

2009

# Edgecomb Maine Comprehensive Plan Volume I

Edgecomb (Me.). Comprehensive Plan Committee

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## **PART 1 INTRODUCTION**

### **TOWN VISION**

To preserve and protect the existing way of life and the historical, scenic and natural resources from encroachment while guiding small scale sustainable growth throughout the town.

### **PURPOSE OF THE PLAN**

The purpose of the Comprehensive Plan is twofold, to comply with state requirements and remain true to Maine's Growth Management Plan and, most importantly, to provide a blueprint for Edgecomb's future, which will realize the vision and preserve the special qualities valued by its citizens. The plan seeks to implement the town's goals while maintaining a delicate balance between emotional sensitivities and political/fiscal reality. The plan recognizes Edgecomb's role in and dependency upon a regional partnership.

The Comprehensive Plan is written as a guide to provide for inevitable changes while preserving the quality of Edgecomb's precious natural environment, protecting individuality and diversity of the Edgecomb community, providing safety for its citizens and managing town government and services in a fiscally responsible manner. The plan offers policies and strategies and provides the structure for oversight of the timely implementation of its recommendations.

### **COMMUNITY CHARACTER**

*"The best thing about Edgecomb is what it doesn't have." - quote from the January 7, 2008 Comprehensive Plan Committee meeting*

Edgecomb's special topography with its rocky spine wedged between the Sheepscot and Damariscotta rivers powerfully influenced its earliest pattern of land development. An 1815 map shows long strips of landholdings extending inland from the rivers' edge. This pattern can still be seen on the parcel maps of today with many of the original tracts still in place.

Early settlers established multipurpose households, tilling the soil, herding their animals, fishing, and gradually engaging in small home-based enterprises. The nineteenth century brought new prosperity with more Edgecomb men turning toward the sea as ship captains, merchants and ordinary sailors. The Sheepscot, Damariscotta and Cross rivers still have a hold on Edgecomb's character and identity. The notion of the family homestead with its barns, workshops, boathouses and outbuildings is still a romantic ideal with small home-based business scattered throughout the town.

Most Edgecomb land was too rocky and poor to sustain vigorous agriculture, and survival entailed mixed farming, orchards, brickyards and sheep grazing, which eventually degraded the land. Timber for fuel, construction and power for nascent industry deforested the land over the years.

New housing continues to be primarily single-family homes expanding along the 18<sup>th</sup> and 19<sup>th</sup> century roads. As woodlands returned during the twentieth century replenishing natural resources, flora and fauna, Edgecomb, with huge parcels of unfragmented woodland, has become a quiet place, free from light pollution and with only distant traffic rumbles and local land based enterprises disturbing the peace.

Edgecomb has always had a strong identity as a town. Maine's climate, which rewards neighborliness, and its tradition of local control and community self-sufficiency have reinforced Edgecomb's sense of itself.

For at least 200 years, the town has also looked outward -- for supplies, for the livelihood of many of its citizens and for communications, education and medical and other services. Although today's residents depend heavily on the economies and services of nearby towns, they testify in survey after survey that they return with relief to the town's quiet nights, open woodlands, views of rivers, and scattered settlements.

Municipal services for this thinly populated area consist of a few paid general administrative people, the school staff, minimal road maintenance contractors and a small army of volunteers for fire and other safety protection and town committees. Police and other essential services are dependent on cooperation from the surrounding towns.

The town, without a defined town center, is trisected by the two heavily trafficked arteries, Routes 1 and 27, with the bulk of commercial growth occurring along these roads. It is the overwhelming desire of Edgecomb citizens to retain this pattern for future generations.

#### **OVERVIEW OF PLANNING IN EDGECOMB**

The first of five formal planning documents, *Preliminary Report for the Edgecomb Comprehensive Plan*, was prepared by the Planning Board in 1971. The plan documented Edgecomb's history, goals, resources, problems and recommendations for guarding town assets and maximizing town potential.

A second planning document, *Edgecomb Growth Profile and Preliminary Planning Issues*, was prepared under contract by the Southern Mid-coast Regional Planning Commission in April 1980, as preparation for writing a formal Comprehensive Plan. Toward the end of 1980, this Commission ceased operations. The town then engaged Land Use Consultants, Inc. of South Portland to complete the *Comprehensive Plan*, which they did in February 1982. The recommendations for Building Codes, Shoreland Zoning, Subdivision Regulation and Site Plan Review Ordinances were subsequently incorporated into Edgecomb's ordinances. In 1987, a precursor to another Comprehensive Plan was published, the *1987 Public Opinion Survey*.

The State of Maine, in 1988, enacted the *Comprehensive Planning and Land Use Regulation Act* to help control development and preserve the state's natural treasures. In late 1988, Edgecomb selectmen asked the Planning Board to develop a Comprehensive Plan that would meet the requirements of the state's *Comprehensive Planning and Land Use Regulation Act*. Finding that many of the required growth controls had been covered in previous plans and appropriate town ordinances had been enacted, the Edgecomb comprehensive plan committee focused much of its work and recommendations on zoning. The *Comprehensive Plan for the Town of Edgecomb* was published in June 1991, and amended in May 2003. During the years between 1991 and 2008, many zoning ordinances were enacted.

The 1991 Comprehensive Plan states, "Two major challenges face Edgecomb in the near term i.e., (1) how to accommodate growth while maintaining the unique character of the town and (2) to improve the quality of infrastructure without placing an unbearable burden on the lower and middle income taxpayers." These challenges continue with even greater strain on the town's natural and financial resources and increasing development pressure that compromises the quality of life, individual autonomy and privacy valued by our residents.

## **PUBLIC PARTICIPATION FOR THE 2009 PLAN**

In a state where final decision-making rests in the hands of citizens at the annual town meeting, residents have an opportunity to debate pressing issues, control spending and map the town's future. In addition to the required hearing and informational meetings before seeking approval of the Comprehensive Plan at town meeting, the committee sought public comments and ideas in three ways.

The first public input session took place in June of 2006. The committee held two focus group sessions to gather together participants with special knowledge or interest in each of the state required topic areas. After a brief presentation of background information, the participants joined breakout groups to consider the various subjects. Session 1 covered town facilities, emergency preparedness, public utilities, economic development and housing. Session 2 covered waterfront access, historic/scenic resources and open spaces. The information and ideas gained during these focus group meetings were compiled by the committee and provided a useful skeleton on which to build the policies of the plan.

The second opportunity for citizen participation was a 14-item questionnaire sent in August of 2007 soliciting comments as well as multiple-choice answers. The response was excellent with 365 forms returned out of a mailing to 667 households, many with two returns per household. The responses expressed a range of opinions on the various subjects, but presented an overwhelming mandate to retain the town's "rural" character.

The third and last outreach endeavor was a series of three public forums in September and October 2008 to solicit comments on and suggestions for policies to be recommended in the Plan. Sixty-five people attended the first session with an average of thirty attendees for the last two. Each session began with refreshments and time to study a poster display of photos and graphics showing background and statistical information concerning each of the topic areas covered in each session. Comments and questions validated the feelings expressed in both the focus groups and the questionnaire and reinforced a consensus of the Town vision.

## **DOMINANT ISSUES**

The overriding issue in the years leading toward this plan was concern over managing development and curtailing rapid growth. The presence of public water and sewer in the town, although currently available on only 1% of land in Edgecomb, is also of concern; expansion of the system needs careful monitoring. In order to encourage the expansion of small business, access to high-speed internet is critical; this is a dominant issue. The perennial heavy summer traffic on Route 1 plagues Edgecomb's residents, but the solution remains in the hands of Maine Department of Transportation.

The Midcoast towns all share many of the same concerns and have formed proactive partnerships for growth management. The Friends of Midcoast Maine and the Gateway One project are examples of neighbors working to create a chain of sustainable communities along our coast.

*"To call a community sustainable means that there is confidence in the long-term viability of that community, in its ability to provide for the needs of its members, and in careful stewardship of its resources so that they may be used for the longest possible time".*

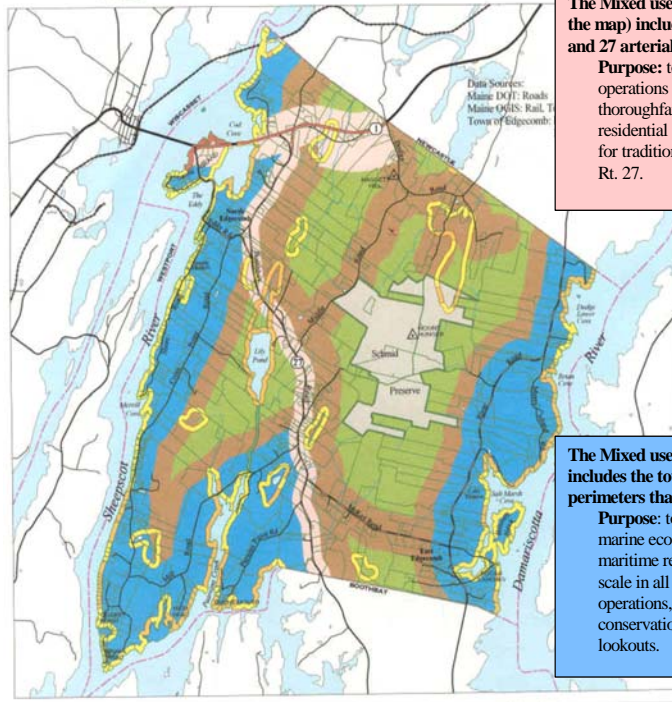
From an Essay "Having the right stuff is not enough" by Eva Murray, *Working Waterfront/Inter-Island News*, November 2008

**EXISTING LAND USE ZONING MAP  
AS APPROVED IN 2003**



**Town of  
Edgcomb**

**Proposed Land Uses  
According to the  
Comprehensive Plan**



**The Mixed use /Commercial District (pink on the map) includes the previously zoned Rts 1 and 27 arterial corridors through town.**  
**Purpose:** to provide for commercial operations that are traffic generating, need thoroughfare exposure, or are larger than residential scale; for public facilities; and for traditional village density in Area II of Rt. 27.

**The Mixed use /Marine (blue on the map) includes the town's eastern and western perimeters that border saltwater rivers.**  
**Purpose:** to allow productive uses of our marine eco system, productive uses of our maritime resources, to maintain residential scale in all non residential structures and operations, and the creation of water access, conservation land, walking trails and scenic lookouts.



**The Mixed use /Woodland (green on the map) is the most restrictive district and encompasses much of the interior, including the Schmidt Preserve and River-Link.**  
**Purpose:** to limit disturbance of the natural environment; to preserve the natural environment and wildlife habitat; and to provide sustainable, productive, nature-based uses that require limited infrastructure.

**The Mixed use /Rural Resource (tan on the map) encompasses lands generally accessible to agricultural and land-based uses.**  
**Purpose:** to preserve wildlife habitat; protect watersheds and wetlands; and to provide renewable working use of the land, which may employ equipment and/or live stock for small-scale operation.

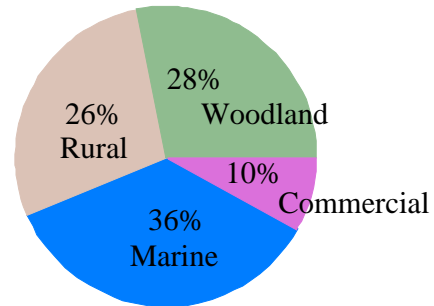
**PART 2**  
**EXISTING and FUTURE LAND USE**

**MAINE’S GROWTH MANAGEMENT GOAL**

To encourage orderly growth and development in appropriate areas of each community, while protecting the state’s rural character, making efficient use of public services, and preventing development sprawl.

**TOWN VISION**

To accommodate and guide Edgecomb’s growth while supporting the expressed wishes of the townspeople to retain their individual autonomy, the community spirit and rural environment.



Edgecomb Land Use Districts

**CITIZENS’ VIEW (SURVEY RESPONSE)**

Of the 357 respondents to the Comprehensive Plan Survey of 2007,

- 63%, or 226, do not favor multifamily housing or new construction on smaller lots,
- 45%, or 159, said, if allowed, smaller lots should be restricted to lot areas where part of the land was left as open space,
- 54%, or 191, felt nature preserves bring benefits to all and are worth the trade-off in lost tax revenues,
- 99%, or 326, felt that protecting Edgecomb’s unique and defining natural, historical and archaeological sites is either very or fairly important to maintain the character of Edgecomb,
- 54%, or 194, felt no new sewer and water extensions should be allowed,
- 27%, or 95, felt extensions of sewer and water should be allowed with 74 favoring extensions only if various restrictions were in place.

Citizens’ responses clearly indicate the town should remain rural in character.

**CURRENT CONDITIONS AND TRENDS**

**EXISTING ZONING, REGULATIONS AND PROTECTION**

Residential and commercial uses are allowed in all zoning districts of Edgecomb except for the restrictions in the Shoreland Ordinance. In 2001, the Land Use Ordinance was amended to designate three growth areas along Route 1, referred to as the Gateway, Thoroughfare and Commercial Growth Districts. The Land Use Ordinance was amended in 2002 to include three districts along Route 27, referred to as Areas I, II and III. In 2003, the work of the Land Use Task Force culminated with the passage of a final town-wide amendment designating three additional land use districts: the Woodland, the Rural, and the Marine, completing coverage for the whole town. (1) (\*Embedded Numbers refer to State Required topic items)

Table 1 - Description of Land Use Areas

The Mixed Use Woodland District (green on the map), the most restrictive district, encompasses much of the interior, including the Schmid Preserve and River-Link.

Purpose: to provide sustainable, productive, nature-based uses that require limited infrastructure and limited disturbance of the natural environment and to preserve the natural environment and wildlife habitat.

The Mixed Use Rural District (tan on the map) encompasses lands generally suitable for agricultural and land-based uses.

Purpose: to provide renewable working use of the land, which may employ equipment and/or live stock for small-scale operation, and to preserve the wildlife habitat and protect watersheds and wetlands.

The Mixed Use Marine District (blue on the map) includes the town's eastern and western perimeters that border saltwater rivers.

Purpose: to allow productive uses of the marine eco-system and maritime resources, to maintain residential scale in all non-residential structures and operations, and to create water accessible conservation land, walking trails and scenic outlooks.

The Mixed Use Commercial Districts (pink on the map) include the Routes 1 and 27 arterial corridors through town.

Purpose: to provide for commercial operations that are traffic-generating, need thoroughfare exposure, or are larger than residential scale; for public facilities; and for traditional village density in Area II of Route 27.

Table 2 - Dimensional standards

District	Min lot size	Buffer Depth main road	Buffer Depth other roads	Lot frontage	Front setback	Side and rear setback
Edgecomb Gateway	1 acre	20 ft.	20 ft.	400 ft.	100 ft.	20 ft.
Edgecomb Thoroughfare	1 acre	75 ft.	20 ft.	400 ft.	150 ft.	20 ft.
Commercial Growth	1 acre	75 ft.	20 ft.	400 ft.	150 ft.	20 ft.
Route 27, Area I	3 acres*	50 ft.	none	300 ft.*	100/200 ft. * <sup>2</sup>	15 ft.
Route 27, Area II	1 acre	none	none	100 ft.	Average * <sup>3</sup>	15 ft.
Route 27, Area III	3 acres*	50 ft.	none	300 ft.*	100/200 ft. * <sup>2</sup>	15 ft.
Marine Area I	2 acres	none	none	200.ft	50 ft. or 75 ft from rd c/l	15 ft.
Marine Area II	1 acre	none	none	200.ft	50 ft. or 75 ft from rd c/l	15 ft.
Rural	3 acres	none	none	200.ft	50 ft. or 75 ft from rd c/l	15 ft.
Woodland	5 acres	none	none	200.ft	50 ft. or 75 ft from rd c/l	15 ft.

\* On lots with an access shared with an adjacent lot, 200 ft. frontage is allowed.

\*<sup>2</sup> Setback must be 200 ft. from centerline of Route 27

\*<sup>3</sup> Setback is the average of principal structures within 500 ft. with frontage on Route 27.



## **Summary descriptions of current relevant Land Use Ordinances**

### **Shoreland Overlay District**

As mandated by the State, the purposes of this ordinance are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect buildings and lands from flooding and accelerated erosion; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore cover, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

### **Floodplain Zone**

The Town of Edgecomb has made relief available for damage caused by flooding within designated areas in the form of federally-subsidized flood insurance as authorized by the National Flood Insurance Act of 1968.

### **Wireless Communications Facility Ordinance**

The purpose is to provide an environment that takes into account aesthetics and the community character of Edgecomb in the design of wireless installations and to ensure that service providers minimize the impact of their equipment as much as possible without discriminating against any business.

### **Sign Ordinance**

The purpose of this ordinance is to help achieve a successful, attractive business climate while preserving the quality of life in the Town of Edgecomb through the regulation of all On-Premise Business Signs and more restrictive regulations of all Official Business Directional Signs permitted by the Maine Traveler Information Services Act.

### **Mobile Home Park Ordinance**

The purpose of this Ordinance is to regulate development of mobile home parks to ensure the health, safety, and general welfare of the residents of the park and the Town of Edgecomb.

### **Standard Subdivision Regulations**

The purpose of the subdivision regulations is to assure the comfort, health, safety, and general welfare of the people, to protect the environment, and to provide for the orderly development of a sound and stable community.

### **Resource-based Subdivision Regulations**

By allowing resource-based subdivision (cluster) developments, the Town seeks to maximize use of existing infrastructure, including roads, to preserve Edgecomb's rural character and lands used for agriculture, forestry and traditional recreational use.

### **Lighting Standard**

The purpose of this standard is to restrict outdoor lighting so that it will not be exposed to view by motorists, pedestrians, or from adjacent dwellings and so that it will not unnecessarily light the night sky.

## **Nuisance Standard**

This standard was enacted to control noise pollution, and the emission of dust, dirt, flyash, fumes, vapors or gases which could damage human health, animals, or vegetation, or which could be detrimental to the enjoyment of adjoining or nearby properties, or which could soil or stain persons or property.

## **Sewer Ordinance**

The purpose of this ordinance is to promote the general welfare, prevent disease and promote health; to provide for the public safety and comfort of the people and to protect the environment.

## **Back lot Provisions**

This section provides for development of back lots that do not have adequate road frontage.

## **Accessory Apartment Provision**

This section allows the creation of a residential unit within an existing one-family dwelling, if the footprint of the building is not changed, providing an opportunity for affordable housing.

## **Big box standards design and caps**

As part of a regional effort to control big box store development, Edgecomb adopted a maximum 35,000-square foot retail building size cap along with design standards that seek to retain a residential scale on buildings over 10,000 feet in size.<sup>(1-7)</sup>

## **ANALYSIS AND KEY ISSUES OF EXISTING LAND USE**

The most recent development is occurring in the Gateway District driven by the availability of sewer and water in the Tax Increment Financing (TIF) district on Davis Island; it is both commercial and residential. This type of development is largely consistent with the community's vision as defined in the 2003 zoning district map.<sup>(1)</sup>

Until 2002, and the approval of the TIF District, lot-by-lot was the most prevalent form of development. It followed traditional patterns, was accepted by the community and is expected to continue into the future in all areas where public sewer and water are not available.<sup>(2)</sup>

Excluding the Sheepscot Harbour Village and Resort, most previous subdivisions have been small in scale, primarily three- to five-lot owner-developed subdivisions. In the past 20 years, larger subdivisions have been developed: Cod Cove, High Head and Quarry Farm.

It is interesting to note that in 1924 a subdivision of 98 one-third-acre lots was laid out along Cross Point Road in the area of Modokowando Trail.

Edgecomb is primarily residential, with small businesses, mostly home-based or tourism-related businesses, primarily along its major roadways. This will continue to be the case going forward. The recent addition of sewer and water service through the TIF district spurred that development in part of the commercial district along the Route 1 corridor.<sup>(3)</sup>

The community considers itself rural because of its large tracts of undeveloped land, its numerous scenic roadways, vistas, historic buildings, undeveloped landscapes, lack of large-scale commercial enterprises and absence of any historical or commercial center. All areas of town have good access to and share services with one of the three neighboring commercial centers of Wiscasset, Boothbay Area

and Damariscotta, thus keeping Edgecomb's infrastructure costs low. This regional development pattern is seen as something the town of Edgecomb would like to preserve. <sup>(2)</sup>

The current land use regulations have continued to evolve since the last comprehensive plan review with the addition of the zoning districts. The narrative description found on page 90 of the 2003 Edgecomb Annual Report provides guidance for the town boards. This predominately rural-feeling town did not begin to feel development pressures until the last five years, primarily due to the Sheepscot Harbour Village and Resort development. Pressures are expected to increase in the future causing increased tensions in the town and strain upon the various boards as they deal with difference between our "rural" vision and the realities of growth and change. <sup>(4)</sup>

Land use regulatory measures could be strengthened 1) by considering Resource-based Subdivision permitting a requirement for all residential subdivisions, 2) by considering additional research and regulation governing the expansion of sewer and water services, and 3) by providing for more accountability during the development's building process.

