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REGION  
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Bethlehem, NH 03574

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**MARK YOUR CALENDARS!  
UPCOMING MEETINGS & EVENTS...**

October 6, 2010, *CEDS Meeting*, 2-4:00 p.m., NCC Offices.

October 6, 2010, *Ammonoosuc River Local Advisory Committee*, 4:30-6:30 p.m., NCC Offices.

October 8, 2010, *Grafton-Coos RCC*, 10-2:00 p.m., NCC Offices.

October 18, 2010, *Broadband Public Meeting*, 5:30-7:30 p.m., Haverhill Town Hall.

October 20, 2010, *Transportation Advisory Committee*, 3-5:30 p.m., NCC Offices.

October 26, 2010, *Broadband Public Meeting*, 5:30-7:30 p.m., Northumberland Town Hall.

October 28, 2010, *NCC Annual Meeting*, 4:30-9:00 p.m., The Mt. View Grand, Whitefield.

November 3, 2010, *CEDS Energy Subcommittee Meeting*, 2-4:00 p.m., NCC Offices.

November 3, 2010, *Ammonoosuc River Local Advisory Committee*, 4:30-6:30 p.m., NCC Offices.

November 9, 2010, *Broadband Public Meeting*, 5:30-7:30 p.m., Plymouth Town Hall.

November 17, 2010, *NCC Board Meeting*, 3-5:00 p.m., NCC Offices.

December 1, 2010, *CEDS Meeting*, 2-4:00 p.m., NCC Offices.

December 1, 2010, *Ammonoosuc River Local Advisory Committee*, 4:30-6:30 p.m., NCC Offices.

December 15, 2010, *Transportation Advisory Committee*, 3-5:30 p.m., NCC Offices.



North Country Council  
Regional Planning Commission

# POINTS NORTH

A Regional Report From The North Country Council

North Country Council, 107 Glessner Road, Bethlehem, NH 03574

September 2010

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**Safe Routes To School Program  
Round 5 of General Grant Funding  
Opens Monday, Oct 4, 2010**

Article by: *Mary Deppe*



sive travel plan. The cap is \$100,000 for localities that have not engaged in such planning.

The Safe Routes to School Program is a nation-wide effort that is 100% federally funded. **This program was created for the purpose of encouraging children in kindergarten through eighth grade, who live approximately 2 miles away from their school, to safely walk or ride bicycles to and from school.** The goal of this program is to **improve children's health** through increased physical activity while **decreasing traffic** near schools and **enhancing air quality.**

The success of SRTS is highly dependent on the state and local partnerships that will be created. The State SRTS coordinator, John Corrigan, will collaborate with local schools, municipal and regional officials, parents, students, and community groups in order to clearly identify the best ways to encourage walking and biking. Working together, they will identify any barriers to safe walking and biking that currently exist and then find solutions to fix the problems.

This program is administered by the New Hampshire Department of Transportation (NHDOT) in partnership with the Federal Highway Administration (FHWA). Reimbursement funding for local projects is authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

For more information about the SRTS program, including eligible activities and funding criteria, please visit the following website or contact John Corrigan (Safe Routes to School Coordinator) at the NH Department of Transportation (603) 271-1980 or [jcorrigan@dot.state.nh.us](mailto:jcorrigan@dot.state.nh.us). <http://www.nh.gov/dot/org/projectdevelopment/planning/srts/>. You can also contact Mary Deppe, Transportation Planner, North Country Council, [mdeppe@nccouncil.org](mailto:mdeppe@nccouncil.org).



**Planner's Corner**

Article By: *Community Planning*

**Legislative Update**

Several bills of interest to planning and zoning boards were passed in the 2010 session. Below is a brief summary of some of the key changes and clarifications. To see the complete wording of these bills and others, visit: [www.gencourt.state.nh.us/bill\\_Status/](http://www.gencourt.state.nh.us/bill_Status/) and type in the bill number (be sure to include "HB" or "SB" before the number). The full text of all of the statutes can be found on-line at [www.gencourt.state.nh.us/rsa/html/indexes/default.html](http://www.gencourt.state.nh.us/rsa/html/indexes/default.html) (as of 8/30/10 this site had not yet been updated with this year's changes).

Until now, planning boards have varied in their treatment of other *approvals needed by applicants*. In practice, many planning boards have generally accepted applications as complete while applicants were still waiting for some other permits, and granted conditional approval pending receipt of these other permits. Chapter 39 (SB 328) now requires this procedure. The main impact will be in the way ZBA decisions are dealt with. Previously, most planning boards sent applicants to the ZBA first, since the planning board could not approve an application that did not comply with the zoning. SB 328 will mean applications requiring a special exception or conditional use permit will now have to be accepted and considered by the planning board. (We will need to wait and see how the courts interpret the new language regarding applications which would require a

variance since this reflects noncompliance with the zoning vs. a required permit.) Planning boards should make sure their subdivision and site plan application requirements are amended to incorporate this change.

Chapter 52 (HB 1276) made a major change regarding *capital reserve funds* – they may now be pooled for investment purposes as long as they are accounted for separately and interest is applied pro rata to each. Towns will want to carefully consider when each project is expected to take place when considering the timing of the investment.

Chapter 69 (HB 1211) clarifies *special town meetings for zoning ordinances for SB 2 towns*. Deliberative sessions are prohibited – “the meeting shall consist of only one session, which shall be for voting by official ballot on the proposed ordinance, code, amendment, or repeal...”

