
HCPC NEWSLETTER

Hancock County Planning Commission

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PLANNING NEWS

By Tom Martin

Maine's Economy is Changing: Some highlights of a new Maine Department of Labor report.

The Maine Department of Labor has recently released *Trends and Implications for Maine Workers*. A brief summary follows. For a complete copy, check the department web site: <http://www.maine.gov/labor/lmis/pubs.html>

Technology innovation, globalization, management restructuring and changing demographics have altered the Maine economic landscape over the last 50 years. Once primarily known for its natural resource-based industries and labor intensive manufacturing, the Maine economy of today is made up of a diverse array of industries and jobs. The pace of change has caused significant adjustments for many communities and regions across the state. Through it all, the Maine economy has continued to grow and the workforce has become better educated and more highly skilled.

One of the most serious challenges is the changing composition of the Maine workforce. Slow population growth and an aging population are rapidly shaping the workforce of tomorrow.

Baby boomers, born between 1946 and 1964, not only entered the workforce in record numbers but also with the most education and training. This age group is now approaching retirement and

expected to vacate large numbers of jobs including thousands of jobs offering high pay and requiring advanced skills. Ensuring a steady supply of qualified workers remains fundamental to economic growth and sustained prosperity.

Enrollments in Maine schools have decreased steadily reflecting persistent low birth rates. Immigration also has not added appreciable population with the exception of new residents moving to southern and coastal counties. While labor force growth is being challenged, there are opportunities within reach. Significant numbers of young people are out of school and out of work. A growing pool of senior workers may be seeking some form of work in their traditional retirement years.

Across the spectrum of jobs, the level of knowledge, skills, and abilities needed to perform them is going up. More workers must demonstrate higher levels of literacy, technological proficiency, and self management to function successfully in the workplace. The transformation of Maine workplaces has deep implications for Maine schools as students must become better equipped with solid academic skills to support the challenge of lifelong learning.

Trends and Implications for the Maine Workforce

Some regions of the State will be at greater risk than others as those industries most susceptible to globalization, technology innovation, and management restructuring suffer shut downs or employment dislocations. Past experience has demonstrated that Maine communities and workers can be remarkably resilient. Stories abound about how Maine workers have moved successfully from shoe factories and paper mills to hospitals and laboratories. These challenges will continue as employment forecasts call for more economic dislocation and regional adjustments.

Key Workforce Challenges and Policy Emphasis

The Governor has put forth an economic development strategy that includes significant emphasis on mature industry clusters including

forest products, marine-related activities, niche manufacturing and tourism. Intensive attention is also being placed on emerging industries including biotechnology, biomedical research, financial services, and radio frequency identification. The Governor has organized a Workforce Cabinet to focus on the integration of human capital investments and workforce development. It will focus on the following issues:

Slow Population Growth and the Aging Workforce

We must ensure that all Maine people who wish to be employed are prepared with the education and skills that permit them to work, earn a good living, and advance their careers.

Changing Composition of Business and Industry

We must strive to effectively reposition Maine workers and communities from maturing industries that are losing employment to emerging ones that are adding jobs.

Occupational Shifts and New Skill Requirements

Increasingly, occupational qualifications are short lived. Therefore, we must assist Maine workers to adapt more rapidly to changing work requirements so they remain highly qualified. Along with the changing composition of employment have come vast changes in the kinds of occupations and careers available to Maine workers. The bold changes taking place require that we better guide young people emerging to join the workforce as well as thousands of established workers who must move from one job to the next. The articulation of relevant education and skills standards remains our most potent force for economic development.

WHO OWNS THE MAINE COAST?

Adapted from an article on the Maine Coastal Program website.

The Maine coast, with its many harbors, coves, and inlets stretches about 4,342 miles (6,987 kilometers) and makes Maine the third largest state in terms of tidally influenced shoreline. Most

of Maine's coast is rocky ledge. Maine has about 75 miles of beaches, half of which are sand beaches and half of which are rock and pebble beaches.

