing stewardship of this coastal watershed.

The Spruce Creek Association's goals are to...

- Provide stewardship by coordinating efforts to promote the health and welfare of the Spruce Creek Watershed
- Grow membership through outreach
- Produce and implement an EPA-compliant Watershed-Based Management Plan
- Standardize watershed-related ordinances
- Provide educational programs for town officials, business owners, students and residents on the environmental issues that affect Spruce Creek and how to address them
- Establish a methodology for reporting and remediating violations

The York River Watershed Association: Similar to Spruce creek, the York River is listed as a priority coastal watershed by the Maine DEP. From their website the organization outlines their role and mission as follows:

The York Rivers Association is a group of citizens, non-profit organizations, local, state and federal agencies -- all working together to protect and restore the rivers of the Town of York, Maine.

As the demand for waterfront property leads to increased development, competition for rivers' resources will undoubtedly come into conflict with historic and environmental values. The visual characteristics will not remain static.

York Rivers Association early work resulted in a collaboration that has continued to grow. Today it represents a diverse group of partners including citizens, town and federal officials, organizations and constituencies.

With the help of our partners:

- York's Conservation Commission, Land Trust, and Rivers Association are active in both watershed and river issues
- Wells National Estuarine Research Reserve has completed a fish distribution and habitat survey entitled "[Fish Communities & Habitats of the York River Watershed](#)" (November 2006)
- National Park Service Rivers and Trails and Radcliffe assessments are completed
- Fish passage and restoration work was undertaken on Rogers Brook in September 2002

- Over 11,000 acres (19%) have been permanently conserved in the Mount Agamenticus region

Our recent and current projects include:

- A Watershed Survey and Management Plan was completed in 2003
- York River Watershed Management Plan Implementation (2005-)
- *A Conservation Plan for the York River/ Brave Boat Harbor/ Gerrish Island* and merged plan with *Mt. Agamenticus Conservation Plan* entitled *A Conservation Plan for the Mt. Agamenticus to the Sea Conservation Initiative*.
- Completed restoration work in Wheeler Marsh, continue research monitoring of project changes
- Study of intertidal marshes in the York River
- Ecological history of the York River

Some of the ideas we're looking at completing in the future are:

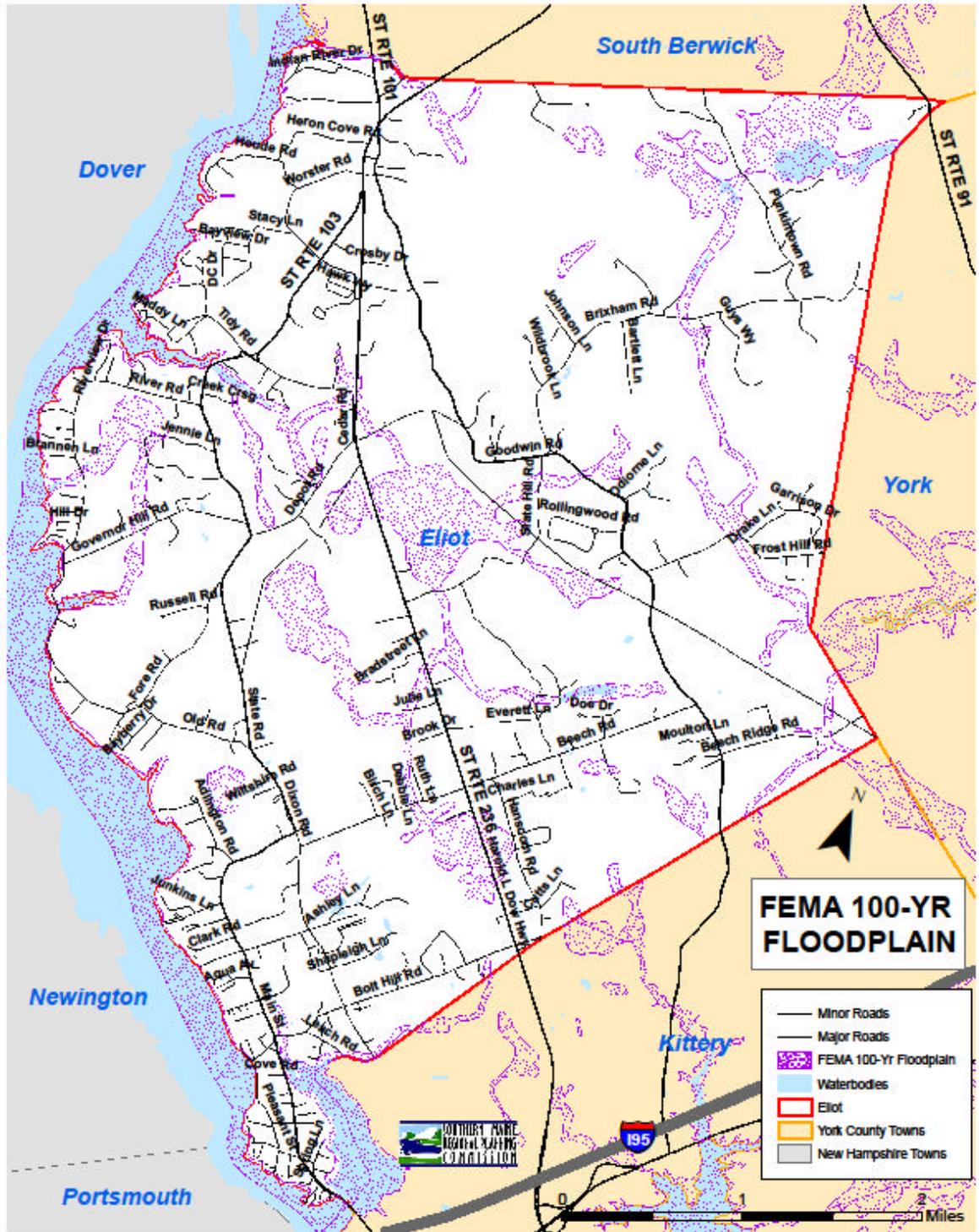
- Coordination of the York School K – 12 curriculum with York's natural resources
- Implement restoration/ remediation projects in the Watershed Management Plan
- Complete an updated vegetation / land cover map for the watershed

Floodplains

The floodplain map for Eliot can be seen on the following page. Areas of concern in Eliot (and for which they have applied for mitigation funding) include Pleasant St; Frost Hill Road and Depot/Cedar Rd. The last two major storm events produced some flooding with an estimated \$42,000 in damages in one storm and \$32,000 for the other.

Groundwater Resources:

Eliot does not contain any municipally- run water systems to provide water to its residents. Those resources come from outside the border in Kittery. A possibly significant aquifer in the Spruce Creek Watershed, on largely undeveloped land near Eliot's southern boundary with Kittery, is a resource to investigate professionally. One deep well, supplied by a possible aquifer in the Goodwin Road/Route 236 area produces 100 gallons a minute. A large surface supply is also evident from a number of dug wells at depths of 20 feet, in addition to constantly-running Neal Spring, located near the junction of Route 236 and Route 101. This possible aquifer may be important for well water in the District; however, evidence of iron makes it an unlikely source for a community water supply. Should the Town choose to develop its own independent municipal water supply, a hydrogeologic survey, including mapping and drilling, will be necessary to determine Eliot's future water resources accurately. The Town should also investigate the possibility of having to work with neighboring towns to ensure Eliot's future water supply in such a way that balances the interest of all involved.



Threats to Water Quality

Point and Non-point discharges

Point Discharge: In Eliot, threats to groundwater are largely underground fuel tanks, monitored by the State. All tanks not constructed of fiberglass, cathodically- protected steel, or other non-corrosive material had to be removed by Oct. 1, 1997. Schools and municipalities had an additional year to accomplish the removal. According to DEP's records (October 1997), of the 116 tanks listed in Eliot, all but 19 have been removed. Either the remaining tanks have to be removed or their owners have failed to notify the DEP.

Non-Point Discharge - agricultural: Although farming is definitely on the wane in Eliot, citizens have expressed concern about this possible source of water pollution in several public meetings and, in 1992, when volunteers walked questionnaires around the community (Fertilizers, natural or chemical), and use of sludge were the pollutants most commonly mentioned.

Non-Point Discharge – commercial/residential: This can be direct pollution or cumulative, through storm water discharge. Types of pollutants are residue from gas and oil, nutrients, heavy metals, and bacteria and other pathogens. If not protected against, these will deposit into our lakes, streams and coastal water bodies. Construction, especially over large areas, creates an impervious layer, which can increase the flow of water run-off. In turn, this can increase property damage, erode stream banks, scour streambeds, harm habitat and add pollution to our water bodies.

Gardening and Lawn Fertilizers/Pesticides: Since residential development accounts for the majority of Eliot's growth, this source of contamination will require broad-based education efforts. The fertilizers and pesticides used by homeowners on lawns and gardens are a source of contamination in local water supplies. Education regarding these products is important (critical).

Municipal Uses: Town road salt was decreased by 2/3 in 1991 and this appears to have resulted in lower salt readings in wells downslope from roads. Herbicide usage beneath utility lines that run through Eliot and along roadside areas constitute additional sources of pollution.

Contaminated Streams and Gravel Pits: threaten future water quality. Gravel pits sited near streams have been responsible for the polluting effects of soils and gravel leaching into nearby waterways. In general, enforcement of in-place protection (of which there is little locally) from gravel pits grow more difficult as the Town grows.

Land Use and Water Resources

Eliot follows the minimum state guidelines for Shoreland Zoning around defined water bodies. These guidelines generally call for setbacks ranging from 75 to 100 feet around streams, lakes and rivers. Highly rated wetland areas (discussed in the Critical Natural Resources section) may receive a Resource Protection designation of 250 feet. The town is currently updating their Shoreland Zoning section of the zoning

ordinance to comply with state requirements. This needs to be finished by July 1, 2008.

The town has a Floodplain Management Ordinance which requires basement or footings to be constructed two feet above the flood level. Floodplains in Eliot are zoned for resource protection. The town participates in the National Flood Insurance Program (and has so since 1989)

The town does not directly address watershed management within their existing subdivision or site plan review regulation.

Planning Considerations

A few important considerations become apparent when examining the water resources of Eliot. First, the town is extremely “wet” – even by Maine standards. This can work to limit developable areas and require more careful planning to limit impacts on water quality. This will be examined in more detail in the land use sections. Secondly, these wetland resources provide valuable functions for flood reduction, wildlife, sediment control and other natural resource values. While the town seems to have very few concerns about point system discharge of pollutants and little in the way of agriculture or industrial level forestry that would contribute to water quality deterioration, there are concerns about the cumulative impact of small but numerous projects throughout the various watersheds which can also contribute to the loss of water quality.

As the town looks to amend the shoreland zoning sections of their ordinance and their subdivision standards as well, they may wish to ask the questions:

- 1) Does or should the town look to increase shoreland zoning protections around any resources within the community? Shoreland zoning regulations enable the town to be more stringent, if so warranted. As the town continues to develop do any of the numerous water bodies - – particularly Spruce Creek, the York River and/or York Pond - seem in need of additional protection. Or, are there non-regulatory mechanisms (such as easements or conservation acquisitions) which may work as well?
- 2) The town currently lacks any watershed- based management requirements within their ordinances. Might this be an avenue to pursue?
- 3) As noted above, some vigorous regional efforts are taking place by watershed- based groups on both the Spruce Creek and the York River. It is important for Eliot to be engaged with these regional efforts and continue involvement with the school system and others on volunteer water quality monitoring.
- 4) The town’s water supply currently comes from another community. This also would seem to demand a regional perspective on growth and development. While Eliot has no control over land uses in Kittery they are part of several regional conservation efforts (through the Great Works Regional Land Trust and the Mt A to the Sea Conservation Initiative) which can assist in making sure that Eliot’s water supply is protected even though the town has no direct land use control.

Data for York Pond

Water resources

Lake Name: York Pond
MIDAS Number: 9713
Acres: 48
Perimeter (ft): 10986
Mean Depth (ft): 7
Max Depth (ft): 11
Volume (Acre/Feet): 316.63
DeLorme Atlas: 1
USGS 7.5 Quad: Dover East
Watershed: South York County
 Coastal Drainages
Surrounding Towns: Eliot
County: York
Metadata: [About the Data](#)

Water Quality for York Pond : Overall averages for all years MIDAS = 9713

Sample Station	Alkalinity (mg/L)	Conductivity (uS/cm)	pH	Chlorophyll (ppb)	Total Phosphorus (ppb)	Trophic State Index
1	4	62	6.01	21	26	

Annual Water Quality for York Pond MIDAS = 9713

Sample Station	Year	Alkalinity (mg/L)	Conductivity (uS/cm)	pH	Chlorophyll (ppb)	Total Phosphorus (ppb)	Trophic State Index
1	1997	4	62	6.01	21	26	

Critical Natural Resources

Eliot is blessed with a wide variety of biological diversity – both within its borders alone but also important natural areas that are regional in nature and seen as important on both a state and even federal level. This biological diversity can be an indicator of the environmental health of the community and also offer educational and scientific benefits to Eliot residents and those concerned with biological and human ecology.

Within the town, there are a number of critical natural resource features, which all help to define the rural nature of the community and demonstrate its biodiversity. This information is now more comprehensive than the previous plan due to the work of the Beginning with Habitat Project sponsored by the Maine Department of Inland Fisheries and Wildlife (MDIFW) and the Maine Natural Areas Program.

WILDLIFE

The Maine Department of Inland Fisheries and Wildlife (IFW) , and the Maine Natural Areas Program (MNAP), have recently finished a GIS compilation of existing data regarding wildlife habitat and rare and endangered species locations in Eliot. A description of this data and its use can be found in the guide entitled Beginning with Habitat. In sum, the data illustrates the following:

1. The importance of riparian habitat along streams, brooks, rivers, and associated wetlands. These areas function as tremendous travel corridors for wildlife and most importantly contain 75% of all the species diversity in Maine. To some degree, these areas are protected by Shoreland Zoning. The extent of that protection is much debated.

The Maine Department of Inland Fisheries and Wildlife consider these riparian areas the backbone of any wildlife preservation effort.

2. The wide range of high value plant and animal habitat within the community. The agencies denoted above have highlighted the ecological diversity of the town with mapping of deer wintering areas; assemblages of rare plants, animals and natural communities found within the town; “essential” wildlife habitats which requires IFW review for endangered animals and their habitat; and “significant wildlife habitat” (such as high and moderate value waterfowl or wading bird habitat). These areas are found on the maps on the following pages..
3. Finally, and perhaps most importantly, the identification of large relatively unbroken blocks of habitat which can support animals with large home ranges (such as moose and fishers) as opposed to suburban species (such raccoons and skunks). These unfragmented blocks offer valuable opportunities to preserve a wide range of species in a rapidly developing landscape. The implications for wildlife diversity in the face of “sprawl” in these locations may be an important planning concern. Many of these unfragmented blocks also cross town boundaries.

Two large unfragmented blocks of habitat occur in the town. These areas function as important wildlife habitat and form the critical values which people attribute to the Mt. Agamenticus area – its rural- and wilderness- like setting in a rapidly growing area and near the coast.

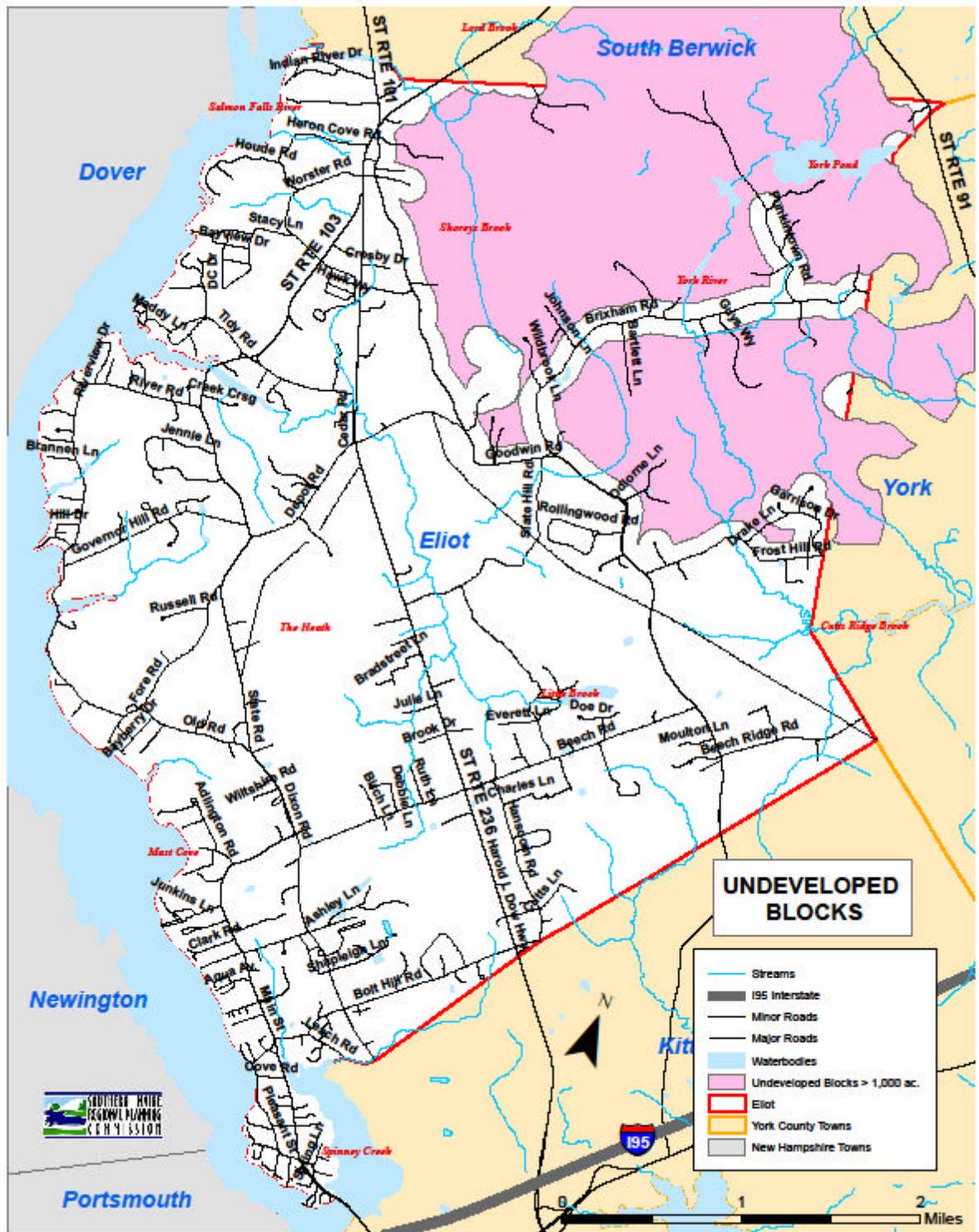
Rare and Endangered Plant and Animal Species

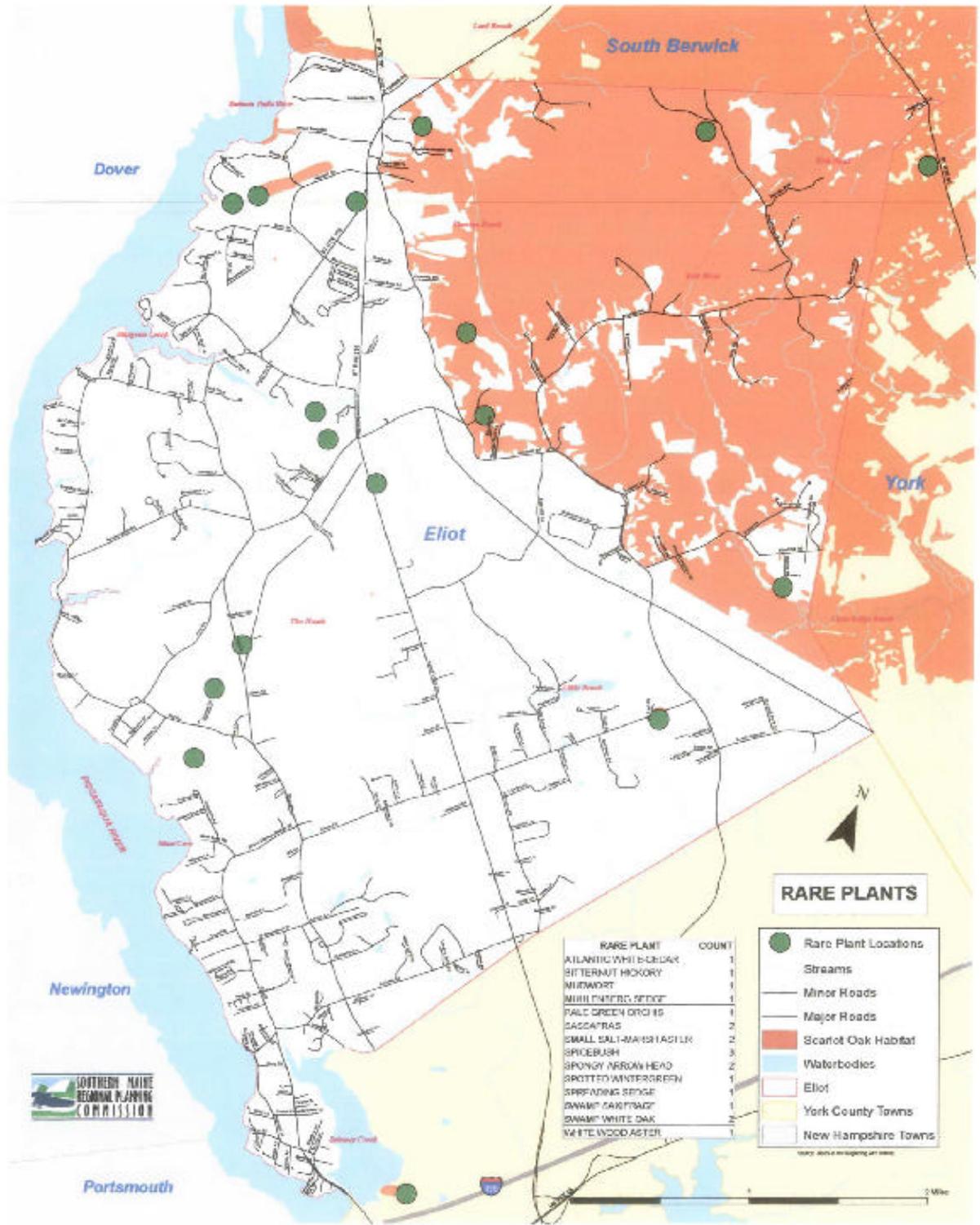
The areas listed above also contain individual endangered plant and animal species. These include:

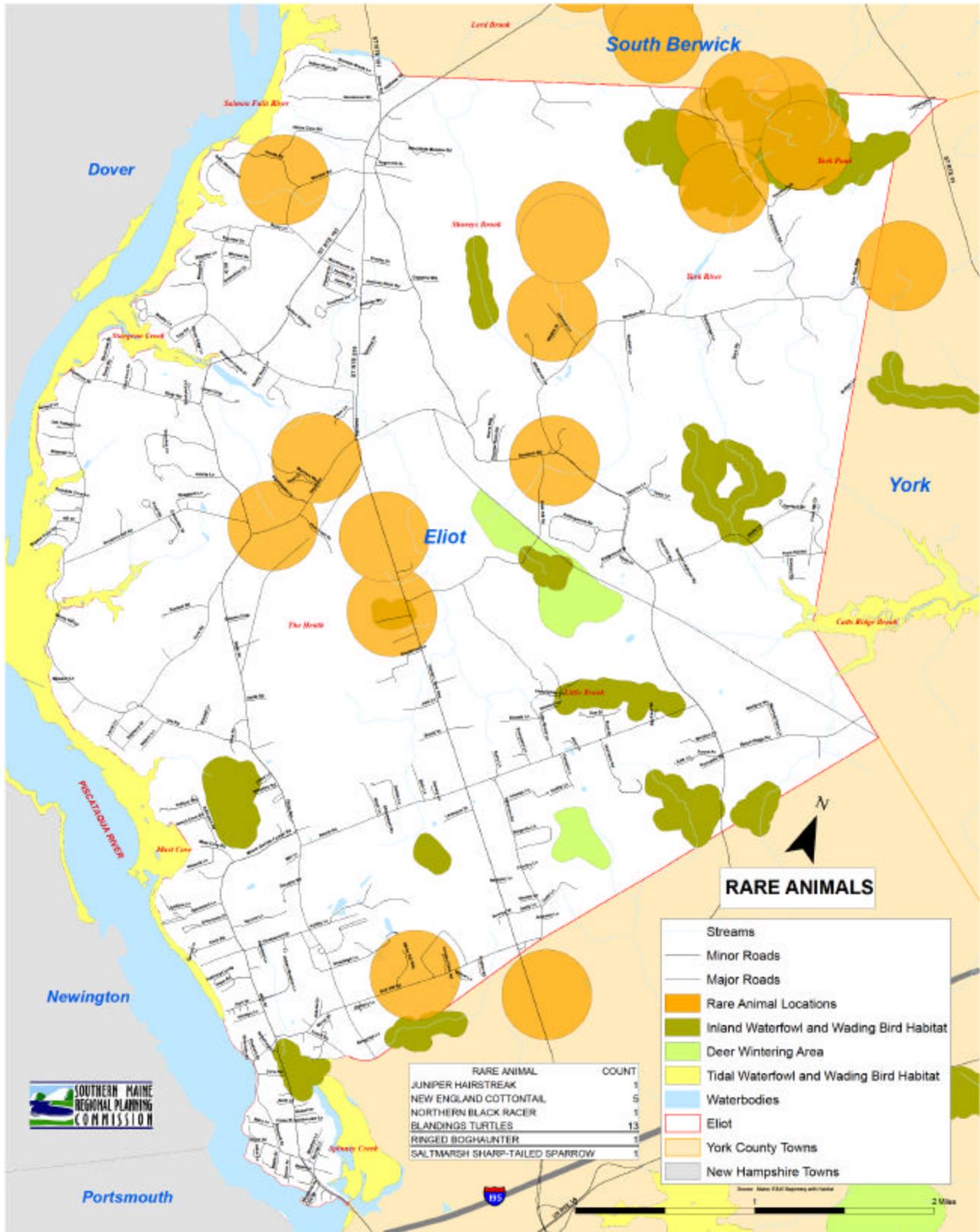
RARE PLANT	COUNT
ATLANTIC WHITE -CEDAR	1
BITTERNUT HICKORY	1
MUDWORT	1
MUHLENBERG SEDGE	1
PALE GREEN ORCHIS	1
SASSAFRAS	2
SMALL SALT-MARSH ASTER	2
SPICEBUSH	3
SPONGY ARROW-HEAD	2
SPOTTED WINTERGREEN	1
SPREADING SEDGE	1
SWAMP SAXIFRAGE	1
SWAMP WHITE OAK	2
WHITE WOOD ASTER	1

RARE ANIMAL	COUNT
JUNIPER HAIRSTREAK	1
NEW ENGLAND COTTONTAIL	5
NORTHERN BLACK RACER	1
BLANDINGS TURTLES	13
RINGED BOGHAUNTER	1
SALTMARSH SHARP -TAILED SPARROW	1

The point locations of these species are located on the maps. For the purposes of this section we have not identified the specific species with the actual location. However, it is important to note the general location as applications come -in for possible development review.