Long term, the town needs to establish a continuing land use advisory committee to provide oversight and to assess the effectiveness of the current land use regulations. The committee's recommendations would give direction for the Planning Board and Selectmen on a yearly basis. <sup>(5)</sup>

In 2006, the state projected a 50% growth in the midcoast area over the next ten years. Given the topography and natural factors inhibiting development throughout the town, it is expected that commercial and residential growth will continue to take place in areas currently showing development. <sup>(6)</sup>

The community's administrative capacity to manage its land use regulation program is at present strained. The work load of both the planning board (volunteer) and the codes officer (part-time paid position) has increased in the past few years due to the pace of development in the Gateway District and continuing applications for development throughout the town. In 2007, the town had a part-time town planner; however, this position was eliminated in 2008 due to budget constraints. <sup>(7)</sup>

A Mobile Home ordinance is in place; however, there has never been an application submitted for such a permit. Mobile home parks are allowed all over town. <sup>(8)</sup>

## Town of Edgecomb Land Use Ordinance Table of Contents

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## **COMPONENTS AND FUTURE LAND USE CONSIDERATIONS**

The Future Land Use Plan proposes to retain the existing Land Use map leaving existing districts intact as adopted in 2003 and projected to be valid for the next fifteen to twenty years. With the passage of the TIF district and introduction of public water and sewer, ordinances may need modification and adjustments to assure continued compliance with Edgcomb’s vision.

The Marine District and the Rural District respect the qualities of the shorefront and rural land for commercial, agricultural, and recreational opportunities and scenic enjoyment. It allows for smaller one-acre lots in areas of Marine District II to accommodate affordable housing and encourage development along existing roads, following traditional land use patterns along the Cross Point Rd, Mill Road and River Road. Single-family homes and subdivisions require one and two acres per dwelling unit in the Marine district and three acres in the Rural district. A density bonus is in place in the growth areas with public water and sewer. The only capital improvements projected are ongoing road maintenance and repair and future construction of public works facilities.

The Woodland District, radiating from the steep, forested rocky central spine defining the center of Edgcomb, presents major constraints to development and provides increased opportunities for recreation and land conservation. This district is served by secondary, mostly undeveloped roads. Protecting both the land form and wildlife habitat with minimum five-acre lot sizes, the area is part of a regional “quiet” zone linking Newcastle to the north with Boothbay to the south in several large unfragmented parcels. As this district is located outside of the growth district, no capital improvements are anticipated.

The growth districts follow traditional development patterns and are governed by their function as thoroughways along the Route 1 (Midcoast corridor) and the Route 27 arterial to the Boothbay region.

Current town ordinances listed above are adequate to cover building/development consistent with the vision and projected growth over the delineated period of this plan. It may be possible or desirable to extend water and sewer in the future; however, it is considered too far out to consider at this time.

## ANALYSIS AND KEY ISSUES OF FUTURE LAND USE

The Future Land Use Plan aligns with the vision statement in that we have, and use, several key land use regulatory documents. It conflicts with the vision statement in that we need to strengthen the provisions of several of these regulatory documents as soon as possible. It will be necessary to address the weaknesses that have been highlighted by the growth encouraged when sewer and water were made available in the Edgecomb Gateway District and by the increased lot by lot and subdivision development in other areas of town due to the general in-migration along the coastal Route 1 corridor. Better oversight of current regulations and additional administrative help is needed to relieve some of the pressures due to the increased workload of the Select and Planning Boards. Any policies and/or strategies proposed in this plan are in keeping with the town vision.

The least populated areas are in the interior of the town. Commercial activity, public facilities and residential development have taken place along the town's three rivers and Routes 1 and 27. This fact was acknowledged as the town developed its zoning districts now in existence. The benefit of using the historic development configuration as a base for zoning plans is that it provides for directing development away from sprawl without altering the historical growth patterns. There is a possibility of strip mall development that needs to be addressed. At the present time, the Site Plan Review ordinance is the only ordinance dealing with this potential problem.

Routes 1 and 27 are the economic engines of the area for local commercial and tourist-related activities both for Edgecomb and for the neighboring towns. This poses a challenge for a town that wishes to retain its rural flavor. The land use plan is configured to address miles of prime residential waterfront areas, busy highways, and rural interior by accentuating the existing characteristics of each. In 2004, a TIF area in the growth district was approved by the townspeople and the Selectmen. This allowed a faster and more intense growth pattern than had been anticipated and has highlighted the need for additional regulation regarding the expansion of the sewer and water service. Projected growth figures require that the town be vigilant in anticipating any problems associated with explosive growth in Edgecomb's section of the midcoast corridor.<sup>(2)</sup>

Edgecomb currently has no capital investment plan. Capital improvements - town hall, school and roads - have been distributed throughout the town; sewer and water is located in and serves only the TIF district, .32% of the town's area.

The major and vital capital improvement need at this time is a new fire station.

Critical Natural Resources are protected primarily by topography, access (or lack of access) and reduced zoning density requirements. To further protect these valuable and irreplaceable resources, the town is recommending using a combination of available programs, incentives and regulatory devices, such as:

- A. historic/scenic overlay districts,
- B. forestry and agricultural farm programs
- C. tax credit incentives
- D. conservation easements and land trust acquisitions.<sup>(3)</sup>

**Refer to Vol. II for additional Information and appendices**

State Planning Office Data Sets  
Applicable Maps  
Useful links

**References:**

*Growing Greener*, Randall Arndt

*Comprehensive Planning, A Manual for Maine Communities*, Evan Richert and Silvia Most



**Edgecomb  
in  
2006**

Population: 1228  
 Land area: 11,893 acres or 18.58 sq. miles  
 Density: 1 person per 10 acres  
 Median family income: \$50,865  
 Median home price: \$250,000  
 No. businesses: 58

**PART 3**

**ECONOMIC RESOURCES**

**POPULATION AND DEMOGRAPHICS**

**CONDITIONS AND TRENDS**

As shown in the accompanying charts, the population decreased from a high of 872 in the 1880s to a low of 411 people in 1940; then it rose steadily to 1090 in 2000 with a steady increase projected through 2030.

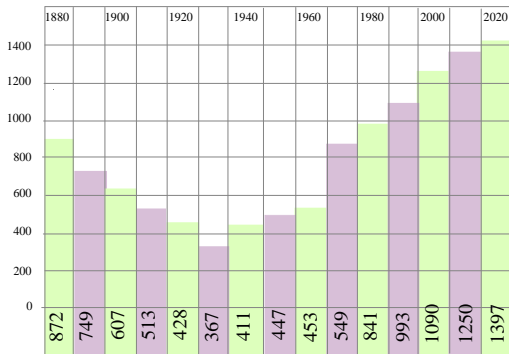
Edgecomb’s residents are primarily well educated, middle-aged, living in family units. With an aging population and the in-migration of retirees, death rates are higher than birth rates. This trend is expected to continue. <sup>(2)</sup> (\* Embedded numbers refer to State Required topic items)

Because of the low population density, any increase will not significantly impact infrastructure, public facilities and services. The Eddy School built in 2001 was designed to accommodate student growth well into the future. <sup>(3)</sup>

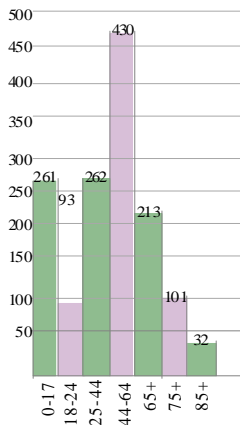
**ANALYSIS AND KEY ISSUES**

Although data is not available on the number of seasonal residents, seasonal property, mostly waterfront homes, contributes to the tax base without requiring the services needed by year-round residents. Often seasonal owners retire to Edgecomb and become active in town affairs. Increased population from the Sheepscot Harbour Village and Resort is either transient from investment properties or older people from the associated retirement community. <sup>(3,4,5)</sup>

Edgecomb is primarily rural with no major service center or employer. <sup>(6)</sup>

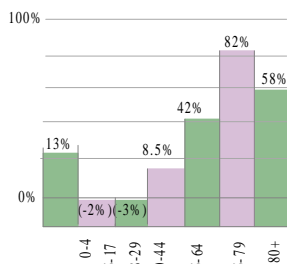


Population 1880 -2020



Age of people

(2000 U.S. Census)



Percentage increase in age cohorts from 2000 to 2020

(State Planning Office, Housing facts for Edgecomb)

	Births	Deaths
2001	1	8
2002	1	13
2003	1	5
2004	1	11
2005	5	8
2006	1	10
Total	10	55

Births and Deaths

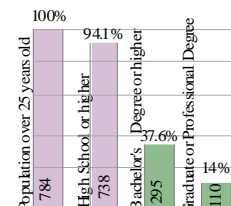
(Edgecomb town records)



Marital Status

Population 15 years or older

(2000 U.S. Census)



Education

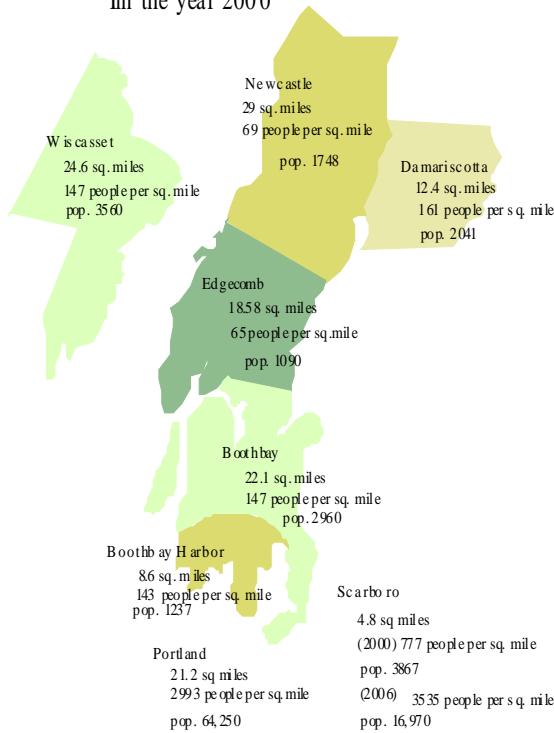
(2000 U.S. Census)

**Refer to Vol. II for additional information and appendices**  
 State Planning Office Demographic Data Sets  
 Useful links.





Regional Comparisons  
in the year 2000



(Source U.S. Census City Data Sheets)

**PART 3**

**ECONOMIC RESOURCES  
EDGECOMB'S ROLE IN THE REGIONAL  
ECONOMY**

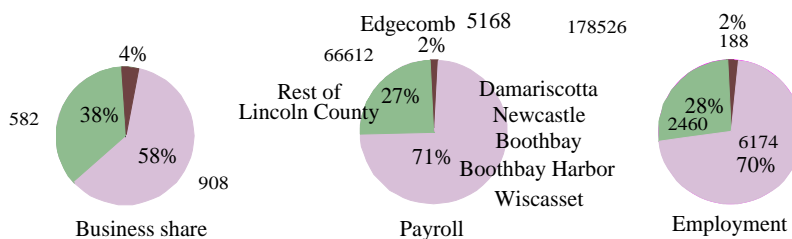
Since the arrival of the first settlers, Edgcomb's economy has been shaped by its topography. An isolated bridge between the Damariscotta River to the east and the Sheepscot River to the west, the Marsh River to the north and Oven's Mouth-Cross River to the south, Edgcomb has served as a transportation conduit between its neighbors, Boothbay, Damariscotta and Wiscasset. Edgcomb's growth has been modest compared to the surrounding towns due to their richer farmlands and easier access to the water. Although the population and activities of the region have increased over the years, the proportional growth has remained steady.

Increased vehicular traffic feeding the three hubs and clogging village centers has been a problem since the arrival of the automobile.

Damariscotta's situation was eased by the Route 1 bypass built in the 1960s. Wiscasset is still struggling with the timing and nature of its bypass, and Boothbay Harbor welcomes its destination traffic and crowded streets as part of its charm.

Edgcomb sits quietly in the center of the region with most activity relegated to Routes 1 and 27. Residents and tourists shop, receive their medical care and find cultural offerings in the village centers of Wiscasset, Damariscotta and Boothbay Harbor. Growth radiates from these centers along the state roads or in isolated clusters on the secondary roads.

The driving determinant in managing ever-increasing traffic on Route 1 is the resolution of the Wiscasset bypass. Traffic and physical/economic growth projections of the DOT, the Gateway One project and Friends of Midcoast Maine suggest that growth at the current rate will create dangerous and chaotic conditions. Strategies for mitigation must be designed and adopted by towns working together. At the end of the peninsula, Boothbay Harbor expands along Route 27 into Boothbay. As demand for development increases along Route 27, it will move toward and into Edgcomb. With the successful campaign against big box retail stores and the implementation of strict standards governing commercial buildings, it is hoped that new establishments will be smaller and locally



Edgcomb's share of Lincoln County Business

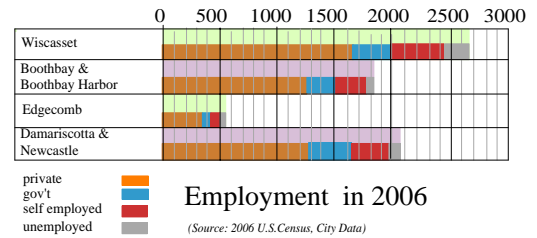
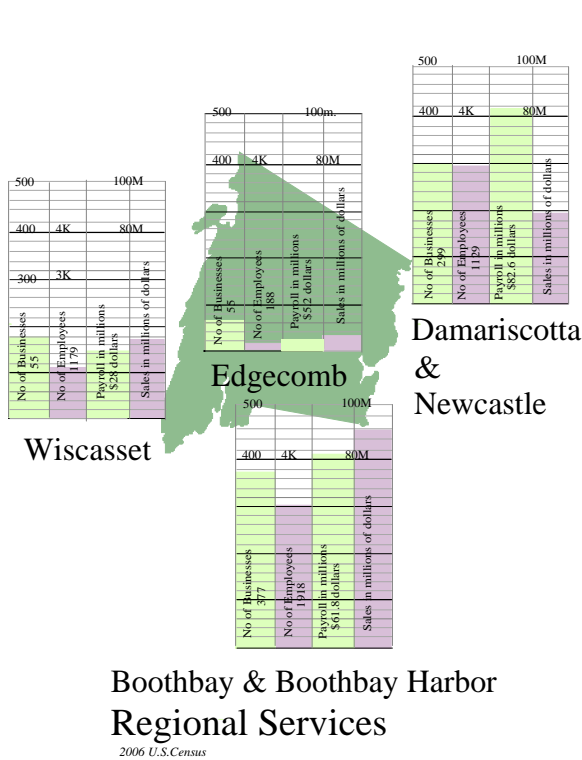
(2006 U.S. Census)

owned. Service providers, arts and cultural organizations and construction activities will continue to play a major role in the future growth. Planning for expanded infrastructure including roads, utilities, sewer and water, and alternate energy sources will be critical in managing growth in the region.

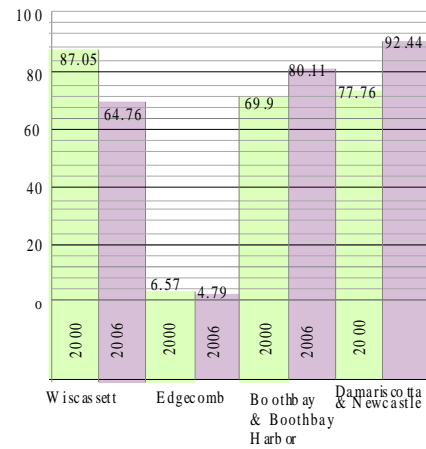
On average, economic growth has followed current patterns with slight oscillations in the three hub areas. For example, Wiscasset has gained in the number of businesses, but lost in number of employees, payroll and business sales. Damariscotta/Newcastle and the Boothbay region have thrived in all areas.

Edgecomb remains a quiet zone with healthy growth in the number of businesses but with a slight loss in employment. Huge increases in payrolls attests to continuing spiraling inflation in the region.

The six-town region accounts for 61% of county businesses, 70% of employees and 76% of payrolls with Edgecomb's share 3.7% of the businesses, 2.3% of the employees and a tiny 2% of payroll. The data from Sheepscot Harbour Village and Resort is not included in the census data and will be reported under Edgecomb's economy.



Business sales in millions of dollars or 3% of total sales in the five towns



[ Source: Maine Revenue Service, Retail sales by town 2000 -2006 ]

**Refer to Vol. II for additional information and appendices**

- State Planning Office Data Sets
- Applicable Maps
- Useful links

**PART 3**  
**ECONOMIC RESOURCES**  
**EDGECOMB'S ECONOMY**

**MAINE'S GROWTH MANAGEMENT GOALS**

To promote an economic climate that increases job opportunity and over-all economic well-being and to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

**TOWN VISION**

To maintain existing low impact home businesses and small commercial enterprises and encourage "green" economic growth.



**CITIZENS' VIEW (SURVEY RESPONSE)**

- 35%, or 128 respondents, felt that commercial development should be encouraged on Routes 1 and 27 to increase the tax base.
- 12%, or 44 respondents, thought home businesses and low-impact industry should continue to be allowed anywhere in town.
- 55%, or 194 respondents, were opposed to extending the existing water and sewer system.
- 33%, or 95 respondents, favored extending public water and sewer when it becomes possible to do so.
- Based on the "broadband" survey results, high-speed internet access is a priority for most Edgcomb residents.

**CONDITIONS AND TRENDS**

Since the early 1900's, Edgcomb residents have traveled outside of town to work or have been employed in home occupations and small businesses. The 2005 US census data reports 205 people were employed by 58 Edgcomb businesses, the majority being employed by contractors, light manufacturing, and professional/technical services. Many local people are also employed by the

Number of Businesses in 2005

	0	5	10
Professional, scientific & technical services			6
Real estate, rental & leasing	3		
Education	3		
Health care & social services	2		
Arts, entertainment and recreation	3		
Accommodation & food service	3		
Other, except public administration		7	
Admin, support & waste mgt	1		
Forestry, fishing and agriculture	3		
Construction			12
Manufacturing		8	
Retail		6	
Transportation & warehousing	1		
<b>Total</b>	<b>58</b>		

(Source: U.S. Census, 2005 data)

Edgcomb Sales in thousands of dollars, 2000 - 2006

2000	Business operations	1305.2
2006		968.9
2000	Building Supplies	37.5
2006		0
2000	Retail	1371.6
2006		1344.3
2000	Restaurant	1544.7
2006		692.3
2000	Lodging	1126.1
2006		630.4
	<b>Total</b>	

Personal consumption	5087.9
	3822.8

(Source: Maine Revenue Service.)

seasonal tourist industry. These jobs are not reflected in the census data, as they are usually not year-round and do not qualify as full-time employment.

### **EXISTING ZONING, REGULATIONS AND PROTECTION**

All new or renovated commercial enterprises in Edgecomb are subject to the town's Site Plan Review and approval by the Planning Board. Applicants must comply with lighting, noise, and pollution standards along with dimensional setback, size and buffer requirements that act to reduce the "nuisance" aspects of businesses which might wish to locate in Edgecomb. In collaboration with surrounding towns, Edgecomb has also enacted a size cap of 35,000 square feet on retail facilities and design standards for non-residential buildings over 10,000 square feet.

The people of Edgecomb do not want more large-scale development. The town has passed ordinances in the past several years that support this opinion, while designating growth areas as mandated by the State. These areas are on Route 1 and Route 27 where growth has traditionally occurred throughout the years. Development on these state roads is subject to Maine Department of Transportation standards. The two regional plans affecting Edgecomb, Gateway One and the Wiscasset Bypass, are under the direction of MDOT. <sup>(3)</sup> (\*Embedded Numbers refer to State Required topic items)

### **ANALYSIS AND KEY ISSUES**

Aside from those residents who are self-employed in town, the majority of the local population works out of town. However, with the recent development of the former Sheepscot River Inn area as a resort, a substantial number of jobs were created, not only contractors and sub-contractors for the construction, but also permanent staff for the development.

The major employers of the region include Bath Iron Works, three area hospitals, several schools, numerous assisted living facilities, and Bowdoin College. The continued job outlook is uncertain due to current economic conditions. <sup>(1&2)</sup>

As the local population ages and more people retire to the region, the need for health care and service sector jobs should increase. Along with these jobs, which pay an average wage of \$11.45 per hour, comes an increased need for affordable housing for these workers. Tourism and tourism-related jobs employ a large number of people; however, the seasonal nature of these jobs does not provide a year-round wage for many of those employed. <sup>(4)</sup>

Small enterprises developed by individual initiative are the town's priority. The majority of Edgecomb residents do not want continued growth and development. However, the addition of high-speed internet service throughout town, which is a priority for Edgecomb residents, would serve to encourage economic development for both the existing and potential businesses in Edgecomb. Additionally, high-speed internet service may encourage those retiring or moving here from away to continue their work via the internet. <sup>(5)</sup>

There is no town or village center in Edgecomb. <sup>(5)</sup>

Although Edgecomb, through various zoning changes, has encouraged the preservation of traditional natural resource-based industries such as fishing, forestry and farming, their numbers are declining. These home-based industries, which historically employed many Edgecomb residents, need to be augmented with other job opportunities. <sup>(6)</sup>

Edgecomb serves as the gateway to the Boothbay/Boothbay Harbor tourist region. With the exception of one resort, several motels, a small marina, and several retail establishments, most of the tourism-related businesses are farther down the peninsula outside of Edgecomb. In order to strengthen Edgecomb's role as a scenic conduit to the tourism industry on the Boothbay peninsula, scenic vistas and the mobility of the Route 27 corridor need to be maintained. This may be accomplished through preservation of existing open space, working with local land trusts (BRLT, DRA, SVCA, and Schmid Preserve) to maintain and preserve wildlife corridors and habitats and save watersheds. This will keep growth to the traditionally developed areas of Route 1 and Route 27. <sup>(7)</sup>.