Most of Maine's shoreline is privately owned, and access to the shore is correspondingly limited. In Maine, unlike many other coastal states, a private landowner may own the intertidal zone, the land area between mean high and mean low tide lines. Private ownership of the intertidal zone is subject to a public easement for fishing, fowling, and navigation. This public easement is an element of Maine's common law heritage as a former part of the Commonwealth of Massachusetts. The public easement is similar to the Public Trust Doctrine as construed and applied in other states as a source of public property rights and natural resource protections.

In 1989, Maine's state supreme court issued a landmark decision (*Bell v. Town of Wells*, 557 A.2d 168 (1989), known as the Moody Beach decision) clarifying and limiting the scope of public rights reserved under the public easement in Maine's intertidal zone. The Court determined that the scope of the public's rights is limited to those specified in the ordinance: fishing, fowling, and navigation, for both commercial and recreational purposes, as well as uses reasonably incidental to fishing, fowling, and navigation. The Court ruled that the public easement does not give the public a broad and general right to recreate (sunbath, swim, surf, play ball, etc.) in privately owned intertidal areas.

For a more detailed discussion of the Moody beach case and public shoreline access rights, visit <http://www.mli.usm.maine.edu/onemoody.pdf>. Although somewhat dated, this 1990 article remains a useful summary of the Moody Beach case and related coastal access issues.

TEN SHORELAND ZONING TIPS

Reprinted from the Shoreland Zoning News, Maine Department of Environmental Protection, Fall 2005 edition

1. Temporary structures need permits and have to meet setbacks.

2. A restaurant with a small lobster tank is not a functionally water dependent use.
3. Shrub/open wetlands next to the lake are PART of the lake if during normal high water, the elevation of the water in the wetland is the same as that of the lake.
4. A boathouse, when removed or destroyed by more than 50% of its market value, must be rebuilt to meet the water setback to the extent practical. By statute, a boathouse is not a water-dependent structure.
5. Patio pavers are structures and count toward lot coverage.
6. The term "livable area" does not appear in the *State of Maine Guidelines for Municipal Shoreland Zoning Ordinances*.
7. A dock larger than necessary for your boat, that is wide enough for your grill, lawn chairs and 12 of your closest friends isn't a dock...it's a deck.
8. Alders are trees too. If greater than 2" in diameter they count as points in the point system. And if only alders are present they are considered to be forest canopy.
9. Just because a two car garage would make your property worth more, it does not mean you need one to have reasonable return.
10. Registering your shed and putting license plates on it, does not make it a vehicle. It's still a structure, but now it just has wheels!

Feeling the Fuel Price Pinch? Check Out "Green" Building Standards...

By Jef Fitzgerald

Green building is the design, construction and operation of buildings that saves money and energy, reduces their impact on natural resources and creates healthy, comfortable living environments. The Maine State Housing Authority (MSHA) has developed a set of such measures for designers, developers and contractors who apply for MSHA funding. Designing and building in this fashion assures long-term affordability by providing dwellings with low energy use that will insulate owners and occupants from rising fuel prices. The intention is to create healthy, economical and durable buildings that are efficient to operate and maintain.

Though the standards are designed for MSHA projects, they are a helpful resource for any building endeavor. The emphasis is on energy efficiency, good indoor air quality and, additional site and building features such as native vegetation that reduce the negative environmental impact of development without adding to the bottom line. MSHA's Green Building Standards promote regional products, and support local economies and economic development.

Criteria included cover the site, building envelope, construction materials and environmental control systems design. A 32-page Green Building Standards booklet is published by MSHA and is available online at: <http://www.mainehousing.org>. A more concise list of ten energy saving tips can be found at <http://www.bundlemeup.org>.