Wetland Wildlife and Fisheries Habitat

Eliot also contains a noteworthy Deer Wintering area as mapped by MDIFW along Route 101. Deer wintering areas are heavily vegetated areas where deer tend to winter over due to the undeveloped nature of the area as well as the dense tree cover (and possibly lower snow depths).

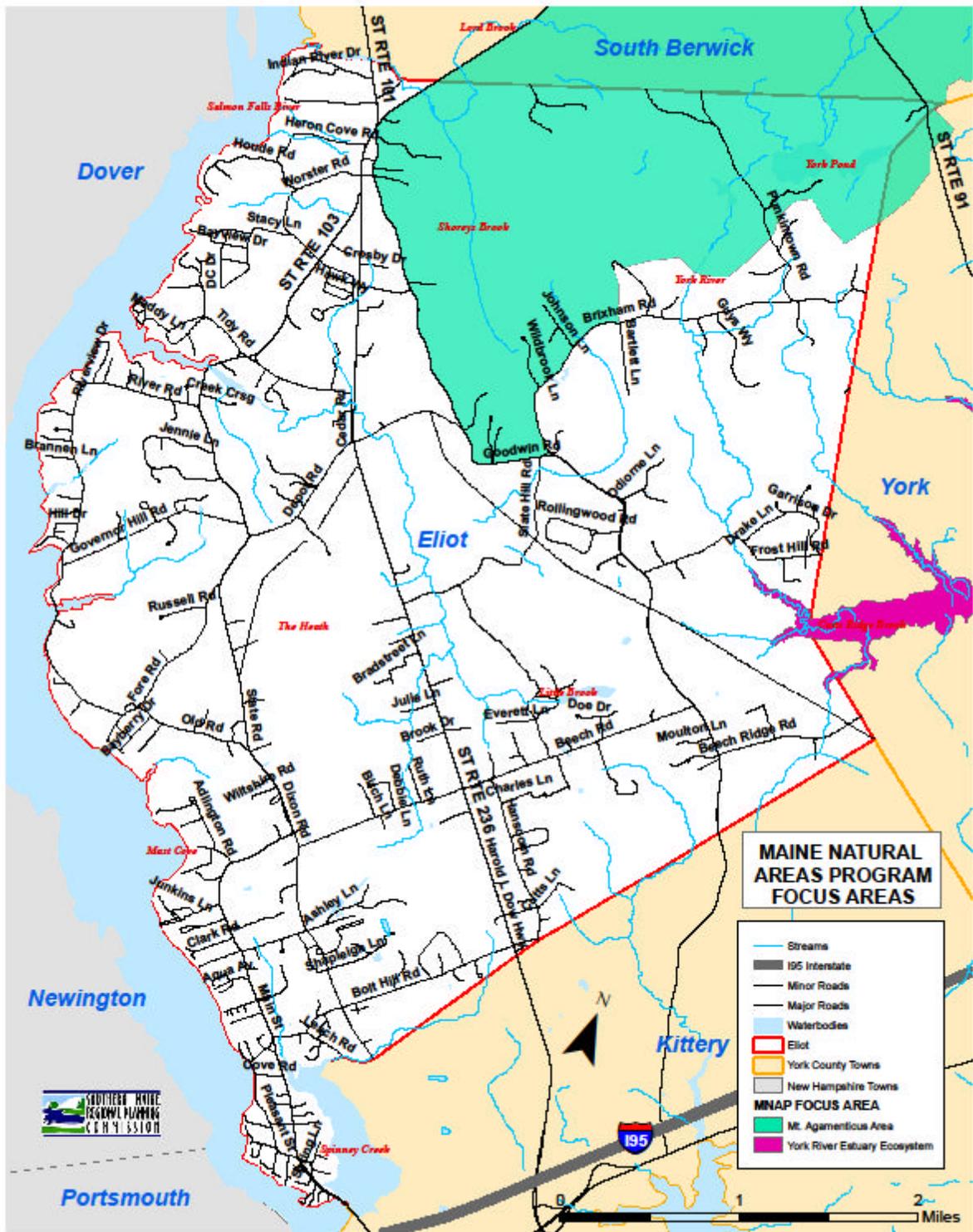
Eliot also has several notable Waterfowl and Wading Bird Habitat locations as mapped by MDIFW (seen on the Rare Animal Map). These are areas fairly spread out through the town and are comprised mainly of larger freshwater wetlands. Nearly the entire length of the Piscataqua River in Eliot is considered Tidal and Wading Bird Habitat.

All of these wetlands will be considered for changes during the upcoming review of Shoreland Zoning. It should be noted Maine Shoreland Zoning guidelines only cover freshwater wetlands of ten acres or greater. Forested wetlands of any size are not included in shoreland zones although they would be covered by the DEP- administered Natural Resources Protection Act (NRPA).

Vernal pools, – which can be found in abundance in the Mt A area and Eliot, are also now regulated by NRPA. However, these pools are not mapped due to their small size and temporary emergence in the spring. Vernal pools are notable for a wide variety of wildlife including, wood frogs, Blanding's turtles and salamanders.

Land Trust Focus Areas

Through a cooperative program of MDIFW, MNAP and the Maine Audubon Society, a series of maps and presentations were made throughout southern Maine detailing the presence of so-called Land Trust Focus Areas. These focus areas are essentially areas, which contain a number of rare and/or endangered plants or animals, their habitat, form a natural community and are of a size large enough to maintain a diverse population of species. There are two defined focus areas for Eliot as seen on the following map:



The following description of the Mt. A area was prepared by the Maine Natural Areas Program (MNAP):

Mt. Agamenticus Area
Eliot, South Berwick, Wells, and York, Maine

Description:

The greater Mt. Agamenticus area extends from York Pond in Eliot northeast through the Tatnic Hills area in Wells. The greater Mt. Agamenticus area includes rugged terrain, several lakes and ponds, and numerous small wetlands that together comprise the largest contiguous block of lightly developed land in southern York County. Mt. Agamenticus is the most outstanding feature at the site, both topographically and ecologically. Other prominent physical features are Horse Hill, Second and Third Hills, the Chick's Brook Watershed, Chase's Pond, Folly Pond, Middle Pond, Bell Marsh, Warren Pond, Welch's Pond, Round Pond, and York Pond.



Atlantic white cedar swamp at Mt. Agamenticus

The area's numerous upland and wetland complexes are ecologically significant because they contain plant and animal assemblages that are at their northern range limits. For example, at least three animal and 20 plant species are restricted to this extreme southern portion of Maine, and many other common species in this area occur only sparingly further northward. This pattern extends to natural communities as well. The Atlantic white cedar swamp, hemlock - hardwood pocket swamp, and pitch pine bog that occur in this area are all restricted to southern Maine, and the oak-pine-hickory forest that extends from Mt. Agamenticus north through Third Hill includes the only remaining intact Chestnut oak woodland community in the entire state.

Rare Plants:

Of the twenty-one rare plant species known to occur in the Mt. Agamenticus area, fourteen are considered rare because Maine is the northeastern limit of their range; that is, they are much more common further southward and westward. For a few of these species, such as large beak-rush (*Rhynchospora macrostachya*) and flowering dogwood (*Cornus florida*), the greater Mt.



Feather Foil (*Hottonia inflata*)

Agamenticus area supports the furthest northeastern occurrences in their range. Of the two species that are not range-restricted in Maine, wild leek (*Allium tricoccum*) and alga-like pondweed (*Potamogeton confervoides*), wild leek is uncommon because it occurs only in nutrient-enriched hardwood forests, and alga-like pondweed occurs very sporadically in shallow, soft-water ponds.

Rare Species/Natural Community Table for Greater Mt. Agamenticus Area:

Common Name	Scientific Name	Status	S-Rank	G-Rank
Rare and Exemplary Natural Communities				
Atlantic White Cedar Swamp	Atlantic White Cedar Swamp	n/a	S2	G3
Chestnut Oak Woodland	Chestnut Oak Woodland	n/a	S1	--
Pocket Swamp	Hemlock - Hardwood Pocket Swamp	n/a	S2	--
Leatherleaf Bog	Leatherleaf Boggy Fen	n/a	S4	--
Grassy Shrub Marsh	Mixed Graminoid – Shrub Marsh	n/a	S5	--
Sandy lake bottom	Pipewort–Water lobelia Aquatic-Bed	n/a	S5	--

Pitch Pine Bog	Pitch Pine Bog	n/a	S1S2	--
Red maple Swamp	Red maple -Sensitive fern Swamp	n/a	S4	--
White Oak – Red Oak Forest	White Oak – Red Oak Forest	n/a	S3	G5

Common Name	Scientific Name	Status	S-Rank	G-Rank
Rare Plants				
Wild leek	<i>Allium tricoccum</i>	SC	S2	G5
White wood aster	<i>Aster divaricatus</i>	T	S2	G5
Upright bindweed	<i>Calystegia spithamea</i>	T	S1	G4G5
Atlantic White-Cedar	<i>Chamaecyparis thyoides</i>	SC	S2	G4
Spotted Wintergreen	<i>Chimaphila maculata</i>	E	S1	G5
Sweet pepperbush	<i>Clethra alnifolia</i>	SC	S2	G5
Flowering dogwood	<i>Cornus florida</i>	E	S1	G5
Eastern joe-pye weed	<i>Eupatorium dubium</i>	T	S1	G5
Featherfoil	<i>Hottonia inflata</i>	T	S1	G4
Smooth winterberry holly	<i>Ilex laevigata</i>	SC	S2	G5
Slender blue flag	<i>Iris prismatica</i>	T	S2	G4G5
Mt.ain Laurel	<i>Kalmia latifolia</i>	SC	S3	G5
Spicebush	<i>Lindera benzoin</i>	SC	S3	G5
Broadbeech fern	<i>Phegopteris hexagonoptera</i>	SC	S2	G5
Pale green orchis	<i>Platanthera flava</i>	SC	S2	G4T4Q
Alga-like pondweed	<i>Potamogeton confervoides</i>	SC	S3	G3G4
Chestnut oak	<i>Quercus montana</i>	T	S1	G5
Tall beak -rush	<i>Rhynchospora macrostachya</i>	E	S1	G4
Sassafras	<i>Sassafras albidum</i>	SC	S2	G5
Swamp Saxifrage	<i>Saxifraga pensylvanica</i>	T	S2	G5
Columbia Water-Meal	<i>Wolffia columbiana</i>	T	S2	G5
Rare Animals				
Spotted Turtle	<u><i>Clemmys guttata</i></u>	T	S3	G5
Wood Turtle	<u><i>Clemmys insculpta</i></u>	SC	S4	G4
Blanding's Turtle	<u><i>Emydoidea blandingii</i></u>	E	S2	G4
Northern black racer	<i>Coluber constrictor</i>	E	S2	G5
Ribbon snake	<i>Thamnophis sauritus</i>	SC	S3	G5
Swamp darter	<u><i>Etheostoma fusiforme</i></u>		S1	G5
Brown snake	<i>Storeria dekayi</i>	SC	S3	G5
New England cottontail	<i>Sylvilagus transitionalis</i>	SC	S2	G4
Spring salamander	<u><i>Gyrinophilus porphyriticus</i></u>	SC	S3	G5
Scarlet Bluet (damselfly)	<u><i>Enallagma pictum</i></u>		S?	G3
New England Bluet (damselfly)	<u><i>Enallagma laterale</i></u>	SC	S1	G3
Ringed Boghaunter Dragonfly	<u><i>Williamsonia lintneri</i></u>	E	S1	G2

Other Resources Mapped by MDIFW:

**Deer Wintering Area
Wading Bird / Waterfowl Habitat**

Conservation considerations:

Residential Development: Poorly planned development in the area may cause irreversible impacts to the natural systems through fragmentation due to roads and land conversion. Increases in invasive plant species often accompany development.

Timber Management: Timber management can lead to increased fragmentation and isolation of habitat patches and conversion to other forest types. However, timber management, applied properly within pitch pine habitats, may actually help regenerate some barrens community types.

Wetlands and Aquatic Systems: The integrity of wetlands are dependent on the maintenance of the hydrology and water quality of these systems. Intensive logging, clearing, soil disturbance, new roads, and development on buffering uplands can result in greater runoff, sedimentation, and other non-point sources of pollution.

Preserving Natural Communities: Preserving natural communities and other sensitive features will be best achieved by conserving the integrity of the larger natural systems in which these features occur. Conserving the larger systems helps ensure both common and rare natural features will persist in this part of the state.

Set Asides: Conservation planning for upland features should include setting some areas aside from timber harvests to allow for the development of some unmanaged forests.

Vernal Pools: Close adherence to Best Management Practices for forestry activities near vernal pools (see Forestry Endangered and Threatened Species Guide) will ensure the protection of wetlands and the amphibian food source they supply.

Off Road Vehicle (ORV) Use and Wetlands: Where there is use by ORVs, care needs to be taken that ORV's stay on existing trails and remain out of all wetlands.

Protection Status :

Approximately 9,000 acres of the greater Mt. Agamenticus area is in public or quasi-public ownership, divided among the Maine Department of Inland Fisheries and Wildlife, Town of York, Town of South Berwick, Town of Eliot, York Water District, and Kittery Water District. The Nature Conservancy, the York Land Trust, and the Great Works Regional Land Trust also own land and are actively pursuing conservation strategies on additional parcels. While the abundance of protected land affords a significant opportunity for habitat protection, fragmentation is occurring on all sides of the site.

STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (on the order of 20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SH** Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.
- SU** Possibly in peril in Maine, but status uncertain; need more information.
- SX** Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine).

Note: **State Ranks** determined by the Maine Natural Areas Program.

GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (on the order of 20-100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.

Note: **Global Ranks** are determined by The Nature Conservancy.
T indicates subspecies rank, **Q** indicates questionable rank, **HYB** indicates hybrid species.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future, or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.
- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** POSSIBLY EXTIRPATED; Not known to currently exist in Maine; not field-verified (or documented) in Maine over the past 20 years.

FEDERAL STATUS

- LE** Listed as Endangered at the national level.
- LT** Listed as Threatened at the national level.

Please note that species names follow Flora of Maine: A Manual for Identification of Native and Naturalized Vascular Plants of Maine, Arthur Haines and Thomas F. Vining, 1998, V.F. Thomas Co., P.O. Box 281, Bar Harbor, Maine 04069-0281.

Where entries appear as binomials, all representatives (subspecies and varieties) of the species are rare in Maine; where names appear as trinomials, only that particular variety or subspecies is rare in Maine, not the species as a whole.

The second area – the York River Headwaters - has just recently been designated as a focus area. A description from the MNAP follows:

York River Headwaters Focus Area

Eliot, Kittery, York, South Berwick

Location:

The York River Headwaters Focus Area consists of approximately 8000 acres of uplands and wetlands that comprise the headwaters of the York River. The focus area is located west of Interstate 95 and extends west to York Pond and north to Bell Marsh Reservoir and to Boulter Pond. This focus area includes most of the major tributaries of the York River such as Cider Hill Creek, Smelt Brook, and Rogers Brook.

Description:

Tidal Marsh Estuary and Spartina

Saltmarsh: The York River Estuary extends about 8.5 miles inland from the coast to the head of tide. The entire estuary is mapped as tidal wading bird and waterfowl habitat and serves as an important roosting and feeding area for a number of shorebirds. The extensive York River Estuary is one of the Gulf of Maine's least disturbed marsh-estuarine ecosystems and may be the most ecologically diverse coastal drainage for its size in the Gulf of Maine. Diadromous fish, species



Spartina saltmarsh

that use both marine and freshwater habitats during their life cycle, such as alewives and striped bass, are found within the estuary. The estuary's salt marshes provide excellent spawning habitat, and twenty-eight species of estuarine and freshwater fish have been documented in the York River, including rainbow smelt, alewives, eel, bluefish, winter flounder, striped bass, and Atlantic herring. The estuary ecosystem includes a large Spartina salt marsh community, a rare habitat type for Maine. The Spartina salt marshes are dominated by a mix of salt meadow cordgrass, smooth cordgrass, and black grass.

The tidal estuary ecosystem and the *Spartina* salt marshes are located at the center of the focus area and encompass the confluence of Smelt Brook and the York River. The estuary ecosystem is in good condition, although some areas in its immediate vicinity are utilized for residential and agricultural purposes. The broad low-lying salt marshes support a population of the rare salt marsh false-foxglove. More rare plants occur at the site in the upper reaches of both the York River and Smelt Brook. The two rare plant species found in these areas, spongy arrowhead and water pimpernel, need freshwater tidal habitat for survival. The marshes also provide breeding habitat for a number of migratory birds, including the rare sharp-tailed salt marsh sparrow. Most large salt marshes in the state are protected by public or private entities. At approximately 450 acres in size, the Upper York River Salt marsh is one of the largest unprotected salt marshes in the state.



Rare salt marsh false-foxglove (*Agalinis maritima*)



Rare Spongy arrowhead (*Sagittaria calycina*)

Oak-Northern Hardwoods Forest:

Beyond the immediate tidal wetlands and waterways of the York River Estuary, the focus area includes some large areas of mostly undeveloped lands that extend westward and northward and abut the Mount Agamenticus Focus Area. The predominant upland forests of this region are oak-hardwood forests. One area east of Belle Marsh Reservoir is considered an exemplary occurrence of an oak-northern hardwoods forest community. Several rare plant species occur in the focus area, but are located outside the estuary. Many of these plant species (e.g.,, broad beech fern, Eastern Joe-pye weed, and Sassafras) reach their northern range limit in southern Maine. In the western section of the focus area, there are numerous small wetlands embedded in relatively undisturbed forests.



Featherfoil (*Hottonia inflata*)

These wetland-upland complexes provide excellent habitat for rare animal species, such as the spotted turtle and the ringed boghaunter dragonfly.

Significant Natural Features of the York River Headwaters Focus Area

Common Name	Latin Name	S RANK	G RANK	State Status	*EO Rank
<i>Rare Animals</i>					
Ringed Boghaunter	<u>Williamsonia lintneri</u>	<u>S1</u>	G3	E	n/a
Salt marsh Sharp-tailed Sparrow	<u>Ammodramus caudatus</u>	<u>S3B</u>	G4	SC	n/a
Spotted Turtle	<u>Clemmys guttata</u>	<u>S3</u>	G5	T	n/a
Common Name	Latin Name	S RANK	G RANK	State Status	*EO Rank
<i>Rare Plants</i>					
Broad Beech Fern	<u>Phegopteris hexagonoptera</u>	<u>S2</u>	G5	SC	BC
Eastern Joe-pye Weed	<u>Eupatorium dubium</u>	<u>S3?</u>	G5	SC	B
Featherfoil	<u>Hottonia inflata</u>	<u>S1</u>	G4	T	C
Pale Green Orchis	<u>Platanthera flava</u>	<u>S2</u>	G4	SC	E
Salt marsh False-Foxglove	<u>Agalinis maritima</u>	<u>S3</u>	G5	SC	BC
Sassafras	<u>Sassafras albidum</u>	<u>S2</u>	G5	SC	CD, D
Spongy Arrowhead	<u>Sagittaria calycina</u> <u>var. spongiosa</u>	<u>S3</u>	G5T4	SC	C
Water Pimpernel	<u>Samolus valerandi</u>	<u>S3</u>	<u>G5T5</u>	SC	B
<i>Natural Communities</i>					
<u>Central Hardwoods-Oak Forest Ecosystem</u>		<u>S3</u>	GNR	n/a	A
<u>Salt-hay Salt marsh</u>		<u>S3</u>	G5	n/a	BC
<u>Tidal Marsh Estuary Ecosystem</u>		<u>S3</u>	n/a	n/a	B

*EO Rank: A = Excellent, B = Good, C = Fair, D = Poor, E = not enough data to assign rank

Mapped Coastal Habitats and Features:

Tidal Waterfowl / Wading Bird Habitat
 Shorebird Feeding and Roosting Area
 Diadromous Fish

Conservation Considerations:

- An increase in shoreline development can have adverse impacts on estuarine habitat through increased nutrient loads, siltation, and loss of a habitat buffer.
- Adjacent property owners should be encouraged to re-establish forested buffer along marsh edges where it has been historically removed.
- Seawalls and other shoreline stabilization techniques (e.g. riprap) can disrupt sediment inputs from natural erosion processes resulting in alterations to the sediment structure. This can adversely affect species composition and the productivity of mudflats.

- Physical barriers such as dams, culverts, and bridges can change tidal flows, alter salinity, modify drainage, prevent sediment movement, and impede animal movements.
- Barriers to diadromous fish passage threaten productive fisheries and in turn may have impacts on other species like bald eagles that feed on them. Dam removal or the installation of man-made fishways can help to alleviate this threat.
- Widespread loss, degradation, and fragmentation of coastal salt marshes along the eastern seaboard are the biggest threats to the salt marsh sharp-tailed sparrow. Habitat preservation and restoration are the most important factors for conserving this species.
- Water quality changes, such as changes in salinity, temperature, turbidity, or physical properties of the water, can negatively affect habitat for species.
- Point and non-point sources of pollution can change faunal communities in tidal communities. Oil spills can destroy or significantly disrupt functioning systems.
- Direct alteration of habitat through filling, dredging, dragging, or other major human disturbances can alter floral and faunal communities and disrupt complex food webs.

Protection Status:

Relatively little of this focus area is currently protected despite its high conservation values. The partners of the Mount Agamenticus to the Sea Conservation Initiative have also identified this area as a conservation priority and are working on protecting the resources within this focus area.

Soils

Eliot's soils are of diverse origin, including dense glacial tills, marine silts and clays and sandy glacial till and outwash. Roughly, 50% of the town's soils are marine silts and clays, which at one time were under ocean waters. The majority of these soils in Eliot are hydric, meaning that in their natural state they support wetland vegetation and are saturated to the surface by water at wetter times of the year. Some of Eliot's tills and sands are also included in the hydric category.

Approximately twenty five percent (25%) of the Town consists of excessively drained glacial till and sand and gravel deposits. As of 1998, eleven (11) gravel pits have been identified in Eliot, nine (9) of which are now inactive. The potential for additional pits exists. The State of Maine regulates only gravel pits that are greater than five (5) acres in size. In addition, these types of soils are potentially important groundwater recharge areas. These soil types are located primarily in the rural zone.

Approximately ten percent (10%) of Eliot consists of soils that are shallow to bedrock, particularly in the Rocky Hills area. These areas are unsuitable for septic systems if shallower than 12 inches.

Eliot contains a small amount of steep slopes, which have limitations for septic systems and are sensitive to erosion problems.

A map of hydric soils in Eliot can be seen on the following page. It should be pointed out this does not mean development is not likely or permissible in these areas but it does provide an overview of where limitations might occur. This is discussed further in the land use section.