Small businesses, home occupations and self-employed residents are the backbone of Edgecomb's economy. Most Edgecomb residents prefer that these small businesses be permitted anywhere in town and the land use ordinance supports this. Commercial establishments undergo site plan review and are held to standards that promote good relations among neighbors, especially in mixed-use neighborhoods. <sup>(8)</sup>.

Although the town's designated growth areas are Route 1 and Route 27, the Comprehensive Plan survey results made it very clear that more than half of the survey respondents do not want the existing water and sewer system expanded beyond Route 1. <sup>(9,10)</sup>

Under Title 30, subchapter IIB of the Maine state Statues, The town of Edgecomb formed a Tax Increment Finance District (TIF) to finance certain public improvements to the Davis Island Protection District and Tax Increment Financing District. The expenditures from this development project will be recouped in future years via an incremental tax levied upon the District's "Captured assessed value" over a thirty year period to expire June 1937. The tax increment will be held in the form of a sinking fund. The short-term financing mechanism for the public improvements project is a reimbursement agreement between the town and the developer. <sup>(11)</sup>

**Refer to Vol. II for additional information and appendices**

State Planning Office Data Sets

Applicable Maps

Useful links

### SECTION 3 IMPACT OF DAVIS ISLAND AND THE ROUTE 1 GROWTH AREA

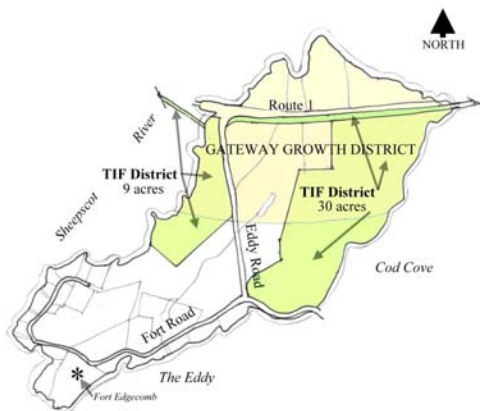
Since discussion of a bypass around Wiscasset began over fifty years ago, there has been little doubt that the growth of businesses needing ready access and visibility would occur along the Route 1 and 27 corridors connecting Edgecomb to its neighbors and the tourist destinations all along the coast.

Recognition of this obvious situation was codified in 2001 with the approval of the Route 1 Zoning and Land Use Map that established a three-part growth district along the highway, the aptly-named Gateway District, the Thoroughfare District and the Commercial Growth District.

Until 2003, development was slow but steady along Route 1 on Davis Island with residential construction limited to Eddy Road and Fort Road, the island's only public roads, and leaving the former Davis Island large interior parcels undeveloped. This changed in 2003 with the proposal for and acceptance by the town of a TIF District which would make bringing public water and sewer to Edgecomb from Wiscasset economically feasible and rescue the troubled Sheepscot River Inn and Cottages by eliminating overboard discharge at the Sheepscot Inn and bringing potable water to the island. A change of ownership during the process led the developer, Roger Bintliff, to embark on an ambitious program of reuse and rehabilitation of existing buildings and new construction both inside and outside the TIF district. The 2007 CHOM (Community Housing of Maine) Workforce housing Project is part of this district.

The impact on tiny Davis Island with only 1% of Edgecomb's land, 4% of its households and virtually 100% Gateway visibility was enormous. It led to a contentious permitting process and continued discontent not only among the Island's residents, but also among all residents whose concern reverberated throughout the town.

Time will tell what impact the Davis Island development has on the many aspects of Edgecomb life, the population, the economy, natural resources, town services and infrastructure.



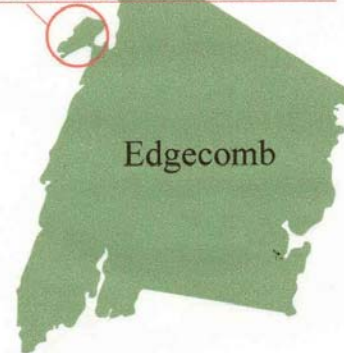
#### Davis Island

123 acres or 1% of land in Edgecomb

TIF district 39 acres or .32 % of land in Edgecomb

(excluding 6.5 acres in the Route 1 right of way for future expansion)

The TIF district accounts for 36% of Davis Island



## PART 3

### ECONOMIC RESOURCES HOUSING

#### MAINE'S GROWTH MANAGEMENT GOAL

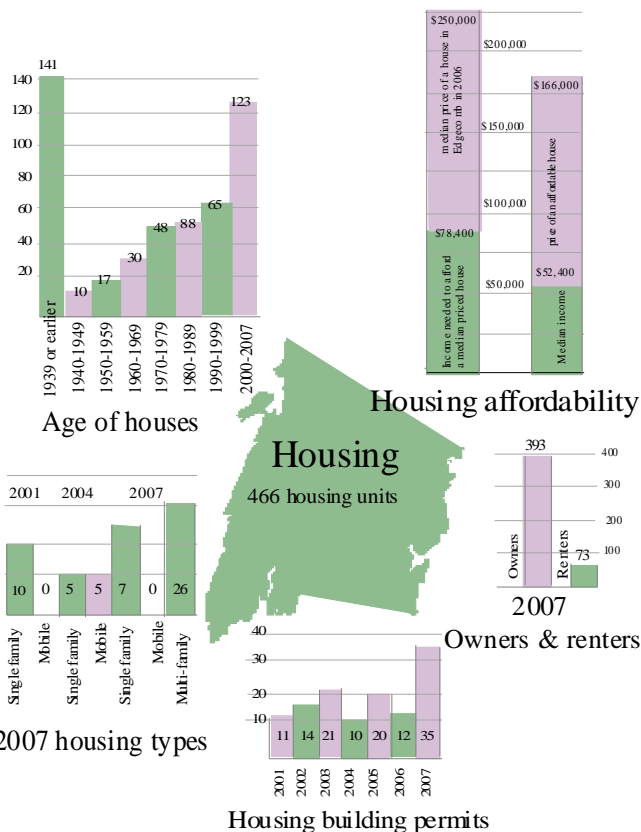
To encourage and promote affordable, decent housing opportunities for all Maine citizens.

#### TOWN VISION

To maintain traditional patterns of primarily single-family housing for all income levels.

#### CITIZENS' VIEW (SURVEY RESPONSE)

- 18%, or 65 respondents, felt that diversity in housing was very important
- 8%, or 31 respondents, felt that diversity was fairly important
- 45%, or 171 respondents, felt that diversity was not important
- 65%, or 226 respondents, were opposed to multi-family housing and construction on small lots
- 31%, or 87 respondents, did not oppose multi-family housing
- 32%, or 112 respondents, felt smaller lots should be restricted to zones with public water and sewer



- 45%, or 159 respondents, were in favor of allowing cluster or resource-based subdivisions
- 10%, or 34 respondents, were in favor of allowing multi-family units

#### CONDITIONS AND TRENDS

From its first settlement in 1744 under a cloud of murky legitimacy until its incorporation in 1774, Edgemoor was foremost a farming and marine community with spurts of growth and times of stagnation.

Today, Edgemoor is proud that 237 of its existing (2006) housing stock of 466 houses were built before 1950. The substantial number of early buildings reflects prevailing styles of the times and is valued by the Edgemoor residents.

Housing added since the 1950s continues to be predominantly single-family homes on large lots with several groups of older riverside summer houses on smaller lots, a

(Sources: Maine State Planning Office, U.S. Census 2007 data, Edgemoor records.)



scattering of mobile homes on individual lots and no mobile homes parks. Although statistics are not available, the seasonal population continues to grow along with a number of summer cottage conversions into year-round homes.

By Midcoast standards, Edgecomb is a prosperous community, and the well-kept homes without “suburban” amenities reflect continuation of traditional housing patterns.

With the lure of Maine’s quality of life, Edgecomb expects growth and, although most housing development will be on single-family lots, there will be growing pressure for subdivisions and other residential options.

The disproportionately large, by Edgecomb standards (32 units complete or under construction including investment or timeshare units and 20 more retirement homes projected), Sheepscot Harbour Village and Resort points out the need for careful management of residential growth and evaluation of its impacts.

The intent of the current land use and zoning district plans is to encourage residential growth in traditional patterns while preserving natural resources and land use patterns. Greater density is allowed in resource-based subdivisions, which promotes conservation and more efficient use of infrastructure. Greater density is also allowed with town-controlled sewer and water in the three zoning districts along Route 1.

There is scattered substandard housing in Edgecomb. Edgecomb Green (formerly the Eddy School) is a state-funded, non-profit facility providing elderly housing in six assisted living rooms and two independent living units. The Townhouses at Davis Island, a 26-unit workforce housing project serving a mixed-age population, was completed in 2007. Housing is provided for the elderly and special needs patients in 21 facilities in Lincoln County ranging in size from two beds to the 41-bed facility at Saint Andrews Village in Boothbay Harbor.<sup>(3)</sup>

#### **EXISTING ZONING, REGULATIONS AND PROTECTION <sup>(3)</sup>**

Subdivisions Regulations, Article IV, Section 1, Land Use Ordinance  
Resource based Subdivision, Article IV, Section 2, Land Use Ordinance  
Back lot provision, Article V, Section 4.13, Land Use Ordinance  
Accessory Apartments, Article V, Section 4.8, Land Use Ordinance  
Mobile Home Park, Article III, Section 5, Land Use Ordinance  
Shoreland Overlay District, Article III, Section 1, Land Use Ordinance

#### **ANALYSIS AND KEY ISSUES**

Using the census data for 2000 as a reference and assuming a steady rate of growth, the population of Edgecomb is expected to increase by 160 to 1250 by the year 2010. At a projected rate of 2.25 people per household, 64 new households will be needed. Census projections show that by 2020 the population is estimated to reach 1397 requiring a total of 558 households, or a total of 123 new households. <sup>(1)</sup> (Statistics vary with different sources, but trends are discernable.)

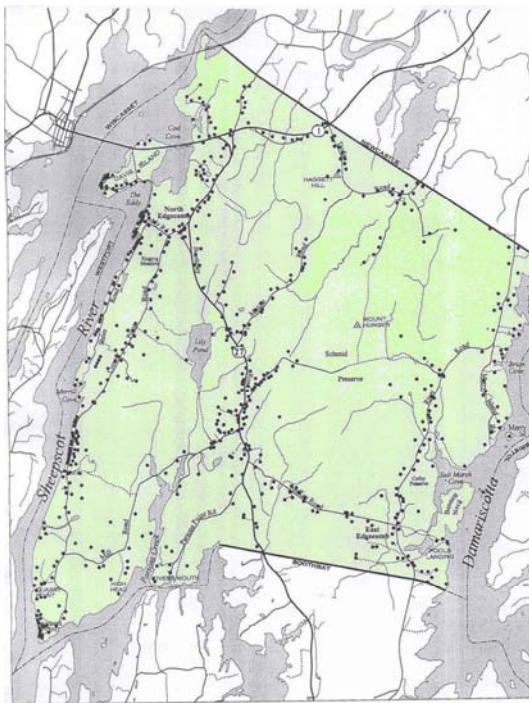
The median home price in Edgecomb in 2006 was \$220,000, requiring an annual family income of \$73,000. Approximately 69% of the population could not afford this home price, the median income in Edgecomb being \$50,500. The construction of the Townhouses at Davis Island in 2007

provided 26 units of rental housing for medium/low income families. A number of high-income families will build new houses in town, which represents the other end of the income spectrum. However, both workforce housing and subsidized facilities may be needed in the future.<sup>(2)</sup> As a rule in Edgecomb, seasonal homes sit on highly valued property and are often upgraded. The finished product is similar to new home construction.<sup>(3)</sup>

Both senior and assisted-living housing will be required for an aging population. Some subsidized housing will be needed to provide a balance between conventional and subsidized units.<sup>(4)</sup>

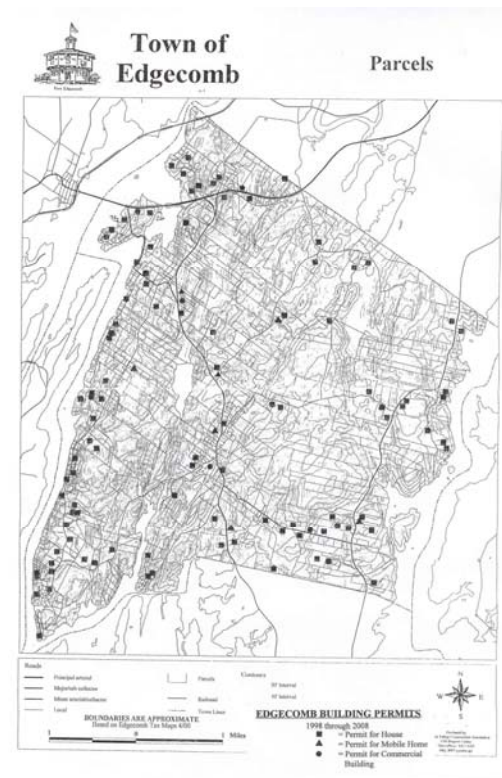
The former Eddy School has been converted into eight units of assisted and independent living. Several of the units are Medicaid subsidized. Assisted living facilities are being encouraged by the State.

Edgecomb has minimal substandard housing. There are no regulations against affordable housing.<sup>(5,6)</sup>



\* Current Buildings  
Building symbols are shown larger than actual size for visibility.  
Each symbol covers approximately 1/2 acre.

Buildings 2004 (601)  
(Source: SVCA)



Building Permits 1998 -2008  
Including additions and renovations  
(Source: David Tondry)

**Refer to Vol. II for additional information and appendices**

- State Planning Office Data Sets
- Maine Housing Authority Data
- Applicable Maps
- Useful links



## PART 4 NATURAL RESOURCES CRITICAL NATURAL RESOURCES

### MAINE'S GROWTH MANAGEMENT GOAL

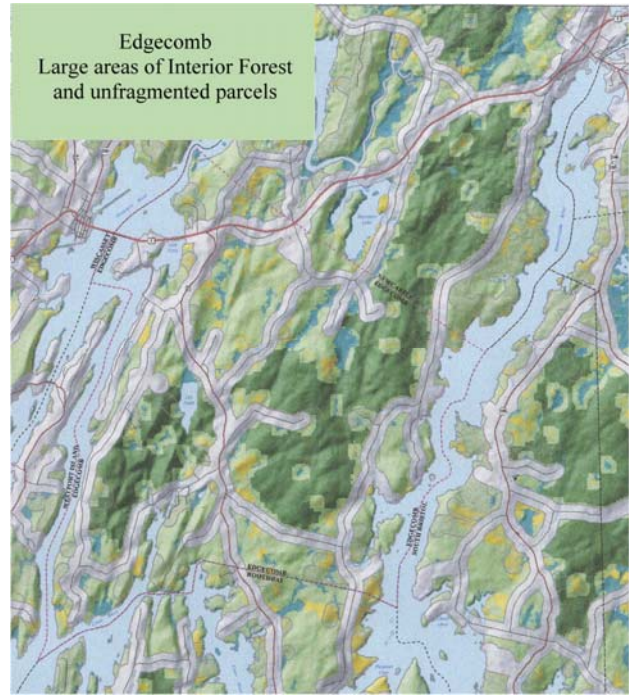
To protect the state's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.

### TOWN VISION

To protect Edgecomb's critical natural resources within and surrounding Edgecomb's privately-owned undeveloped and unfragmented lands; Edgecomb's only great pond, Lily Pond; the town-owned Charles and Constance Schmid Land Preserve as well as Edgecomb's tidal frontage and its scenic vistas.

### CITIZENS' VIEW (SURVEY RESPONSE)

- 58%, or 205 respondents, choose to live in Edgecomb because of its proximity to water, clear skies and starry nights.
- 54%, or 177 respondents, enjoy the respect for privacy in Edgecomb.
- 71%, or 253 respondents, defined rural as "the bulk of our land remaining undeveloped, with large tracts of backland, fields and forests."
- 28%, or 94 respondents, objected to forestry operations "in their back yard."
- 54%, or 191 respondents, felt that nature preserves are an acceptable trade-off for lost tax revenue.



Unfragmented Parcels  
(Source: *Beginning with Habitat*)

### CONDITIONS AND TRENDS

The topography of the upper part of the peninsula comprising the Town of Edgecomb is typical of Maine coastline peninsulas. A gently rolling landscape of rocky, clay soil, remaining from land which was heavily wooded before clearing and settlement of the 18<sup>th</sup> century, is laid over a granite skeleton. A mixture of second and third growth woodland is broken by the pattern of open fields surviving from 18<sup>th</sup> and 19<sup>th</sup> century farms when agriculture and fishing were the major sources of livelihood for inhabitants. A number of granite quarry sites also remain from this early period of industry and a few small ponds fill depressions in the bedrock. Two hills, Edgecombe (formerly called Williams Hill) at 321 feet and Mount Hunger at 280 feet, both in the northeast section of the town, break the surface of the upper peninsula. Both the eastern boundary on the Damariscotta River and the western on the Sheepscot River consist of an undulating coastline containing a number of small sheltering coves particularly along the Damariscotta River western shoreline. Davis Island, now connected to the peninsula by two causeways, lies in the Sheepscot River at the northwest corner of the peninsula.

Edgecomb is defined by major unfragmented parcels, many extending well into the neighboring towns as shown on the map above.

East of Route 27 lies the Lily Pond area encompassing over 3,000 acres, including the Lily Pond watershed, the riparian habitat along Parsons Creek, and undeveloped land west of Parsons Creek. East of Route 27, are nearly 1000 acres of the Charles & Constance Schmid Land Preserve or adjacent preserved lands, surrounded by approximately 3,000 abutting acres of undeveloped lands. These large undeveloped blocks characterize the Town of Edgecomb. According to the 2000 Management Plan of the Schmid Preserve, cattail marshes, beaver flowage, sedge meadows, and vernal pools are prevalent. An inventory of over 100 types of birds utilize Edgecomb for habitat, breeding, and migratory stop-overs, with evidence of over 50 different species of mammals and nearly 20 types of amphibians and reptiles existing. Flora includes over 75 types of native trees and shrubs, over 115 species of herbs and flowers, 20 types of ferns, 20 types of mosses and liverworts.

Much of Edgecomb's topography is largely controlled by the underlying bedrock, which is composed of metamorphic rocks such as granofels, schist, and gneiss. Ledge outcrops are abundant throughout the town. Upland soils are typically thin, somewhat excessively drained sandy loams, with smaller areas of arable land with deep soils of Boothbay or Buxton silt loams. Soils in stream valleys and associated wetlands are deep, poorly drained Scantic silt loams derived from marine clay, characterizing over a dozen brooks and wetlands that wind through the woodlands and cross the roads of Edgecomb.

The forests of Edgecomb are plentiful. According to the 2004 Maine Action Climate Plan, sustainable forestry management is capable of producing real carbon savings to reduce greenhouse gasses. The plan includes voluntary options improving silviculture to produce more and higher-quality wood as an important co-benefit. Of particular significance are those impacts on human health and the creation of jobs or products that promote an economic growth and development relying on the strengths of Edgecomb and thus promoting sustainability. See appendix for detailed lists of flora and fauna. <sup>(1)</sup> (\*  
Embedded numbers refer to State required topic items)

Refer to Part 5: Historical, Archaeological and Scenic Resources for information on scenic roads and vistas. <sup>(2)</sup>

## **ANALYSIS AND KEY ISSUES**

The existing zoning map was designed to maximize protection of natural resources. However, strengthening requirements for resource-based subdivisions could provide additional protection.

Edgecomb's population depends on building and maintaining protections for critical natural resources existing throughout the town for economic and recreational purposes. The Management Plan for the Schmid Preserve lists a comprehensive inventory of wildlife and habitat existing within the preserve, which is located in an undeveloped, unfragmented block of land. <sup>(1)</sup>

The existing Shoreland standards were updated in 2008 to comply with the new State standards and cover all river shoreland, intermittent and four-season streams, wetlands, and Lily Pond. Edgecomb zoning districts and the corresponding land use regulations identify and provide protection for areas of import. <sup>(2)</sup>

In addition to local monitoring by various concerned committees, there is active coordination with both state agencies and the non-profit watchdog organizations.

The Charles and Constance Schmid Land Preserve Advisory Committee oversees the maintenance and management of the Schmid Preserve in conjunction with the management plan. It monitors the recommendations of the plan, provides oversight and advice to stewardship volunteers, develops funding through grants or budget requests and makes recommendations to the Selectmen Trustees relative to the preserve management.

Sheepscot Valley Conservation Association is dedicated to conserve and restore the natural and historic heritage of the Sheepscot watershed through land protection, habitat restoration, support for compatible land use patterns, advocacy and education.<sup>(3, 4)</sup>

The Town of Edgecomb has worked and continues to work closely with four area land trusts to build the River~Link project, a trail system which crosses the Schmid Preserve and which will eventually connect the Sheepscot and Damariscotta rivers.

The partnership of regional land trusts in preservation allows, in most cases, traditional cultural activities such as hunting and trapping on preserved lands and controlled logging overseen by the holding land trusts. Edgecomb-owned Schmid Preserve allows hunting, trapping, and similar activities, including wildlife habitat enhancement. Currently there is no commercial forestry activity in the Preserve.