SUBDIVISION DEVELOPMENT AND PERSONAL PROPERTY RIGHTS:

Striking a Balance in Hancock County *by Sherry Churchill*

Approximately 60 participants took part in the most recent forum in the ongoing Striking a Balance forum on Thursday, October 27. The focus of this fourth installment was land conservation and liquidation harvesting, two issues strongly relating to subdivision development in Hancock County. Land conservation panelists included Barbara Welch from the Frenchman Bay Conservancy, LouAnna Perkins from the Maine Farmland Trust and Alan Hutchinson from the Maine Forest Society. Gary Geaghan, private land assessor, and David Ledew from the Maine Bureau of Revenue offered some insight into local land assessment methods. The program concluded with Jim Ecker's presentation on the new liquidation harvesting rules.

The forum series is planned to continue well into 2006, with the next forum likely to take place in or around March. If you are interested in attending future forums, please remember to register by the registration date so our agency can

plan for the appropriate number of people. Please look for your registration form in the mail and also check local newspapers and our website for more information. You can also contact our office at 667-7131 or hpc@hpcme.org.

CDBG NEWS

The current round of Community Development Block Grants (CDBG) is underway. We discussed the major changes in this fiscal year's program in our previous newsletter. Towns seeking Public Facilities or Public Infrastructure funds will have missed this year's deadline if they did not submit a letter of intent by December 2, 2005. The other major deadlines are:

Downtown Revitalization
February 10, 2006

Community Enterprise
February 10, 2006

Non-Profit Development Grants
February 10, 2006

Economic Development Program
February 10, 2006
May 12, 2006
August 11, 2006
(application deadlines for the latter two dates are contingent upon availability of funds)

Housing Assistance
March 3, 2006

Public Service
March 31, 2006

Community Planning
April 21, 2006
August 4, 2006

Urgent Need
1st come basis, beginning March 3, 2006

Jef Fitzgerald and Tom Martin are available to help towns with the application process. Specific services include guidance in determining how to meet CDBG household income requirements,

organizing citizen participation, finding matching sources of funds and the drafting of the application narrative.

TRANSPORTATION NEWS

by Jim Fisher

Scenic Byway News

A few important milestones have been reached for Scenic Byways in Hancock County.

On August 24th the Maine Department of Transportation approved the Route 182 Blackwoods Scenic Byway Corridor Management Plan written by HCPC and Washington County Council of Governments (WCCOG) staff.

The Blackwoods Byway, named after Col. Black, the very successful forest manager better known for the Black House in Ellsworth, connects the towns of Franklin and Cherryfield traversing a large tract of unorganized territory, Maine Public reserve lands and places of spectacular beauty. This corridor, used primarily as a short-cut for Washington County residents traveling to Ellsworth lies just far enough from the coast to miss most of our summer deluge of tourists. In 1971 this corridor was among the first to be designated as a state scenic byway in Maine. Improvements along the byway were modest over the three and a half decades of its existence, in part because there was no plan, no priorities and a very small constituency to advocate for its needs.

The corridor plan provides readers, planners and funding organizations with an overview of the unique assets along the byway, an articulated vision, goals and objectives. Designation as a state scenic byway will facilitate application for grants and implementation of corridor projects. You can learn more about the Blackwoods Scenic Byway at www.blackwoodsbyway.org, a website maintained by the Hancock County Planning Commission.

Really Big Schoodic Byway Milestone

The Schoodic National Scenic Byway celebrates completion of the western gateway monument.

On December 5th the Schoodic National Scenic Byway unveiled a massive 10 ton granite monument and gateway sign located in the town of Hancock next to the Taunton Bay Bridge.

The granite monument, shaped in the profile of Schoodic Mountain, stands approximately eight feet tall and fourteen feet wide and announces to visitors that they are "Entering or leaving the Schoodic National Scenic Byway." It was built from salt-and-pepper "Sullivan Granite" as designed by LNC Landscape Architecture, mined, shaped and carved by Sullivan Memorial Stoneworks and Bourne Design Studio of Sullivan, Maine. The work was completed under contract with the Maine Department of Transportation and funded by grants from the Federal Highway Administration Scenic Byways Program and the Maine Department of Transportation.