Scenic Resources

Residents responding to an informal survey taken by the Natural Resources Subcommittee in 1991 indicated that particularly beautiful areas include, but are not limited to: all of River Road, especially looking over toward Great Bay and Sturgeon Creek; Goodwin Road looking south toward the High School (now the Junior High), the view to Mount Pawtuckaway, and to Mount Agamenticus; Frost Hill and along Frost Hill Road; along Route 103 from the marina past the Baha'i School into the Town Center and then on to Sturgeon Creek; Brixham Road after Third Hill Farm; Old Road and Spinney Creek. Many of these views remain in the same state as they did in 1991.

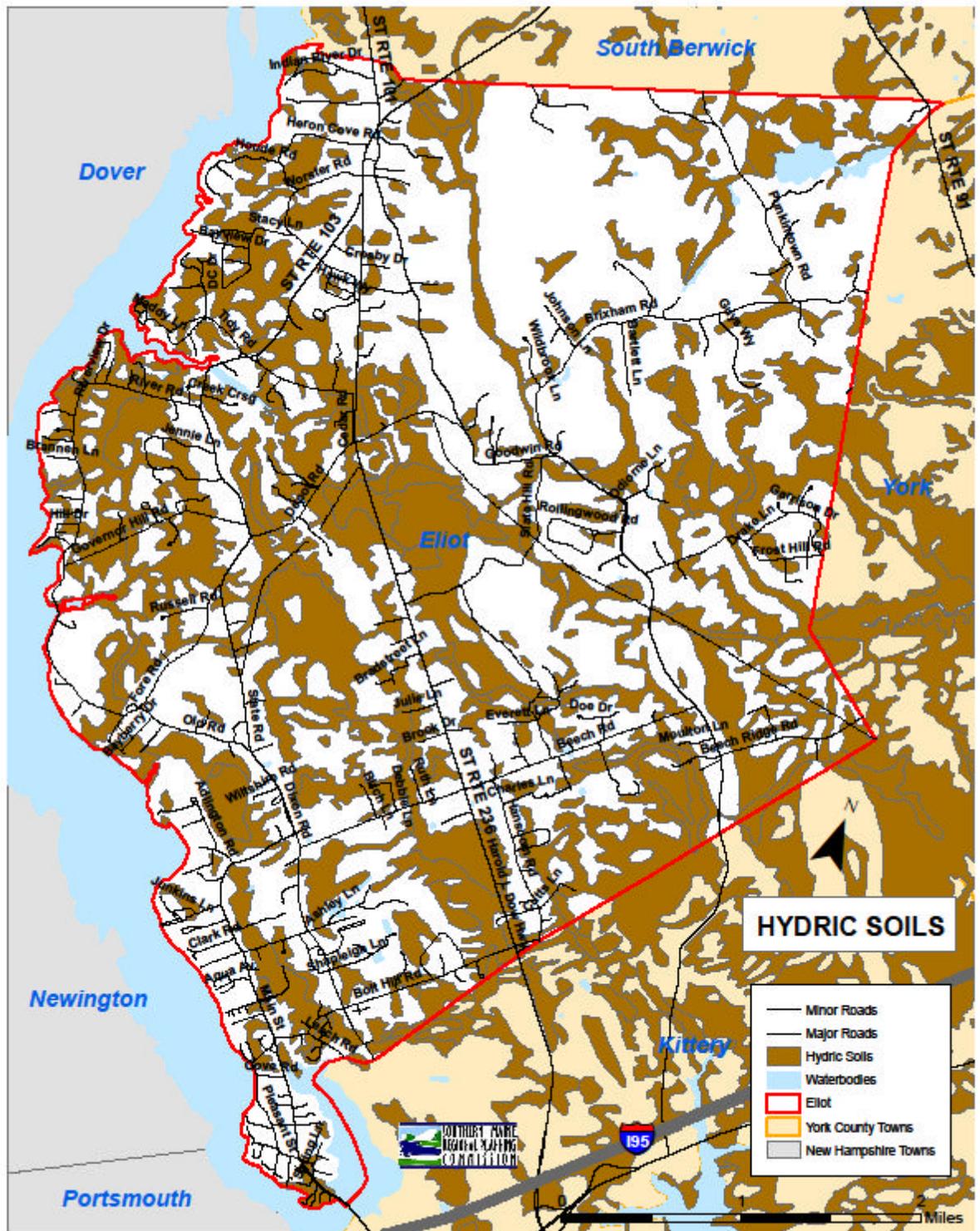
Steep Slopes

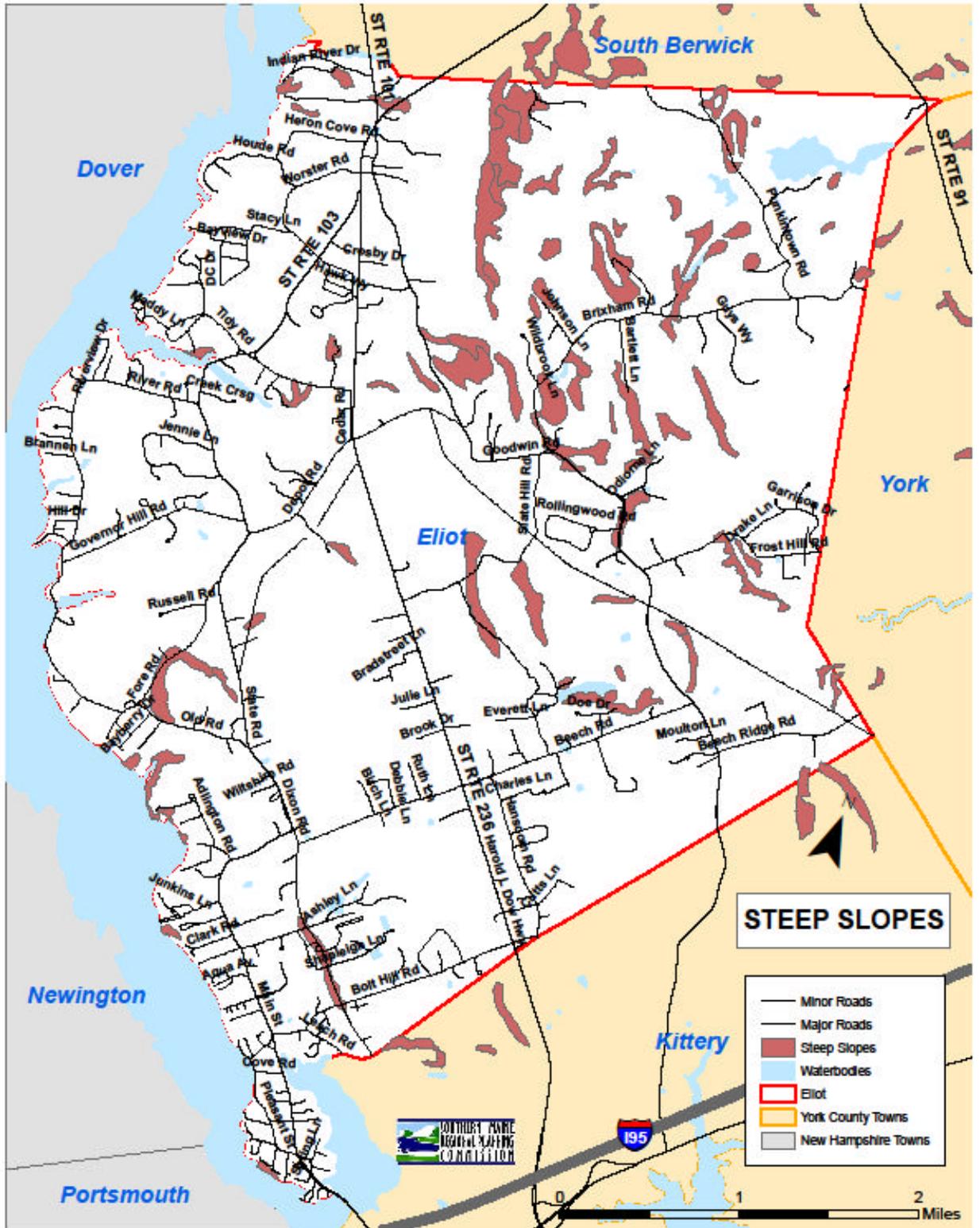
As anyone who lives in Eliot knows, the town is fairly uniform in its topography with a few notable exceptions (Frost Hill and areas near the South Berwick border). Most of the steep slopes- or anything with a slope greater than 15%- (seen on the map on the following page) occur in the eastern part of town – also the more rural part of town. Slopes can be limiting factors to development. This is examined in the land use section.

Planning Considerations

A few key issues emerge from the discussion of critical natural resources in Eliot. First, the area is rich in biodiversity and is also part of areas of tremendous regional significance (the Mt A area and the York River Headwaters). Secondly, the area is fortunate to have an active land trust (Great Works) working on both the town level and a regional level to provide non-regulatory means to protect many of the resources described above. Additionally, the Mt A to the Sea Conservation Initiative has been very active in purchasing properties, as well (in coordination with various land trusts and the Nature Conservancy). These groups have aided in the protection of a number of parcels in Eliot (which can be seen on the Lands Not Readily Available for Development Map in the Land Use Section). If open space protection, protection of scenic views and the conservation of farm and forest lands is important to Eliot, the town should examine ways to support these efforts and consider creative means to raise money locally for conservation.

It is notable that the large unfragmented blocks of habitat also extend beyond town boundaries. The need for regional cooperation for planning land use and acquisition strategies between Eliot and surrounding communities can not be overstated. A number of these strategies were also laid out in the study:, “Collaborative Land Use Planning in the Mt A Region”, prepared by SMRPC,





the Mt A to Sea Conservation Initiative and six towns, including Eliot. The study can be found at www.smrpc.org

Just as importantly as looking at non-regulatory avenues for resource conservation is what the town does (or doesn't do) with their land use policies to preserve biodiversity, while also allowing for growth and development to occur. Various land use tools are employed throughout Maine and particularly in York County to assist Planning Boards as they review development applications. This includes open space development provisions; application requirements, which require further analysis when the potential for rare plants and animals exist on a site; a review of shoreland zoning standards for additional protection of high value wetlands; and general strategies for protecting the rural areas of Eliot and encouraging growth on water/sewer and near the village center. These town- wide strategies will be examined in more detail in the land use section.

HISTORICAL and ARCHEOLOGICAL

Historic Buildings/Structures/Objects

Although people in the past have indicated the findings of early relics and building sites, there has never been a survey done in Eliot at sites mentioned in the literature available, or at places known to be the home sites of our first settlers. We would dare venture to guess that many of the Piscataqua River sites have been lost due to the rise of the river over the years, and construction. There has been no mechanism in place that would cause intervention in an effort to preserve or document the area before the building process is allowed to continue. Two examples come readily to mind: the site of the Charles Frost Garrison on Goodwin Road, and the ancient saw mill on Frost Hill. In the 1890's, relics from the Charles Frost Garrison were found during the plowing of the field and approximately 20 years ago, during the building process, an ash hearth was exposed. Although the owner was aware of the site that was being built upon, and in spite of what was found, the earth removal continued, the house was built, and the site lost before it could be explored and documented. The ancient saw mill on Frost Hill was lost when the home construction began on what are now Frost Hill Circle and West Running Brook. Thus, two significant sites were lost. How many more sites have been lost to us?

One of Eliot's great strengths lies in its variety of classical architecture, with pockets of historical homes throughout the Town. The Eliot Historical Society's "Reconnaissance Historical Buildings Survey/Cards" (1993) and subsequent "Historical and Architectural Report" (1994) is an invaluable tool for determining the areas and buildings of historical significance. Within this report there are identified those sites and structures that would be eligible for consideration by the National Historic Register. We presently have three structures that are listed on the NHR: The Frost Garrison, the William Fogg Library and the Hugh Paul Family Farm. The report also gives us valuable insight into the ways that our "industries" have evolved: patterns of growth and decline, and the significant business ventures in Eliot.

The Report needs to be further looked at to identify structures/areas of significance to our history as they relate to farming, business (including stores, carriage shops), tourism (such as Lanier Camp and Green Acre), religious life (church, burial grounds related to); as well as other areas.

Other Concerns

Graveyards are included in this inventory because they help us trace our ancestors and, in many cases, help in the location of early building sites. At present, the Revolutionary soldiers' graves are marked. Those of the "Medal of Honor recipients should be also. Some early cemeteries have been relocated to the larger Mt. Pleasant cemeteries and an effort should be made to compile such data.

Neglect of the older cemeteries is a concern. Under Maine State Law, the cemeteries are not deeded with the land, and descendants have responsibility for their care. Due to the mobility of our society, there is often no one left to care for the cemeteries and the

surrounding land owner does not take on the responsibility, so they fall into disrepair and often are lost.

Cemeteries that the Town has taken responsibility for, by accepting monies for their perpetual care, and veterans' graves, are also concerns. Both need to be identified and periodic checks made as to their condition and be given proper care. The Historical Society has a map of gravesites, recently is being worked on by David Fulton and Joseph Frost, so that the sites can be easily identified and located when land transactions are made.

Town Records: (including Town Meeting minutes, permit applications, valuation cards, vital records) are a primary and important source of historical information about the Town that should be preserved, kept in Eliot, and available to the citizens.

Town Landings: Those ancient landings (which the Town has not sold) should be well-treasured and retained. Marking may also be appropriate.

Although not a formal part of our inventory, Eliot's 'VIEWS', are important and will gain increasing importance as land is sold for buildings. These are areas, groups of buildings and sites that may or may not have historic value, but help to give us a sense of Eliot and our place and add to the aesthetics of our Eliot. For example: the older homes along Old Road and River Road - many of the homes of our history; the shoreline of Green Acre and Spinney Creek; the fields of Depot Road and the early trestle; the view from Frost Hill Circle; the view of stately homes as we look up State Road toward the library; looking down Sturgeon Creek from the bridge, etc. As we grow, we need to be sure that we pay attention to those things about the Town that are worth preserving before they are lost to us forever. Something we would all do well to keep in mind is the advice that is given to archivists: "to do nothing to what you are trying to preserve that cannot be undone."

Historic Archeological Sites

Historic archeological sites include those sites which were established following the settlements of the early 1600's and following the Native American settlements but are not considered buildings.

The Maine Historic Preservation Commission has identified the following as fitting their criteria for Historic Archeological sites:

ME 143-001	MIDDLE PARRISH	ENGLISH SETTLEMENT	C.1620 – C.1675
ME 143-002	CAMMOCK TIDE-MILL	ENGLISH MILL, TIDAL MILL	AFTER C. 1633

ME 143-003	EDWARD SMALL HOUSE	ENGLISH DOMESTIC	BY C.1647
ME 143-004	STACY CREEK BRICKYARD	AMERICAN BRICKYARD	C.1800 – C.1900
ME 143-005	PISCATAQUA WRECK	UNIDENTIFIED WRECK, VESSEL	UNKNOWN
ME 143-006	NEAL GARRISON	ANGLO-AMERICAN GARRISON	CA. 1720S TO 1870S

The town of Eliot has also identified the following as important sites for possible marking and/or protection:

Lanier Camp (River Road)

Rosemary Cottage and its octagon building which is one of a very few in the state (Depot Rd)

Sites of Stores (including Staples, Spinney, Liberman)

Homes associated with early Post Offices (Appendix)

Homes along Old Road (ex: Caleb Emery, Willis, Hammond, Prime, Betsy Green House, William Fogg, and Hanscom)

Bartlett Farms (Brixham Road)

Charles Frost Grave Site (Goodwin Road)

Charles Frost Garrison Site (Goodwin Road)

Town Pound (Goodwin Road)

Frost Garrison (Frost Hill Road)

Daniel Goodwin Blacksmith Shop and opposite the site of the cabinet shop (Goodwin Road)

The two district schoolhouses that have remained unchanged: #8 on Greenwood Street and #3 on Brixham Road.

Buildings designed by prominent architects: 165 River Road, 19 Adlington Road, 17 Mast Cove Road

Green Acre Inn and Ole Bull Cottage

Site of the First Town Hall (across from Elem. School)

Site of the Old High School (141 State Rd)
Trestle of the PD&Y Elec. Railroad
Moses Farmer Home and Workshop (State Road)
Grist and Saw Mill at Sturgeon Creek (River Road)
Mill at Shapleigh Mill Pond (River Road)
Briggs Grist Mill on York River (last water-powered grist mill in Eliot)
Area of Sturgeon Creek Settlement
Charles Frost House — Circa 1700 (Goodwin Road)

Prehistoric Archeological Sites

Identifying areas of Archaeological Significance to the Town of Eliot:

The Maine Historical Preservation Commission has identified the areas bordering our waters, both shoreline and inland, as potential sites that need to be evaluated. These are shown on a map on file in the Planning Office. This includes:

- A) **The York River/Pond area**, which would include the location of early Mill Sites and the old settlement known as Emery Town or Punkintown.
- B) **The Sturgeon Creek and Marsh area**, which would include the home sites of the first settlers - Charles Frost, John Heard. Also included would be the sites of the Shapleigh Mills at Sturgeon Creek and Shapleigh Mill Pond. The site of the one at Sturgeon Creek could be seen in recent memory and the one at Shapleigh Mill Pond is visible at low tide. Also, the Heathy Marsh Area of Sturgeon Creek where a brickyard was once located and the area known as The Heath.
- C) **The Eliot shoreline**, which would include the areas of Rogers Point, the areas known as Long Reach and the Baylands, along with Frankfort Island, important in the trade with Native peoples and that figured in the American Revolution; the site of Fort Dixon at Dixon's Point; the site of William Everett's Tavern (off River Road), which is described in the OLD ELIOT publication; the area bordering Spinney Creek and the early settlements there.
- D) **Other areas** that the committee has identified that might yield archaeological material are: The site of Daniel Fogg's home (off Old Road - the location is described in OLD ELIOT Publication); site of the first Congregational Church in Eliot (off River Road in the vicinity of the gravesite of John Rogers); site of the Brickyard (off Cedar Road); Hammond Garrison site and ancient graveyard (present Piscataqua River Boat Landing Facility).

MHPC has also identified needs for further survey, inventory and analysis:

The Piscataqua River shoreline and a 50-meter wide strip along the river, plus associated sandy soils, needs archaeological survey, as do the creek valleys of Sturgeon Creek,

Shoreys Creek, an unnamed creek located between them and associated sandy soils on the valley sides. The York River Valley and associated sandy soils also need archaeological survey.

A strip of sandy soils trending NW – SE from near Gould Corner to southeast of Great Hill also may contain more significant sites.

The following structures/areas of historical significance to the Town of Eliot have also been identified:

Sites/Locations on the National Historic Register:

The Frost Garrison

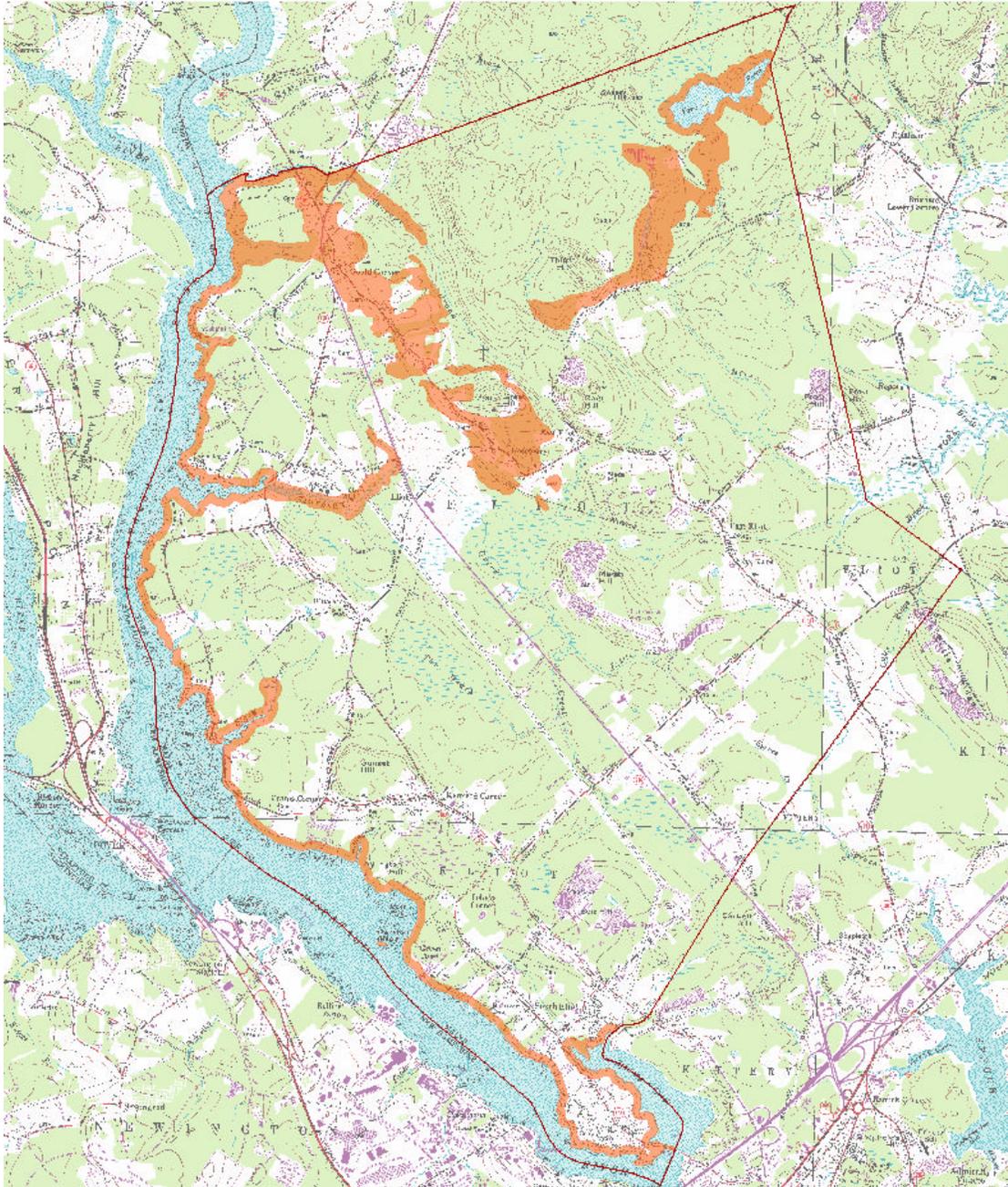
The William Fogg Library

The Hugh Paul Family Farm

**Areas Sensitive for Prehistoric Archaeology* in
Eliot**
information provided by
Maine Historic Preservation Commission
August 2007



*dated material subject to future revision
map 1/1



Planning Implications

- Are the towns historic and archeological resources adequately protected? Many towns have requirements within their site plan and/or subdivision regulations that require a survey be completed if a project is being proposed within a potential prehistoric or historic archeological site.
- Is there an interest in taking the existing historical inventory of the town (1993) and looking to designate more sites for the National Register or as part of a voluntary historic district?
- Does the town use their existing site plan and subdivision review procedures to establish site design that respect traditional land use patterns?
- Does the Eliot Historical Society have the resources to inventory and maintain the records noted above?

Agriculture and Forestry Resources

Conditions & Trends

The 2002 Census of Agriculture (US Dept of Agriculture) estimated that there were 16 farm operators in Eliot. According to the Town Assessor, Eliot has 37 parcels, totaling 1,436 acres of land, enrolled in the Farm and Open Space (FOS) Tax Program³ for 2007. Of this, 515 acres are farmlands and 922 acres are woodlands. Most of the farmland is categorized as pasture (398 acres) and cropland (101 acres) with a small amount (16 acres) designated as Orchard, Horticulture, or Berry (See Table 2 on page 3).

Since 1990, 505 acres have been added to the FOS program, a 54% increase. However, in the last 9 years, 21 acres of land has been removed, a decline of 1.4%, with farmland losing 33 acres (declining 6.1%) and woodland gaining 13 acres (increase of 1.4%). Most of the parcels in the FOS program are located in the Rural Zoning District, but at least 5 parcels are in Suburban Zoning District and are likely to be at greatest risk of being lost to development.

Eliot has 332 acres enrolled in the Tree Growth Tax Program⁴, with 10 participants managing 15 parcels of land for timber production. There has been a 35% decline in the number of acres in the program since 1990. The rate of decline has increased in the last 10 years with a 44% reduction in acres since 1997. (lands in both the Tree Growth and Farm and Open Space Program can be seen on the Lands not Readily Available for Development in the Land Use Section)

Eliot does not have a local farmer's market, though there is one in neighboring Kittery. Four farm stands were in operation in the summer of 2007 (see Table 1)

Table 1. Eliot Farmstands Summer 2007

Name	Location	Products
Bondgarden South	Depot Road	beef, hay
Bonnie View Farm	Goodwin Road	vegetables, goat cheese, eggs, flowers
Hichens Farm Stand	Route 236	Vegetables, Christmas trees
King Tut's	Goodwin Road	apple cider

³ The Farm and Open Space Tax Law provides for the valuation of land, which has been classified as farmland or open space land based on its current use as farmland or open space, rather than its potential fair market value for more intensive uses other than agriculture or open space. Landowners apply to the town for consideration. For farmland classification, the tract must be used for farming, agriculture or horticultural activities and must contain at least 5 contiguous acres. The landowner must obtain agricultural income from the land. For open space classification, there is no minimum acreage, however the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources; enhancing public recreation opportunities; promoting game management; or preserving wildlife or wildlife habitat.