Additional protection and conservation efforts are discussed in Part 2: Land Use; and Part 4: Water, Marine, and Agriculture and Forestry.<sup>(5)</sup>

**Refer to Pages 85- 92 for Edgecomb Map series:**

- 1: Elevation and Natural Features
- 2: Parcels
- 3: Undeveloped Areas
- 4: Shoreland Zoning
- 5: Soils
- 6: Slopes, Highly Erodable Soils, Shoreland Buffers and Lily Pond Watershed
- 7: Natural Communities and Habatats
- 8: Weighted Natural communities, Habitat & Features

**Refer to Vol. II for additional information and appendices**

- State Planning Office Data Sets
- Additional Maps
- Lists of Flora and Fauna
- Useful links



**PART 4**  
**NATURAL RESOURCES**  
**WATER RESOURCES**

**MAINE’S GROWTH MANAGEMENT GOAL**

To protect the quality and manage the quantity of the state's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.



**TOWN VISION**

To provide clean, safe drinking water throughout the town and assure that the Lily Pond and Sheepscot and Damariscotta rivers are pollution free.

**CITIZENS’ VIEW (SURVEY RESPONSE)**

- 55%, or 194 respondents, opposed extension of the existing public sewer and water systems and expressed concern over ownership of the systems.
- 33%, or 94 respondents, were in favor of extending sewer and water.
- 12%, or 40 respondents, were willing to pay additional taxes for the service.

**CONDITIONS AND TRENDS**

In the past, all Edgecomb water was supplied by private wells and sewerage processed by individual septic or overboard-discharge systems. In 2005, when the Tax Increment Financing District was established, water and sewer was brought from Wiscasset as part of the TIF agreement to serve the Sheepscot Harbour Village and Resort. It is currently being extended in the TIF district to other projects. The Water and Sewer Committee has been inactive and should be reactivated to oversee existing installations and manage future expansions. (2 see Marine Resources ) (\*Embedded Numbers refer to State Required topic items)

**EXISTING ZONING, REGULATIONS AND PROTECTION**

See page 7 for definitions of ordinances affecting water resources.

- Shoreland zoning
- Site Plan Review
- Sewer Ordinance
- State plumbing code



## **ANALYSIS AND KEY ISSUES**

Twenty-seven overboard discharge septic systems are listed by the DEP. Permitting and discontinuation is on a case-by-case basis according to DEP regulations. Davis Island residents may have future access to sewer. <sup>(1)</sup>.

There are no known point sources of pollution other than road runoff and surface drainage from construction projects, and minimal impact from agricultural runoff. Shoreland pollution is regulated under the shoreland zoning provisions and by the Army Corps of Engineers. <sup>(2)</sup>.

Potential threats to ground water are proximity to salt water and unknown effects of global warming. Possible damage to wells by blasting is under the purview of the selectmen in accordance with the Blasting Ordinance. <sup>(3)</sup>

Public water supplies are provided by the Wiscasset Water District from Nequasset Lake in accordance with the interlocal agreement and are addressed by the Woolwich and Wiscasset Comprehensive Plans. <sup>(4)</sup>.

Edgecomb cooperates with Stewards of the Sheepscot, the Damariscotta River Association and the Sheepscot Valley Conservation Association, all of which are involved in monitoring water quality. <sup>(5)</sup>.

Best Management Practices are required by ordinance. Edgecomb participates in the national Flood Plain Program despite the fact that an insignificant amount of coastline is affected. <sup>(6,7)</sup>

## **REGIONAL PARTNERSHIPS.**

State programs  
Damariscotta River Association monitoring program  
Sheepscot Valley Conservation Association  
Wiscasset Water District  
Wiscasset Sewer District

### **Refer to Vol. II for additional information and appendices**

State Planning Office Data Sets  
Applicable Maps  
Useful links

**PART 4**  
**NATURAL RESOURCES**  
**MARINE RESOURCES**

**MAINE’S GROWTH MANAGEMENT AND STATE  
COASTAL MANAGEMENT POLICIES GOAL**

To protect the state’s marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.

**TOWN VISION**

To protect waters and shoreline of Edgecomb’s 26.5 mile frontage on three tidal rivers: the Damariscotta, the Sheepscot, and the Cross rivers; and to curb and in time eliminate local pollution of these waters. To provide Edgecomb’s citizens with visual access, and possibly physical access in time, to these waters; and to manage private and public mooring and uses of the rivers.



**CITIZENS’ VIEW (SURVEY RESPONSE)**

- 62%, or 220 respondents, live in Edgecomb because of its proximity to the water, clear skies and starry nights
- 4%, or 15 respondents, generate at least \$1000 of income from marine resources in Edgecomb.
- 5%, or 19 respondents, object to fishing and related marine operations in “my back yard.”
- 2%, or 8 respondents, would pay more taxes to have access to the water.

**CONDITIONS AND TRENDS**

Edgecomb’s three tidal rivers, the Damariscotta River on the eastern boundary, the Sheepscot River on the western boundary, and the Cross River on the southern boundary, are the town’s prime marine resources. These coastal boundaries compromise 26.5 miles of Edgecomb’s 32.80 miles of boundaries, thus 83% of town boundaries is shoreline. This coastal shoreline is a mix of ledge and mud flats, each contributing to the integrity of the ecosystem. Ledge supports the food web for marine life, commercial and sport fishing, and roosting sites for shorebirds and reduces erosions. Mud flats support the food chain for fish, crabs, and worms; lessen coastal erosion; promote eel grass germinating; and provide roosting and staging areas of migrating shorebirds.

The Sheepscot is one of eight Maine rivers providing essential spawning grounds for the endangered native Atlantic salmon. Numerous other fish, including striped bass, the endangered short nose sturgeon, American shad and alewife, also migrate between the Gulf of Maine and the Sheepscot River. Brook trout thrive in the river, as do sticklebacks, perch, and shiners.

Portions of the Sheepscot, Damariscotta and Cross rivers bordering Edgecomb support a lucrative lobster fishery and the rivers' tidal flats support a significant bait-worm industry. Rare oysters, marine invertebrates, and rare marine plants are also found in the estuaries. Fish and invertebrates attract osprey, eagles, and other mammals that feed on the rivers' resources. The banks of the Sheepscot provide habitat for moose, white-tailed deer, fishers, otters, mink, and many smaller riparian mammals. The lower Sheepscot has been identified by the state as a Focus Area of Ecological Significance. There are significant marine and fish resources in these bordering rivers. At the present time, the clam flats on the Sheepscot River are closed due to pollution.

In the year from July 2007 to June 2008, Edgecomb licensed 206 vessels. The following licenses were sold or issued in Edgecomb during the same period; however, it should be noted that licenses issued in Edgecomb permit shell fishing in not only Edgecomb waters and shore flats, but also in Boothbay, Boothbay Harbor and Southport. Reciprocally, holders of licenses in those three communities may fish in Edgecomb waters and shore flats. Shellfish licenses sold and/or issued from June 1, 2007 to May 31, 2008: 3 resident commercial, 0 non-residential commercial, 12 resident recreational, and 4 nonresident recreational. Worming licenses issued by the state permit worming in all waters and shore flats around the state. In 2007, 867 wormers' licenses were issued statewide.<sup>(1,2)</sup>  
(\*Embedded Numbers refer to State Required topic items)

Edgecomb has no "port" and only a few areas along the Sheepscot and Damariscotta rivers that, depending on the wind direction, could be classified as a harbor. On the Sheepscot River southeast of Fort Edgecomb lies Eddy Yacht Sales and Marina with 30 moorings in approximately 25 to 70 feet of water. The mooring area is well protected except in the instance of incoming tide coupled with strong southeast winds. The town has established two mooring areas on the Edgecomb side of the Sheepscot in the vicinity of the Davey Bridge, one on the north side and one on the south side. Also, there is a federally-designated anchorage area inside nun #28 off Davis Island.

There are no marinas on the Edgecomb shore of the Damariscotta River. There are three areas which could loosely be classified as "harbors" i.e., 1) Dodge Lower Cove, located just south of the Newcastle/Edgecomb town line - mud bottom and relatively shallow water; 2) Salt Marsh Cove, located 1/4 mile south of Merry Island - mud bottom and shallow water; 3) Pooles Landing, located 1/4 mile south of Salt Marsh Cove - hard bottom but small area.<sup>(3)</sup>

The town provides no public wharves, pump-out stations or marine services on any of its tidal water rivers.<sup>(4)</sup>

In 2004, the town enacted a Coastal Waters Ordinance to regulate marine activities within the tidal waters of Edgecomb, including harbormaster's responsibilities, moorings and environmental and safety concerns. This ordinance also established a Waterfront Committee to oversee changes in the Ordinance. Edgecomb approved a Shellfish Conservation Ordinance at the June 1989 town meeting requiring licensing of all shellfish digging in the shores and flats of Edgecomb. The number of licenses issued varies each year depending on an estimate of the available resource. License fees are: Resident Commercial - \$100.00; Non Resident Commercial - \$150.00; Resident Recreational - Free. All licenses expire on the 31st day of May following date of issue.

With no port, no public access and limited harbor areas, Edgecomb residents, except for a modest number of fishermen, derive relatively little benefit other than visual from its coastal waters. Waterfront property owners do have piers, private moorings and water access. Wormers aggressively work several areas in town: mudflats in the Eddy off lower Cod Cove, mudflats in cove just west of High Head, and the guzzle at low tide off Quarry Point. Locations are accessed from land and by boat. The clamming areas of Lower Dodge Cove and Salt Marsh Cove are heavily used by clambers from surrounding towns and are an important resource to the region. An oyster farm is located on the Damariscotta River. A number of higher valuation homes are located in areas having water views, and the related property tax dollars are about the only direct economic benefit Edgecomb receives from the rivers. Building in the shoreland surrounding the clamming areas has been minimal. The town requires strict enforcement of shoreland and other zoning laws.

A tourism and real estate development project, Sheepscot Harbour Village and Resort, built in 2005/2006, on Davis Island capitalizes on the beauty of waterfront property on the Sheepscot River and is in proximity to two new mooring fields on either side of Davey Bridge. This project, built with Tax Increment Financing (TIF), was responsible for bringing public water and sewer across the river from Wiscasset, thus eliminating a large overboard discharge system. At this time, tax income from this project does not directly affect the town budget being available for financing infrastructure within the district.

There is only a slight possibility of water-dependent use businesses emerging in areas which the state has designated as desirable for such business. In 2005, a yacht outfitting company was located on the Sheepscot River to service large private boats on a one at a time basis for renovation and maintenance.

Edgecomb has no public access to the Sheepscot, the Cross or the Damariscotta rivers. However, neighboring towns on all sides have good access and freely share their facilities with Edgecomb residents. This example of regionally shared facilities provides Edgecomb residents with convenient water access.

The Woodend Fund, established some time ago for the express purpose of assisting in the acquisition of waterfront property for the town, has a current balance of just over \$100,000. Over the past ten plus years, committees in town have met to research and to find such water access property; these committees have been unsuccessful in their efforts. Findings from some of these committees show 1) no land at a reasonable price was available, 2) maintaining an access site would be costly, 3) providing waterfront access is not a priority use of public funds at the time, and 4) good access is available in nearby towns. In 2008, a private citizen spearheaded an effort to have the town purchase a divided parcel of land with one piece of the parcel having limited access to the Sheepscot River. Citizens for Public Access, a private initiative had been formed to further such effort.<sup>(4c)</sup>

## **ANALYSIS AND KEY ISSUES**

In a recent survey, proximity to the sea was listed as one of the main reasons residents live in Edgecomb, thus preservation of these three rivers is vital. Public access to these waters has long been a dream for the town, but a combination of unavailable land due to town's topography replete with ledge and high bluff coast line, the high cost of funding

such a purchase if land were available, the expense of maintaining such a site, and the fact that access is readily available at nearby towns - all make obtaining a site for public access out of reach and hardly necessary at this time. All of this notwithstanding, survey responses indicate an interest in the town's acquiring public access. A point of view also has been expressed by some that public access would make Edgecomb's waters and marine animal life, such as worms, clams and fish, more available to nonresidents, who could deplete stocks in Edgecomb's waters.

Because of Edgecomb's location near the sea and downstream on a more than 58-mile river/watershed, its estuarine waters are affected by many other communities. Pollutants come from bacteria seeping out of failing septic systems and/or overboard discharge systems and from toxins found in organic chemicals, heavy paints, pesticides, solvents, fertilizers and other products. Decreasing these pollution sources needs to be a two-pronged effort: 1) eliminating overboard discharge systems in the town and 2) working with upstream communities to eliminate the sources of toxins pouring into the rivers. Only a regional approach will be effective in preserving Edgecomb's waters and coastline for fishing, worming, clamming, and recreational use and for preserving marine wildlife and vegetation.

With the arrival of public water and sewer to a limited population on Davis Island and the possibility of extending that service, development could come to that part of town with little, if any, pollution impact of the Sheepscot.

The Shellfish Conservation Ordinance is the only local management tool affecting fishery resources in Edgecomb's waters. <sup>(2)</sup>

Water-dependent land use is confined to a few lobster fishermen having their homes and/or operations on the shore. This usage is minimal but desirable. However, this could be threatened by residential development and desire for second home building on prime waterfront real estate. <sup>(3)</sup>

Access to most of the recreational use of Edgecomb's waters is gained from either a private home or inn or is of a pass-through nature, e.g., boats passing from one town in the area to another town. In short, the town enjoys being surrounded by water, but the townspeople have no town accessibility to use or be on the water.

As previously mentioned, the town has no harbor and no public access for either commercial or recreational use. At this time, there is no plan to acquire such access. The Harbormaster and Waterfront Committee manage the water's use in the area. <sup>(4)</sup>

**Refer to Vol. II for additional information and appendices**

State Planning Office Data Sets  
Maine Department of Fisheries and Wildlife  
Applicable Maps  
Useful links

**PART 4**  
**NATURAL RESOURCES**  
**RECREATIONAL AND CULTURAL RESOURCES**

**MAINE’S GROWTH MANAGEMENT GOAL**

To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.



**TOWN VISION**

Edgecomb, with more than a square mile of undeveloped and accessible land in its center, is a town with an abundance of land for recreational use. This land--the Schmid Preserve--in addition to other land trusts in town and on adjacent land in neighboring communities, puts Edgecomb in direct alignment with the state goal.

**CITIZENS’ VIEW (SURVEY RESPONSE)**

- 54%, or 197 respondents, value the availability of recreational land and believe the benefits of land trusts outweigh the lost tax revenue.
- 21%, or 77 respondents, believe property-tax-free land should be capped at 15%.

**CONDITIONS AND TRENDS**

With over 10% of Edgecomb’s area protected in publicly accessible land, the town itself serves as a passive nature preserve for the adjacent towns. With growing interest in land preservation/conservation through public acquisition and private trusts, this trend is expected to continue into the future. Access for recreational boating is through private property. (See Part 4 -Marine Resources.)

Edgecomb’s large, unfragmented forested parcels provide ample opportunity for hunting, hiking, bird watching, picnicking, horseback riding, cross-country skiing, snowshoeing, snowmobiling and ATV trails. Organized outdoor and indoor recreational opportunities are provided by the surrounding towns. <sup>(1)</sup> (\* Embedded numbers refer to State required topic items)

**Table 1: recreational resources of the town:**

Public Preserves

Schmid Preserve-- 853 acres; available parking; 6+ miles of trails; hiking, hunting, trapping, snowmobiling, skiing, snowshoeing, horseback riding, picnicking, birding.

Private Preserves

Singing Meadow: 16 acres, Boothbay Region Land Trust.

Colby Preserve: 12 acres, Boothbay Region Land Trust

Zak Preserve: 209 acres in Edgecomb and Boothbay, Boothbay Region Land

Trust

Regional Conservation Associations and River~Link

River~Link is a regional conservation project involving the Boothbay Region Land Trust, Damariscotta River Association, Sheepscot Valley Conservation Association, the Town of Edgecomb, and Maine Coast Heritage Trust. Fourteen hundred acres from Boothbay to Whitefield and from the Damariscotta River to the Sheepscot River will be protected.

State

Fort Edgecomb State Park

Other

Eddy School--playground and indoor gym  
Fort Edgecomb  
Land Under Easement-Resource Development Subdivisions, CMP Line

Salt Water (no public access)

Sailing, motor boats, canoes, kayaks, fishing, shell fishing

Fresh Water (no public access)

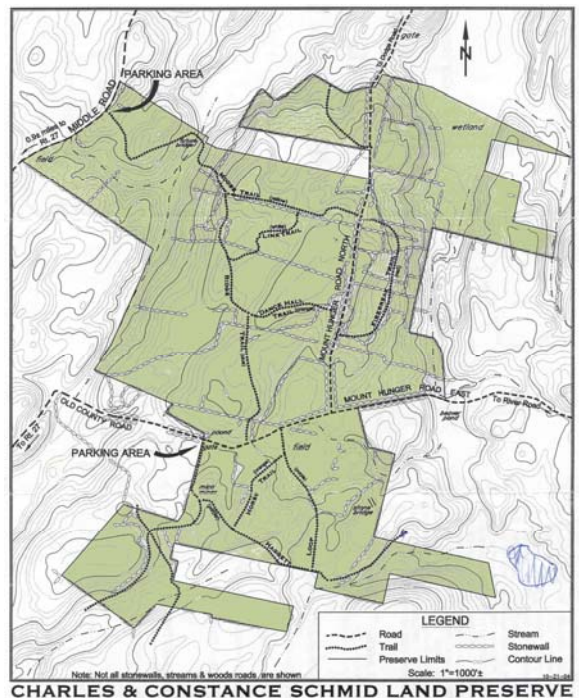
**Table 2 land trusts:**

Boothbay Region Land Trust  
Damariscotta River Association  
Sheepscot Valley Conservation Association  
Maine Coast Heritage Trust

One unmet state goal is public access to water, both salt and fresh. Given the nature of the shorelines of the rivers bounding Edgecomb, access to the water is not easily achieved. Moreover, if a piece of shore property did become available, the cost of such land would be prohibitive. Most residents use the access points available in neighboring towns. The land surrounding Edgecomb's one fresh water pond, the Lily Pond, is privately held and no access is permitted.

**EXISTING ZONING, REGULATIONS AND PROTECTION**

The Schmid Preserve Committee regulates use of the preserve under the oversight of the Board of Selectmen. The Colby, Zak, and Singing Meadow preserves are under the jurisdiction of the Boothbay Region Land Trust. River~Link is a regional plan for publicly accessible trails and a wildlife corridor stretching from Boothbay to Newcastle and from the Sheepscot River to the Damariscotta River. The trail stretches across privately held Edgecomb lands whose owners have given informal permission to cut and continue the trail system as part of the



River~Link project. With the assistance of Boothbay Region Land Trust, two significant properties in Edgecomb, totaling approximately 300 acres, have been annexed to the Schmid Preserve or are in the process of being annexed to the preserve since 2005.

Existing zoning enacted in 2003 and the passage of the Resource-based Subdivision Ordinance strengthens protections of Edgecomb’s recreational and cultural resources by clearly describing a vision and justification for the differing densities throughout the town and the alternate method of subdivision development that mandates preservation of undeveloped acreage within the subdivision.

### **ANALYSIS AND KEY ISSUES**

The passive nature of Edgecomb’s recreational facilities will easily accommodate an ageing population and projected growth, while facilities at the Eddy school are projected to serve the needs of the community for many years. <sup>(1, 2)</sup>. (\*Embedded Numbers refer to State Required topic items)

The Woodend fund was established to help finance a public boat landing and has provided loans for the purchase of additional land for the Schmid Preserve. Edgecomb residents privately and through municipal committees have been actively involved with all of the area land trusts. <sup>(4)</sup>.

The search for suitable salt water access has been ongoing since the establishment of the Woodend fund in the late 60s. Edgecomb’s steep, rocky shoreline interspersed with tidal flats presents one difficulty in providing functional access. In addition, the preponderance of privately-owned shoreland with ever-increasing prices and isolated, difficult-to-police service areas makes salt water access virtually impossible. The fresh water Lily Pond is privately owned and no public access seems possible at this time. <sup>(5)</sup>.

The Schmid preserve trails are well maintained by volunteers supervised by the Schmid Preserve Committee. The Boothbay Land Trust maintains its trails. ATVs and other wheeled, motorized vehicles are prohibited in the Schmid Preserve; trails and bridges have been narrowed to discourage these vehicles. <sup>(6)</sup>.

Traditionally, most privately-owned land has been available to the public for hiking and hunting. Other than some posted areas, this trend is expected to continue. <sup>(7)</sup>.

### **REGIONAL ISSUES AND PARTNERSHIPS**

While Edgecomb residents appreciate the rural amenities of the town, they also enjoy its central location within fifteen minutes of a rich palette of recreational and cultural attractions that are generously supported by the town’s citizens.