Additional projects planned for the western gateway include privy facilities, stone benches, an information kiosk and interpretive signage. For more information, visit www.schoodicbyway.org or call Jim Fisher at HCPC.

Maine DOT and HCPC Confront Long Range Planning and Financial Challenges

By Jim Fisher

This autumn the Hancock County Planning Commission has assisted the Maine Department of Transportation in organizing and presenting regional and service center transportation forums. These forums brought together a long range vision to address transportation needs, connections to land use and economic development and a very difficult fiscal landscape.

Our long range vision was informed by a colloquium of economists and transportation experts summarized HCPC's summer newsletter and available on our website in the transportation section. Population changes, infrastructure aging, long range fuel shortages, declining fuel tax revenues, rising congestion of highways and railways to our south and declines in our manufacturing base all contribute to some very challenging times ahead.

The forums were an opportunity for representatives of towns and organizations in Hancock County to ask questions and express their desires for future investments in transportation. Though the regional forums were held in Machias and Orono, Hancock County was well represented by members of our legislative delegation, town leaders, business owners and interested citizens. Ideas emerging from these forums included priorities for coordinating transportation with land use and economic development, ways to support alternative modes of transportation and a commitment to find new revenue sources to augment fuel excise income that is already declining in real terms.

Long-range planning cannot forestall the short-term financial woes of MaineDOT. It was recently forced to cut 20% of currently funded projects. Many towns in Hancock County received news that transportation projects long-slated for construction have been delayed, many for the second or third time. While HCPC has played an active role in identifying and seeking funding for these projects, we were not part of the de-selection process to reduce overall spending by 20%. We too have been asked to cut our budget with MaineDOT by 20% this year. We are committed to working with towns and the state to identify the most expeditious means for prioritizing and financing future transportation projects, particularly those that are no longer slated for construction in the next two years.

HEALTH NEWS

University of New Hampshire Tracks New England Social Trends

By Jim Fisher

Erika Mantz, at the University of New Hampshire announced, “the Carsey Institute has launched a new Web site that offers instant access to the most up-to-date data on population, income and poverty, employment, families and children, education, housing, health, and crime and safety for the three northern New England states – New Hampshire, Maine and Vermont.” [This site, www.nneindicators.unh.edu](http://www.nneindicators.unh.edu) provides estimates for a wide range of demographic, social and economic

indicators for Hancock County. Visitors can build custom tables, charts and maps for comparisons over time and across places. The data confirm significant changes are occurring in Hancock County.

Did you know that we have more deaths than births every year. Based only on this pattern the population of Hancock County would have dropped over the past decade by about 1%. However, each year more people move to Hancock County than move away. This has resulted in growth of about 11% over the past decade. The net-result is significant population growth, about 1% per year, but also significant aging, with our fastest growth being among people in early retirement years.

Did you know that in 2002 Hancock County ranked seventh out of sixteen Maine Counties in median income? Being on the border between prosperous southern and coastal Maine with less prosperous eastern and northern Maine, Hancock County often ranks near to the middle. Our median annual income of \$36,446 is nearly \$10,000 less than number one ranked York County and nearly \$10,000 more than Washington County to the east.

Did you know that the job growth rate in Hancock County over the past three decades has been about double that of Maine and the United States as a whole? However, Hancock County jobs are more often seasonal and dependent on tourism than the state as a whole. Related to that is the rise in self-employment, from one in five jobs in 1969 to one in three jobs at present. In the meantime, earnings from employment have declined from 69% of our total income to 58%. Transfer payments such as social security and earnings from investments have both increased.

Visit www.nneindicators.unh.edu to learn more. HCPC staffers are always available for assistance with preparing analyses, charts and maps of population, economic and social patterns in Hancock County. Contact Jim Fisher for information.