⁴ The Maine Legislature enacted the Tree Growth Tax Law in 1972 to help Maine landowners maintain their property as productive woodlands and to broadly support Maine's wood products industry. To enroll in the Maine Tree Growth Tax Program, one must have at least ten acres of forestland managed primarily for the production of commercial forest products. Landowners may benefit from a reduction in property taxes, making it more affordable to own and manage the woodland.

Eliot does have at least one equestrian center (Broadfields Farm on Depot Rd), which has an indoor ring.

Agriculture in Eliot plays a small but important role in the community and the region. Two of the four large dairy farms in southern York County, Shultz Dairy Farm and Johnson Dairy Farm, operate in Eliot. Several other farms in town provide direct support for these dairy operations by growing and selling hay and/or leasing pasturelands. Eliot also has a number of smaller farms producing fruits and vegetables that are sold at local farm-stands or in nearby farmers markets. Many families in Eliot have small backyard gardens and farms where they raise produce, chickens and eggs for their own dinner table.

These farms not only provide income for some members of town, their continued existence also has many other positive benefits. They give townspeople the ability to buy and consume fresh, locally- grown food. Farms support a broad base of local businesses, from local merchants to suppliers to mechanics, creating a diverse economic base for the region. Farm fields and forested wetlands are important areas for groundwater recharge. Farm hedgerows filter rain and surface water runoff, helping to protect water quality. These farms also provide essential habitat for fish, birds and other important wildlife species. Farms provide natural areas and pastoral vistas that help Eliot retain its rural character.

However, many of Eliot's farmers are under increasing market pressure to convert these farms into house lots. Furthermore, even the loss of a few of these farms will have a significant impact on the region as a critical mass of farms are needed to keep farming-support businesses viable.

The majority of the land in Eliot classified as having prime agriculture soils has already been carved up into residential house lots (see Prime Agriculture Soils map), as these soil types are also very suitable for septic systems.

While traditional dairy and crop farms require large tracts of land to remain viable, many smaller-scale farms are emerging within the region that serve specialty markets such as flowers and seedlings, wines, fiber, organic produce and meats. These specialty farms have different land needs and require different infrastructure. Farms of all types are vitally important to maintaining a healthy and diverse farm economy and working landscape not only in Eliot, but the region and Maine as a whole.

An analysis of the Agriculture and Forestry Resources in Eliot show that:

- Eliot has a diverse mix of farms and forests that have regional significance.
- These lands impart numerous benefits to the town by providing economic resources, critical wildlife habitat, and scenic and cultural value.

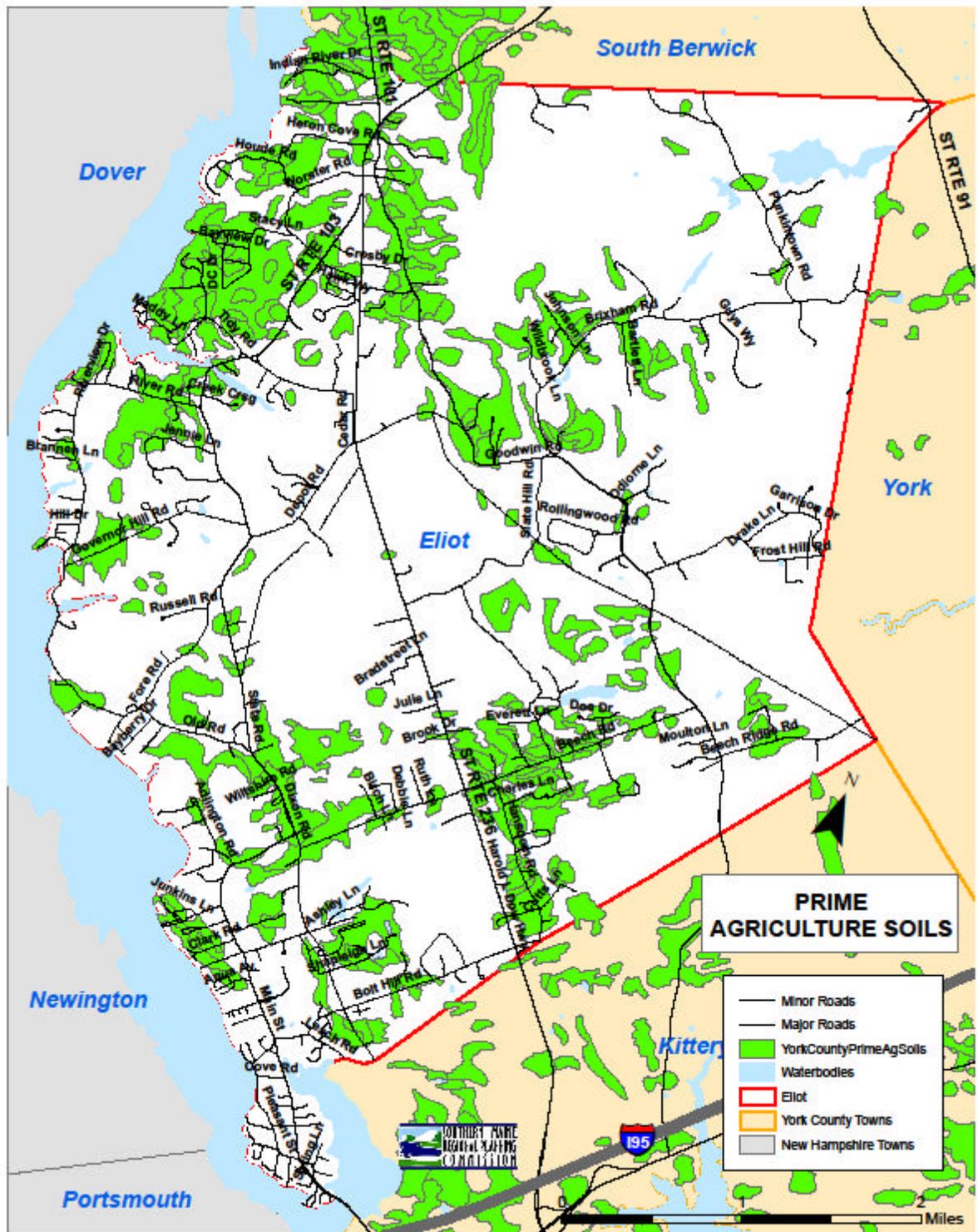
- Farmland in Eliot is threatened by increasing development pressure.
- Eliot still has an opportunity to take steps to protect these resources before they disappear.

Table 2. Summary of Land Enrolled in Maine Farmland and Tree Growth Programs in Eliot, ME

	<u>1990 acres</u>	<u>1997 acres</u>	<u>2007 acres</u>	<u>Change from 1990 - 2007</u>	<u>Change from 1997 - 2007</u>
Total Land (under FOS TAX*)	931	1457	1436	54.2%	-1.4%
FOS Breakdown					
Farm	431	548	515	19.4%	-6.1%
Woodland	500	909	922	84.3%	1.4%
FOS Breakdown by use					
Cropland	128	135	101	-21.5%	-25.6%
Orchard	1	1	1	0.0%	0.0%
Pasture	295	396	398	34.7%	0.4%
Horticulture I	5	11	11	120.0%	0.0%
Horticulture II	1	3	3	200.0%	0.0%
Berry	2	2	2	0.0%	0.0%
FOS Program Parcels	29	36	37	27.6%	2.8%
Operators [^]	15 est.	12 est.	16 est.	6.7%	33.3%
	<u>1990 acres</u>	<u>1997 acres</u>	<u>2007 Acres</u>	<u>Change from 1990 - 2007</u>	<u>Change from 1997 - 2007</u>
TREE GROWTH TAX	512	596	332	-35.2%	-44.3%
Tree Growth Parcels	20	20	15	-25.0%	-25.0%
Tree Growth Participants	13	13	10	-23.1%	-23.1%

* FOS TAX refers to the Farm and Open Space Tax Law

[^] Source: 2002 Census for Agriculture - US Dept of Agriculture. (accessed 7/11/07 at http://www.nass.usda.gov/Census_of_Agriculture/index.asp)



Planning Considerations

What communities can do to maintain their agricultural and forestry base is a difficult question. Much of the decline in agriculture is based on economic forces far beyond the capacity of the local community. Many towns have worked on the development of farmers markets (there is one in York) to help with the sale of local produce. Obviously the ability of farms and woodlot owners to use the current use programs can be helpful. More recently, the Great Works Regional Land Trust has become more active in engaging farmers in farmland preservation with the assistance of the Land for Maine's Future Program (farms in South Berwick and Berwick have recently been retained as working farms with LMF funding). This has enabled the lands to be continued to be farmed while allowing the owners to retain their homes. Finally, some cluster and open space development standards are written primarily with the goal of farmland preservation in mind.

From a larger town- wide land use perspective, it is not clear whether the encroachment of residential uses near local farms has created any conflict (issues with odor, noise, etc). However, the presence of farms in what the town currently calls their suburban district may soon create that conflict as the suburban zone expands. The town may also seek to develop some strategies to preserve the large undeveloped blocks of forest that currently remain in the town (seen in the Critical Natural resources section).

Public Facilities and Services

MUNICIPAL SYSTEMS

Municipal Water

Currently, the Kittery Water District (KWD) serves less than half of Eliot's homes and businesses; sections of the Town along the Piscataqua River, South Eliot, as well as parts of River Road, State Road, and Route 236. In 1999, only 7% of the total daily flow (156,000 gallons per day (GPD)) goes to Eliot, although Eliot comprises 20% of the total number of the KWD customers. The reason for this disparity is that 45% of the KWD flow is being provided to the shipyard, which is its biggest customer.

The average daily water consumption for Kittery, Eliot and York is about 2,200,000 GPD, which is less than half of the system design capacity of 5,000,000 GPD. In addition, the Belle Marsh Reservoir is held in reserve for future use. For this reason, the Kittery Water District can supply all the water we may require in the foreseeable future.

Municipal Sewer

The Kittery Sewer District services much of the Village District of South Eliot. At present, there are approximately 500 housing units on the system, averaging 270 gallons per day per unit. Eliot has contracted for 200,000 gallons of daily flow and could accommodate an additional 265 housing units without changing the current agreement. As with the Kittery Water District, Eliot uses only a fraction (approx. 5%) of the 2.4 million-gallon- per- day capacity of the treatment plant.

Private Wells:

Private wells supply homes and farms in the current Suburban and Rural Districts. Driller's logs of 163 wells suggest that favorable groundwater exists in parts of these districts. In November 1997, at the request of the town, the Maine Geological Survey sent additional (albeit incomplete) data on well depths in Eliot, which should provide information to professionals working on a hydrogeologic study. There are, as well, numerous natural springs throughout Town, many of which provide potable drinking water to residents.

Number of homes and businesses on public water -- 1,054 (this number was 943 in 1997)

Estimated number of homes and businesses on private wells – 1,746 (this number was 1,300 in 1997)

Many natural springs, drilled wells and shallow dug wells appear to meet drinking standards, although some residents have reported poor taste and high sulfur and iron content. (Private water sources are much harder to monitor and protect than municipal water sources.) York Pond is a clean, natural spring-fed pond, but is shallow and poorly suited for drinking.

Eliot Streets Serviced by Kittery Water District

October 3, 2002

Adlington Road	6"	Maple Avenue	6"
Alden Lane	(private service lines)	Mast Cove Road	6"
Alvin Lane	2"	Meadow Lane	6" & 8"
Aqua Avenue	6"	Mill Lane	(private service line)
Bayberry Drive	8"	Mitra Lane	(private service line)
Beech Road	8", 10", 12", 16"	Newson Lane	(private service line)
Blueberry Lane	8"	North Crescent Drive	8"
Bolt Hill Road	8" & 12"	Old Road	12"
Clark Road	6"	Park Street	6"
Cole Street	(private service lines)	Pine Avenue	6"
Cove Road	1 ¼"	Pleasant Avenue	6"
Cross Street	2"	Pleasant Street	6"
Dixon Avenue	4"	Ponderosa Drive	(private service line)
Dixon Road	(supplied by 12" State Road main)	Post Office Drive	(private service line)
Douglas Way	8"	River Road	12"
Farmer Road	6"	Riverside Avenue	(private service line)
Fore Road	4"	Rosemary Lane	4"
Greenwood Street	6"	Route 236	16"
Grover Avenue	6"	Sherwood Drive	6"
Hamilton Lane	(private service lines)	Spinney Creek Road	6"
Heather Road	8"	Spring Lane	6"
Hickory Lane	2"	Spruce Lane	(private service lines)
Hidden Meadow Lane	(private service lines)	Staples Street	4"
Hobbs Circle	6"	State Road	12"
Island Cove Road	(private service lines)	Varney Lane	(private service lines)
Kings Highway North	6"	Wood Avenue	6"
Kings Highway South	6"	Woodbine Avenue	6"
Laurel Lane	8"		
Leach Road	4"		
Leighton Lane	4"		
Libby Lane	2"		
Main Street	6"		
12" D.I. Bolt Hill Road to Cross Street (updated 2004-2006)			

Septic Systems

Expansion of Town sewer will promote better water quality by reducing the need for private septic systems. The prevalence of relatively poorly drained soils and wetlands suggest that septic- based development projects –either individually or as part of a larger development proposal – restrict development opportunities in many parts of Eliot.

PUBLIC SAFETY

POLICE: (Ted Short, Chief ; 439-1987)

Current Volume:

Category	Jan-Sept 2005	Jan-Sept 2006	Jan-Sept 2007
Calls for Service	3431	2907	4380
Crashes	85	69	82
Route 236 Crashes	49	21	21
Crime Clearance	21.4%	54%	55%

The Police Department is now located in its own building, a renovated ranch located adjoining the Eliot Fire Department. There is now a lower level, which contains a holding area and a booking area, among other spaces. The main level contains secured reception areas and offices. The building and space is sufficient for the present time.

Eliot currently has 8 full-time positions, which, with a population of 6,413, places Eliot below the State average for similar sized towns. Therefore, the future need will be for more FT staff.

Other immediate needs for the department include the replacement of both mobile and portable radios, which currently are out-dated and do not allow for proper communications with other agencies.

FIRE: Jay Muzeroll, Chief,

Current volume/activity: year/calls: 2006/182, 2007/178 (see Town Report for details on types of calls).

Existing Facility: Fire Station, 4 small bays, 3 large (deeper) bays, and 1 bay down under for storage.

Existing Equipment: 2 pumpers, 1 reserve pumper, 1 tanker, 1 forestry unit, 1 pickup truck, 1 10-passenger van; Eliot doesn't own "Jaws of Life", but the Navy Yard responds to that need.

Existing Staffing: from 1996 Town Report: 2 salaried staff (chief and assistant), 38-40 members (the by-laws limit membership to 45); all volunteer, except for fighting fires, for which they are paid \$4.50/hour. There are 23 Eliot residents at Firefighter I level of qualification.

Operating : 2005/2006: \$84,470: 2006/2007: \$88,820 2007/2008: \$91,900

How growth has impacted dept. in past 10 years (changes in all of the above): There has been an increase in calls, and, as it is increasingly difficult to find volunteers who can leave work during the day, there may be a need to go to some paid staff.

Immediate needs for the dept.: No immediate needs.

Projection of growth on the future needs of the dept.: A substation around Brixham Rd. may be needed as that area develops. Getting enough volunteers for daytime fires may become a problem, as

people increasingly have jobs that do not permit this. The computer being used is fine for reports, but it is not connected to the Internet, and should be linked to other Town government computers.

Fire Warden: no increased needs noted.

RESCUE: American Medical Response, 439-6482

Under contract to the Town.

Existing Facility: in Kittery

Operating Budget (Contract): ,2006/2007: \$45,500, 2007/2008: \$46,800.

ELIOT HEALTH OFFICER: Sharon Kibat, 439-4514

Annual flu clinic: provided by Visiting Nurses of Southern Maine once a year, usually in October.

Annual Red Cross Blood Drive: During Eliot Festival Day

Free Blood Pressure Screening: During Eliot Festival Day

PUBLIC WORKS (HIGHWAY): Road Commissioner - Bill Shapleigh, 439-9451

Existing Facilities: Town Garage is about 100' x 70' (one story, plus small upstairs area) and sand storage dome about 80' in diameter.

Existing Equipment:

<u>Equipment ID</u>	<u>Year</u>
International Dump – 7 yd	1993
International Dump -7yd	2001
International dump – 3yd	2003
International dump -7yd	2006
Cat loader 918-F	1994
Dodge 3/4ton pickup	1997
Cat backhoe 416-B	1996
Ford F250 pickup	2004
Cat crawler loader 93	1989
Kubota- mower	2002
Bobcat	1998
Ford F350 pickup	2001

Tonnage for paving last 5 years:

2002 - 3,940 tons

2003 - 4,020 tons

2004 -- 3,500 tons

2005 -- 3,150 tons

2006 -- 2,400 tons

Existing Equipment at Transfer Station:

4 bailers

1 Glass crusher

<u>Tons recycled:</u>	<u>Household waste (Lamprey)</u>	<u>Tons of bulky waste:</u>
2002 - 1,421 tons	2002 - 1,573 tons	2002 -- 324 tons
2003 - 1,418 tons	2003 - 1,474 tons	2003 -- 266 tons
2004 - 1,375 tons	2004 - 1,387 tons	2004 -- 285 tons
2005 - 1,301 tons	2005 - 1,382 tons	2005 - 288 tons
2006 - 1,316 tons	2006 - 1,296 tons	2006 - 276 tons

Existing Staffing: 5 full-time FT, plus part-time PT as needed.

Operating Budget – 2005/2006: \$575,604; 2006/2007: \$588,226; 2007/2008: \$610,600

How growth has impacted dept. in past 10 years (changes in all of the above):

Staffing has remained the same.

Immediate needs for the dept.: None noted.

Projection of growth on the future needs of the dept.: Once the population reaches a certain level (7,200), state-aid roads will become the responsibility of the Town. This will increase the need for staffing and, possibly, equipment, as well.

OTHER:

GENERAL ADMINISTRATION:

Existing facility: Town Hall has 7 offices, the Town Clerk's office, the meeting room, the conference room, tax map room, and entry hall and bathrooms.

All staff now have computers, with access to the internet, that can communicate with each other. At the moment, these computers are not linked to the Fire and Police Depts. There is an IT Committee that is working on centralization of Town Data.

There are 10 full-time staff members, up from 9 FT and 1 half-time last year.

The 07-08 administrative budget was \$887,980. The town recently changed their budgeting year from a calendar year to a July- to- June format fiscal year.

With the remodeled Town Hall, and the police in their own building, there is now more space available in town hall. So far, all committees can now be scheduled without conflict, despite the increase in the number of committees. The number of committees has ~~been~~ increased in order to meet the needs of the citizens. The new committees include the Community Television committee, the Eliot Technology committee, the Eliot Energy Commission, The Comprehensive Planning Committee and several ad hoc committees (Sewer Committee, Tax Increment Financing District Committee, Bicentennial (2010) Committee.

A room for larger meetings is still a need for the community. Most larger community meetings take place at the schools or one of the area churches.

There is still need for pt/ft aides for the Assessor, Code Enforcement Office, and Planning Assistant.

The needs above would suffice for the next 5 years or so.

Interesting note: In 1995, 57% of the Town's gross budget came from taxes. In 2007, 50.7% came from taxes, despite the increases in costs of providing services.

COMMUNITY SERVICES DEPARTMENT: (Director – Heather Muzeroll, 451-9334)

The department is continuing to provide programs that service all age groups in Town. Approximately 3,000 residents participate in these programs. There are now about 100 programs. When the department started, the programs were only provided in the summer. Now many programs are year-round.

They now have 6 computers, 1 Program Director, 1 Asst. Director, 3 full-time assistants, and 1 part-time assistant.

The operating budget for this year ('08-'09) is \$55,300.

Immediate needs for the department include a mini bus or van to transport senior citizens. Long-range needs include a community center building, 4 full-time assistants, and park up-dates improvements.

WELFARE/SOCIAL SERVICES: (Administrative Assistant-Dan Blanchette, 439-1817)

Current volume/activity: Approximately 20-30 individuals/families are served at this time. There is an application for assistance, available at the Town Hall.

Existing Facility: Town Hall, Administrative Office.

Existing Equipment: One computer.

YEAR	BUDGET	EXPENDITURES
2004	\$15,000	\$37,310
2005-06	\$20,000	\$37,926
2006-07	\$30,000	\$37,880
2007-08	\$20,000	YTD \$14,639

While the number of residents served remains the same, the costs have increased, especially due to increased cost of fuel and housing.

Existing Staffing: Administered by Board of Selectmen and by local agencies that receive donations from the Town.

Immediate needs for the dept.: None, current status is fine.

Projection of growth on the future needs of the dept.: The immediate needs above should be adequate for the five years ahead, according to the best estimate of the Administrative Assistant.

SOLID WASTE: (Bill Shapleigh, 439-9451)

Eliot's current recycling efforts, as documented by the state, are provided at the end of this section.

Existing Facility: Transfer Station, compost area.

Existing Equipment: one glass crusher, one glass/can crusher, two bailers: one for cardboard and one for newspapers, aluminum cans and plastic milk jugs, two compactors.

Existing Staffing: one full-time, four part-time.

How growth has impacted dept. in past 10 years (changes in all of the above): There has been a big increase in recycling and this is projected to continue

Immediate needs for the dept.: None noted.

Projection of growth on the future needs of the dept.: More space for recycling as that grows. The two bailers are very old and will need replacement within the next 10 years.

TOWN-OWNED PROPERTY

An assessment of town- owned property can sometimes help to determine whether there are opportunities available to use these town- owned lands for other facilities, recreation, affordable housing, conservation or simply for sale as a way to generate revenue for the community. The following list was obtained from the Assessor's office.:

Eliot Town Owned Land (2007)

Map	Block	Lot	Location	Owner	Description	Acres
1	129		294 MAIN ST	TOWN OF ELIOT	shed	0.03
4	43		MAIN ST	TOWN OF ELIOT	shed	0.24
4	52		SPINNEY CREEK RD	TOWN OF ELIOT	vacant	0.19
4	53		SPINNEY CREEK RD	TOWN OF ELIOT	vacant	0.21
4	58		MAIN ST	TOWN OF ELIOT	vacant	0.60
7	7		SPINNEY CREEK RD	TOWN OF ELIOT	vacant	0.10
19	29		195 OLD RD	TOWN OF ELIOT	tennis court	7.50
21	6		1333 STATE RD	TOWN OF ELIOT	town office, police station, fire station, etc	21.17
21	14		STATE RD	TOWN OF ELIOT	park	0.17
22	12		DEBBIE LN	TOWN OF ELIOT	vacant	0.03
27	1		STATE RD	TOWN OF ELIOT	vacant	1.27
27	2		116 OLD RD	WILLIAM FOGG LIBRARY TRUST	library	2.29
27	5		120 OLD RD	WILLIAM FOGG LIBRARY TRUST	library	0.46
35	8			TOWN OF ELIOT	vacant	2.69
35	9			TOWN OF ELIOT	vacant	2.47
36	13		HAROLD L DOW HWY	TOWN OF ELIOT	vacant	0.37
37	13		VITTUM HILL RD	TOWN OF ELIOT	vacant	1.51
42	5		510 RIVER RD	TOWN OF ELIOT	shed	5.25
44	1			TOWN OF ELIOT	vacant	18.00
44	3			TOWN OF ELIOT	vacant	7.00
45	15		HAROLD L DOW HWY	TOWN OF ELIOT	vacant	0.25
54	7		HAROLD L DOW HWY	TOWN OF ELIOT	vacant	5.00
54	8		468 HAROLD L DOW HWY	TOWN OF ELIOT TOWN DUMP	recycling, highway dept, salt shed	20.00
61	12		STATE RD	TOWN OF ELIOT	vacant	0.97
68	1			TOWN OF ELIOT	vacant	0.92
70	12		5 MADDY LN	TOWN OF ELIOT	house/ town foreclosure	0.72
72	1		CEDAR RD	TOWN OF ELIOT	vacant	0.32
72	2		CEDAR RD	TOWN OF ELIOT	vacant	4.75
89	5			TOWN OF ELIOT	vacant	5.11
89	6			TOWN OF ELIOT	vacant	2.15
89	7			TOWN OF ELIOT	vacant	0.28
89	8			TOWN OF ELIOT	vacant	6.80
96	2			TOWN OF ELIOT	vacant	3.59
96	7			TOWN OF ELIOT	vacant	6.30
101	15		HAROLD L DOW HWY	TOWN OF ELIOT	vacant	3.82
110	1			TOWN OF ELIOT	vacant	108.00
						240.53

SCHOOLS/EDUCATION:

Schools

Schools are an important feature of any municipality – from the desirability of the area as a place to live, to the education of future leaders and providing an educated work force to a major factor in the taxes one pays each year.

By and large, MSAD 35 is considered a good school system. A cursory look at MEA results of the past couple of years show MSAD 35 meeting and/or exceeding state standards for the Maine Educational Assessments.