**Table 3: Recreational and Cultural Organizations**

- Indoor Recreation
  - Boothbay YMCA
  - Damariscotta YMCA
  - Wiscasset Community Center
- Outdoor facilities
  - Frisbee Golf



Wiscasset Raceway  
 Coastal Maine Botanical Gardens  
 Boothbay Golf course  
 Chewonki  
 Boothbay Railway Village

Art Galleries and Museums  
 Maine Art Gallery, Wiscasset  
 River Arts, Damariscotta  
 Wiscasset Old Jail  
 Pownalboro Court House  
 Boothbay Railroad Village

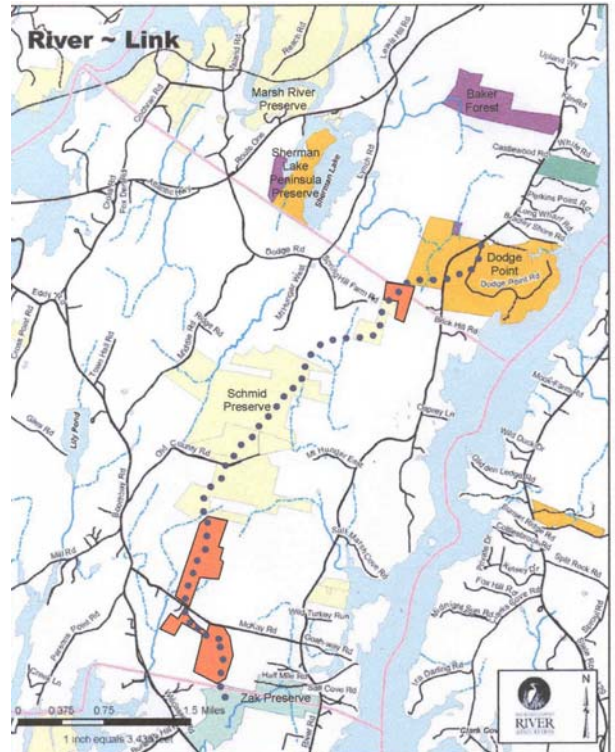
Libraries  
 Wiscasset Library  
 Skidompha Library  
 Boothbay Library

Theaters  
 Heartwood Regional Theater  
 Lincoln Theater  
 Waldo Theater  
 River Company  
 Theater of the Spirit  
 Boothbay Opera house  
 Harbor Cinema

Music  
 Tapestry Singers  
 Sheepscot Chorus  
 Castlebay  
 DaPonte String Quartet  
 St. Cecilia Chamber Choir

**Refer to Vol. II for additional information and appendices**

State Planning Office Data Sets  
 Trail Maps  
 Useful links



**River- Link Map**  
 (Source: Damariscotta River Association)

**PART 4**  
**NATURAL RESOURCES**  
**AGRICULTURAL AND FOREST RESOURCES**

**MAINE’S GROWTH MANAGEMENT GOAL**

To safeguard the state’s agricultural and forest resources from development that threatens those resources.

**TOWN VISION**

To maintain, protect and promote small-scale private agriculture, managed forests and woodlots and to increase sustainable conservation areas for public use.



**CITIZENS’ VIEW (SURVEY RESPONSE)**

- 37%, or 134 respondents, felt that nature preserves bring benefits that are an acceptable trade-off for lost tax revenue.
- 26%, or 95 respondents, objected to forestry operations “in my back yard.”
- 7%, or 25 respondents, objected to farming operations “in my back yard.”
- 82%, or 301 respondents, felt that maintaining Edgecomb’s historic character was important.
- 3%, or 11 respondents, reported making over \$1,000.00 per year from agricultural activities.

**CONDITIONS AND TRENDS**

A hundred years ago, Edgecomb’s forests were nearly depleted, first cleared for agriculture and pasturage and, as the population grew, for increased demand for fuel and building construction material and household goods.

In the census of 1870, 142 men listed their occupation as farmer. With the gradual abandonment of agriculture and conversion to fossil fuels, young pioneer forests began to reclaim the fallow fields. Today, there are a few contiguous tracts of former open fields, pastures and farmland that remain scattered in small plots throughout the town. There is only one registered farm in Edgecomb although, there are additional small specialty farming operations.

There is no town-wide program protecting prime farmland; farmers may register in Maine’s Farm and Open Space program. There is also no town-wide program protecting prime forestland, although forestland may be registered in Maine’s Tree Growth program.<sup>(3)</sup>

Edgecomb’s lands are still widely undeveloped, and thus are productive, viable forest and agriculture lands currently and in the future. Correspondingly, wildlife habitat and corridors are currently healthy; scenic landscapes are prevalent; historic and cultural outdoor opportunities abound.

Clearing to make room for new construction promises to be the trend in the future with little clearing for agricultural purposes. Woodlands and some meadowland will continue to be conserved through the efforts of land trusts and Edgecomb’s role in the River~Link

project. Additionally, with the increased focus on wood as a form of energy, small woodlots also may grow and thrive, whether participating in Maine’s Tree Farm program or sustaining economic viability on their own, producing a wide variety of forestry and non-forestry products.

**EXISTING ZONING, REGULATIONS AND PROTECTION**

Both agricultural and forestry operations are permitted in all land use zones in Edgecomb subject only to conditions of the zoning ordinance.

The Rural District was designed to encourage renewable working uses of the land, which may employ equipment and/or livestock for small-scale operations such as tree farms, farming, animal husbandry, and extractive uses such as gravel mining.

The Schmid Preserve Committee regulates use of the preserve under the oversight of the Board of Selectmen. The Colby, Zak, and Singing Meadow preserves are under the jurisdiction of the Boothbay Region Land Trust.

The 2003 passage of the resource-based subdivision ordinance strengthens protections of Edgecomb’s current and future forestry and agricultural resources by offering an alternative method of subdivision development that allows clustering of houses and requires preservation or rural use of undeveloped acreage within the subdivision.

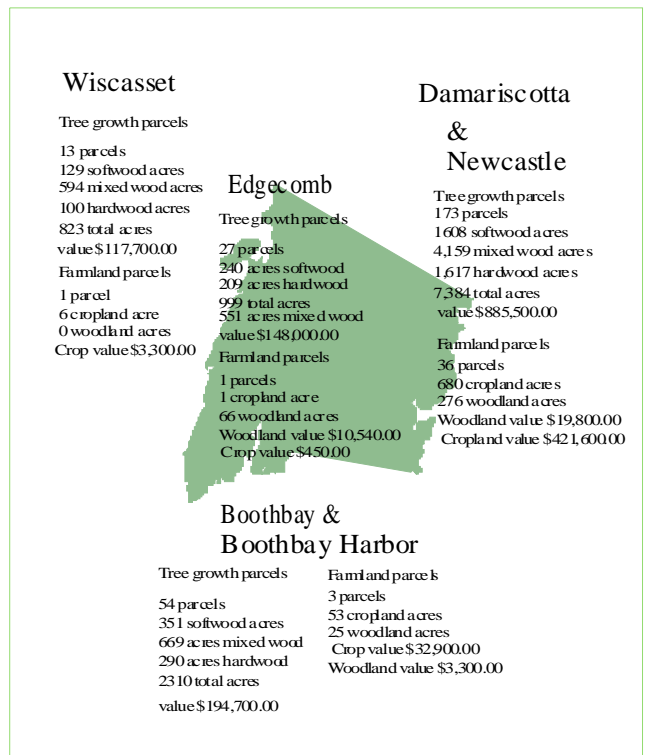
**ANALYSIS AND KEY ISSUES**

The bulk of forested land is privately owned “backland” with approximately 1,000 acres conserved by public and private trusts. Nine hundred and fifty acres (27 parcels) are managed under the Tree Farm Program regulated by the Maine Department of Revenue. Of the forty-one registered farms in Lincoln County, there is only one registered farm in Edgecomb (Wishing Well Acres) and two bordering Edgecomb, (Straw Farm and Morning Dew farm, both on the Newcastle line). Non-commercial specialty or niche farming, several horse stables and animal husbandry are scattered throughout the town. (1, 5, 9, 11)

Although the land use map of the 2003 Zoning Ordinance was designed to encourage traditional patterns, leaving only a one thousand-foot strip on either side of Route 1 in the Gateway and Thoroughfare districts and one thousand feet to the north and two thousand feet to the south of Route 1 in the Growth district as a growth areas, development on Davis Island and contiguous to the Route 1 growth area has contributed to the loss of woodland. This trend will probably continue as smaller scale commercial developments and residential subdivisions continue to appear. (2)

The following programs are being utilized by Edgecomb taxpayers:

- The Tree Farm Program
- Partnering with programs sponsored by Boothbay Land Trust: Singing Meadows and The Colby Preserve



- Sheepscot Valley Conservation Association
- Damariscotta River Association
- River~Link
- Town of Edgecomb Schmid Preserve

The perception that open and wooded land is important for non-economic reasons is sustained by the land use statistics. <sup>(3)</sup>

There is no program protecting prime farmland, especially on the main roads except by the intent of the owners.

At this time, new home development has had minimal impact on existing farming and woodlot operations. <sup>(4, 6)</sup>

The area of Davis Island designated as prime farmland on the State Map has been lost to the development of the Sheepscot Harbour Village and Resort. No active agricultural or forestry operations have been impacted. Even small-scale clear cutting for development is of concern to Edgecomb residents. <sup>(\*7 8)</sup>

#### **REGIONAL ISSUES AND PARTNERSHIPS**

Edgecomb residents support the farmers' markets in Boothbay Harbor and Damariscotta as well as the regional agricultural fairs.

#### **Refer to Vol. II for additional Information**

State Planning Office Data Sets  
 Applicable Maps  
 Useful links



**PART 5**  
**FACILITIES AND SERVICES**  
**PUBLIC FACILITIES AND SERVICES**

**MAINE STATE GOALS**

To efficiently meet and identify public facility and service needs. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.

**TOWN VISION**

To provide adequate facilities and services for the town and its small population, thereby assuring public safety and fiscally responsible governance for the citizens.



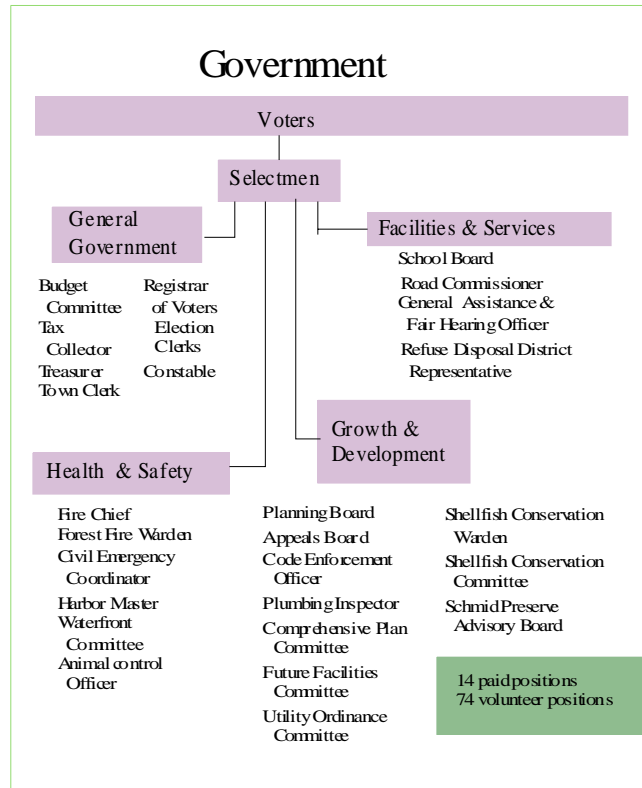
**CITIZENS' VIEW (SURVEY RESPONSE)**

- 51%, or 186 respondents, indicated that providing emergency, fire, accident, and natural disaster services were very important.
- 82%, or 299 respondents, indicated that providing emergency, fire, accident, and natural disaster services were important.
- 43%, or 157 respondents, were willing to pay higher taxes for better roads.
- 11%, or 40 respondents, were willing to pay higher taxes for a new town hall.
- 14%, or 51 respondents, were in favor of increasing town administrative staff.

**Conditions and Trends**

Edgecomb has a Town Meeting form of government with three elected selectmen, five elected planning board members and various appointed committees. The Town Clerk/Town Treasurer and Tax Collector are elected. Edgecomb also employs a Code Enforcement Officer. A volunteer fire department serves Edgecomb, and road maintenance and snow removal are provided by contracted services, awarded annually.<sup>(1)</sup>

<sup>(1)</sup> Embedded numbers refer to State required topic items



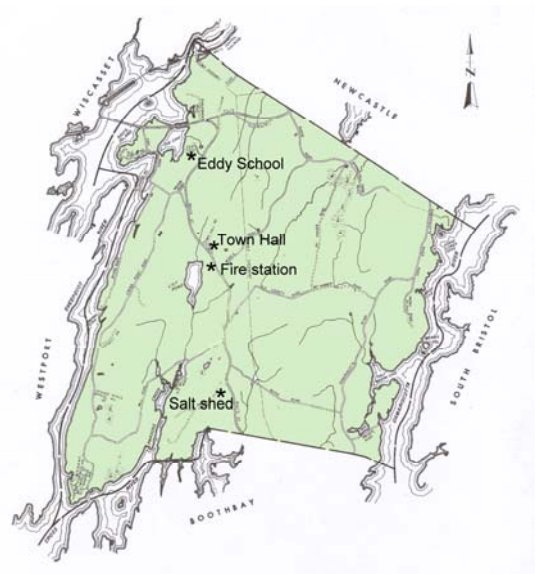
(Source: Edgecomb annual reports)

With a population of 1223 (US Census 2005 estimate) and a square mileage of 18.58, Edgcomb's four public facilities are located as centrally as possible with all facilities being served by the major road, Maine Route 27, bisecting the town.<sup>(1)</sup>

The Town Hall, built circa 1794 on one acre of land, serves as meeting place and town administrative and selectmen's offices. It is used part time by the Unitarian-Universalist Fellowship. This historic building, while marginally adequate in space, is not totally ADA accessible/compliant and provides unsatisfactory working conditions for the two-person administrative staff. As the town grows and the need for additional staff becomes apparent, the office space will be stressed beyond usability. Cost for necessary renovations has not been determined.<sup>(2, 3, 4&5)</sup>

The Firehouse, inadequate in size and structurally unstable, barely houses the town trucks and equipment with no space for personnel to prepare for or clean up after attending to fires or emergencies. Its location is hazardous, near the top of a hill, with marginal line of sight for vehicles exiting the firehouse onto Route 27. Land has been purchased to expand the present site and build a new facility. Funding is being actively pursued.

The elementary school, built in 2001, is in outstanding condition and features numerous 21st century features and amenities. With its large kitchen and generator, this facility can be adapted for a disaster relief center. The 2008 enrollment is 94; school capacity is 135. This structure should meet the elementary school needs of this community for decades. Thirty-three Edgcomb students attend middle school and 69 attend high school in surrounding towns. The town has a contract with Boothbay Harbor schools to provide schooling for students in grades 7-12. Some students have opted to attend schools other than Boothbay Harbor. All students in Edgcomb are bussed to school.<sup>(6g)</sup> Should the 2007 Maine plan for school consolidation go into effect, the impact on ownership of Edgcomb Eddy School would be uncertain.



The town also owns a salt shed, located on Parson's Road off Route 27 that is more than adequate for the town's needs for many years into the future.

Most public works services are provided under contract under the supervision of the Road Commissioner.

Public sewer and water supply is limited, based on geographic proximity on Davis Island, where TIF-built piping brings water from the Bath district and delivers sewage to the Wiscasset treatment plant. Currently, this system serves the Sheepscot Harbour Village and Resort and the Townhouses at Davis Island. The majority of homes, businesses and public buildings in the town operate private wells and private septic tanks/fields. The current regulations regarding septic conform to the Maine state regulations.<sup>(6a, b, c, & d)</sup>

Boothbay Region Refuse Disposal District handles recyclables and trash disposal under a contract with the Town of Edgecomb at a 2006 cost of \$86,316.00 to the town. One member of the BRRDD board is an Edgecomb appointee. Edgecomb has no particular storm water system, except through natural flow.

A major concern of the town is inadequate town-wide access to high-speed internet connection. Parts of the town are served through cable, DSL, and wireless line-of-sight transmission, but a large portion of the central town area, including the Town Hall and the fire station, has access to the internet only through restricted-speed dial-up. Emergency response service calls are dispatched through the Lincoln County Communication center in Wiscasset on a 24-hour basis. <sup>(6e)</sup>.

The town is served by the Edgecomb First Responders, the Wiscasset Ambulance, Boothbay Region Ambulance and Central Lincoln County Ambulance service for EMS calls. Edgecomb residents use the health services of nearby towns: Damariscotta, Wiscasset and Boothbay Harbor. <sup>(6f)</sup>.

There are two private schools in Edgecomb. The Deck House School is a small college preparatory boarding school for boys struggling with traditional learning settings. The Center for Teaching and Learning is a K-8 experimental school that serves as a laboratory for innovative teaching techniques for guest teachers, interns and the students.

Health care services are provided by doctors in the greater Midcoast area and hospitals in surrounding towns, e.g., St. Andrews Hospital in Boothbay Harbor, Miles Hospital in Damariscotta and Midcoast Hospital in Brunswick. Two small clinics are operated on Route 1 Davis Island: St. Andrews Family Care Center - North and St. Andrews Occupational Health Services.

The selectman designated as Overseer of the Poor administers the State General Assistance Program. Edgecomb is served by United Way of Midcoast Maine and supports regional service agencies such as Elder Care, Healthy Kids, Mobius, Senior Spectrum and Meals on Wheels. <sup>(6h)</sup>.

### **Analysis and key issues**

In 2008, municipal services appear adequate to serve the current population, which has changed little in numbers during the past two decades. All Town of Edgecomb business is conducted with a small paid contingent of part-time employees and a large dedicated crew of volunteers. However, Edgecomb with its proximity to Route 1, open water and parcels of undeveloped and unfragmented land is poised for growth in population and concomitant need for services. <sup>(1)</sup>.

In the areas of Solid Waste Facilities, Library and Public Safety, Edgecomb is partnering with neighboring communities to the extent that these services are performed outside the town and paid for by the town, thus eliminating duplicate facilities. <sup>(2)</sup>.

In 2003, water and sewer lines were brought under the Sheepscot River from Wiscasset to the Davis Island section of Edgecomb. This was part of a TIF program to supply water and sewer for development of the Sheepscot Harbour Village and Resort that, together



with the Townhouses at Davis Island, are the only users of this water supply. Several hydrants installed in the TIF district are available to the Edgecomb Fire Department.

An interlocal agreement exists between Edgecomb and the Wiscasset Water District and the Wiscasset Wastewater Treatment Plant.

There is need to establish a Water District and a Sewer Commission, which would build and oversee a pumping station, as well as have oversight over any expansion of services in the Davis Island area and along the Route 1 corridor. <sup>(3,7)</sup>

The town administrators acknowledge that growth needs public water and sewer; however, interestingly, the recent survey indicates that the townspeople are not anxious to promote growth in this rural community. Limited availability of sewer and water is not expected to limit growth. <sup>(4,7)</sup>

In this largely undeveloped community, storm water runoff is managed mainly through natural land drainage, augmented by occasionally digging leaves, mud and debris out of culverts by the road contractors. Septic regulations mirror the Maine state rules and guidelines and the state plumbing code. <sup>(5,6)</sup>

There is no uniformed, on-call, police department. The Lincoln County Sheriff's Department and the Maine State Police provide police protection to Edgecomb. The town annually elects a constable for performance of duties not handled by the Sheriff's Department or the State Police. The Wiscasset Ambulance Service and the Boothbay Region Ambulance Service provide emergency Rescue and Medical Services. Additional rescue personnel are called from the Edgecomb and Wiscasset Fire Departments as needed. Calls for Fire and Rescue help are routed through, and dispatched by, the Lincoln County Sheriff's office on a 24-hour basis. Edgecomb is fortunate to have a volunteer fire department with members who are obligingly ready to come to the aid of residents as they are available. <sup>(9)</sup> The Edgecomb Fire Department participates in a mutual aid agreement with the surrounding towns making possible larger scale, faster and more effective response to fires in the region.

In December, 2008, the selectmen approved the Emergency Operating Plan which is on file with town and county officials.

## **Edgecomb Office of Emergency Management (EOEM)**

### **Edgecomb, ME 04556**

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**Distribution**

Edgecomb Office of Emergency Management  
Edgecomb Fire Station  
Edgecomb FD Incident Command Kit  
Edgecomb Town Office Records  
Edgecomb Eddy School Principal's Office  
Lincoln County Emergency Management Agency

Boothbay Region Refuse Disposal District handles recyclables and trash disposal under a contract with the town of Edgecomb. The BRRDD operates an aggressive recycling program in both ordinary recyclables and bulky waste recycling. Recycling efforts should be encouraged to help the environment and reduce costs further.<sup>(10)</sup>

Since Edgecomb is a community well suited for small home and entrepreneurial businesses, access to the internet is a vital necessity for running a successful operation. Improved telecommunications continues to be a topic of great concern for business people and residents of the town. Some have access to high speed internet connection due to line-of-sight connection with local internet providers, some have access through cable or high speed phone lines, but a very large part of the population is served only by dial-up.

Edgecomb has no public health officer.<sup>(12)</sup>

The current firehouse built on .20 acres reached its capacity years ago. Land has been purchased to expand the site and build a new facility. Expansion of town offices will need to be addressed. The need to either add on to the current town hall or renovate the current space is dire. The town has no library and no plans to provide this service, since adequate facilities are available in three neighboring towns.<sup>(13)</sup>

Refer to Capital Investment Plan.

**Refer to Vol. II for additional information and appendices**

State Planning Office Data Sets

Applicable Maps

Useful links

**PART 5**  
**FACILITIES AND SERVICES**  
**TRANSPORTATION**



Roads in Edgecomb (Source: Courtesy of Tay Vaughan)

**STATE GOAL AND THE SENSIBLE TRANSPORTATION POLICY ACT**

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

**TOWN VISION**

To establish and maintain a safe and environmentally sensitive road system that supports the community and the economy while protecting the town's key assets.

**CITIZENS' VIEW (SURVEY RESPONSE)**

- 43%, or 154 respondents, are willing to pay additional taxes for better roads.