SOLID WASTE

By Tom Martin and Sherry Churchill

MDI Household Hazardous Waste Collection a Success

Once again, the towns of Mount Desert Island and the Acadia Disposal District proved that a group of dedicated volunteers and town officials can work together to help protect the environment and assure the safe disposal of hazardous household items. On October 1, 2005, 280 units of household hazardous waste (HHW) were collected as well as 215 items of universal waste (UW). HHW refers to waste such as oil-based paint, turpentine, brake and transmission fluid and oven and drain cleaners. Universal waste includes computer components and accessories, television sets, fluorescent lights, lead acid batteries and mercury containing devices.

The HCPC plans to work with towns on another round of HHW/UW collections in 2006. We will be mailing more information on the collections later this fiscal year. In the meanwhile, feel free to contact Tom Martin at the HCPC if you have any questions.

Time to Budget for 2006 HHW/UW Collections

If your community participated in either of the two 2005 household hazardous (HHW) and universal waste (UW) collections, you should have recently received reimbursements or invoices for any final amounts due. It is much work organizing such events and the planning process starts early in the year of the event. Therefore, the HCPC will soon be contacting your municipality with information about how to become involved in 2006. This year, we had three new municipalities participating; it would be great to see even more become involved in 2006.

There is some money still available from the State Planning Office to help offset costs, but funding on the levels that we have seen for the past two years cannot be guaranteed. Town officials should consider this as they begin considering

budgets for the next fiscal year. For more information, contact the HCPC at 667-7131 or hpcpc@hpcpcme.org.

Electronic Waste Disposal Rules Effective January, 2006

As of January 1, 2006, the Maine Department of Environmental Protection (DEP) will require all waste household televisions and computer monitors, otherwise known as cathode ray tubes (CRTs) to be recycled; businesses are already required to do so. Municipalities collecting these items at their transfer station will be responsible for the cost of transporting the items on behalf of residents to the closest consolidation facility, at which time manufacturers will assume costs to manage and transport items to a qualified recycling facility. It should be noted that a number of Hancock County municipalities already have a rate structure established to help with costs associated with the handling and transportation of CRTs. The HCPC can assist your facility in developing a suitable rate structure.

Like this year, the HCPC plans to offer electronic waste disposal along with the household hazardous waste (HHW) and universal waste (UW) collection event. Should your municipality become a sponsor of the collection on behalf of residents, you will be meeting the legal requirements established by the DEP for both UW and electronic waste disposal.

At this point in time, Hancock County does not have an official consolidation facility, though Coastal Recycling in Hancock has been collecting these types of materials from the general public for several years now and is working with the DEP to achieve official consolidation status. The HCPC will provide updates as they become available.

More information can be found on the DEP website at <http://www.maine.gov/dep/rwm/ewaste/> or by contacting Carol Cifrino at 287-2651. Other useful contacts include Coastal Recycling, which

can be reached at 667-6766 and the HCPC, which can be reached at 667-7131.

Seasonal “R”s

Where does the time fly? It seems like it was just spring, yet there are no more compost bins available for sale being temporarily stored in the HCPC garage. The household hazardous waste collections are over. Maine Recycles Week has passed. Alas, the year is nearly over. As Hancock County residents once again find their driveways immersed in snow and thinking about the holiday season, the HCPC reminds you that it also is a great time to remember the three “R”s; Reduce, Reuse and Recycle. It is estimated tht Americans produce 25 percent more waste during the holidays than at other times of the year. Here are some holiday tips to keep you on track with your own household waste reduction goals.