Enrollment by Town by Grade Level

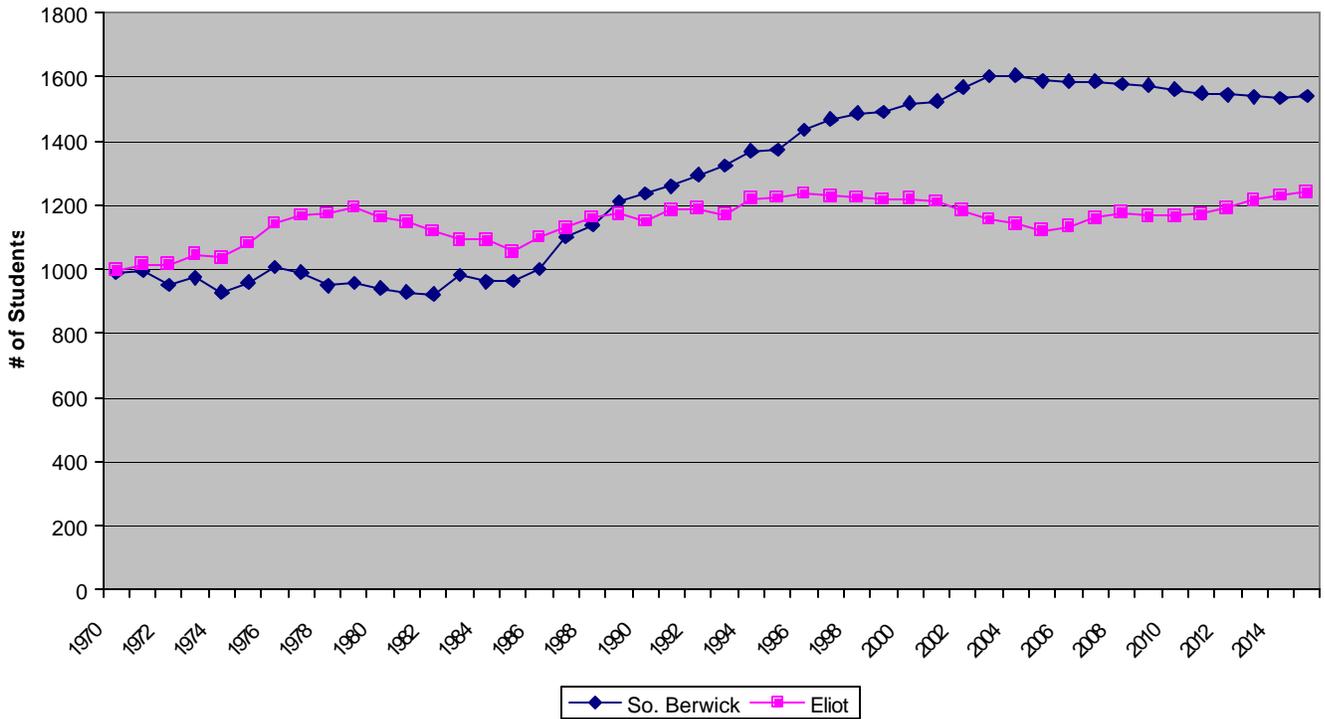
<u>Year</u>	<u>Eliot</u>					<u>South Berwick</u>					<u>District</u>
	<u>PK-3</u>	<u>4 - 5</u>	<u>6 - 8</u>	<u>9 - 12</u>	<u>Total</u>	<u>PK-3</u>	<u>4 - 5</u>	<u>6 - 8</u>	<u>9 - 12</u>	<u>Total</u>	<u>Total</u>
1998	384	170	290	374	1218	502	227	349	424	1502	2720
1999	363	191	289	382	1225	496	229	357	441	1523	2748
2000	338	177	275	412	1202	509	235	339	461	1544	2746
2001	333	161	276	397	1167	493	241	370	472	1576	2743
2002	363	155	276	359	1153	503	240	383	483	1609	2762
2003	368	140	277	356	1141	485	227	389	500	1601	2742
2004	365	143	239	365	1112	477	231	373	494	1575	2687
2005	346	143	235	338	1062	479	207	362	502	1550	2612
			Projected					Projected			
2006	435	157	227	340	1159	475	227	369	515	1586	2745
2007	452	170	233	321	1176	458	248	356	515	1577	2753
2008	461	171	249	285	1166	470	230	368	506	1574	2740
2009	418	195	261	291	1165	467	212	374	509	1562	2727
2010	404	217	265	287	1173	459	222	380	488	1549	2722
2011	386	207	301	296	1190	462	224	359	500	1545	2735
2012	388	193	314	320	1215	453	225	351	511	1540	2755

Enrollment by Town

	So. Berwick	Eliot	Total
1998	1485	1223	2708
1999	1490	1218	2708
2000	1519	1221	2739
2001	1523	1211	2734
2002	1566	1183	2749
2003	1602	1156	2758
2004	1605	1141	2746
2005	1588	1121	2709
2006	1585	1132	2717
2007	1586	1160	2746
2008	1577	1176	2753
2009	1573	1167	2740
2010	1561	1165	2726
2011	1549	1173	2722
2012	1545	1190	2735
2013	1539	1215	2754
2014	1533	1230	2763
2015	1540	1240	2780

It is interesting to note that, as recently as the late 1980's, Eliot's enrollment was equal to that of South Berwick. Since that time the chart below demonstrates the shift that has taken place, although enrollment is running pretty much parallel at the current time.

OCTOBER 1 ENROLLMENT BY TOWN



OTHER PUBLIC SERVICES

Cultural Facilities:

There are no arts facilities (music, visual arts, theater in Eliot, but the schools host various student art performances and presentations). The town sponsors a summer concert series featuring local musicians.

The William Fogg Library: 439-9437.

The library is open 32 hours a week. It now has 2 full-time staff, including a Director, and 4 part-time staff. It now provides wireless access to residents as well as one computer for public use. Future needs include new software, which would enable the Library to access the State Library system.

The Town provided a budget in 2006-07 of \$125,500. and, in 2007-08, a budget of \$129,200.

Centers:

Eliot has no Senior Center, Recreation Center, Teen Center, Family Resource Center, Swimming Pool or Community Center.

Senior Citizens:

There is a new senior housing complex, Baran Place, with 41 living units, all filled, with a waiting list. Its meeting room is, by vote of the tenants, not available for rent or for meetings **by** anyone but tenants. Senior citizens can go to the Kittery Recreation Center for noon meals twice a week. Also, Kittery and Eliot have combined together to form a group that meets once a month at McPherson Hall at the Congregational Church and is open to all senior citizens.

Healthcare:

York Hospital, York, Maine - 8 miles

HCA Portsmouth Hospital, Trauma Center, Portsmouth, NH - 8 miles

Trauma Centers, Boston and Portland, Maine Area hospitals - 45 to 60 miles

Wentworth-Douglas Hospital, Dover, NH - 5 miles (no local ambulance service to this facility)

2006 Municipal Recycling Report

05/24/2007
Report Number
Geo Code 31090

Eliot

Municipal Recyclables	Tons
Office Paper	0.00
Cardboard (OCC)	131.00
Old Newspaper (ONP)	0.00
Old Magazines (OMG)	0.00
Mixed Paper	253.00
Glass	85.00
Aluminum Cans/Foil	6.00
Tin Cans	25.00
Plastics	9.00
Other Materials	183.00
Food	0.00
Compost (No leaves)	0.00
Reused Materials	14.00
Universal Waste	24.53
Recyclables Sub-Total	730.53

2006 Analysis	
Per Person	
Municipal Trash Per Person in Tons	0.2177
Municipal Materials Recycled Per P	0.1227
Bulky Waste Per Person in Tons	0.0464
Bulky Recycled Materials Per Person	0.0583
Total Material Recycled Per Person	0.2209
Total MSW Per Person in Tons	0.4550
Dollars Per Person	\$60.39
Dollars Per Ton of MSW	\$124.52
Percentages	
Municipal Waste & Recyclables	70.18 %
Bulky Waste & Recyclables	29.82 %
Commercial Waste & Recyclables	0.00 %
Commercial Waste	
Commercial Waste Included in MSW	n

MSW Disposal Site:
Lamprey, NH

Municipal Recycling Rate	36.05%
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(see explanation on back)

2000 US Census Population 5,954 MSW Program Expenses \$360,567.00
Year Round Housing Units 2,307 Seasonal Housing Units 51

	Recycled Tons	Waste Diversion	Incinerated Tons	Landfilled Tons	Totals
Incinerator Metal Recycled	0.00	tons by Lamprey, NH		Total Municipal Recyclables	730.53
Municipal Solid Waste			0.00	1,296.00	1,296.00
Bulky Waste & Recycling					
Metals	202.00		0.00	0.00	202.00
Leaves & Yard	121.00		0.00	0.00	121.00
Tires	4.00	0.00	0.00	0.00	4.00
Demo Debris	72.00	0.00	0.00	0.00	72.00
Wood	186.00	0.00	0.00	0.00	186.00
Brown Goods, Furniture	0.00		0.00	0.00	0.00
Mixed Bulky	0.00		0.00	276.00	276.00
Bulky Totals	585.00	0.00	0.00	276.00	861.00
Commercial Totals	0.00		0.00		0.00
Grand Totals	1,315.53		0.00	1,572.00	2,887.53

Waste Diversion
0.00 %

2006 Recycling Summary				
Base Rate	Returned Bottle Credit	Compost Credit	2006 Adjusted Recycling Rate	
45.56 %	+ 5	+ 4	=	54.56

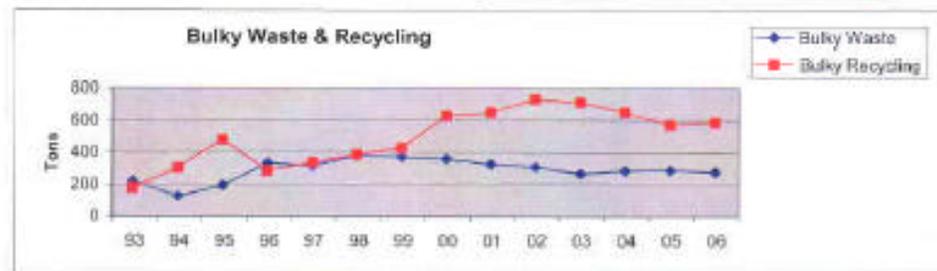
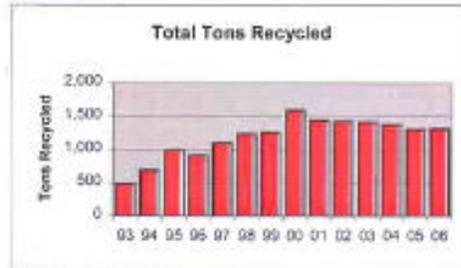
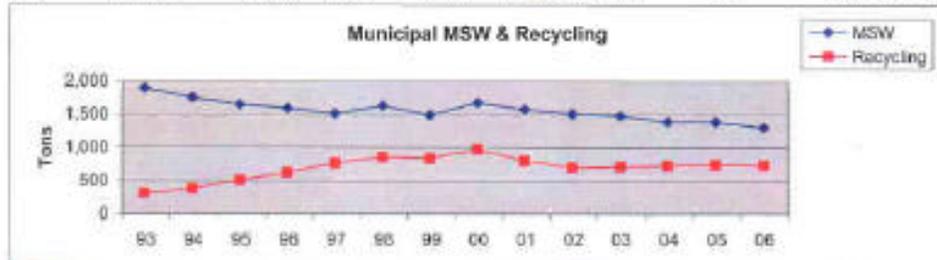
(see explanation on back)

This report is produced by the Maine State Planning Office using R:BASE software with information submitted by community and regional solid waste programs. For additional information, please contact Hank Tyler, by phone:(207) 287-8934; e-mail: hank.tyler@maine.gov; or, through www.recyclemaine.com.



Eliot, Maine

Year	Municipal MSW	Municipal Recycling	Bulky Waste	Bulky Recycling	Total Recycled	Total MSW	Base Recy Rate %	Adj. Recy Rate %	Municipal Expenses
93	1,901.0	313.9	221.5	176.8	490.7	2,613.2	18.8	23.8	
94	1,756.0	385.3	127.3	303.8	689.1	2,572.4	26.8	31.8	
95	1,647.0	510.2	194.1	481.8	991.8	2,832.9	35.0	44.0	
96	1,594.0	624.0	333.4	285.0	909.0	2,836.4	32.0	41.0	
97	1,512.0	765.0	315.8	337.0	1,102.0	2,929.8	37.6	46.6	
98	1,628.0	853.0	378.2	386.0	1,239.0	3,245.2	38.2	47.2	
99	1,490.0	836.0	371.5	427.0	1,263.0	3,124.5	40.4	49.4	
00	1,674.0	967.0	359.0	626.0	1,593.0	3,626.0	43.9	52.9	\$242,692
01	1,573.0	798.0	324.0	648.0	1,446.0	3,343.0	43.3	52.3	\$312,000
02	1,503.0	696.0	308.0	732.0	1,428.0	3,239.0	44.0	53.0	\$312,027
03	1,474.0	708.1	266.0	710.0	1,418.1	3,158.1	44.9	53.9	\$192,708
04	1,387.0	724.2	285.0	649.0	1,373.2	3,045.2	45.0	54.1	\$198,700
05	1,382.0	738.5	268.0	571.0	1,309.5	2,979.5	44.0	53.0	\$346,038
06	1,298.0	730.5	276.0	585.0	1,315.5	2,887.5	45.6	54.6	\$359,567



This information was produced by the Maine State Planning Office based upon data submitted by the municipality.

Energy Inventory

The Eliot Energy Commission (EEC) was established in 2006 as a result of increased community interest in sustainability and conservation as well as concern about potential harm to the global environment.

In its first year, the EEC conducted a complete energy audit of the Eliot municipal buildings (see appendices) resulting in several changes in insulation, thermostat control settings and in lighting, including retrofitting the Town Garage. These changes are expected to save the Town considerable costs over time.

Also, the EEC proposed, wrote, and saw through to adoption by the citizens at Town Meeting, two new energy ordinances. One of these ordinances provides for individual use of solar collectors and the other provides for small wind turbines for home energy use.

Members of the EEC conducted a great deal of research including working with neighboring communities. They explored wind generation of energy at Hull, Massachusetts; geothermal sources of energy at the Pease Air Base in New Hampshire, and different methods of heating and cooling municipal buildings at Epping, N.H.

The EEC conducted public meetings on the use of biofuels and methods of domestic conservation of energy. The EEC has provided a kit that is available to all citizens through the William Fogg Library that includes a tool for home energy audits and gives information on methods that any household can use to reduce energy usage and save costs.

Eliot Fiscal Capacity

The budgeting and expenditure of funds in Eliot is guided by a Selectman/Budget Committee/Town Meeting format. Ultimately decisions on spending are made by the voters at Town Meeting in June.

The following tables track expenditures and revenues by year from 2003-2007

Community Revenue and Expenditure Trends (2003-2007)

**TOWN OF ELIOT, MAINE
STATEMENT OF REVENUES AND EXPENDITURES -
BUDGET AND ACTUAL - GENERAL FUND
For the Year Ended December 31, 2003**

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues:			
Taxes	\$ 8,283,755	\$ 8,272,823	\$ (10,932)
Licenses, Permits and Fees	70,825	77,753	6,928
Intergovernmental	495,249	521,354	26,105
Miscellaneous	83,175	138,892	55,717
Total Revenue	8,933,004	9,010,822	77,818
Expenditures:			
Administration	1,132,439	1,055,492	76,947
Protection	907,630	846,907	60,723
Public Works	548,824	650,752	(101,928)
Transfer Station	318,337	313,199	5,138
Welfare and Social Services	42,736	56,556	(13,820)
Recreation	57,230	65,328	(8,098)
Education	5,457,217	5,457,217	-
County Assessment	325,588	325,588	-
Debt Service			
Interest	49,025	37,512	11,513
Principal	33,333	33,333	-
Other	149,980	140,336	9,644
Total Expenditures	9,022,339	8,982,220	40,119
Revenues Over (Under) Expenditures	(89,335)	28,602	117,937
Other Financing Sources (Uses):			
Capital Outlay	(101,508)	(99,601)	1,907
Transfer to Other Funds	(198,000)	(198,000)	-
Transfer from Other Funds	65,000	154,845	89,845
Overlay	(16,015)	-	16,015
Use of Unappropriated Surplus	339,858	-	(339,858)
Carry Over Appropriations		(39,118)	(39,118)
Total Other Financing Sources (Uses)	89,335	(181,874)	(271,209)
Total Revenues Over (Under) Expenditures and Other Financing Sources (Uses)	\$ -	\$ (153,272)	\$ (153,272)

TOWN OF ELIOT, MAINE
STATEMENT OF GENERAL FUND REVENUES AND EXPENDITURES
BUDGET AND ACTUAL
For the Year Ended December 31, 2004

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues:			
Taxes	\$ 8,283,755	\$ 8,272,823	\$ (10,932)
Licenses, Permits and Fees	70,825	77,753	6,928
Intergovernmental	495,249	521,354	26,105
Miscellaneous	83,175	138,892	55,717
Total Revenue	8,933,004	9,010,822	77,818
Expenditures:			
Administration	1,132,439	1,055,492	76,947
Protection	907,630	846,907	60,723
Public Works	548,824	650,752	(101,928)
Transfer Station	318,337	313,199	5,138
Welfare and Social Services	42,736	56,556	(13,820)
Recreation	57,230	65,328	(8,098)
Education	5,457,217	5,457,217	
County Assessment	325,588	325,588	
Debt Service	82,358	70,844	11,514
Other	149,980	140,336	9,644
Total Expenditures	9,022,339	8,982,219	40,120
Revenues Over (Under) Expenditures	(89,335)	28,603	117,938
Other Financing Sources (Uses):			
Capital Outlay	(101,508)	(99,601)	1,907
Transfer to Reserve Funds	(198,000)	(198,000)	-
Transfer from Reserve Funds	65,000	154,845	89,845
Overlay	(16,015)		16,015
Use of Unappropriated Surplus	339,858		
Carry Over Appropriations		(39,118)	(39,118)
Total Other Financing Sources (Uses)	89,335	(181,874)	68,649
Total Revenues Over (Under) Expenditures and Other Financing Sources (Uses)	\$ -	\$ (153,271)	\$ 186,588

TOWN OF ELIOT, MAINE
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
For the Six Months Ended June 30, 2005

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES:				
Taxes	\$ 4,476,756	\$ 4,476,756	\$ 4,455,043	\$ (83,018)
Licenses, Permits & Fees	50,500	50,500	68,541	43,402
Intergovernmental	226,173	226,173	229,268	129,697
Charges for Services	39,500	39,500	49,989	10,489
Investment Income	2,500	2,500	3,012	(268)
Other	40,000	40,000	88,479	(9,322)
Total Revenues	4,835,429	4,835,429	4,894,332	58,903
EXPENDITURES:				
General Government	750,118	750,118	792,390	(42,272)
Protection	420,841	420,841	375,868	44,973
Public Works	519,468	519,468	622,007	(102,539)
Culture & Recreation	26,276	26,276	24,794	1,482
Health & Social Services	15,000	15,000	8,333	6,667
Education	3,115,628	3,115,628	3,115,628	-
Capital Outlay	16,500	16,500	15,000	1,500
Debt Service				
Principal & Interest	8,429	8,429	8,429	-
Total Expenditures	4,872,260	4,872,260	4,962,449	(90,189)
EXCESS (DEFICIENCY) OF REVENUE OVER (UNDER) EXPENDITURES	(36,831)	(36,831)	(68,117)	(31,286)
OTHER FINANCING SOURCES (USES)				
Transfers Out	(55,000)	(55,000)	(55,000)	-
Total Other Financing Sources (Uses)	(55,000)	(55,000)	(55,000)	-
NET CHANGE IN FUND BALANCE	(91,831)	(91,831)	(123,117)	(31,286)
FUND BALANCE - BEGINNING OF YEAR	1,201,729	1,201,729	1,201,729	-
FUND BALANCE - END OF PERIOD	\$ 1,109,898	\$ 1,109,898	\$ 1,078,612	\$ (31,286)

TOWN OF ELIOT, MAINE
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
For the Fiscal Year Ended June 30, 2006

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES:				
Taxes	\$ 8,908,711	\$ 8,908,711	\$ 9,069,873	\$ 161,162
Licenses, Permits & Fees	110,900	110,900	139,316	28,416
Intergovernmental	491,658	491,658	596,484	104,826
Charges for Services	112,100	112,100	147,222	35,122
Investment Income	20,000	20,000	23,919	3,919
Miscellaneous	35,000	35,000	130,184	95,184
Total Revenues	9,678,369	9,678,369	10,106,996	428,629
EXPENDITURES:				
General Government	2,011,805	2,011,805	1,547,030	464,775
Protection	843,245	843,245	836,870	6,375
Public Works	588,890	588,890	1,033,770	(444,880)
Culture & Recreation	49,490	49,490	34,288	15,202
Health & Social Services	20,000	20,000	37,926	(17,926)
Education	5,910,769	5,910,769	5,910,769	-
County Government	398,315	398,315	398,315	-
Debt Service				
Principal & Interest	49,650	49,650	49,650	-
Total Expenditures	9,872,164	9,872,164	9,848,618	23,546
EXCESS (DEFICIENCY) OF REVENUE OVER (UNDER) EXPENDITURES	(193,795)	(193,795)	258,381	452,176
OTHER FINANCING SOURCES (USES)				
Transfers In	5,000	5,000	5,000	-
Transfers Out	(128,000)	(128,000)	(103,000)	25,000
Total Other Financing Sources (Uses)	(123,000)	(123,000)	(98,000)	25,000
NET CHANGE IN FUND BALANCE	(316,795)	(316,795)	160,381	477,176
FUND BALANCE - BEGINNING OF YEAR	1,078,612	1,078,612	1,078,612	-
FUND BALANCE - END OF PERIOD	\$ 761,817	\$ 761,817	\$ 1,238,993	\$ 477,176

TOWN OF ELIOT, MAINE
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
 For the Fiscal Year Ended June 30, 2007

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES:				
Taxes	\$ 9,742,150	\$ 9,742,150	\$ 9,757,131	\$ 14,981
Licenses, Permits & Fees	100,000	100,000	92,383	(7,617)
Intergovernmental	452,378	452,378	485,536	33,158
Charges for Services	132,000	132,000	144,986	12,986
Investment Income	25,000	25,000	15,775	(9,225)
Miscellaneous	68,000	68,000	74,447	(23,554)
Total Revenues	10,549,528	10,549,528	10,570,238	20,710
EXPENDITURES:				
General Government	1,580,815	1,580,815	1,681,078	(100,484)
Protection	936,789	938,788	919,891	16,898
Public Works	1,009,940	1,009,940	993,844	16,096
Culture & Recreation	48,770	48,770	38,737	10,033
Health & Social Services	30,000	30,000	37,880	(7,880)
Education	6,506,580	6,506,580	6,506,578	2
County Government	383,752	383,752	383,752	-
Debt Service	45,546	45,546	45,546	-
Total Expenditures	10,544,992	10,544,992	10,610,307	(65,315)
EXCESS (DEFICIENCY) OF REVENUE OVER (UNDER) EXPENDITURES				
	4,536	4,536	(40,069)	(44,605)
OTHER FINANCING SOURCES (USES)				
Capital Outlay	-	-	(61,185)	(61,185)
Transfers In	5,000	5,000	166,106	161,106
Transfers Out	(149,000)	(149,000)	(146,000)	-
Total Other Financing Sources (Uses)	(141,000)	(141,000)	(41,079)	99,921
NET CHANGE IN FUND BALANCE				
	(136,464)	(136,464)	(81,148)	65,316
FUND BALANCE - BEGINNING OF YEAR				
	1,238,993	1,238,993	1,238,993	-
FUND BALANCE - END OF PERIOD				
	\$ 1,102,529	\$ 1,102,529	\$ 1,157,845	\$ 55,316

An analysis of these expenditures over time can provide insight into the priorities and spending patterns of the community. Rather than analyzing them year to year we have chosen to look at a comparison of 2003 and 2007. It should be noted we are comparing actual revenues and expenditures not budgeted revenues and expenditures as actual revenues/expenditures provides a more accurate portrayal of how the finances of the town are evolving. It is also important to note that some categories have been combined as they may not have been accounted for in the same way during that time period.

REVENUES	2003	2007	% OF CHANGE
TAXES	8,272,823	9,757,131	18%
LICENSES, PERMITS, FEES	77,753	92,383	19%
INTERGOVERNMENTAL	521,354	485,536	(7%)
CHARGES FOR SERVICES		(144,986)	
INVESTMENT INCOME		(15,775)	
MISCELLANEOUS	138,892	(74,447)	
	138,892	235,208 (THREE ABOVE COMBINED INTO ONE CATEGORY)	70%
TOTAL REVENUE	9,010,822	10,570,238	17%

Thus from 2003 to 2007, the town saw a revenue increase between taxes, licenses, permits, etc and other miscellaneous items. However intergovernmental transfers (such as revenue sharing, and other forms of state and federal assistance) decreased. Taxes account for 92% of the town revenues.