## CONDITIONS AND TRENDS

Edgecomb's transportation system consists of state Routes 1 and 27 combining local use with high volume through-traffic and internal circulation on state- and town-maintained roads, River Road and Cross Point Road north to south, with east-west connections via Mill, Middle and MacKay roads. Of the approximately 35 miles of public roads, 7.30 miles are on Routes 1 and 27. Road conditions vary through cycles of maintenance, repair and deterioration with responsibility shared between the state for Routes 1, 27, River Road, and summer maintenance of the Eddy and McKay roads and the town for all other public roads. Subdivision roads are privately constructed and maintained. Maintenance and repaving will increase with the projected increase in traffic volume and load weights in the future. <sup>(2)</sup> (\*Embedded Numbers refer to State Required topic items)

Summer traffic on Route 1 has been of concern since the 1950s and is currently being monitored by the MDOT Gateway One project and the private consulting firm, Friends of Midcoast Maine. The October 2007 release of the Wiscasset Bypass Draft Environmental Impact Statement set the scene for the awaited final decision on the Wiscasset Bypass. Until it is finalized, the exact impacts on the Route 1 growth area and the section of the town north of Route 1 cannot be determined.

With its small population, low density and lack of a town center, sidewalks, or parking; pedestrian and bicycle traffic is comfortably accommodated on existing roads. Other than the Schmid Preserve trails and the evolving River~Link project, there are no off road connectors between public facilities, nor is there a need.

Other than construction activity on Davis Island and development along Route 1, there are no significant traffic generators in the town, either private or public.

Edgecomb has only one small bridge on Shore Road to maintain. The state maintains an additional three bridges. Edgecomb has no airport to pave, no port to police, no railroads, sidewalks, bus stops or taxi stands. Transportation in Edgecomb is now as it always has been - an individual initiative.

Town-maintained roads (gravel and paved) are, with the usual exception of frost heaves, generally well maintained. The practice established several years ago of paving a short distance of gravel roads each year appears to be well accepted, and over time should result in most roads having a paved surface.

Private roads in subdivisions at Quarry Point, Cod Cove and High Head have been built in conformance with town specifications. All such future subdivision roads should continue to be built in conformance with town specifications. <sup>(2)</sup>

The Town Hall and the Eddy School have the only public parking facilities in the town and are adequate for the town's needs. The Eddy school lots are paved and in good condition; the Town Hall lot is paved and is in poor condition, needing a new base, drainage and paving. <sup>(3)</sup>

Although Edgecomb has no scheduled public transportation facilities, charter air service is available at Wiscasset, and Coastal Trans Bus Service is available for limited service. Concord Trailways offers services to Boston with stops in Damariscotta and Wiscasset. Limousine service to Portland Jet Port is available on a reservation basis. Additional airports in Maine are the Maine State Airport in Augusta, Knox county Airport, the

Portland International Jetport and Bangor International Airport. Other transportation availability is regional with no bus or rail stops within town limits. Private taxi service is available.<sup>(4)</sup>

See Part 4 for waterfront transportation issues under Marine Resources<sup>(5)</sup>

See Page 48 for Evacuation Routes under Public Facilities

Noise from Route 1 and Route 27 traffic and from trains are in proportion to the listener's distance from the source. Second-hand noise from the Wiscasset speedway can be annoying on the Sheepscot side of town and the train whistle and lobstermen's motors often echo in the distance.

See Part 5 for Historic and Scenic Resources.

The old railroad bridge should be evaluated for its importance as an historic resource.

The Draft Environmental Impact Statement for the proposed Wiscasset Bypass defined conditions, locations with recommendations for mitigation and opportunities to restore habitat connections disrupted by a bypass on Route 1.<sup>(6)</sup>

MDOT is the primary controller of access along Routes 1 and 27 by regulating curb cuts according to sight lines and MDOT speed limits. Land use ordinances as defined in Part 5 identify current local land use management strategies, such as shared drives, zoning, density, road construction standards, minimum lot size, setback and buffer standards that provide safety and efficiency of the road system.<sup>(7)</sup>

## **ANALYSIS AND KEY ISSUES**

Maine DOT requirements are the most stringent and govern the ability to safely and efficiently move traffic. Heavy summer congestion at the Davey Bridge and the resulting delays are being addressed by MDOT, the proposed Wiscasset Bypass and the Gateway One project. The impact of the bypass cannot be fully analyzed until the final route is known. Safety is of concern at the intersections of Route 1 and Route 27. A right turn lane from Route 1 onto Route 27, which was recently added, has minimally improved the condition. Another intersection needing improvement is the corner of Eddy Road and Route 1 where it is difficult for left-turning traffic from Eddy Road to enter Route 1. The only traffic signal in Edgecomb, a caution light, is at this intersection. Traffic speed is a major concern on secondary roads.

There are no sidewalks or bike paths in Edgecomb, nor does there seem to be a need for them.

Light pollution is governed by the Land Use Ordinance.

Edgecomb's Land Use Ordinance complements the standards set by MDOT to promote safety and mobility on Route 1. One example is encouraging the use of side roads as service roads in the Commercial Growth District.

Route 1 and Route 27 connect Edgecomb with its neighboring communities of Boothbay/Boothbay Harbor, Wiscasset and Newcastle that share similar issues and

concerns along these corridors. Edgcomb is a party to Gateway One, an MDOT-sponsored long-term strategic land use and transportation planning project for the Midcoast Route 1 region. This collaboration among communities and state agencies explores new ways of combining transportation and land use decision-making. In addition to Gateway One, Edgcomb joined Boothbay and Boothbay Harbor in 2003 in a comprehensive study of Route 27. This effort led to a series of recommendations to MDOT, most of which have yet to be implemented due to cost constraints.

In addition to the MDOT plans, the Town of Edgcomb Road Commissioner prepares an annual plan for road paving and related work. The town maintains a record of all past road projects and develops an annual improvement plan based, in part, on the age and condition of road surfaces, as described in Table 1. When gravel roads are paved, the work routinely includes additional clearing, ditching, drainage improvements and enhancement of the gravel base. A 5-year capital improvement plan (CIP) for town roads is included in Part 4, Fiscal Capacity. Because unforeseen events, including storm damage, weather delays, rising fuel and pavement costs can have significant impacts on planned projects, the CIP should be viewed as a living document rather than a fixed plan and is subject to reconsideration on an annual basis.

Although the town has adequate standards for road construction, there is concern with the maintenance of roads and almost half the residents of Edgcomb are willing to pay increased taxes to maintain the roads.<sup>(1)</sup>

There is adequate parking in Edgcomb. The construction of parking lots and the number of spaces required by businesses or institutions are regulated by the Land Use Ordinance. Vehicular access and circulation are also governed by the Land Use Ordinance in an effort to provide safe and convenient parking without detracting from the proposed buildings or neighboring properties.

Other than upgrading the Town Hall parking lot, no community investment is required to expand or improve parking, as there is no municipal parking and adequate parking is provided by businesses and institutions.<sup>(2)</sup>

Nearly all traffic is generated by private vehicles. Some elder transportation services are provided by non-profit organizations. There are no transit services available in Edgcomb, and there are no transportation terminals or public airports, although charter air service is available in neighboring Wiscasset. Regional bus service makes stops in neighboring towns and private bus/limousine service is available for local trips or to Portland or Boston. There are no additional needs identified.<sup>(3)</sup>

There are no public water transportation facilities available in Edgcomb. At present there is no public access to the water. The Woodend Fund was established for the purpose of acquiring waterfront property for the town; however, no waterfront access has been acquired.

As there are no transportation facilities (bus stations, airports, ferry terminals) in town, environmental and cultural considerations are not applicable to Edgcomb.<sup>(5)</sup>

The lack of existing or proposed transportation facilities, systems or freight rail facilities in Edgcomb is compatible with the rural character of the town. Land use plans and

decisions are governed by the Edgecomb Land Use Ordinance, which provides for development in the growth area on Route 1 while preserving safety and mobility.

The Maine DOT access management program, which regulates access on the state and state-assist roads in Edgecomb, is sufficient. Edgecomb's road design standards are sufficient to allow safe passage and do allow unpaved private or subdivision roads in areas where a rural atmosphere is desired. <sup>(6)</sup>

### Sensible Transportation Policy Act

The Sensible Transportation Policy Act (23 MRSA §73) requires that the State Planning Office and the Maine Department of Transportation establish linkage between that Act and the Growth Management Act. Therefore, Section 4.4, the transportation section of a comprehensive plan, must be developed in accordance with the Sensible Transportation Policy Act in order to be consistent with the Growth Management Act.

If a community's transportation plan has been approved by the Maine Department of Transportation (hereafter MaineDOT) as consistent with the Sensible Transportation Policy Act (23 MRSA §73), and the approved plan is incorporated into the community's comprehensive plan, then the transportation section is deemed to be consistent with this Chapter.

Absent such approval, the following analyses, condition and trend data, policies, and strategies are required. Regional and state transportation plans must be consulted in preparing this section.

### Edgecomb Public Roads

Name	Function	Length (mi.)	Comments/required work
Route 1	Arterial	2.33	
Route 27	Arterial	4.61	
Atlantic Highway	Local	0.62	
Cochran Road	Local	0.63	Pavement deteriorated, base seems OK
Cross Road	Local	0.19	
Cross Point Road	Local	4.67	Recent overlay, large trees at road edge, adequate softwood buffers for recent development but potential for many new driveways, many H&V curves with potential sight distance problems
Cunningham Road	Local	0.09	One lane, paved and gravel, drainage/surface problems in sag
Dodge Road	Local	1.47	Poor pavement, inadequate base in many areas, sight distance limitations
Eddy Road	Local	1.55	Base and pavement deficiencies in many areas, sags at many culverts
Englebrekt Road	Local	0.80	
Huff Road	Local	0.30	
Lawrence Road	Local	0.21	Gravel, one lane
McKay Road	Collector	1.66	Pavement and base deficiencies, heavy truck use? Sight distance limitations
Mason Road	Local	0.17	Checked pavement
Merry Island Road	Local	1.18	Very narrow, recent overlay damaged in areas (shallow ledge/frost heaves), gravel portion OK, much H&V curves, new driveway sight distances could be an issue
Middle Road	Local	2.06	Overlay not too long ago, base OK, sight distance potential issue
Mill Road	Local	2.52	Recent overlay checking in areas, severe existing and potential sight distance issues, winter road shading, narrow in areas
Mt. Hunger Road (west)	Local	0.75	Narrow, good gravel surface except sag area



Old County Road	Local	0.75	Gravel OK except in sag, recent overlay good except near Route 27 (due to base) narrow
Old Fort Road	Local	0.56	Pavement problems, very narrow ROW
Parsons Point Road	Local	1.13	Pavement deterioration but base mostly OK, severe H&V curves with potential sight distance problems
River Road	Collector	3.94	Narrow in areas, very poor pavement but base mostly OK, drainage problems, poor/narrow shoulders in areas, winter tree shading in some steep sections
Shore Road	Local	1.81	Pavement and base mostly good, narrow,
Singing Cove	Local	0.50	
Spring Hill Farm Road	Local	0.79	Paved section deteriorated
Town Hall Road	Local	0.60	Paved section deteriorated
Town Hall Road Rt. 27 Connector	Local	0.50	
Total		36.39	

### EDGECOMB PRIVATE ROADS

Name	Length (mi.)	Name	Length (mi.)
Abenki Road	0.36	Moonlight Drive	0.09
Blake Farm Road	0.24	Mt. Hunger East	0.49
Brick Hill Road	0.28	Osprey Land	0.24
Brier Cove Road	0.09	Pinkham Road	0.05
Chubbock Lane	0.14	Pooles Landing Road	0.43
Clifford Road	0.18	Quarry Farm Road	0.35
Clover Lane	0.10	Quarry Point Road	0.17
Cod Cove Farm Road	0.27	Ridge Road	0.14
Creek Lane	0.34	River Wind Lane	0.09
Deckhouse Road	0.59	Riverside Avenue	0.15
Dowdy Road	0.09	Robin Road	0.23
Fox Den Road	0.36	Salt Cove Road	0.25
Giles Road	0.69	Salt Marsh Cove Road	0.55
Gleason Lane	0.07	Seefield Road	0.09
Goah-Way Road	0.47	Shadis Road	0.25
Half Mile Road	0.55	Spruce Ridge Road	0.10
High Head Road	0.37	Sunset Vista Road	0.21
Hionahil Road	0.06	Taylor Lane	0.05
Lily Pond Road	0.26	Wadsworth Hill Road	0.17
Maple Tree Lane	0.10	Wawenock Road	0.57
Meadowview Lane	0.09	Webb Road	0.21
Modockowando Trail	0.14	Wild Turkey Run	0.29
		Total	11.01

### Refer to Vol. II for additional information and appendices

- State Planning Office Data Sets
- MDOT data
- Applicable Maps
- Useful links

**PART 5**  
**FACILITIES AND SERVICES**  
**FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN**

**MAINE STATE GOALS**

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

**THE TOWN VISION**

To provide necessary services and safe, functional public facilities in a responsible and efficient manner.

**CITIZENS' VIEW (SURVEY RESPONSE)**

- 35%, or 124 respondents, felt commercial development on Routes 1 and 27 has the greatest potential for increasing the tax base.
- 16%, or 57 respondents, felt that residential growth will be the greatest source of revenue, with shorefront properties contributing the most.
- 12%, or 43 respondents, felt home businesses and other low impact industries anywhere in town would best provide a tax base.
- 6%, or 21 respondents, felt “niche” farming, woodlots, green technology and eco tourism may in time provide stable revenue.
- 43%, or 57 respondents, were willing to pay higher taxes for better roads.
- 11%, or 40 respondents, were willing to pay higher taxes for a new town hall.
- 14%, or 51 respondents, were in favor of increasing town administrative staff.

**CONDITIONS AND TRENDS**

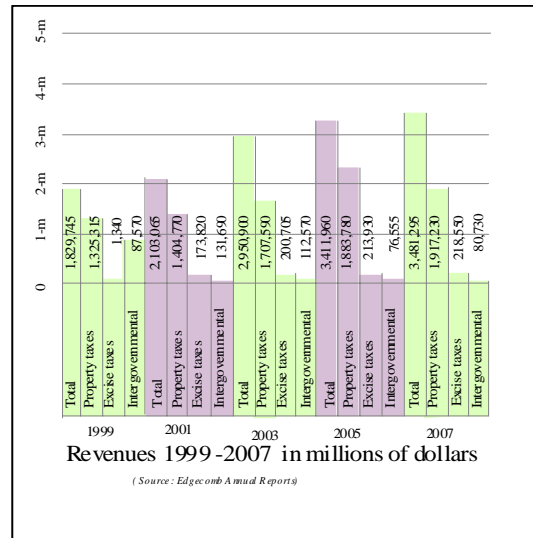
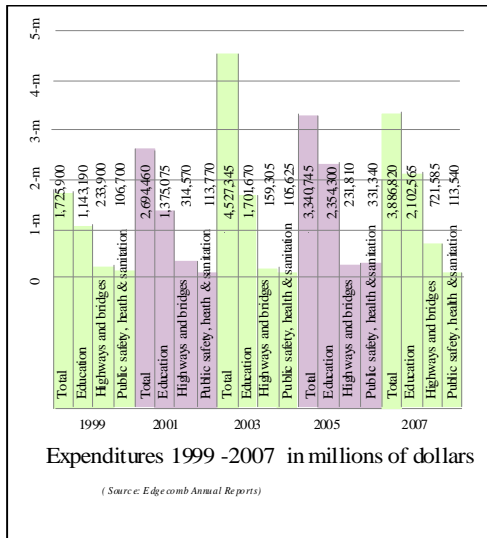
Edgecomb is a town with a small population consisting primarily of single family homes, small businesses, minimum public infrastructure, services and facilities. Its fiscal capacity remains steady and secure. Income and expenditures have risen steadily over the past ten years, increasing 300 % since 1999 at about the same rate as the surrounding towns.<sup>1.&3</sup> (\* Embedded numbers refer to State required topic items)

In 2008, municipal services, fire and safety, road maintenance and plowing and school bussing appear adequate to serve the current population which has grown slowly in numbers during the past two decades.

Real estate taxes are the major source of revenue, ranging from 72% to 55% of total revenue over the last ten years. Excise tax and state and federal subsidies account for two other major sources. Sources not shown on chart 1 are a combination of interest and miscellaneous general revenues.

Assuming a stable economy (both local and national), continuing high per capita income and an aging population, the trend of the last ten years is expected to continue. However, all indications are that growth in this region is about to expand. Edgecomb with its proximity to Route 1, open water and parcels of undeveloped and unfragmented land is poised for growth in population and concomitant need for services.

## Revenues and expenditures 1999- 2009



In addition to general building maintenance capital investment in buildings has been restricted to construction of the salt shed, the new K-6 Edgecomb Eddy School, and an addition to the existing fire station. The Old Eddy School was donated to Elder Care Network and converted to a 10-unit independent/assisted living facility. Three new school busses and a fire department pumper truck have been acquired as well.<sup>2</sup>

Capital projects have been financed by bank loans, municipal bond issues, town surplus and grants.

- Salt shed: Bank loan
- Eddy school: municipal bond
- Fire station addition: fire departments funds, town surplus and volunteer labor
- School busses: bank loan and municipal bond
- Fire truck: Homeland Security grant

In addition to veterans' and homestead exemptions, and town-owned facilities and cemeteries, tax exempt properties include conservation lands, the town-owned Schmid Preserve and the Boothbay Region Trust's Colby Preserve and Singing Meadows; two churches; two private schools; four social service organization; and two subsidized housing projects.<sup>4</sup>

For the impact of tree growth, farmland and open space. Refer to Part 4, Agriculture and Forest Resources<sup>5</sup>,

The town established Davis Island Protection District and Tax Increment Financing District (TIF) at a special Town Meeting held on November 4, 2004. This agreement was for the improvement of facilities within the district by Edgecomb Development, LLC. During the following thirty years of the development program, the Town will capture one hundred percent (100%) of the increase in the assessed value due to real and personal property improvements, allocating fifty-five % of the incremental municipal tax revenues to the Company pursuant to a credit enhancement agreement. No part of the incremental

revenues from the additional personal property will be returned to the Company pursuant to the Development Program. The TIF District is located on Davis Island covering both sides of Eddy Road specific to development projects; namely, Lot and Map 405-700, 405-404-2 and 405-044-03.

The TIF concept provides an opportunity for developers to invest in Capital projects which then reimburse the developer over a period of time through tax revenues, The developer receives 55% and the town 45%

Specifically the 2008 tax valuation of property in the TIF District was \$14,700,000 with \$78,500 in tax revenue delivered to the town.

It is projected that the TIF contractual obligation will be relinquished in approximately 10-12 years. After the contractual obligation is complete, all revenues will be part of the Town's general revenues.<sup>6</sup>

Municipal Property Tax Levies: LD-1 limits annual growth in each municipality's property tax levy to the State's average annual growth factor. The property growth factor, which is different for each municipality, measures the value of new development in a municipality. A municipality can exceed the limit if its legislative body votes to do so. The limit in Edgecomb was raised at town meeting in 2007 to a 2008 limit of \$598,442.30.

## **ANALYSIS and KEY ISSUES**

Outside of the TIF District, development consists of single family homes and small business facilities which provide sufficient revenue due to rising valuation out stripping costs of services. The method of financing a new fire station and possible school consolidation will have an undetermined effect on needed income.

The impact within the TIF district is reflected the need for additional services due to an increase in the school population. The impact of future expansion of water and sewer in the district is unknown.<sup>1</sup>

Other identified needs are:

### Short Term

- High speed internet
- Fire station
- ADA and energy and code compliance for the town Hall
- On going road and bridge repair and maintenance
- Water access

### Long term

- Vehicle acquisition and storage
- Water and Sewer along Route 1
- Alternate energy sources<sup>2</sup>

Once the TIF is resolved, town revenues should increase significantly mitigating the tax burden on residents and providing money for infrastructure in the growth area of Route 1. Tax exempt properties represent a loss 12 year loss of taxable income but that does not adversely impact demand for services or infrastructure.<sup>3</sup>

In addition to utilizing funds generated by the TIF district, the town would continue to utilize the same financing instruments as in the past. <sup>4</sup>

**CAPITAL INVESTMENT PLAN**

The capital investment plan, which is required by the state as part of the Comprehensive Plan, summarizes major capital expenditures that the town anticipates and is the first step in a capital improvement plan. Final recommendations on funding each year are still made by the selectmen and budget committee and are subject to approval by town meeting vote. Capital expenses are distinct from operational expenditures such as fuel, minor repairs to buildings and salaries.

Capital expenditures may be funded in several ways:

- 1: Appropriation from a town meeting warrant article.
- 2: Annual contributions to a capital reserve fund.
- 3: Borrowing through bond or loans.
- 4: Grants, usually requiring a local match.
- 5: Highway block grants
6. Boat excise taxes.

Anticipated capital expenditures as of July 2009 are shown Table I. These include recurring expenditures such as annual highway repairs and one-time expenditures such as new capital improvements or expansions. All expenditures are shown in 2009 dollars and are subject to inflation. These include ongoing road improvements, a new fire station, town hall renovations, and water and sewer expansion along the Route 1 corridor.

The items are presented according to the year that they are expected to take place. They do not necessarily reflect the priority of a given item. The comprehensive plan recommends a number of capital expenditures.