Reduce

- Consider homemade gifts or gift certificates to events and museums instead of new material items that may have a short life or may not be needed
- Send e-cards instead of paper cards through the mail
- Try cooking for the appropriate number of guests instead of overestimating
- Reduce the amount of unwanted holiday catalogues by contacting the companies and requesting removal from their mailing list
- Avoid using paper plates or plastic cutlery when entertaining

Reuse

- Cut up your holiday cards and use them as gift tags next year
- Flatten your holiday boxes for easy storage and save packing peanuts until they can be used again
- Experiment with re-useable fabric scraps to wrap presents instead of holiday wrapping paper that cannot be recycled locally
- Remember to compost your food scraps – though your compost pile may be less active in the winter, it will give you a lot of material to work with in the spring

- Consider using an artificial tree or using a live tree that can be planted outside in the spring. If your live tree cannot be replanted, it can be chipped and turned into mulch.

Recycle

- Cards can be recycled; ribbons and gift wrap cannot (because they often contains foil or other materials that contaminate recyclable content); Remember to remove clear windows from your envelopes
- Remember to recycle rechargeable batteries that may accompany toys or electronics

The HCPC wishes you a safe and happy holiday season. Please contact your town office or our organization for more information at 667-7131 or hpcp@hpcpme.org.

GRANT NEWS

by Tom Martin

RIGHT-OF-WAY DISCOVERY GRANTS AVAILABLE

Shoreline access is vital to all of Maine's coastal communities. Residents and visitors alike need access for fishing, clamming, boating, picnicking, swimming, exploring, and other activities. The Maine Coastal Program helps communities keep track of existing public access through a Right-of-Way Discovery Grant Program. Every year, the Coastal Program awards small grants of approximately \$1,000 to municipalities or local land trusts to research forgotten or overlooked public rights-of-way.

2006 Grant Program

The Maine Coastal Program wishes to assist coastal communities with protection of their access to the shore. Municipalities, with help from land trusts, conservation commissions, historical societies and others wishing to research forgotten or overlooked rights-of-way may apply to the Maine Coastal Program for **2006 Right-of-Way Discovery Grants** to help defray expenses. Applicants, or their researchers, should document competence in deed research, and applicants will need to demonstrate a commitment and ability to follow through as necessary to secure for the

future any rediscovered public rights-of-way. **Applications must be received by the Maine Coastal Program on or before January 3, 2006.** Individual grants may not exceed \$2,500.

Discovery Grants are intended to help communities find and assert public rights-of-way to the Maine coast that are in danger of being lost by the passing of generations and changing land ownership patterns. The local effort to rediscover existing but uncertain, unused or forgotten legal rights of access to the shore usually involves inventorying possible access points, researching records to verify public rights, and then taking steps to assert and safeguard these public access rights. In many instances traditional rights-of-way for hunting and fishing access to the coast are being lost.

The Maine Coastal Program expects to provide **Discovery Grant** recipients with technical support in addition to funding. Grant awards will be announced by **January 31, 2006**. All research funded by the **2006** grant awards must be completed by **June 30, 2006**. Copies of the basic handbook on how to conduct rights-of-way research are available free of charge. For copies of the handbook, or for more information, please call Jim Connors at the Maine State Planning Office (287-8938) or contact him via email at jim.connors@maine.gov. Tom Martin at the

Hancock County Planning Commission (tmartin@hpcme.org) is also available to help.

STAFF NEWS

IN MEMORIAM

Katharine Weber, who worked as a planner at the Hancock County Planning Commission in the 1980s, passed away on October 26, 2005 as a result of an automobile accident. She made many valuable contributions while working at the HCPC. Most recently she was working as a planner for Husson College. She will be missed by all that knew her.

Sherry Churchill Resigns

Sherry Churchill resigned from the HCPC staff effective October 31, 2005. She will continue to work on some agency solid waste-related projects on a contractual basis as well as pursue other interests. Sherry has shown tireless dedication during nearly four years with the agency. Among her many accomplishments has been the organization of household hazardous waste and universal waste collections, the *Striking a Balance* workshop series and on-going technical assistance to various solid waste and recycling committees.