On the expenditure side:

EXPENDITURE	2003	2007	% OF CHANGE
GENERAL GOVT/ADMIN	1,055, 492	1,681,079	60%

PROTECTION	846,907	919,891	9%
PUBLIC WORKS/TRANSFER STATION	963,951	993,844	3%
RECREATION/CULTURE	65,328	38,737	(40%)
HEALTH AND SOCIAL SERVICES	56,556	37,880	(33%)
EDUCATION	5,457,217	6,506,578	19%
COUNTY GOVT.	325,588	383,752	18%
DEBT SERVICE	70,845	48,456	(31%)
OTHER	140,336		
TOTAL	8,982,220	10,610,307	18%

It should be pointed out that General Government expenditure increases may result from the shifting of job classifications. However, in the end there are obviously increases occurring at the education and county level over which the town has little control. Town administration also saw a marked increase. With declining intergovernmental transfers and minimal opportunities to raise funds through licenses or permits, the school and county government budgets account for 65% of the towns expenditures.

Capital Planning

With the exception of water and sewer bonds for the Rte. 236 area passed a number of years ago, Eliot has not traditionally borrowed money for capital items. Instead the town has set up a series of reserve accounts for major items such as police vehicles, fire trucks, and public works equipment. After a number of years of setting aside these funds at town meeting, the town purchases the needed item based on a capital plan prepared by the Selectman and Department Heads. This eliminates the need for borrowing.

The town does not bond for road repairs or maintenance of roads.

A listing of the towns reserve fund accounts and other accounts can be found on the following page. As can be seen, the town is in good shape as far as preparing for a number of needed investments.

Tax Base and Trends

Full Value Tax Rate in Eliot

A full value tax rate is an equalized rate prepared by the state of Maine for comparison purposes (ie adjusting for different home, land and other values by community and how up to date the town's assessing valuations are). It is really a better measure of a town's tax situation than the local mil rate.

YEAR	FULL VALUE TAX RATE	LOCAL MIL RATE
2004	11.08	14.6
2005	9.5	14.87
2006	10.13	15.65
2007	8.87	15.4
2008	9.78	16.7

Eliot Taxes and Surrounding Communities (2006) (from MMA using different methodology than above)

TOWN	FULL VALUE TAX RATE
KITTERY	10.88
ELIOT	9.79
YORK	7.50
SOUTH BERWICK	10.19

this, illustration, Eliot's tax rate does not appear to be out of line with surrounding communities.

Changes in Fund Balances
September 1-30, 2008

Telephone:(207) 828-7500

Fund Name	Beginning Principal Balance	Realized Gain (Loss)	Additions (With- Drawals)	Total Principal Balance	Beginning Income Balance	Income Received	Additions (With- drawals)	(Fees Paid)	Total Accum. Income	Investment Cost Basis	Current Market Value
Reserve Funds											
Revaluation	38,327.81	-	15,000.00	53,327.81	11,258.89	89.96	-	(24.29)	11,324.56	64,652.37	64,652.37
Town Facilities	42,090.05	-	-	42,090.05	8,138.55	91.12	-	(24.60)	8,203.07	50,293.12	50,293.12
Police Station	(0.01)	-	(0.00)	(0.01)	-	(0.00)	0.00	0.00	-	(0.01)	(0.01)
Police Station Bond Reserve	0.00	-	-	0.00	0.00	0.00	-	(0.00)	0.00	0.00	0.00
Fire Truck	188,656.41	-	40,000.00	228,656.41	25,909.59	389.27	-	(105.11)	26,193.76	254,850.16	254,850.16
Police Cruiser	12,946.75	-	13,000.00	25,946.75	2,468.89	27.97	-	(7.55)	2,490.31	28,437.06	28,437.06
Sewer Capital	218,876.23	-	15,000.00	233,876.23	49,951.66	487.72	-	(131.69)	50,307.69	284,183.92	284,183.92
Sick Leave	55,473.26	-	1,000.00	56,473.26	20,957.83	138.66	-	(37.44)	21,059.05	77,532.32	77,532.32
Land Bank	42,581.94	-	-	42,581.94	16,105.34	106.47	-	(28.75)	16,183.07	58,765.09	58,765.09
Road Equipment	11,778.56	-	35,000.00	46,778.56	6,327.18	32.85	-	(8.87)	6,351.16	53,129.72	53,129.72
Street Light	9,172.79	-	-	9,172.79	4,916.68	25.56	-	(6.90)	4,935.34	14,108.13	14,108.13
Equipment	(295.16)	-	-	(295.16)	295.18	0.00	-	(0.00)	295.18	0.02	0.02
Legal Fee	13,726.67	-	-	13,726.67	8,028.44	39.47	-	(10.66)	8,057.25	21,783.92	21,783.92
200th Celebration	11,308.72	-	2,700.00	14,008.72	4,046.60	27.86	-	(7.52)	4,066.94	18,075.66	18,075.66
General Assistance	63.31	-	-	63.31	1,098.36	2.11	-	(0.57)	1,099.90	1,163.22	1,163.22
Travel/Vehicle Maintenance	(0.00)	-	-	(0.00)	0.16	0.00	-	(0.00)	0.16	0.15	0.15
Community Service Center	89,633.71	-	-	89,633.71	16,905.24	193.29	-	(52.19)	17,046.34	106,680.05	106,680.05
Consultants Service	877.89	-	-	877.89	144.29	1.85	-	(0.50)	145.64	1,023.53	1,023.53
Contingency & Emergency	44,358.83	-	25,000.00	69,358.83	9,565.22	97.83	-	(26.42)	9,636.63	78,995.46	78,995.46
Town Insurance Reserve	8,194.00	-	-	8,194.00	13.94	14.89	-	(4.02)	24.71	8,218.72	8,218.72
Total Reserve Funds	787,771.75	-	146,700.00	934,471.75	186,130.95	1,766.88	0.00	(477.09)	187,420.75	1,121,892.51	1,121,892.51
Capital Project Funds											
Sewer Betterment Fees	37,081.86	-	-	37,081.86	10,177.94	85.74	-	(23.15)	10,240.53	47,322.39	47,322.39
Total Capital Project Funds	37,081.86	-	-	37,081.86	10,177.94	85.74	-	(23.15)	10,240.53	47,322.39	47,322.39
Trust Funds											
Cemetery	2,323.72	-	-	2,323.72	398.30	4.94	-	(1.33)	401.90	2,725.62	2,725.62
Susan Blume	10,101.95	-	-	10,101.95	1,660.35	21.34	-	(5.76)	1,675.93	11,777.88	11,777.88
Mary Lizzie Spinney	31,941.33	-	-	31,941.33	17,311.81	89.36	-	(24.13)	17,377.04	49,318.36	49,318.36
Lena Grovar Memorial	778.75	-	-	778.75	118.24	1.63	-	(0.44)	119.43	898.16	898.16
Total Trust Funds	45,145.74	-	-	45,145.74	19,488.70	117.26	-	(31.66)	19,574.30	64,720.04	64,720.04
Operating Funds											
General	(23,369.90)	-	-	(23,369.90)	2,305.77	(38.22)	-	10.32	2,277.87	(21,092.02)	(21,092.02)
Total Operating Funds	(23,369.90)	-	-	(23,369.90)	2,305.77	(38.22)	-	10.32	2,277.87	(21,092.02)	(21,092.02)
TOTAL ALL FUNDS	846,629.46	-	146,700.00	993,329.46	218,103.36	1,931.67	0.00	(521.58)	219,613.45	1,212,842.92	1,212,842.92

* SUBTOTALS MAY CONTAIN .01 (1 CENT) ROUNDING DIFFERENCES DUE TO USE OF RATIOS FOR ALLOCATING GROSS ACTIVITY TO SUB ACCOUNTS.

It is also important to look at whether the town's valuation has been growing and to what extent over the past five years:

YEAR	MUNICIPAL VALUATION	STATE VALUATION	% OF CHANGE (STATE)
2004	500,168,500	719,700,000	
2005	506,049,850	773,000,000	7.4
2006	515,542,700	878,600,000	13.66
2007	521,987,800	879,350,000	1.0
2008	N/A	883,450,000	0.50

It is clear that valuations have started to slow as a result of the recent slide in property values. This can result in increased need to either find additional sources of revenue or cut costs or services.

Another issue is what your tax base consists of. For instance, many southern Maine communities are almost entirely residential in nature; some have a strong seasonal component; while others have a mix of industrial/commercial as well.

The following table provides the values of Eliot's 2008.

PROPERTY TYPE	VALUE	% OF TOWN VALUATION
RESIDENTIAL (VACANT AND IMPROVED)	762,531,800	86%
MIXED USE	954,900	< 1%
COMMERCIAL (VACANT AND IMPROVED)	50,702,600	6%

IMPROVED)		
INDUSTRIAL (VACANT AND IMPROVED)	31,626,200	3.5%
EXEMPT	42,341,300	5% (A LIST OF EXEMPT PROPERTIES CAN BE FOUND IN THE LAND USE SECTION)
OPEN SPACE	293,700	<1%
TOTAL	888,450,500	DUE TO ROUNDING DOES NOT =100

The primarily residential nature of Eliot's tax base can be seen in these figures, although some towns in the region (most notably South Berwick) are even more residential in nature. While the exempt numbers may seem high, they also are not nearly as substantial as towns with schools, hospitals and large amounts of dedicated open space. (Tree growth and farmland/open space figures are found in the agriculture /forestry section)

LD 1 in Eliot

Before last year (fiscal year 2008/2009) Eliot had been within the limits of LD 1 since its inception. Last year however, the town was forced to exceed the spending limit of \$1,759,424 by raising an additional \$467,843. The move to raise the limit was approved at the Annual Town meeting.

There were a few reasons for the need to exceed the limit. First was declining values in excise taxes, a common issue in an economic downturn. Secondly were increased fuel and other costs to maintain town operations and services. Finally the town had relied on using the undesignated fund balance over the years to decrease the tax rate. Essentially with this fund being depleted (at least to what would be considered safe for municipal accounting purposes) this option was no longer available. This resulted in a tax increase of 8%.

Planning Considerations

Eliot has a relatively low and stable tax rate (although many would probably disagree). The town has managed to provide an efficient level of service to its residents and help

fund, according to most accounts, a high quality k-12 educational system through MSAD 35. It has become clear most recently that declining revenues in the form of intergovernmental transfers and declining tax revenues combined with increasing costs on the municipal level will present a challenge to budget makers in the town. The town has been active in preparing for future capital investments by setting aside reserve accounts for those purposes. The town does not plan to begin major borrowing (bonding) to finance capital investments. The possibility of tax increment financing (TIF) on the new gas compressor also may provide additional revenue for not only water and sewer expansions but potentially other projects as well. This will need to be further analyzed following the towns possible approval of any TIF.

The possible TIF of the gas compressor will help shield the increased valuation from both the state and county values and thus not directly impact the town's ability to pay for services. It is difficult to say in this current economic environment what types of changes may be in the offing as far as the tax base is concerned although the town has been somewhat successful in locating new commercial and industrial development along the Rte. 236 corridor.

The town has recently become more engaged with finding a more equitable arrangement as far as school funding is concerned. While Eliot only sends about 40% of the students to MSAD 35 they pay for more than 55% of the cost of the budget. While this has not been burden to Eliot so far in terms of paying for other municipal services it is potentially a problem in the near future – particularly as other sources of revenue dry up and/or state funding for schools is cut.

The town has not become directly engaged with surrounding communities on sharing capital investments although a project to begin in the spring of 2009, funded by the CDBG program will be to explore possible areas of joint services/infrastructure with six surrounding towns.

Goals, Policies and Implementation Strategies

Future Land Use

With its location in southwestern Maine, near the interstate and within commuting distance to Boston and job centers in southern New Hampshire and Portland, Eliot is positioned for continued growth for the foreseeable future. While the terms are somewhat subjective, Eliot is becoming more suburban in nature and is facing many of the same issues that confront surrounding communities. How can the community grow while maintaining its character? How can the community create business growth and contribute to a tax base that is primarily residential in nature? How can the town preserve its open spaces which help define the community? How can growth occur while protecting water quality and other natural resources systems? How can the impacts of growth related to traffic and other costly infrastructure items be absorbed? What steps, if any, is the town prepared to take to encourage growth in the village area? Are there investments the town may make which could encourage the desired development pattern? These are essential questions for the town as they propose policies for the future.

The state of Maine Growth Management Act requires that a community designate a “growth” area and a “rural” area within their Comprehensive Plan. This concept is based on the idea that growth near town services and centers is less costly to service than growth in the rural parts of the town. In effect, Eliot has historically done that with a rural zone, a suburban zone, a village area and a commercial/ industrial zone. The most usual manner to differentiate these zones is by lot size. In the case of Eliot, this has meant the following as far as lot sizes:

Rural Zone = 3 acres
Suburban Zone = 2 acres
Village Zone = 1 acre
Commercial/Industrial = 3 acres

While Eliot has had zoning for approximately 30 years and development took place before then, the general pattern of development resulting from this zoning is seen on the following map, which illustrates the location of existing dwellings within the community (the map of existing dwellings can be found in the Land Use Chapter). The number of existing dwellings (estimated) by zone is estimated as follows:

RESIDENTIAL DWELLING UNITS BY ZONE/2007

Zone	units
Commercial \ Industrial	13
Rural	1146
Suburban	1047
Village	606
Total	2812

Since 2004 we estimate that the number of new dwellings by zone (as a percentage) has occurred as follows:

- Rural = 32%
- Suburban = 40%
- Village = 16%
- Shoreland Areas = 10%

This is a fairly typical land use pattern for southern Maine as there is usually more developable land in rural and suburban zones and, according to realtors, there has historically been more demand for large lots with space and privacy. However, as far as an efficient land use pattern –or one where you would like to see more compact growth near town services – it does not appear to be working.

One of the key driving factors in the growth of a community (in addition to market demand) is the availability and developability of land. Large parts of Eliot are severely limited by wetlands, streams, floodplains and other water- related issues. Other development constraints relate to land in conservation or areas that are already developed. The map on the following page provides a graphic representation of the land that is generally considered buildable in the community (deducting very poorly drained soils, wetlands, floodplains, land permanently dedicated to conservation, and existing dwellings). A map is also provided showing the Eliot Village area and any limitations.

**DEVELOPABLE LAND BY
CURRENT ZONE**

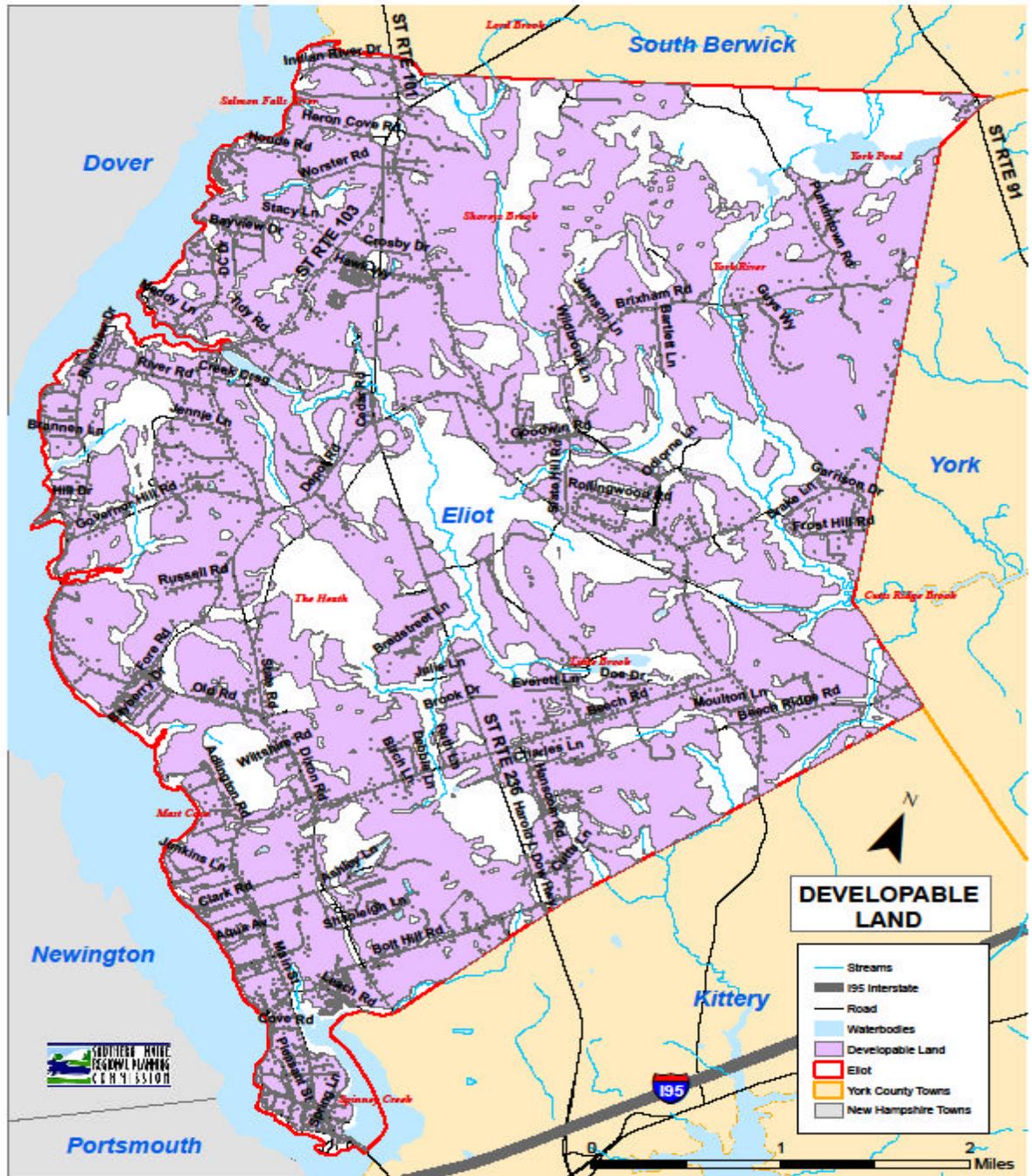
Zone	Acres
Commercial \ Industrial	383
Village	675
Suburban	3166
Rural	3845

One of the interesting parts of this analysis is that areas within the current village zone and/or near it, still contain some large buildable areas. This is important if the town wishes to pursue a strategy of lowering densities within this area from the current one-acre zoning requirement. However, Eliot is somewhat limited in the ability of the Village Zone to absorb new growth by the relative lack of sewer and water capacity (seen in the Public Facilities section) and by the one- acre minimum lot size requirement. Rarely do towns in Maine proactively build water and sewer lines for residential growth (as opposed to being more than willing to provide it for commercial/industrial growth). Those costs are usually picked up by the developer with an interest in developing a large parcel of land. While Maine law states that it is appropriate to have a lot of 20,000 square feet with on-site septic disposal, few towns go to that lot size with on- site systems due to possible and perceived concerns about water quality.

The town has expressed an interest to provide for additional growth within the current village zone by lowering lot sizes within that zone to a half acre from its current one- acre minimum. Additional standards will be needed for frontage and setbacks (such as 75-

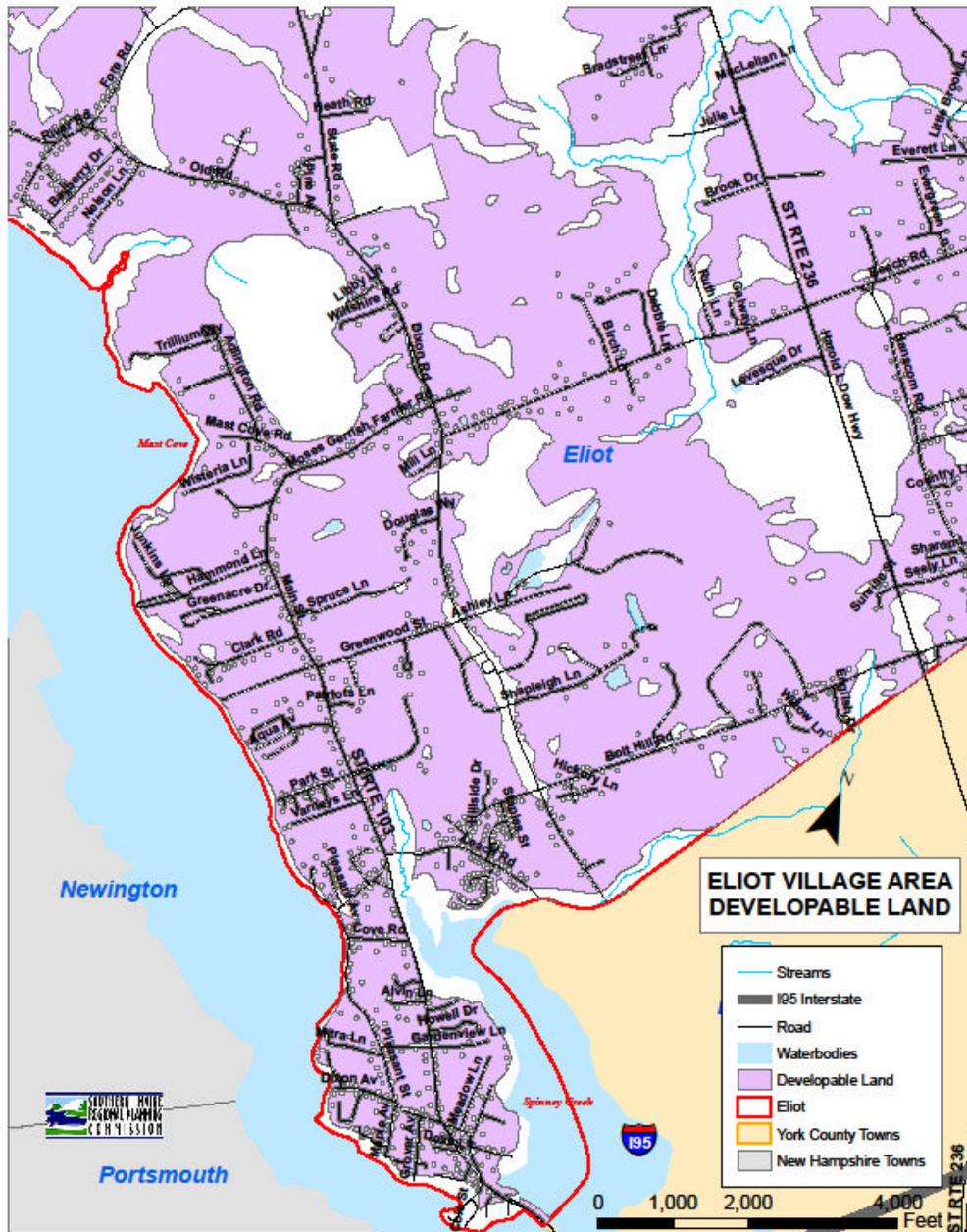
foot frontage requirement, rather than 100 feet). While this will provide for additional density, due to the current lot configurations and use of frontage, no large scale changes are likely within this zone, but more of an infill- type development. The Future Land Use plan graphically lays out these options.

An area called village expansion zone is also being proposed. This would appropriately tie into some of the larger scale residential development (a mobile home park and an over- 55 development totaling nearly 200 units) that has recently been approved in areas bordering the village and constructed on lots averaging a half to one acre in size. We are proposing that this area be designated for one- acre zoning. It would border some of the commercial districts in town and also reinforce some of the positive development taking place near the Eliot Commons. Furthermore, it would provide access to Rte 236 without necessarily increasing the number of access points to the arterial. With proper design and planning, access for new residential development could be off existing roadways. This would be considered a village expansion zone.



There is also a strong interest in creating a new village center zone which has the ability to serve as a more traditional New England village with mixed use, and essential services and small offices. Eliot currently has a small village area served by the Town Hall, Police, fire/Rescue services, a town park/recreation area, a library, school and churches. The elements of a small village are already in place. However the current zoning of a one acre minimum make it difficult to establish any village type mixed use projects.

Lowering the zoning within that area to a half acre (if served by water and sewer) will make it easier to establish mixed use projects and other small scale commercial ventures with that zone. Once again, a sound zoning change based on well established village guidelines will need to be developed. Inclusion of uses such as hardware stores, professional offices, antiques, book stores and craft ventures might help to create a village feel to the zone. The development potential of the village and surrounding area can be seen below (existing dwellings appear as hollow dots).



There is also a strong interest in creating a new village center zone which has the ability to serve as a more traditional New England village with mixed use, essential services and

small offices. Eliot currently has a small village area served by the Town Hall, Police, Fire/Rescue services, a town park/recreation area, a library, school and churches. The elements of a small village are already in place. However, the current zoning of a one-acre minimum make it difficult to establish any village-type mixed use projects. Lowering the zoning within that area to a half acre (if served by water and sewer) will make it easier to establish mixed-use projects and other small-scale commercial ventures within that zone. Once again, a sound zoning change based on well-established village guidelines will need to be developed.