Since 1997, communities have had the authority to establish *municipal transportation improvement funds* “to allow a community to fund, wholly or in part, improvements in the local or regional transportation system including roads, bridges, bicycle and pedestrian facilities, parking and intermodal facilities and public transportation. The funds may be used for engineering, right-of-way acquisition, and construction costs of transportation facilities, and for operating and capital costs of public transportation only. The funds may be used as matching

funds for state or federal funds allocated for local or regional transportation improvements” (RSA 261:153, VI(a)). Chapter 85 (HB 1138) removed the requirement for legislative body appropriation to spend the funds. For towns using this provision for grant matching funds this will mean not having to wait until town meeting for approval.

Chapter 150 (HB 1395) clarifies that *workforce housing regulations* can require restrictive covenants regarding the incomes of prospective renters or buyers, “which regulations may include requirements for the monitoring of the project by the municipality or by a suitable third party agency qualified to carry out such requirements...”

Chapter 226 (HB 1174) clarifies the *terms of appointed local land use board* – “the term of office of any appointed officer shall begin upon his or her appointment and qualification for office and shall end upon the appointment and qualification of his or her successor” and clarifies that “local land use board” includes any board or commission authorized under RSA 673.

Chapter 270 (SB 448) clarifies that *alternates* can participate as nonvoting members, but requires that the board's rules of procedure address when and how.

Chapter 282 (HB 1486) provides for a one-year moratorium on the *requirement of sprinklers for one and two-*

*family dwelling* but clarifies that this “shall not prevent a planning board from finding that particular subdivision applications are scattered or premature, in accordance with RSA 674:36, II(a), for lack of adequate fire protection. In such cases, applicants may propose, and a planning board may accept, the installation of fire sprinkler systems as a means of addressing the planning board's findings.”

Chapter 303 (HB 1380) clarifies that, like planning boards, ZBAs can also obtain *special investigative studies, review of documents*, and other matters which may be required by particular appeals or applications” at the applicant's expense.

Chapter 327 (SB 59) puts teeth in local master plans and the state's smart growth principles requiring that both be considered prior to the *construction or substantial renovation of public schools*.

Chapter 345 (SB 406) adds the following regarding *voluntary mergers*: “No city, town, county, or village district may merge preexisting subdivided lots or parcels except upon the consent of the owner.”

**Local Emergency Operations Planning**

Article by: *June Garneau*



Photo Credit: [www.training.fema.gov](http://www.training.fema.gov)

Planning assistance with Local Emergency Operations Plans (LEOPs) is a new service being offered by North Country Council. June Garneau, North Country Council's Multi-Hazard Mitigation and GIS Planner, has undergone the necessary training to assist the region's cities and towns with the important task of creating or updating local emergency operations plans. Emergency operations planning is based on the National Incident Management System (NIMS) and the Incident Command System (ICS).

ICS was first developed in the 1970s after a series of fires in California's urban interface which resulted in multiple deaths and injuries and property damage in the millions. After studying the response effort to these fires, emergency responders realized that inadequate management during the incident was to blame. The findings of the study pointed to unclear chains of command and supervision, poor communication, conflicting codes and terminology, lack of planning, no predesigned management structure and no predefined methods to integrate inter-agency responses. The Incident Command System emerged from this study as a

proven management system based on organizational “best practices.” For thirty years, ICS has been used in both emergency and non-emergency situations, by government and the private sector, and has emerged as the standard for emergency management throughout the country.

President George W. Bush issued Homeland Security Presidential Directive 5 (HSPD-5) in February 2003 following the September 11, 2001 attacks. HSPD-5, “Management of Domestic Incidents,” directed Homeland Security to develop and administer a National Incident Management System (NIMS) and a National Response Framework (NRF), using ICS as a key component. NIMS is more than just the use of the ICS; NIMS is a nationwide, systematic and standardized approach to emergency management which addresses preparedness, communications and information management, resource management, command and ongoing management and maintenance. NIMS is not a response plan, but rather a flexible and standardized approach to incident management containing preparedness concepts and principles for all hazards and the use of the ICS.

Using NIMS and ICS concepts, the development of a Local Emergency Operations Plan will help emergency responders determine how people and property will be protected in disaster situations. The LEOP will identify the roles of community

officials; standardize the language and communication of the emergency response; and outline the goals, objectives and organizational structure of incident management. Among other things, the LEOP will identify potential hazards, assign responsibilities to sixteen Emergency Support Functions (ESFs) and create an Emergency Operations Center (EOC) organizational chart.



Homeland Security suggests that LEOPs be updated every five years and that current plans address the sixteen ESFs now accepted as part of the planning process. Emergency

responders and community officials are also encouraged to take ICS and NIMS training courses; these can be found at [www.training.fema.gov/IS/NIMS.asp](http://www.training.fema.gov/IS/NIMS.asp). Suggested courses are: Introduction to Incident Command System (IS-100.a); ICS for Single Resources and Initial Action Incidents (IS-200.a); National Incident Management System (NIMS) and Introduction (IS-700.a).

To learn about funding options and match requirements, please contact your Homeland Security Field Representative or June Garneau, (603) 444-6303 extension 13 or via email at [jgarneau@nccouncil.org](mailto:jgarneau@nccouncil.org).

Local Emergency Operations & Hazard Mitigation Planning List of Acronyms	
CI/KR	Critical Infrastructure & Key Resources
EMD	Emergency Management Director
EMS	Emergency Medical Services
EOC	Emergency Operations Center
ERF	Emergency Response Facility
ESF	Emergency Support Function
FEMA	Federal Emergency Management Administration
FPP	Facilities & Populations to Protect
GIS	Geographic Information System
HSEM	Homeland Security & Emergency Management (NH)
HSPD	Homeland Security Presidential Directive
ICS	Incident Command System
LEOP	Local Emergency Operations Plan
NERF	Non-Emergency Response Facility
NIMS	National Incident Management System
NRF	National Response Framework
PR	Potential Resources
WUI	Wildland Urban Interface