**CAPITAL INVESTMENT PLAN TABLE 1**

ITEM	COST	ANTICIPATED YEAR & METHOD OF FINANCING	TIMETABLE
1: Road improvements	\$145,000.00	State Highway Block Grant – direct appropriations	Ongoing
2: New Fire Station	\$500,000.00	Ongoing Grants Bond	2009: \$ 25,000.00 2010: 2: \$75,000.00 2011: 3: \$100,000.00 2012: \$100,000.00 2013: \$100,000.00 2014: \$100,000.00
3: Fire Department Reserve Fund	\$5,000.00	Direct appropriations	Ongoing
4: Town Hall Renovation & ADA compliance	\$200,000.00	Direct appropriations, Bonds and grants	Ongoing
5: Water and Sewer Expansion	\$1,000,000.00	TIF recapture Direct Appropriations and Bonds	2019-2020

**ROAD 5 YEAR CAPITAL IMPROVEMENT PLAN TABLE 2**

<b>Location</b>	<b>Proposed Improvement</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Atlantic Highway <sup>3</sup>	Paving <sup>1</sup>					\$ 75,000
Dodge Road <sup>3</sup>	Paving, culverts <sup>2</sup>		\$ 75,000	\$ 75,000	\$ 75,000	
Fort Road <sup>3</sup>	Paving, culverts <sup>2</sup>		\$ 50,000			
Mason Road <sup>3</sup>	Paving <sup>1</sup>	\$ 25,000				
Merry Island Road <sup>4</sup>	Structural reinforcement, culvert	\$100,000				
Parsons Point Road <sup>3</sup>	Paving, culverts (to salt shed) <sup>2</sup>			\$ 45,000	\$ 45,000	
Salt Shed	Floor					\$ 5,000
Town Hall Access, Parking Lot	Paving, drainage					\$ 40,000
Various roads	Culvert replacement	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Various roads	Gravel base replenishment	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Various roads	Ditching with ledge removal	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
<b>Total</b>		<b>\$145,000</b>	<b>\$145,000</b>	<b>\$140,000</b>	<b>\$140,000</b>	<b>\$140,000</b>

<sup>1</sup> \$125,000 per mile estimate

<sup>2</sup> \$150,000 per mile estimate

<sup>3</sup> Road is rated in Table 1 in poor or fair condition

<sup>4</sup> Improvements limited to replacement or structural reinforcement of existing fill and installation of culvert

<sup>5</sup> All cost estimates subject to verification

**CAPITAL IMPROVEMENT PLAN (CIP)**

Following the approval of the Capital Investment Plan, the primary implantation strategy for implementation of the policy section is the development of a Capital Improvement Plan (CIP). The Growth Management Act requires that each town develop a capital investment plan for financing the replacement and expansion of public facilities and services required to meet projected growth and development.

The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenue and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought. The purchase of consumables is ordinarily budgeted as operations. Capital improvements result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and/or long-term contracts and are funded through establishment of financial reserves.

Capital improvements should be prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expended yearly investments and allows for changes in priorities and reduction of available funds. The CIP is intended to prevent an unavoidable capital improvement from occurring in a single fiscal year. It is important that capital improvements be financially provided for each fiscal year, minimizing later expenses.



1857 Map of Edgcomb  
(Source: Edgcomb Historical Society)

**PART 5**  
**FACILITIES AND SERVICES**  
**HISTORIC, ARCHAEOLOGICAL AND SCENIC RESOURCES**

**MAINE’S GROWTH MANAGEMENT GOAL**

To preserve the State’s historic and archaeological resources

**TOWN VISION**

To protect and preserve historic structures in their scenic context and to conserve archeological resources.

**CITIZENS’ VIEW (SURVEY RESPONSE)**

- 81%, or 287 respondents to the survey, felt that protecting Edgecomb’s unique and defining natural, historical and archaeological sites is important.



**CONDITIONS AND TRENDS**

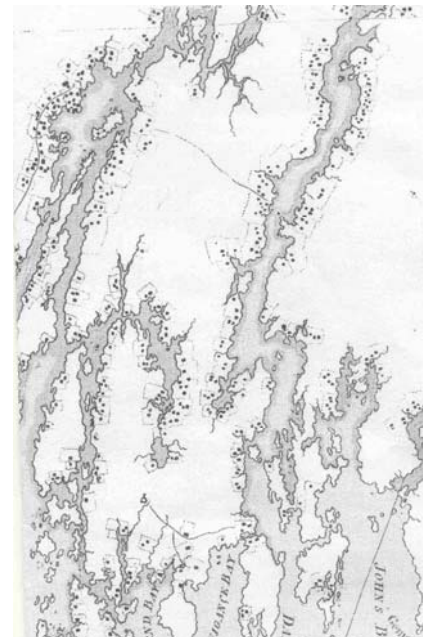
Edgecomb was originally settled in “several places” in 1744 by Samuel Trask and others, who for ten years occupied the land under an Indian deed of questionable validity. The settlement was known as Freetown until its incorporation as part of the Commonwealth of Massachusetts in 1774. Absorbing Jeremy Squam (Westport Island) it took a new name after Lord Edgecomb, “a friend of the Colonies.” Initial development was recorded in an early 1752 map showing long narrow lots stretching eastward from the Sheepscot River, many of which are still recognizable on the current Land Use Map. Gradually, roads were established set back from the rivers followed by inland connectors.

The earliest public structures were animal pounds followed by 13 schools, and after nearly twenty years of deliberation and planning, the town hall was completed in 1794. The Congregational Church, Free Baptist Church and the Methodist Chapel were constructed during the 19<sup>th</sup> century.

Edgecomb’s only state-owned building, Fort Edgecomb, sits as silent testimony to this country’s military history during its early formative years.

Early settlement dating to the mid-to-late 18<sup>th</sup> through early 19<sup>th</sup> centuries is evidenced by the remaining period structures scattered throughout town. While a few clusters of early buildings or homes built fairly close to one another do exist, most early settlement in Edgecomb seems to have been widely separated.

A number of buildings constructed during the late Colonial period remain in Edgecomb. The 19<sup>th</sup> century brought, in addition to some



1776 DeBarre map  
(Source: Maine Historical Society)



Federal “high style” houses, the Greek Revival cape, which continued to be built throughout the late 19<sup>th</sup> century and into the 20<sup>th</sup> century and can be found along most Edgcomb roads—all or most beginning as family farms.

In the 1880s, the flamboyant architectural styles of the Romantic decades were countered by the Shingle Style, in which the building was viewed as a simple, organic, flowing form. These buildings heralded the shift that was to follow in the 20<sup>th</sup> century, the gentle inclusion for Edgcomb of a summer population.

During the first half of the 20<sup>th</sup> century many of the houses built represent a subtle change in Edgcomb. In the early 20<sup>th</sup> century, as the quiet, rural, river-bounded countryside of Edgcomb attracted summer residents from the cities to the south, dwellings representing a more seasonal life style began to take their place among the traditional dwellings of the previous decades. In the first decade of the 20<sup>th</sup> century, the simple Four-Square appeared with its hip roof, forthright simple presentation and link to the more basic architecture of the 18<sup>th</sup> and early 19<sup>th</sup> centuries.

As Edgcomb’s seasonal community grew, simple buildings such as the Craftsman or Arts and Crafts cottage, the Bungalow, as well as the simple Maine cottage begin to edge the shores of both the Damariscotta and Sheepscot rivers.

A complete inventory with photographs of 230 Edgcomb buildings over fifty years old is on file at the town and through the Edgcomb Historical Society.

Typical of the 18<sup>th</sup> through the 19<sup>th</sup> century New England custom of moving buildings, a number of Edgcomb structures have begun life in other locations. On Eddy Road, tradition holds that 147 Eddy Road, known as “The Marie Antoinette House,” was moved from Jeremy Squam.

The re-use of buildings was typical of prudent New England during the 18<sup>th</sup> through the 19<sup>th</sup> centuries, and continues today (On Board Fabrics, 205A Boothbay Road, the transformation of a former farm building to a commercial space for the sale of retail textiles; Woodsong, 42 Cross Point Road, the conversion of a Second Empire dwelling to a bed and breakfast inn; the Eddy School, 31 Cross Point Road, converted to senior housing; and the Eddy Marina building, 152 Eddy Road, the conversion of a possible storage building once part of a demolished store).

And as in every settled area throughout New England, fourteen public and private cemeteries dotted throughout Edgcomb provide an historical record of the people who came, settled, lived, and died in the community. And as testimony to the changes in burial practices that have occurred over time, the small family plot dating to the time of early settlement through the mid-to-late 19<sup>th</sup> century can be found on a number of properties throughout Edgcomb.

The Shoreland Zone of the Damariscotta and Sheepscot rivers has been completely surveyed by archaeologists from the Maine Historic Preservation Commission and the University of Maine at Orono. Only the margins of interior wetlands such as Lily Pond remain to be surveyed. Several prehistoric archaeological sites are known to be in three areas of Edgcomb: (1) along Cod Cove, (2) along the Sheepscot River and (3) along the Damariscotta River. Because the sites are historically valuable and are on private property, the specific locations will not be disclosed.

Historic archaeological sites are Dodge Lower Cove Brickyard; Brown's Brick Yard; Poole's Landing Brick Yard; Fort Edgecomb (also on the National Register of Historic Places); Briar Farm; the Brown Homestead and the Feldspar Mine located on Mount Hunger. With the exception of Fort Edgecomb and the Feldspar Mine and mica mine in the Schmid Preserve, all land surrounding the sites is privately owned. In addition to Fort Edgecomb, four structures are currently listed in the National Register of Historic Places; (1) the Congregational Church and (2) the John Moore House, both located on Cross Point Road and (3) the Stephen Parsons House, located on the Mill Road and (4) Fort Edgecomb.

## **ANALYSIS AND KEY ISSUES**

Historic patterns are still evident in the major road system which has remained essentially unchanged from that shown on the 1857 map.<sup>(1)</sup>

Currently there are four structures, Fort Edgecomb, the Congregational church, the Stephen Parson's (Nichols) house on Parson's Creek and John Moore House (Goggins) on Cross Point, Road listed on the National Register of Historic Places. Another 31 sites are listed by the Maine State Historic Preservation office as Historic Archaeological Sites. Fort Edgecomb is protected as a state park, the other three properties are protected by the owners' desires and are unlikely to be eligible for federal grant money at this time, which would require compliance with the Secretary of the Interior's Standards for historic preservation.<sup>(2)</sup>

In 2005 The Historical Society engaged architectural historian Rose Marie Ballard to conduct a reconnaissance level survey of structures, which is on file at the Town hall and the Eddy School.<sup>(1-4)</sup>

The local site plan review process requires that subdivision applications to the planning board contain confirmation that the Maine State Historic Preservation Office has been notified. There is no requirement for a survey of resources. On federally-funded projects, the applicable environmental impact statement would be required.<sup>(3)</sup>

There is no strategy in place to repair or restore historic structures, but no historic structures in serious disrepair have been brought to the attention of the Historical Society in the last ten years.<sup>(4)</sup>

The Edgecomb Historical Society has a small active membership that is supported by the community in spirit, if not in active participations. The private non-profit Friends of Fort Edgecomb is trying to revitalize and is working with the State Department of Lands and Parks on the ongoing preservation of this landmark.

## **SCENIC EDGECOMB**

The scenic rural character of Edgecomb is one of the town's primary historic resources. Preservation of this rural character is key to the town's retaining its visual connection with its history.

Edgecomb's rural character is clearly evident in its scenic resources—in its fields, pastoral views, picturesque areas of wooded roads, scale of roadways and retention of early road patterns, views of architecturally significant buildings, quality of openness,

and areas of roadside water views. Those that remain are evidence of Edgcomb's historical settlement and development over time, and why and where these occurred.

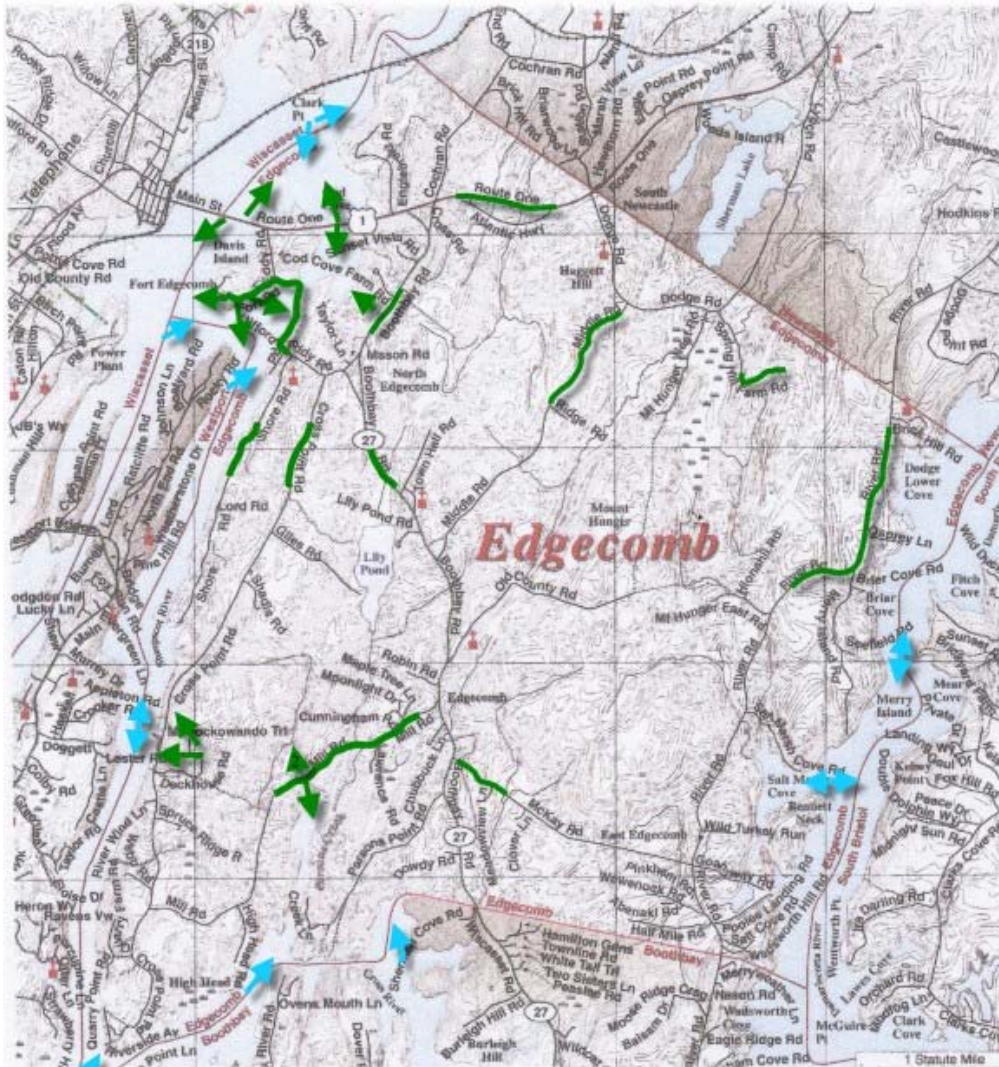
Coastal Heritage Areas Maps combine the center of Wiscasset with a section of Edgcomb beginning at a point where Cochran Road crosses the Edgcomb/Newcastle town line to Merrill Ledge on the Sheepscot River. This area is given the third highest rating in Region II (Cape Elizabeth to South Thomaston) for coastal scenery. In addition, the state's Coastal Heritage Program has identified an area on the north side of town along the Sheepscot River as having a high scenic rating. The following are examples of especially scenic views:

*Fields and pastoral views:*

McKay Road: McKay barn, abutting fields and winding rural road and the stately elm tree.

Route 27 (Boothbay Road) driving north just before Parson's Point Road: shed-roofed barns sit within a long view of sweeping fields.

Cross Point Road: the wonderful flow of open fields, "Singing Meadow," overlooked by a cluster of 19th century dwellings and barns.



*Picturesque areas of wooded roads:*

Most side roads in Edgecomb have stretches of woods in which buildings cannot be seen.

Middle Road: the northerly section moving south from Dodge Road with trees that almost arch overhead—magical.

River Road with long stretches of wooded road

Though carved out of the ledge on Route 1, the section parallel to the Atlantic Highway offers a rocky wooded view.

*Scenic, relatively undeveloped scale and patterns of roads:*

Mill Road: the older section a little beyond Route 27 and just past the West Cove Bridge retains its old curving character. The bridge while not historic does not intrude on the historic proportions and character of the roadway as well as not detracting from the natural beauty of the area.

Spring Hill Farm Road: the northeasterly end of the road is a rare, remaining example of an early Edgecomb road. One hopes it will not be improved.

Shore Road at the dip at the old ice pond and old brick yard.

*Views containing architectural buildings as viewed from a distance:*

Route 27: The Edgecomb Town Hall and North Edgecomb Cemetery as viewed from Route 27. Also driving north, the open fields looking out to the Sheepscot River just before the Cod Cove Bed and Breakfast Inn.

Eddy Road just before Cross Point Road: a sweeping, open field within a loosely spaced group of 19th and early 20th century homes.

The cluster of turn of the twentieth century houses along Clifford Road presents a charming view of the “front” of the houses from the water.

*Areas of roadside water views and expansive water views:*

Cross Point Road: a little north of Deck House Road and across the road from 554 Cross Point Road (an early 19th, century cape-form) retains its historic dwelling and water access relationship.

Route One & Eddy Road: the bridge crossing Cod Cove from Davis Island to the mainland; and the causeway know as folly Bar on the Eddy Road at "The Eddy," offer views at both high and low tides, and retain relics of early shoreline industry, as well as being areas in which the tradition of Maine clamming endures.

Fort Road continues the early settlement patterns leading up to Fort Edgecomb with its panoramic views, east toward Edgecomb, south down river and west toward Wiscasset.

Perhaps the best scenic views, of and from Edgecomb, are afforded to those who have the availability of watercraft and can cruise the Sheepscot, the Cross and the Damariscotta rivers.

Route 1 from the Davey Bridge provides a sweeping view down river and north toward the old railroad bridge and from the Cod Cove causeway, the cove and salt marshes in both directions.

The most expansive view is from the Deckhouse School where the river, Westport Island, and the distant horizon culminate on a clear day with the peak of Mount Washington.

### **Regional Preservation Partnerships:**

Lincoln County Historical Association  
Sheepscot Valley Conservation Association  
Preservation Maine  
Historic New England

### **Refer to Vol. II for additional information and appendices**

State Preservation Office Data Sets  
Applicable Maps  
Useful links



### **References:**

*Protecting Local Scenic Resources, Community Based Performance Standards*, Robert F. Faunce  
*Early Edgecomb, Maine* in 3 volumes, Katherine Chase Owen  
*Edgecomb Historic Resource Survey*, Rose Marie Ballard Boak



**PART 6**  
**POLICIES AND STRATEGIES**  
**INTRODUCTION**

The citizens of Edgecomb are the engine driving this Comprehensive Plan. The focus groups, the town survey, the public forums and informational meetings have guided the evolution of its contents. We have included as an introduction to the Policies, Strategies and Implementation Schedule anonymous comments from the town survey. Some are positive, some critical, sometimes contradictory, but display an intense interest in the core values of our community.

The policies and strategies presented below are the blueprint for the realization of our vision; to change where change is needed and to preserve where preservation is desired. We invite all citizens to join in active participation in the challenges ahead by securing Edgecomb’s iconic small town, rural character.

**POLICIES AND STRATEGIES**  
**LAND USE PLAN**

**TOWN VISION**

To accommodate and guide Edgecomb’s growth while supporting the expressed wishes of the townspeople to retain their individual autonomy, the community spirit and rural environment.

*“Keeping a balance between commercial development, private homes and the natural beauty of Edgecomb is key.” ...survey comment*

**POLICIES**

1. Preserve and protect the natural environment and unfragmented parcels of land.
2. Preserve and protect scenic and historic views.
3. Preserve and protect traditional land uses outside of the Route 1 growth areas.
4. Plan for impacts of climate change while providing incentives for “green” land use.
5. Coordinate the community’s land use strategies with other local and regional land use planning efforts. \*
6. Support the location, types, scales and intensities of land uses the community desires as stated in its vision.\*

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Preserve and protect the natural environment and unfragmented parcels of land.</b>	1. Preserve existing road patterns and restrict the creation of through roads to existing abandoned or discontinued roads.	Selectmen	Ongoing
<b>2. Preserve and protect scenic and historic views.</b>	1. Create scenic-historic overlay districts and designated view sheds. 2. Develop design guidelines to assure compatible growth in each district.	Planning Board & Historical Soc. Planning Board	3-5 years 3-5 years
<b>3. Preserve and protect traditional land uses outside of the Route 1 growth areas.</b>	1. Provide information to owners and developers on Edgecomb’s traditional land uses.	Historical Soc.	Ongoing

<p><b>4. Plan for impacts of climate change while providing incentives for “green” land use.</b></p>	<p>1. Provide tax or other incentives for green businesses and construction.  2. Coordinate with regional efforts to mitigate the effects of climate change.  3. Encourage both private and public use of alternate energy sources.</p>	<p>Selectmen  Private Initiative  Private Initiative</p>	<p>Ongoing  Ongoing  Ongoing</p>
<p><b>5. Coordinate the community’s land use strategies with other local and regional land use planning efforts. *</b></p>	<p>1. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.*  2. Appoint delegates to represent Edgecomb on the Gateway One, River~Link, Friends of Midcoast Maine and other regional planning initiatives.</p>	<p>County Planner  Selectmen</p>	<p>Ongoing  Ongoing</p>
<p><b>6. Support the location, types, scales and intensities of land uses the community desires as stated in its vision.*</b></p>	<p>1. Appoint a Comprehensive Plan Implementation Task Force responsible for coordination and oversight of regional participation, ordinance recommendations and review of intent, and non-regulatory strategies. This Task Force will report annually to the town meeting.  2. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.*  3. Using the descriptions provided in the Future Land Use Plan narrative, enact or amend local ordinances as appropriate to: clearly define the desired scale intensity and location of future development; establish fair and efficient permitting procedures and appropriate fees, and streamline permitting procedures in growth areas; and clearly define protective measures for critical resource areas.*  4. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.*  5. Track new development in the community by type and location.*</p>	<p>Selectmen    Planning Board    Planning Board    Budget Comm.    CEO</p>	<p>2009    2010    2011    Annually    Annually</p>
<p>7. Support the level of financial commitment necessary to provide needed infrastructure in growth areas.*</p>	<p>1. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.*</p>	<p>Budget Comm.</p>	<p>Annually</p>
<p>8. Establish efficient permitting procedures, especially in growth areas.*</p>	<p>1. Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the code enforcement officer is certified in accordance with 30-A MRSA §4451.*</p>	<p>Selectmen</p>	<p>Ongoing</p>
<p>9. Protect both land and water-based critical resource areas from the impacts of development.*</p>	<p>1. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.8*</p>	<p>Implementation Comm.</p>	<p>Annually</p>

\* State required elements

**POLICIES AND STRATEGIES  
ECONOMIC RESOURCES**

**TOWN VISION**

To maintain existing low impact home businesses and small commercial enterprises and encourage "green" economic growth.