Implicit in these recommendations is a need to control access to Rte. 236, ensure that appropriate performance standards are in place for (landscaping, parking, signage) and that uses for each zone are well defined. Due to the environmental restrictions along the existing Commercial/Industrial/I zone, there is a need to reduce lot sizes for certain uses, although three- acre zoning for the industrial designation still appears adequate.

The Commercial/Industrial Zone also presents a number of opportunities and constraints. First, the supply of buildable land is rapidly decreasing. Wetlands and shoreland zoning restrictions are taking additional land out of the equation. Finally, and perhaps most importantly, numerous access points from individual commercial/industrial establishments to the road is helping to decrease the level of service on the roadway. This indicates a need for more controlled access to Rte.236 - a need which Maine DOT plans to enforce. The three- acre minimum lot size for the C/I District does not seem appropriate any longer as most of the parcels have been developed and the remaining land is poorly drained or wetland. In addition, the Committee has discussed, and plans to recommend, creating separate zones for commercial, industrial and business ventures.

The rural areas of Eliot still maintain farms, forests, scenic areas and critical natural features. How best to preserve these resources while allowing appropriate growth is always a well- - debated proposition. Eliot's primary vehicle for preserving these rural areas has been through three- acre minimum lot sizes and adopting the state's minimum shoreland zoning guidelines. Individual lot owners in Eliot have also worked to maintain the rural area by placing large amounts of land in Tree Growth and the Farm/Open Space Current Use program. With no interest in increasing the three- acre minimum lot size in the rural area, Eliot needs to look at other mechanisms to maintain the function and character of its rural districts. This might include an open space development ordinance; subdivision phasing; more actively seeking opportunities for the purchase of development rights and/or conservation easements; and various methods to direct growth from the rural areas to the village or suburban zones. These will be outlined as part of the strategies below.

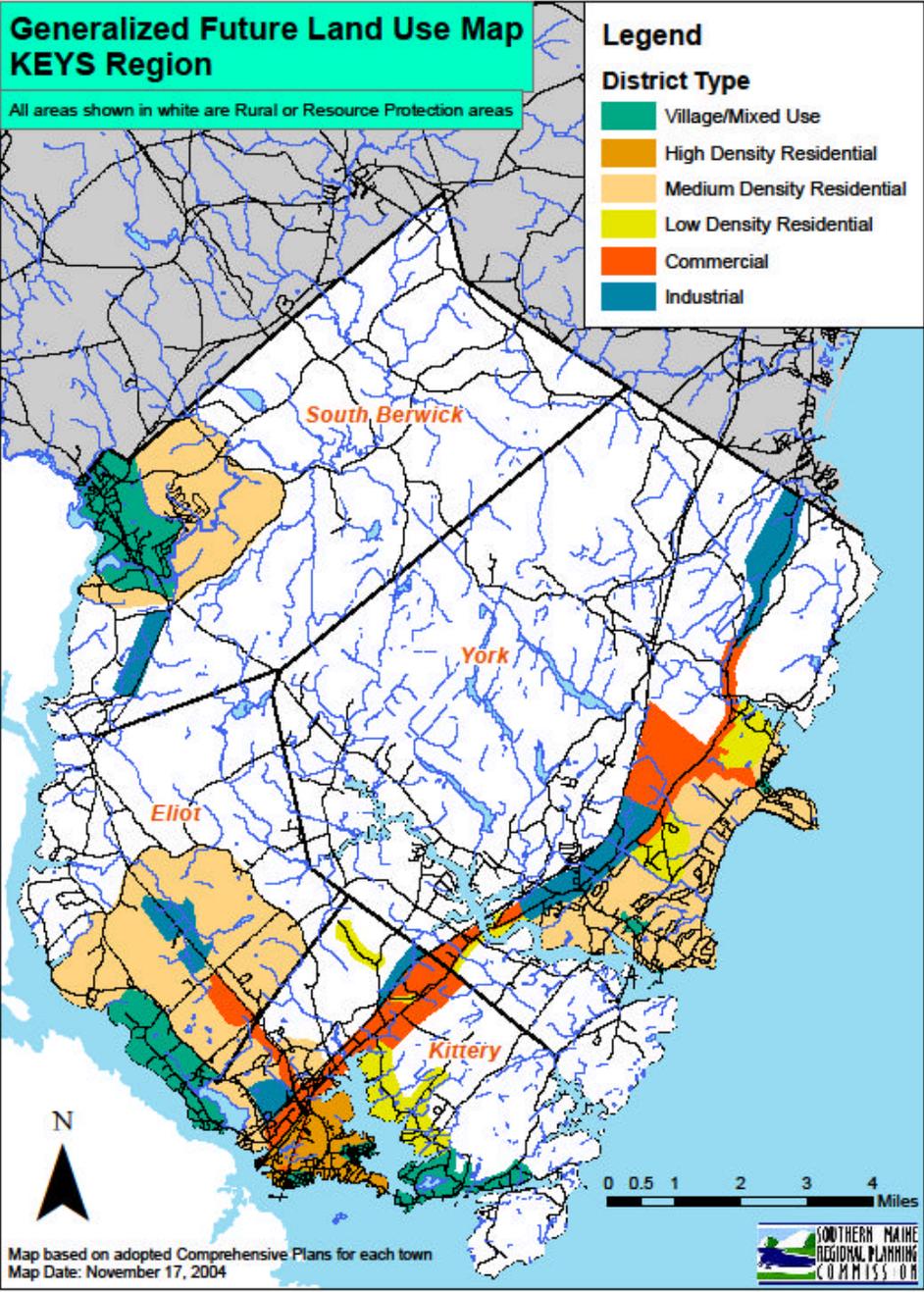
Eliot has maintained a building cap for over thirty years. To the best of anyone's memory the cap has only been reached once or twice (with an ensuing waiting list). The current cap number resides at 42 and is consistent with the new state law on building limitation ordinances. (Title 30-A, MRSA 4360). Building limitation ordinances do not necessarily guide growth by district; however, they do effect the potential rate of growth. While there may be little interest in totally removing the growth cap, the town may be able to

use the cap as a method to guide growth with a differential growth cap which caps growth in rural zones but not within growth areas. For now, due to the lack of sewer and water availability within the growth areas, it is proposed the cap remain. As water and sewer are brought to the growth areas through the proposed TIF process it may be possible to modify the cap to encourage growth within the village areas. This is also outlined below.

Not all land use decisions should be guided by regulation. The town may influence how it grows by their investment decisions on roads, sewers, water, municipal buildings and acquisition of land. To that end, any capital investments made by the town should be (as one criteria for investment) filtered through the outline of the future land use plan. For instance, the town is now considering a Tax Increment Financing District (TIF) which would develop a revenue stream for improvements to infrastructure and for economic development purposes. This money might be used for water/sewer extensions along Rte. 236, in the village area or even to construct frontage roads to encourage economic development off of Rte. 236. It is also important to note these types of town investments can be combined with other sources of funds (from the state, impact fees or other sources) to help pay for infrastructure.

The town also plans to complement the work being done by adjoining towns regarding their future land use plans. The map following the Future Land Use Map to follow shows the future land use zones of the surrounding communities. These line up in a consistent manner with those of Eliot.

These thoughts are outlined in the policies and strategies below as well as on the Future Land Use map on the following page.



Future Land Use: Goals, Policies and Strategies

Goal: To encourage orderly growth and development in appropriate areas of Eliot, while protecting the town’s rural character, making efficient use of public services and preventing development sprawl.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. Balance areas of growth between clearly established village areas, commercial/industrial zones transitional areas and rural zones.	1. Create a revised village residential zone as proposed on the future land use map. Reduce minimum lot sizes to 20,000 square feet per lot upon the provision of water and sewer to that lot. Reduce frontage requirements to 100 feet and develop appropriate setback requirements.	Planning Board/Comp Plan Review Committee	2009/2010
	2. Create a new village center zone, which allows for 20,000 square- foot lots with the provision of town water and sewer. Develop standards which encourage mixed use development (the ability to combine commercial/office uses with residential uses in the same building with reduction in frontage requirements, performance standards for parking, landscaping and signage, which reflect the character of the village, smaller frontage requirements and a variety of essential services, which encourage pedestrian activity. Uses might include small retail, hardware stores, antiques, professional offices, book stores, cafes, etc.	Planning Board/Comp Plan Review Committee	2009/2010

	<p>3. Create a village expansion zone primarily residential in nature, as shown on the future land use map with lot sizes of one acre minimum and frontage in the range of 100 to 150 feet.</p>		
	<p>4. Develop subdivision standards for the village areas, which encourage pedestrian and bike- friendly travel ways.</p>	<p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p>
	<p>5. Seek grant funding to assist with the design, visualization and development of standards for the Eliot Village concept.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>6. Modify and create an industrial zone as shown on the future land use map. Minimum lot size within this zone shall remain at three acres, with 300 feet of frontage. Develop access management standards, which can be utilized within this district. Examine existing performance standards for this zone and, if appropriate, develop additional standards for parking, landscaping and signage.</p>	<p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p>
	<p>7. Create a general business zone as shown on the future land use map. The zone will be designed to attract professional offices and services in an area that currently contains such businesses. Minimum lot size would be one acre with a 100- foot frontage requirement.</p>	<p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p>

	<p>8. On the eastern side of rte. 236 in the proposed general business zone, reduce the current setback from the residential zone from 100 to 50 feet. Develop performance standards, which discourage “strip development.”</p> <p>9. Create a commercial/retail district as shown on the future land use map. Establish lot sizes of one acre with 10-0 foot minimum frontage required. This district would include uses for a retail and commercial use that require additional space and parking than those which might take place in a village setting. Consider standards to limit access to rte. 236 and provide for uniform and/or clustered uses along rte. 236. Consider the creation of an internal road and parking connection system along this zone to reduce numerous curb cuts to rte. 236.</p> <p>10. Review and, where necessary, develop enhanced performance standards for all commercial/industrial and retail projects. Particularly for landscaping and parking.</p>	<p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p> <p>2009/2010</p> <p>2009/2010</p>
<p>2. Utilize various measures to direct growth to the areas the community most desires it to occur, while protecting individual</p>	<p>1. Consider a development transfer overlay district (as recently adopted by the town of Gorham) which permits a developer additional density to build in town growth areas upon payment of a predetermined</p>	<p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p>

<p>property rights.</p>	<p>fee, which is then used to support the purchase of conservation land in rural areas of the community.</p> <p>2. Examine the use of tif funds to provide the needed infrastructure to help guide growth to the village area and the revised business districts.</p> <p>3. Consider the development of a subdivision phasing requirement in rural zones (a model can be found in the model subdivision standards on the SMRPC website.)</p> <p>4. Maintain existing building cap until water and sewer are provided to areas proposed for increased density.</p> <p>5. Upon those water and sewer extensions and an analysis of patterns of growth over a three- year period, consider a differential growth cap in place of the current town- wide growth cap, which would limit growth in rural areas, but not in village and suburban zones.</p>	<p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p> <p>2009/2010</p> <p>2009/2010</p>
<p>3. Protect critical natural resource</p>	<p>1. Develop priorities for open space conservation and/or</p>	<p>Planning Board/Comp</p>	<p>2009/2010</p>

<p>areas from possible negative impacts of development.</p>	<p>recreation to be used in any land acquisition or conservation program, development transfer program and as part of the open space development ordinance.</p> <p>2. Develop an open space development ordinance for subdivisions, which permits overall project density at the level permitted by the district, but sets aside open space for areas with critical natural resource and/or recreation values.</p> <p>3. Establish critical rural areas as defined by Maine statute (critical rural areas must receive priority consideration for proactive strategies designed to enhance rural industries, manage wildlife and fisheries habitat and preserve sensitive natural areas) as shown on the future land use map.</p> <p>4. Within areas designated as critical rural areas establish open space development provisions, which:</p> <ul style="list-style-type: none"> Require developers in critical rural areas to present both a conventional and open space development as part of a subdivision application. Include provisions for including beginning with habitat data mapping as part of application review. Specifically allow 	<p>Plan Review Committee/Conservation Commission</p> <p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p> <p>Planning Board/Comp Plan Review Committee</p>	<p>2009/2010</p> <p>2009/2010</p> <p>2009/2010</p>
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Planning Board to require an open space development in the critical rural areas, if such design will conserve valuable natural resources. Suggested ratios for preserved open space vs. Developed lands shall be 50% open space vs. 50% developed. Density in an open space development shall reflect the same density as if the project were to be developed as a conventional subdivision.

5. Within other zones, establish open space development standards, which permit open space developments based on discussions between the Planning Board and applicant and upon review of site specific and surrounding natural resource and cultural features.

Planning Board/Comp
Plan Review Committee

2009/2010

6. Develop local sources of funding for a conservation acquisition program in Eliot with a focus on developing and maintaining an open space fund through various mechanisms to be considered:

Planning Board/Comp
Plan Review Committee

2009/2010

- Using funds from a transfer overlay development district
- Development of a conservation impact fee
- Private donations

- Fees in lieu of set asides for conservation in large subdivisions
- Sales of town- owned land
- Monetary set asides at town meeting (similar to the town of Wells program)

7. In areas with large blocks of unfragmented habitat (and as mapped within the beginning with habitat data found in this plan and at town hall), and possibly critical rural areas, discourage the creating of new roadways through these undeveloped blocks by the utilization of open space design standards, establishing town policies on accepting new roads in this region and other road standards, which concentrate development along existing roadways rather than in back lands.

Planning Board/Comp
Plan Review Committee

2009/2010

8. Maintain wooded buffers along streetscapes whenever new subdivisions are proposed in rural and critical rural parts of town.

Planning Board/Comp
Plan Review Committee

2009/2010

9. Continue to upgrade town GIS mapping capabilities and maintain the latest environmental and natural resource information supplied to the town by state,

Selectman

<p>4. Evaluate Comprehensive Plan Strategies</p>	<p>federal and regional agencies.</p> <ol style="list-style-type: none"> 1. Track new development in the community by type and location and evaluate implementation of plan in accordance with Section 2.8 of State Rule on Comp Plans. 	<p>Comp Plan Review Committee</p>	<p>2013</p>
<p>5. Seek a broad range of public input and assistance when developing the policies and strategies outlined in this section</p>	<ol style="list-style-type: none"> 1. Request input from all relevant town committees when establishing new ordinance provisions and other legislative strategies 	<ol style="list-style-type: none"> 1. All boards and Committees 	<p>ONGOING</p>

ALL OTHER GOALS, POLICIES AND IMPLEMENTATION STRATEGIES

Economy

Goal: To promote an economic climate, which increases sustainable and well- paying job opportunities, and overall economic well being.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. Continue to support broad- based community economic development activity, reflecting community desires and the community’s role in the region.	1. Continue to support all efforts to maintain the vitality of the Portsmouth Naval Shipyard and the approximately 200 jobs for Eliot residents that are contained there.	Selectmen/Business Development Committee	ONGOING
	2. Develop a local business assistance program for local Eliot businesses, and entrepreneurs. This might include providing information on programs about the Maine Small Business Development Center, state and federal grant programs, as well as loan programs available from non-profit agencies and the Finance Authority of Maine (FAME).	Business Development Committee/local chamber of commerce	2010 and then ongoing
	3. Continue to allow for home occupations and ensure that the standards for these uses allow for local cottage industries while also protecting the neighboring properties from any deleterious effects.	Planning Board/Business Development Committee	Ongoing

	<p>4. Work to facilitate that all parts of Eliot have access to high- speed data connectivity..</p> <p>5. Consider zoning changes and/or incentives to promote the development of essential service- type businesses in Eliot (banks, food stores, pharmacies, hardware stores, etc.). See land use section for possible options.</p> <p>6. Work with Southern Maine Regional Planning Commission and the appropriate state officials to designate a Pine Tree Zone (state- based incentive program) on the Rte. 236 corridor in an area served by water/sewer.</p>	<p>Board of Selectmen/Business Development Committee</p> <p>Planning Board</p> <p>Selectmen/ Business Development Committee</p>	<p>2009</p> <p>2010</p> <p>2009</p>
<p>2. To make a financial commitment, if desired, to support appropriate economic development initiatives, including needed public improvements.</p>	<p>1. Consider and adopt guidelines for the use of tax increment financing (TIF) funds for use when examining economic development projects..</p> <p>2. If public investments for economic development are envisioned, identify the mechanisms to be considered to finance them (local tax dollars, TIF, community development block grants or other grants, providing land, bonding, impact fees, etc.).</p>	<p>Board of Selectmen/Business Development Committee</p> <p>Board of Selectmen/Business Development Committee</p>	<p>2009</p> <p>2010</p>

	<ol style="list-style-type: none"> 3. Provide the needed infrastructure to support business development along the Rte. 236 corridor while managing impacts to traffic, the environment and community character as the road continues to develop. See land use section for details. 4. Establish a clear point of contact for the support of individuals and businesses interested in locating in the town of Eliot interested who are interested in state/federal funding programs. 	<p>Planning Board/Selectmen</p> <p>Selectmen/ Business Development Committee</p>	<p>2010</p> <p>2009</p>
<ol style="list-style-type: none"> 3. Coordinate with regional development organizations and surrounding towns as necessary to support desired economic development. 	<ol style="list-style-type: none"> 1. Continue to examine opportunities to work with surrounding towns on regional economic development strategies which result in the sharing of both costs and benefits in potential projects and services. 2. Continue to participate via municipal appointments and through volunteers, in regional development organizations such as, but not limited to SMRPC and the Greater York Region Chamber of Commerce. 	<p>Board of Selectmen</p> <p>Board of Selectmen</p>	<p>Ongoing</p> <p>Ongoing</p>

Affordable Housing

Goal: To develop strategies that will meet the state/town requirements for addressing affordable housing needs in Eliot in the next decade.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. Create additional housing opportunities through diversity of housing.	1. Continue to permit the allowance of accessory dwelling units. Consider changing the maximum 650 square-foot living area requirement to a larger amount.	Planning Board	2009
	2. Consider providing a density bonus for projects, which create affordable housing.	Planning Board	2009
	3. As part of possible new mixed use zoning requirements, allow for apartments in combination with commercial/retail uses.	Planning Board	2009
2. Increase town role in examining and creating affordable housing and other housing impacts.	1. Continue to monitor, on a yearly basis, the costs of housing in Eliot as compared to the region and also to the needs and incomes of Eliot residents, and the town's efforts to meet the 10% goal for affordable housing on yearly basis.	SMRPC/Board of Selectman	Ongoing

	<p>2. Examine opportunities to encourage affordable housing utilizing land owned by the town of Eliot.</p>	<p>Selectmen</p>	<p>ONGOING</p>
	<p>3. Continue to research and improve standards for assisted living facilities, which might be appropriate in scale for a community such as Eliot.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>4. Ensure consistency with MRSA Title 30-a, Section 4360, Rate of Growth ordinances, which states that, “the ordinance sets the number of building or development permits at no less than 10% of the number of permits set in the paragraph above” (meaning the calculation of the town’s annual number of permits to be allotted.)</p>	<p>Planning Board/Selectmen</p>	<p>Ongoing</p>
	<p>5. Seek ways to work with surrounding communities (including South Berwick, York and Kittery) and applicable non-profit organizations to address the regional nature of the affordable housing issue. This might include applying for grant funds for the study of the regional affordable housing issue as well as grant funding for specific affordable housing initiatives.</p>	<p>Board of Selectmen/Planning Board</p>	<p>Ongoing</p>

Transportation

Broad Town Transportation Goals:

1. Create a balanced, holistic vision for Route 236 and the intersecting road network that is compatible with the other Town goals referenced in this comprehensive plan, while remaining mindful of the highway’s important regional functionality.
2. Maintain openness and adaptability when making decisions about the transportation system as it relates to rapidly transforming energy technologies and an increasingly volatile energy market.
3. Expand alternative transportation mode choices for workers, students, bicyclists and pedestrians whenever fiscally possible.
4. To foster design, construction and maintenance of safe roads in a fashion consistent with the character of the neighborhood through which they pass.

Goal: Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

POLICIES

STRATEGY

RESPONSIBILITY

TIME FRAME

<p>1. To prioritize community and regional needs associated with safe, efficient, and optimal use of the transportation system.</p>	<p>1. Maintain existing prioritized ten-year improvement, maintenance, and repair plan for local/regional transportation system facilities that reflects community, regional, and state objectives.</p> <p>2. Develop and adopt an official future transportation system requirements map for lands abutting route 236. The official map shall be tied to zoning, site plan review and subdivision regulations.</p>	<p>Board of Selectmen and Road Commissioner</p> <p>Planning Board</p>	<p>Ongoing</p> <p>2010</p>
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	<p>3. Continue to maintain a roadway inventory and regularly update the condition of pavement and drainage facilities.</p> <p>4. Enhance Eliot’s local access management regulations by aligning them with nationally recognized best practices standards. Access management regulations shall be comprehensive and shall be compatible with the local functional classification system.</p>	<p>Road Commissioner</p> <p>Planning Board</p>	<p>Ongoing</p> <p>2009</p>
<p>2. To promote fiscal prudence and cost sharing amongst diminishing funds for transportation and maximize the efficiency of the local, state-aid and state highway network.</p>	<p>1. Develop a transportation impact fee system.</p> <p>2. Plan for the required 1/3 local match for improvements to Beech Ridge Road under the Maine DOT’s Rural Road Initiative Program.</p> <p>3. Make a timely response to Maine DOT’s municipal solicitation packet for project ideas for its biennial transportation improvement program. Work with neighboring communities on developing joint recommendations whenever possible in order to enhance competitiveness of the project.</p>	<p>Planning Board and Board of Selectmen</p> <p>Road Commissioner</p> <p>Board of Selectmen and Road Commissioner</p>	<p>2010</p> <p>Ongoing</p> <p>Ongoing</p>

<p>3. To actively participate in regional and state transportation and land use planning efforts. Including, but not limited to,; KACTS, keys coalition, Route 236 corridor committee and the traffic incident management group.</p>	<ol style="list-style-type: none"> 1. Continue to coordinate with the town of South Berwick on improvements to Shorey Bridge on Old Field Road. 2. Communicate with Maine DOT's bridge management division regarding the findings of their bi-annual bridge inspections and appropriate local funds for maintenance as necessary. 3. Work with York County Community Action Corp. to increase the visibility and promote demand-responsive transit opportunities available to the Eliot community. 4. Work with Maine DOT and Southern Maine Regional Planning Commission to obtain traffic count data whenever necessary. 5. Work with the Maine DOT to mitigate traffic safety hazards along route 236. 	<p>Board of Selectmen and Road Commissioner</p> <p>Board of Selectmen and Road Commissioner</p> <p>Board of Selectmen</p> <p>Board of Selectmen, Planning Board & Road Commissioner</p> <p>Road Commissioner</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
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<p>4. Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation efficiency growth patterns and provide for future street, transit, pedestrian and inter-modal connections.</p>	<ol style="list-style-type: none"> 1. Continue the work of the Planning Board to develop a local functional classification system that reflects existing and proposed land use patterns. 2. Consider language in site plan and subdivision review processes that grant the Planning Board the flexibility to allow density bonuses or other acceptable variance for developments that will encourage non-automobile use or enhance alternative transportation modes. 3. Rewrite local regulations so that local site plan and subdivision reviews are explicitly streamlined with Maine DOT's highway driveway and entrance rules and its traffic movement permitting process. 4. Revise the town's road performance and design standards based on the local functional classification system created following adoption of this plan.. The road standards shall have design standards that are also compatible with the land use environment in which the road is located and the estimated maximum average 	<p>Planning Board</p> <p>Planning Board</p> <p>Planning Board</p> <p>Planning Board and Road Commissioner</p>	<p>Ongoing</p> <p>2010</p> <p>Ongoing</p> <p>2009</p>
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	<p>annual daily traffic. This revision shall include provisions for all road elements within the right of way (may include sidewalks, shoulder requirements, etc.)</p> <p>5. Formally recognize the Route 236 action plan by resolution or other means.</p>	Board of Selectmen	2009
<p>5. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.</p>	<p>1. Revise the current land use standards, as needed, to allow publicly- funded park and ride facilities.</p>	Planning Board and Board of Selectmen	2009
	<p>2. Develop an ad-hoc committee to:</p> <ul style="list-style-type: none"> • Study the potential of future recreational paths. • Develop a plan to enhance access and safety for pedestrians and bicyclists between the Eliot commons area and Eliot village 	Selectman	2010
	<p>3. Ensure that future road design measures address pedestrian and bicyclist's needs.</p>	Planning Board	Ongoing

Outdoor and Active Recreation Resources

Goal: To promote and protect the availability of passive and active outdoor recreation opportunities for Eliot residents, including access to surface waters.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
<p>1. Engage all public boards and bodies in the town in the discussion of providing active and passive recreation.</p>	<p>1. Request the appropriate local board(s) or committee(s) investigate potential public access, trails, and other recreational opportunities and prioritize possible conservation opportunities. Consider a long-term plan for gradual needs- based expansion of recreational facilities.</p>	<p>Conservation Committee/Community Services Dept./Selectmen</p>	<p>2009 and ongoing</p>
	<p>2. Monitor bi-annually the status of recreational facilities in comparison to accepted state and national standards (found in inventory.) Continue to monitor the availability of school facilities for Eliot residents.</p>	<p>Selectmen/Community Services Dept.</p>	<p>Ongoing</p>
	<p>3. With the input of the appropriate local board(s) or committee(s), develop incentives for large development proposals to provide an open space or recreation set- aside and coordinate with trail and open space needs.</p>	<p>Planning Board</p>	<p>Ongoing</p>

	<p>4. Monitor and examine the need for additional senior citizen- based services as the population grows and as the median age continues to rise.</p>	Community Services Dept.	2009 and ongoing
<p>2. Develop creative mechanisms to provide needed revenue to fund future recreation and conservation projects.</p>	<p>1. Where a given subdivision proposal is not large enough to feasibly set aside recreational facilities or open space, consider a fee-in-lieu of a set- aside for these amenities.</p>	Planning Board/Conservation Commission	2009
	<p>2. Continue to maintain a town account for monies set aside for recreation and open space. Such funds may be used for matching funds for conservation land purchases (by a land trust or through the state Land for Maine’s Future Program) or for recreational facilities and/or projects.</p>	Selectmen/	Ongoing
	<p>3. Consider an impact fee on new residential development for purchasing needed recreational facilities and open space based on needs identified through an assessment of facilities and standards described in policy 2, strategy 1 above.</p>	Selectmen/Planning Board//Conservation Commission	2010
	<p>4. Consider a financing and design plan for a town-wide community center.</p>	Community Services Dept./Selectmen	2010

	<p>5. Continue to consider support for the Eastern Trail bicycle route</p> <p>6. Ensure information is available for the public regarding the benefits and protections for landowners who allow public recreational access on their property</p>	<p>Selectman</p> <p>Conservation Commission/Land Trust</p>	<p>2010</p> <p>Ongoing</p>
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Marine Resources

Goal: To protect and maintain shoreland dependant industries in Eliot, improve water quality along the Piscataqua River and to maintain and protect current public access to the shore for both commercial and recreational uses.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. Maintain and where warranted, improve harbor management and facilities.	1. Develop a harbor management plan for the river frontage areas along the Piscataqua River and also for the Eliot Boat Basin, in conjunction with other state and federal programs.	Harbor Master/Selectmen	2010
2. To protect, maintain and, where needed, improve access to Eliot's marine resources for all appropriate uses including fishing, recreation and tourism.	1. Develop a plan to address lack of parking for access to points along the river.	Selectmen	2010
	2. Investigate grant opportunities through groups such as the Maine Coastal Program, the community development block grant program and the Maine Riverfront Bond program to assist with acquiring land and access for both recreation and water dependant commercial uses, through voluntary sales or gifts.	Selectmen	Ongoing
3. To protect and maintain marine habitat and water quality.	1. Encourage owners of marine related businesses to participate in clean marina/boatyard programs.	Harbor Master	Ongoing

	<p>2. Consistently enforce local shoreland zoning programs and provide adequate training and resources to the code enforcement officer.</p>	CEO	Ongoing
<p>4. To foster water- dependant land uses and balance them with other complementary land uses.</p>	<p>1. Consider working with the Dept. of Marine Resources on a shellfish conservation program, as well as continuing with the clam management ordinance clam management ordinance.</p> <p>2. Develop a formal water quality testing program in shellfish areas to determine possible sources and extent of contamination.</p> <p>3. Continue with programs related to storm water and drainage planning and guidelines.</p> <p>4. Provide information about current use taxation program to owners of waterfront land to provide access to or support commercial fishing activities.</p>	<p>Harbor Master/Selectmen</p> <p>Harbor Master/DMR</p> <p>Planning Board/Selectmen</p> <p>Assessor</p>	<p>Ongoing</p> <p>2010</p> <p>Ongoing</p> <p>Ongoing</p>

Water Resources

Goal: To protect the quality and manage the quantity of the towns water resources including ponds, aquifers, rivers, streams and wetlands.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. To protect current and potential drinking water sources	1. Maintain a cooperative working relationship with the Kittery Water District related to the provision of clean and adequate supply of drinking water to Eliot residents. 2. Working with Kittery Water District and surrounding towns, monitor land use issues and impacts concerning the regional water supply. 3. Locate and identify high yield aquifer areas in Eliot and consider aquifer protection measures to ensure high quality water.	Selectmen Planning Board/Selectmen Planning Board	Ongoing Ongoing Ongoing
2. Protect significant surface water resources from pollution and improve water quality, where needed.	1. Establish subdivision performance standards for mitigation of water quality- related development impacts in vulnerable watersheds. Models for such standards are available from the Maine Dept. of Environmental Protection.	Planning Board	2009

	<ol style="list-style-type: none"> 2. Starting with state wetland mapping and other resources, conduct study of wetland areas to define characteristics and acreage, improve identification and assess relative values. 3. Consider the development of additional shoreland protection standards in the Mt Agamenticus region, the York River Estuary (York River watershed) and in high value wetlands in the most rural parts of town. 	<p>Conservation Commission/Planning Board</p> <p>Planning Board/Conservation Commission</p>	<p>2010</p> <p>2011</p>
<ol style="list-style-type: none"> 3. Protect water resources in defined high density growth areas while allowing for more intensive development in those areas. 	<ol style="list-style-type: none"> 1. Adopt the minimum shoreland zoning guidelines for village and commercial zones. 2. Continue to comply with new storm water management guidelines for Tier 1 municipalities (primarily guiding storm water management in the KACTS urbanized area). 	<p>Planning Board</p> <p>Planning Board</p>	<p>2009</p> <p>Ongoing</p>
<ol style="list-style-type: none"> 3. Minimize pollution discharges through the upgrade and expansion of existing public 	<ol style="list-style-type: none"> 1. Continue with efforts to extend sewer lines to allow for additional density in and around the Eliot village/suburban area and Rte. 236 	<p>Selectmen</p>	<p>2009</p>

sewer systems and wastewater treatment facilities.	commercial area.		
	2. Adopt water quality protection practices for construction and maintenance of public roads and properties and require their implementation by community officials, employees and contractors	Selectman	Ongoing
5. Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	<p>1. Work with regional watershed groups relevant to Eliot on strategies concerning water quality.</p> <p>2. Work with the Kittery- based Spruce Creek Watershed Association on strategies concerning water quality for spruce creek and other watersheds.</p> <p>3. Encourage continued involvement with Marshwood High School and the Maine partners in monitoring through Cooperative Extension Service for water quality monitoring in areas throughout Eliot.</p> <p>4. Continue and seek to increase involvement in conservation initiatives, including, but not limited to, the efforts of the Great Works Regional Land Trust and the Mt. A to Sea Conservation Initiative.</p>	<p>Conservation Commission</p> <p>Conservation Commission</p> <p>Conservation Commission</p> <p>Conservation Commission/Selectmen</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

Critical Natural Resources

Goal: To improve and maintain sustainable ecosystems for the Town of Eliot.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
<p>1. Work to preserve rare and endangered plant and animal habitat and other important natural resource systems within Eliot and adjacent communities.</p>	<p>1. Use “Beginning with Habitat” data (from the Maine Natural Areas Program and the Dept. of Inland Fisheries and Wildlife), mapping and data from the US Fish and Wildlife Service as guidelines to establish areas for habitat protection and for consideration during the Planning Board review process.</p>	<p>Conservation Commission/Planning Board</p>	<p>Ongoing</p>
	<p>2. Amend subdivision and Conditional Use review standards to reflect the new data and mapping available through the beginning with Habitat Program and other sources.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>3. Work with adjoining towns and local land trusts and conservation organizations to employ non-regulatory mechanisms to protect habitat both within and across town boundaries.</p>	<p>Selectmen/Conservation Commission</p>	<p>Ongoing</p>
	<p>4. Consider requiring joint review or notification of abutting municipalities when a project impacts habitat that crosses town boundaries.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>5. Amend local shoreland zoning standards to reflect current state guidelines and continue to update mapping for use by town officials and to be made available to the general public.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>6. Distribute or make available information to those living in or near critical natural areas about the</p>	<p>Conservation Commission</p>	<p>Ongoing</p>

	resources with which they co-exist, the importance of those resources and various ways they might become stewards of these critical areas.		
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<p>historical assets.</p>	<p>warranted, protect, if found within a proposed development.</p> <p>2. Ensure that any alterations to town- owned historic buildings do not diminish the historical value of such structures.</p> <p>3. Ensure that any DOT- funded transportation improvements along Rte. 101 and Rte. 103 are compatible with the historic nature and character of the roadway.</p>	<p>Selectmen/Eliot Historical Society/CEO</p> <p>Selectmen/Planning Board</p>	<p>Ongoing</p> <p>Ongoing</p>
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Agricultural & Forestry Goals

Goal: To protect the town’s agricultural and forest resources from increasing suburbanization and maintain these resources as a source of rural economic opportunity.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
<p>1. Through the use of best management practices work to preserve the town’s agricultural and forest heritage through both regulatory and non-regulatory means.</p>	<p>1. Ensure that any new cluster development requirements allow for the protection of farmland and forest resources as a valid purpose for open space preservation.</p>	<p>Planning Board</p>	<p>2009</p>
	<p>2. Encourage opportunities for local farm stands in Eliot and participation in either a local or regional farmers market within Eliot or in combination with surrounding communities.</p>	<p>Planning Board & Business Development Committee</p>	<p>2009</p>
	<p>3. Encourage and permit development to help and enhance both long- term sustainable forestry and agriculture (such as farm stands, new barns, farm worker housing, firewood sales, etc.).</p>	<p>Planning Board & Business Development Committee</p>	<p>Ongoing</p>
	<p>4. Actively encourage voluntary participation in the tree growth program and farm and open space program.</p>	<p>Board of Assessors</p>	<p>Ongoing</p>

<p>5. Encourage cooperative efforts to work with York County Cooperative Extension service and the Threshold to Maine Resource Conservation Development District on aiding farmers in developing value- added farm products (such as for apples, etc.).</p>	<p>Conservation Commission</p>	<p>2011</p>
<p>6. Encourage and permit alternative uses at existing farm locations (such as cross country skiing, horse rides, etc).</p>	<p>Planning Board</p>	<p>2009</p>
<p>7. Continue to work with land trusts, non- governmental organizations, and governmental programs in preserving farms and forests.</p>	<p>Conservation Commission/land trusts/non government organizations</p>	<p>Ongoing</p>
<p>8. Establish a community garden(s) in Eliot on public lands available to all citizens who would like to garden or learn about gardening, working with the community services department.</p>	<p>Conservation Commission/Community Services Department</p>	<p>2010</p>
<p>9. Consult with the Maine Forest service District Forester when developing any land use regulations pertaining</p>	<p>Planning Board</p>	<p>Ongoing</p>

to forest management practices.

10. Consult with Soil and Water Conservation District staff when developing any regulations pertaining to agricultural management practices.

Planning Board

Ongoing

11. Provide water quality “best management practices” information to farmers and loggers.

Conservation Commission

Ongoing

Public Facilities and Governmental Services

Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
<p>1. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.</p>	<p>1. Expand water and sewer lines through the Rte. 236 corridor and into the village area as described in the future land use section.</p>	<p>Selectman</p>	<p>2009-2010</p>
	<p>2. Prepare a sidewalk and pedestrian master plan for the village and surrounding area through a public process and which examines various funding methods to implement the completed plan.</p>	<p>Selectman/KACTS/Planning Board</p>	<p>2009-2010</p>
	<p>3. Adopt criteria which would focus 75% of the town's capital improvements programming in areas targeted for future growth (roads, drainage, water/sewer, etc.). For instance, establish a designated percentage of road or pedestrian- related facilities for the newly expanded and designated growth areas.</p>	<p>Selectman/Comp Plan Review Committee</p>	<p>ONGOING</p>
	<p>4. Consider the development of a master plan for the development of additional municipal meeting space in coordination with the development of a design for a community center near the existing town hall.</p>	<p>Selectman/Community Services Dept.</p>	<p>2010</p>

<p>2. Explore options for regional delivery of services as well as other alternative ways to finance needed infrastructure and services.</p>	<p>1. Maintain existing mutual aid agreements with surrounding communities.</p> <p>2. Participate in cooperative purchasing programs of SMRPC (salt, paper, road striping) and investigate new ideas for cooperative purchasing.</p> <p>3. Consider joint funding and planning for senior- related programming and/or facilities with surrounding communities, such as the senior bus service being planned by Kittery and Eliot.</p> <p>4. Examine grants, user fees, impact fees, off-site improvements through the development approval process and other methods to help augment town capital planning efforts.</p> <p>5. Explore regional options with surrounding towns for the collection of household hazardous waste.</p>	<p>All relevant depts.</p> <p>Selectman/Highway</p> <p>Community Services Dept./Selectman</p> <p>Planning Board</p> <p>Highway Dept./Selectman</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
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	<p>6. Continue to maximize the use of school facilities for municipal functions.</p> <p>7. Continue to assign fees which fairly reflect the cost of programming.</p>	<p>Selectman/MSAD 35</p> <p>Selectman/Community Services</p>	<p>Ongoing</p> <p>Ongoing</p>
<p>3. Ensure the input of the public, appropriate community decision makers and municipal officials as the town examines facilities and services in the future.</p>	<p>1. Establish a comprehensive plan review committee to oversee elements of the strategies contained in the implementation section of this Plan.</p>	<p>Selectman</p>	<p>2009</p>
	<p>2. Consider ways to enhance communication between the various boards and those boards empowered with administrative authority (i.e., Selectmen, Planning Board, etc.).</p> <p>3. Conduct a review of existing committees and boards within the town to ensure they are being utilized in a manner that best serves the goals of the community. Consider revising mission statements, updating membership and/or creating/consolidating committees where appropriate.</p>	<p>Selectman</p> <p>Selectman</p>	<p>2009</p> <p>2009</p>

	<p>4. As changes within the town and region become more complex, forcing the town to act more quickly and as development pressure continues to grow, the town needs to review its current government structure to ensure that it can respond in a timely manner. It is recommended that the Board of Selectman, on a timely basis and not to exceed every ten years, appoint a committee to review the effectiveness of the current form of government and make recommendations to them and the citizens of Eliot about possible structural changes.</p>	Selectman	2009-2010
	<p>5. Continue to explore broadcast of municipal meetings on local cable channels and/or the internet.</p>	Selectman	2009
	<p>6. Continue to develop a GIS system for town use and to provide information to the public.</p>	Selectman/Assessor	Ongoing
	<p>7. Ensure the town website is kept up- to- date with agendas, meeting minutes, town events and notable public documents.</p>	Selectman	Ongoing

Regional Coordination Goals and Strategies

Goal: Continue to seek regional efficiencies and collaboration in the areas of transportation, natural resources, public facilities and economic development.

NAME/POLICIES	STRATEGIES	RESPONSIBILITY	TIME FRAME
1. Continue town involvement with existing regional efforts and networks.	1. Continue the active participation of Eliot in the KACTS MPO process while also advocating for regional solutions at the state level for traffic concerns related to the Rte. 236 corridor.	Administrative Assistant/Selectman	Ongoing
	2. Engage in the newly- formed effort (with Kittery, York, South Berwick, North Berwick and Wells and funded through a community development block grant)) to examine possible areas of municipal cooperation in economic development, public facilities and services and, possibly, other ventures as well.	Selectman	?2009
	3. Ensure Eliot representation on committees and efforts associated with the Mt Agamenticus to the Sea Conservation Initiative.	Selectman/Conservation Commission	?Ongoing
2. Examine opportunities to align future land use plans with	1. Monitor zoning in surrounding communities, particularly in the rural zones, to ensure these districts remain compatible with the rural zoning of Eliot.	Planning Board/Conservation Commission	Ongoing

surrounding communities.

2. Periodically meet with the Planning Boards of neighboring towns to discuss issues of common concern.	Planning Board	Ongoing
3. Consider amending zoning and subdivision ordinances to reflect possible land use, transportation and natural resource impacts of projects which neighbor adjoining towns.	Planning Board/CEO	Ongoing

Regional coordination strategies from prior sections of plan:

NAME/POLICIES	Strategies	Responsibility	Time frame
AFFORDABLE HOUSING	Seek ways to work with surrounding communities (including South Berwick, York and Kittery) and applicable non-profit organizations to address the regional nature of the affordable housing issue. This might include applying for grant funds for the study of the regional affordable housing issue as well as grant funding for	Board of Selectmen/Planning Board	Ongoing

specific affordable housing initiatives.

Agricultural &
Forestry goals

Encourage opportunities for local farm stands in Eliot and participation in either a local or regional farmers market within Eliot or in combination with surrounding communities.

Planning Board &
Business Development
Committee/Conservation
Commission

2009

ECONOMY

Work with SMRPC and the appropriate state officials to designate a Pine Tree Zone (state- based incentive program) on the rte. 236 corridor in an area served by water/sewer.

Selectmen/Business
Development
Committee

2009

Continue to examine opportunities to work with surrounding towns on regional economic development strategies which result in the sharing of both costs and benefits in potential projects and services.

Board of Selectmen

Ongoing

Continue to participate, via municipal appointments and through volunteers, in regional development organizations such as, but not limited to SMRPC and the chamber of commerce.

Board of Selectmen

Ongoing

Land use

Planning
Board/Conservation
Commission

Continue to upgrade town GIS mapping capabilities and maintain the latest environmental and natural resource information supplied to the town by state, federal and regional agencies.

Selectman/ Assessor

Ongoing

Transportation

To prioritize community and regional needs associated with safe, efficient, and optimal use of the transportation system.

Maintain existing prioritized ten-year improvement, maintenance, and repair plan for local/regional transportation system facilities that reflects community, regional, and state objectives.

Board of selectmen and
Road Commissioner

Ongoing

To actively participate in regional and state transportation and land use planning efforts. Including, but not limited to, KACTS, Keys Coalition, Route 236 Corridor Committee and the Traffic Incident Management Group.

Board of
Selectman/Road
Commissioner

Ongoing

Work with Maine DOT and SMRPC to obtain traffic count data whenever necessary.

Board of Selectmen,
Planning Board &
Road Commissioner

Ongoing

Water resources

Working with Kittery Water District and surrounding towns, monitor land use issues and impacts concerning the regional water supply.

Planning
Board/Selectmen

Ongoing

Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.

Work with regional watershed groups relevant to Eliot on strategies concerning water quality.

Conservation
Commission

Ongoing

Continue and seek to increase involvement in conservation initiatives, including, but not limited to, the efforts of the Great Works Regional Land Trust and the Mt. A to Sea Conservation Initiative.

Selectman/Conservation
Commission

Ongoing

Energy Policies and Strategies

Goal: To conserve and improve the management of energy resources.

<u>Policies</u>	<u>Strategy</u>	<u>Responsibility</u>	<u>Time frame</u>
1. Reduce the municipal dependence on fossil fuels.	1. Explore the feasibility of installing solar hot water, solar electricity (pv) systems and geothermal in municipal buildings. 2. Encourage increased municipal energy conservation and improved usage of energy resources. 3. Establish a procedure for and continue to monitor use within municipal government. 4. Establish municipal target percentages for conservation and renewable energy.	Eliot Energy Commission Energy Commission and public works Energy Commission and Administrative Assistant Board of Selectmen	Ongoing Ongoing Ongoing 1 year
2. Promote sustainable municipal building practices.	1. Follow current best practices for building construction to promote energy efficiency and environmental sustainability while taking into account economic feasibility.	CEO	Ongoing

	<p>2. Utilize locally supplied materials and resources when economically feasible for municipal projects.</p> <p>3. Adopt municipal building codes that promote energy efficiency.</p>	<p>Public Works</p> <p>CEO</p>	<p>Ongoing</p> <p>1 – 2 years</p>
<p>3. Consider sustainability as a primary factor in all municipal capital expenditures, including office equipment.</p>	<p>1. Consider life-cycle cost when purchasing capital equipment.</p> <p>2. Explore the possibilities of working with neighboring communities in developing purchasing cooperatives.</p> <p>3. Explore purchasing new equipment that utilizes more efficient engines and fuel.</p> <p>4. Use energy star complaint office equipment.</p>	<p>All town departments</p> <p>Board of Selectmen</p> <p>Road Commissioner</p> <p>Board of Selectmen and</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

<p>4. Encourage community participation in energy conservation and policies.</p>	<p>5. Explore the feasibility of a natural gas distribution center in the town.</p> <p>1. Promote locally grown food products.</p> <p>2. Post energy information on the town website and at town hall. Include updates of energy audits and net money saved, as well as state grant programs available.</p>	<p>Administrative Assistant</p> <p>Board of Selectmen</p> <p>Conservation Commission</p> <p>Webmaster/Energy Commission</p>	<p>1 – 2 years</p> <p>Ongoing</p> <p>Ongoing</p>
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Fiscal Capacity Goals, Policies and Strategies

Goal: To finance existing and future facilities in a cost- effective manner and in a manner that accounts for future growth..

<u>POLICIES</u>	<u>STRATEGY</u>	<u>RESPONSIBILITY</u>	<u>TIME FRAME</u>
1. To reduce the town’s tax burden by staying within the limits of ld 1, when possible.	1. Explore all opportunities for state and federal grants to assist with infrastructure needs.	All	Ongoing
	2. Develop policies and guidelines for the use of TIF funds (if approved), which account for meeting capital needs and reducing the tax burden of the community.	Selectman/TIF committee	2009
	3. Work with local legislators and state officials to address the inequities of the school funding formula for MSAD 35 (whereby Eliot pays a much higher amount of the school budget although they have far fewer children in the system).	Selectman	Ongoing
	4. Consider the adoption of impact fees, off-site improvement language for insertion into the subdivision ordinance and other possible methods of having new growth account for its impacts on the community.	Planning Board/Selectman/Comp Plan Review Committee	2009/2010

	5. Work with adjoining towns on addressing possible joint capital planning on identified needs.	Selectman	Ongoing
2. Ensure that community capital spending is aligned with the comprehensive plan and/or the future growth of the community.	1. Consider charging the newly- formed comprehensive plan review committee with developing, maintaining and reviewing a capital improvement program on a yearly basis.	Selectman/Comp Plan Review Committee	2009

Capital Investment Plan

The following Capital Investment Plan addresses Eliot's capital needs and growth-related capital investments over the next five years (or what can reasonably be planned for,; considering the economy and other factors). It should be noted that Eliot maintains a fairly extensive road system, which is budgeted for as a yearly budget item (approximately \$120,000 per year plus state DOT funds - \$48,000 in 2008).

The biggest issue as far as capital planning and its relationship to the Comprehensive Plan is Tax Increment Financing and water and sewer improvements and extensions. At this time, it is difficult to fully estimate the amount of funding that may be available for water and sewer through a TIF as: 1) the TIF will be voted on after the completion of this draft and; 2) the full amount of revenue available has not yet been estimated. However, for the purposes of this plan, we have planned for water and sewer extensions into the Eliot Village area and Rte. 236, which may cost in the neighborhood of 6 million dollars. We would assume these investments would begin in the 2010 time frame.

It should also be noted, these capital items are estimates and it is difficult to thoroughly cost out an investment three to five years ahead of time. Some items, such as a community center or meeting space, need to be more thoroughly studied to see if the project is feasible, at what scale and cost. Other items have already been programmed into the town's existing plan through the submission of various department heads to the Selectmen.

YEAR	NEED	EST. COST	RESPONSIBLE PARTY	FUNDING SOURCE
2009	GARAGE/TRANSFER STATION REHAB	20,000	HIGHWAY DEPT./SELECTMEN	RESERVE/TAXATION
	POLICE PATROL CARS (2)	40,000	POLICE DEPT./SELECTMEN	RESERVE/TAXATION
	¾ TON DODGE PICKUP	35,000	HIGHWAY/SELECTMEN	RESERVE/TAXATION
	FACILITIES ANALYSIS	20,000	SELECTMEN	RESERVE/TAXATION

2010	SIDEWALK/PEDESTRIAN MASTER PLAN FOR VILLAGE AND SURROUNDING AREA*	15,000	COMP. PLAN REVIEW IMPLEMENTATION COMMITTEE/SELECTMEN	KACTS/TAXATION
	UNMARKED POLICE VEHICLE	20,000	POLICE DEPT.	RESERVE/TAXATION
	PARKS AND REC./FIELDS	20,000	RECREATION DEPT.	RESERVE/TAXATION
	FIRE/TANK TRUCK	240,000	FIRE DEPT.	RESERVE/TAXATION
2011	FIRE STATION IMPROVEMENTS*	10,000	SELECTMEN	RESERVE/TAXATION
	COMMUNITY CENTER/MEETING SPACE*	1,000,000	COMMUNITY SERVICES DEPT.	RESERVE/TAXATION
2012	ASSESSMENT GIS AND MAP UPGRADES	30,000	ASSESSING	RESERVE/GRANTS
	PARKS AND REC./FIELDS	20,000	COMMUNITY SERVICES	RESERVE/TAXATION
	CAT LOADER	95,000	HIGHWAY	RESERVE/TAXATION
2013	POLICE CAR	20,000	POLICE DEPT.	RESERVE/TAXATION

TOWN HALL/POLICE STATION IMPROVEMENTS*	50,000	POLICE/SELECTMEN	RESERVE/TAXATION
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* Growth-Related Capital Investments