*“It is a working rural place with the natural resources and people to support a working rural environment with potential.”...survey comment*

*“Telecommunication is key to development of tax revenue.” ...survey comment*

**POLICIES**

1. **Maintain a sound financial base through a balanced mix of federal, state and local revenues.**
2. **Provide an equitable local financial base for both residential and commercial taxpayers.**
3. **Encourage low-impact home-based businesses that follow traditional patterns.**
4. **Support the type of economic development activity the community desires, reflecting the community’s role in the region.\***
5. **Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.\***
6. **Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.\***

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Maintain a sound financial base through a balanced mix of federal, state and local revenues</b>	1. Include grants and federal and state aid goals in the annual budgeting process. 2. Make available information on tax credits and other incentives for economic development available	Budget Committee Implementation Comm.	Ongoing  Ongoing
<b>2. Provide an equitable local financial base for both residential and commercial taxpayers.</b>	1. Consider a deferred tax cap on waterfront property held for a minimum of 20 years by the current owner.	Selectmen, Budget Committee	2015
<b>3. Encourage low-impact home-based businesses that follow traditional patterns.</b>	1. Support existing Broadband committee in aggressively seeking high-speed access for town.	Selectmen	Immediate
<b>4. Support the type of economic development activity the community desires, reflecting the community’s role in the region.*</b>	1. Develop and adopt incentives suitable for the types and locations of economic development desired in the community.* 2. Enact or amend local ordinances, if appropriate ,to reflect the desired scale, design, intensity and location of future economic development.* a. Enact ordinance to restrict, manage, and direct further expansion of sewer and water. b. Strengthen resource-based subdivision ordinance and enact other ordinances which may make Edgecomb more attractive to small scale farms, “green” businesses and tourist-related outdoor activities.*	Selectmen  Planning Board  Utilities Comm.  Planning Board	2020  Complete  2030  2015
<b>5. Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.*</b>	1. If public investments are foreseen as required, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development	Budget Comm. Selectmen	Ongoing



	Block Grant or other grants, bonding, impact fees, etc.)*		
<b>6. Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development. *</b>  <i>* State required elements</i>	1. If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (local economic dev. committee, local representative to a regional economic dev. organization, the community's economic dev. director, a regional economic dev. initiative or other.* 2. Initiate participation in or continue to participate in any regional economic development efforts.*	Private Initiative (CEI)  Selectmen	Ongoing  Ongoing

**POLICIES AND STRATEGIES  
HOUSING RESOURCES**

**TOWN VISION**

To provide housing for a growing population that includes homes for low, mid, and high income families in order to add to the diversity of the present citizenry

*“No smaller lots!” ...survey comment*

**POLICY**

1. Encourage and promote safe and affordable housing for all residents.
2. Encourage and promote adequate workforce housing to support the community’s and region’s economic development.\*
3. Ensure that land use controls encourage the development of quality affordable housing, including rental housing.\*
4. Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.\*
5. Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.\*

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Encourage and promote safe and affordable housing for all residents.</b>	1. Continue to address cost, safety and health, and promote and protect quality of life.	Town Officials	Ongoing
<b>2. Encourage and promote adequate workforce housing to support the community’s and region’s economic development.*</b>	1. Enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses to make housing less expensive to develop.*	Complete	
<b>3. Ensure that land use controls encourage the development of quality affordable housing, including rental housing.*</b>	1. Allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.* 2. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A MRSA §4358(3)(M).*	Complete	
<b>4. Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.*</b>	1. Create or continue to support a community affordable housing committee and/or regional affordable housing coalition.*	Town Officials	ongoing
<b>5. Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.*</b>	1. Work with existing regional housing coalitions and state agencies and non-profit housing providers such as Community Housing of Maine to encourage affordable housing in Edgecomb and within the contiguous towns.	Town Officials	ongoing

*\* State required elements*

**POLICIES AND STRATEGIES  
CRITICAL NATURAL RESOURCES**

**TOWN VISION**

To protect Edgecomb’s critical natural resources within and surrounding Edgecomb’s privately-owned undeveloped and unfragmented lands, Edgecomb’s only great pond, Lily Pond, the town-owned 853-acre Charles and Constance Schmid Land. Preserve as well as Edgecomb’s tidal frontage and its scenic vista.

*“Face it. Nature’s unspoiled beauty is why we come here.” ...survey comment*

**POLICIES**

- 1. Conserve critical natural resources in the community.**
- 2. Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.\***

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

*\* State required elements*

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Conserve critical natural resources in the community.*</b>	1. Amend local shoreland zone standards to meet current state guidelines.*	Planning Board	As needed
	2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.*	Comp Plan Comm.	Completed
	3. Through local land use ordinances, require subdivisions or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Beginning with Habitat program into their review process.*	Planning Board	Ongoing
	4. Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community’s officials, employees, and contractors.*	CEO	Ongoing
	5. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.*	Implementation Comm.	Ongoing
	6. Protect air quality by encouraging carbon footprint reduction and implementing green conservation practices.	Implementation Comm.	Ongoing
<b>2. Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.*</b>	1. Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources * and unfragmented parcels of land.	Citizen Initiative Selectmen	Ongoing
	2. Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.*	Citizen Initiative Selectmen	Ongoing

**POLICIES AND STRATEGIES  
WATER RESOURCES**

**TOWN VISION**

To provide clean safe drinking water throughout the town and assure that the Lily Pond and Sheepscot and Damariscotta Rivers are pollution free.

*“The land and water give us our health and well being. It sustains us.” ...survey comment*

**POLICIES**

1. Protect current and potential drinking water sources.\*
2. Protect significant surface water resources from pollution and improve water quality where needed.\*
3. Protect water resources in growth areas while promoting more intensive development in those areas.\*
4. Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.\*
5. Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.\*

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Protect current and potential drinking water sources.*</b>	1. Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with Maine Stormwater Management Law, Maine Stormwater regulations, Maine DEP’s allocation for allowable phosphorus in land/pond watersheds, and Maine Pollution Discharge Elimination System Stormwater Program.*	Planning Board	Ongoing
	2. Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community’s officials, employees and contractors.*	Selectmen	Ongoing
	3. Provide educational materials at appropriate locations regarding aquatic invasive species.*	State and Town office	Ongoing
<b>2. Protect significant surface water resources from pollution and improve water quality where needed.*</b>	1. Make water quality “best management practices” information available to farmers and loggers.*	Implementation Comm.	2012
<b>3. Protect water resources in growth areas while promoting more intensive development in those areas.*</b>	1. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.*	Planning Board	2012
<b>4. Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.*</b>		NA	
<b>5. Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.*</b>	1. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.* 2. Promote the use of best management practices for timber harvesting and agriculture production.*	Citizen Initiative/non-profit	Ongoing

*\* State required elements*

**POLICIES AND STRATEGIES  
MARINE RESOURCES**

**TOWN VISION**

To protect waters and shoreline of Edgecomb’s 26.5 mile frontage on three tidal rivers: the Damariscotta, the Sheepscot, and the Cross Rivers; and to curb and in time eliminate local pollution of these waters. To provide Edgecomb’s citizens with visual access, and possibly physical access in time, to these waters; and to manage private and public mooring and uses of the rivers.

*“I would like to see public access to salt water.” ...survey comment*

**POLICIES**

- 1. Protect, maintain and, where warranted, improve marine habitat and water quality.\***
- 2. Foster water-dependent land uses and balance them with other complementary land uses.\***
- 3. Maintain, and where warranted, improve harbor management and facilities.\***
- 4. Protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation and tourism.\***

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Protect, maintain and, where warranted, improve marine habitat and water quality.*</b>	<ol style="list-style-type: none"> <li>1. Work with DEP, DMR and regional associations to protect waters and to identify and eliminate sources of point and non-point pollution.*</li> <li>2. Review town zoning for any ordinances or regulations that have a negative effect on the shoreline.*</li> <li>3. Appoint and broaden the mandate and responsibilities of the Waterfront Committee to include an annual report to the town at Town Meeting, giving current information about water quality, any impact of the year’s development along the shore or inland that would have an effect on estuarine waters and shoreline.*</li> </ol>	CEO, Planning Bd.  Planning Board  Selectmen, Waterfront Comm.	Ongoing  Annually  2010 Annually
<b>2. Foster water-dependent land uses and balance them with other complementary land uses.*</b>	<ol style="list-style-type: none"> <li>1. Encourage owners of shoreline to consider the benefit to the community of donating or selling at a below market value land to the town for public access.*</li> <li>2. Research any current use taxation program for owners of waterfront land to provide access to commercial fishing.*</li> </ol>	Selectmen, Waterfront Committee  Budget Committee	Ongoing  Ongoing
<b>3. Maintain, and where warranted, improve harbor management and facilities.*</b>	<ol style="list-style-type: none"> <li>1. Work with neighboring towns (primarily Wiscasset) to create a plan for shared resources and waters’ usage of benefit to both towns.</li> </ol>	Harbormaster	Ongoing
<b>4. Protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation and tourism.*</b>	<ol style="list-style-type: none"> <li>1. Catalog and publish visual water access for town use.*</li> <li>2. Develop a plan for granting and encourage landowners to grant visual right of way.*</li> </ol>	Historical Society  Historical Society & Land Trusts	2013  2015

\* State required elements

**POLICIES AND STRATEGIES  
AGRICULTURE AND FORESTRY RESOURCES**

**TOWN VISION**

To maintain, protect, and promote small scale private agriculture, managed forests and woodlots and to increase sustainable conservation areas for public use.

*“The only farm in the Maine coast area we could afford.” ...survey comment*

**POLICIES**

- 1. Safeguard lands identified as prime farmland or capable of supporting commercial forestry.\***
- 2. Promote the use of best management practices for timber harvesting and agricultural production; support farming and forestry and encourage their economic viability.\***

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Safeguard lands identified as prime farmland or capable of supporting commercial forestry.*</b>	1. Consult with Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.*	Planning Board	Ongoing
	2. Consult with Soil and Water Conservation District Staff when developing any land use regulations pertaining to agricultural management practices.*	Planning Board	Ongoing
	3. Amend land use ordinances to require commercial or subdivision developments in critical areas to maintain areas with prime farm soils as open space to the great extent practicable.*	Planning Board	Ongoing
	4. Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature, tourism, outdoor recreation businesses, farmers markets and home occupations.*	Planning Board through Site Plan Review	Ongoing
	5. Permit activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, and pick-your-own operations.*	Permitted	Complete
<b>2. Promote the use of best management practices for timber harvesting and agricultural production; support farming and forestry and encourage their economic viability.*</b>	1. Include agriculture and commercial forestry operations in local or regional economic development plans.*	NA	
	2. Encourage owners of productive farms and forest land to enroll in the current use taxation programs.*	State	Ongoing
	3. Promote organic farming and gardens, and encourage following MOFGA protocol.*	Private and non-profit organizations	Ongoing

*\* State required elements*

**POLICIES AND STRATEGIES  
RECREATION AND CULTURAL RESOURCES**

**TOWN VISION**

Edgecomb, with more than a square mile of undeveloped and accessible land in its center, is a town with an abundance of land for recreational use. This land--the Schmid Preserve--in addition to other land trusts in town and on adjacent land in neighboring communities, puts Edgecomb in direct alignment with the State Goal.

**POLICIES**

- 1. Provide for passive recreational opportunities.**
- 2. Enhance appreciation of the rich cultural offerings in the region.**
- 3. Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.**
- 4. Preserve open space for recreational use as appropriate.**
- 5. Seek to achieve at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.**

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Provide for passive recreational opportunities.</b>	1. Distribute brochures and maps to local businesses to promote use of public recreational opportunities.	Land Trusts and private initiatives	Ongoing
<b>2. Enhance appreciation of the rich cultural offerings in the region.</b>	1. Publicize the many cultural offerings throughout the region. 2. Make the Eddy School's facilities and town hall available for a variety of cultural events.	Private Initiative  School Comm. Selectmen	Ongoing  Complete
<b>3. Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.*</b>	1. Continue supporting the Schmid Comm. in its maintenance and education programs. 2. Continue to partner with the regional land trusts to promote responsible use of public land and to acquire additional land in Edgecomb. 3. Monitor the town's need for interior recreational space and work with the School Committee to use the Eddy School gym. 4. Encourage use of regional recreational facilities (golf courses, swimming pools, indoor tracks, tennis courts, rinks, beaches, etc.) 5. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.*	Pvt. Initiative regional orgs. Schmid Committee & private initiative  School Committee  Individual Initiative   NA	Ongoing  Ongoing  Ongoing  Ongoing
<b>4. Preserve open space for recreational use as appropriate.*</b>	1. Include any capital needs identified for recreation facilities in the Capital Investment Plan.* 2. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible by continued partnering and working with existing local land trusts or other conservation organizations to pursue opportunities to protect important open space or recreational land.* 3. Provide education regarding the benefits and protections for landowners allowing public recreational access on their property by making maps	Land trusts with local members and volunteers. Schmid Committee & local land trusts       Land Trusts	Ongoing  Ongoing      Ongoing

	and information readily available at town hall, all sites and other appropriate tourist locations.*		
<b>5. Seek to achieve at least one major point of public access to major water bodies for boating, fishing and swimming and work with nearby property owners to address concerns. *</b>	See Marine Resources section.		

*\* State required elements*



**POLICIES AND STRATEGIES  
PUBLIC FACILITIES AND SERVICES**

**TOWN VISION**

To provide adequate facilities and services for the town and its small population, thereby assuring public safety and fiscally responsible governance for the citizens.

*“(Public services) should be consolidated with other towns” ...survey comment*

**POLICIES**

1. Assure responsible and qualified governance, administration and management in all town matters.
2. Efficiently meet identified public facility and service needs.\*
3. Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.\*

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Poli cy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Assure responsible and qualified governance, administration and management in all town matters.</b>	1. Increase the number of selectmen from three to five.	Town Meeting	2010
	2. Expand duties and responsibilities of Budget Committee.	Selectmen	Immediately
	3. Require and pay for newly elected municipal officials to attend Maine Municipal Association training workshops.	Selectmen	2010
	4. Develop and publish duties and skills required to fill the various municipal offices and provide a forum for candidates to present their qualifications to the public.	Implementation Committee	Annually
	5. Plan for increased administrative staff.	Budget Committee	2011
	<b>2. Efficiently meet identified public facility and service needs.*</b>	1. Initiate an ongoing capital planning process responding to changing needs and conditions through the budget committee or issue-oriented task forces including:	Budget Comm. As directed by Selectmen
a. Building needs: re-establish a building committee under the direction of the selectmen to evaluate the condition of existing town buildings and make recommendations for general maintenance, correction of safety concerns, ADA compliance and upgrading owned buildings for energy conservation measures and to initiate planning for new facilities as they are needed. Begin planning and develop construction documents for a replacement fire station.		Budget Comm.	Ongoing
b. Road and public works: Establish a water district and sewer commission to build and oversee a pumping station, and have oversight over any expansion of services in the Davis Island area. Develop a road maintenance and replacement schedule.		Selectmen & Road Comm.	Immediately
c. Health, safety and emergency response needs.		EMA Dir.& Fire Chief	Ongoing
d. Utilities, energy and communication needs: Secure high speed internet access town-wide.		Selectmen	Immediately
<b>3. Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.*</b>		1. Restrict the expansion of water and sewer to the designated growth areas along Route 1 and Route 27.	Selectmen
	2. Explore acquisition and build public works building in the area of the Salt Shed along Route 27.	Selectmen	2020

*\* State required elements*

**FACILITIES AND SERVICES  
TRANSPORTATION**

**TOWN VISION**

To establish and maintain a safe and environmentally sensitive road system that supports the community and the economy while protecting the town’s key assets.

**POLICIES**

1. Assure that secondary roads are well maintained, safe and that speed is controlled.
2. Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.\*
3. Safely and efficiently preserve or improve the transportation system.\*
4. 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.\*
5. Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.\*
6. Meet the diverse transportation needs of the residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclist).\*

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
1. Assure that secondary roads are well maintained, safe and that speed is controlled.	1. Provide oversight of Road Commissioner responsibilities	Selectmen	Ongoing
2. Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.*	1. Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.*	Planning Board	Ongoing
3. Safely and efficiently preserve or improve the transportation system.*	1. Initiate or actively participate in regional and state transportation and land use planning efforts.*	Ad hoc committee	Ongoing
4. 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.*	1. Enact or amend local ordinances as appropriate to address or avoid conflicts with: <ol style="list-style-type: none"> <li>a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73);</li> <li>b. State access management regulations pursuant to 23 MRSA §704; and State traffic permitting regulations for large developments pursuant to 23 MRSA §704-a.*</li> </ol>	Planning Board as recommended by County Planner	Ongoing
5. Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.*	1. Work with the Maine DOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.*	Ad hoc committee	Ongoing
6. Meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).*	1. Develop or continue to update a prioritized ten-year improvement, maintenance and repair plan for local/regional transportation system facilities that reflects community, regional and state objectives.* 2. Enact of amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.*	NA  NA	

**POLICIES AND STRATEGIES  
FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN**

**TOWN VISION**

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

*“Seeing as we just had reassessment in the last few years and we still can’t live within our budget, I am not in favor of any new expenses until we get our ‘house’ in order.” ...survey comment*

*“I think the roads and sewer are fine. I live here so I can enjoy the beautiful fields and woods. I would gladly pay more taxes to preserve our open space, plus water access- fresh and salt.” ...survey comment*

**POLICIES**

- 1. Finance existing and future facilities and services in a cost effective manner.\***
- 2. Explore grants available to assist in the funding of capital investments within the community.\***
- 3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.\***

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Policy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Finance existing and future facilities and services in a cost effective manner.*</b>	1. Initiate an ongoing capital planning process responding to changing needs and conditions or establish issue-oriented task forces for building needs, road and public works, health, safety and emergency response needs, utilities, energy and communication needs.	Budget Committee	Immediately
	2. Implement the capital investment plan by developing a capital improvement plan.*	Selectmen & Budget Comm.	Annually
	3. Review and or update the capital improvement program annually or biennially.*	Selectmen & Budget Comm.	Annually
	4. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings.*	Selectmen & Budget Comm.	Ongoing
<b>2. Explore grants available to assist in the funding of capital investments within the community.*</b>	1. Develop a strategy to finance the position of a town administrator or manager.	Selectmen	2012
	2. Respond to pending capital investments by investigating tools such as regional revenue sharing, building a rainy day fund, ear-marked fees, TIF revenues, grants, subsidies, and state and federal revenue sharing programs.	Selectmen	Ongoing
<b>3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.*</b>	NA		

*\* State required elements*

**POLICIES AND STRATEGIES  
HISTORICAL, ARCHAEOLOGICAL AND SCENIC RESOURCES**

**TOWN VISION**

To protect Edgecomb’s critical natural resources within and surrounding Edgecomb’s privately-owned undeveloped and unfragmented lands, Edgecomb’s only great pond, Lily Pond, the town-owned 853-acre Charles and Constance Schmid Land. Preserve as well as Edgecomb’s tidal frontage and its scenic vista.

*“How can we preserve our sense of community  
if we don’t preserve our history” ...survey comment*

**POLICY**

- 1. Preserve and protect the town’s historical and archaeological resources**

**POLICY AND STRATEGY IMPLEMENTATION SCHEDULE**

<b>Poli cy</b>	<b>Strategy</b>	<b>Responsibility</b>	<b>Timetable</b>
<b>1. Preserve and protect the town’s historical and archaeological resources</b>	1. Seek grants to provide on-site information, such as descriptive plaques and pamphlets, in kiosks about historic sites such as cellar holes, industrial operations, mines in publicly accessible places.	Historical Society, Schmid Comm., area land trusts.	Ongoing
	2. Utilize tools such as preservation easements, deed restrictions, and protective covenants to protect at-risk resources.	Historical Society working with area & state preservation groups and land trusts	Ongoing
	3. Maintain historic structures survey (on file at town hall, Eddy School and Maine State Historic Preservation office).	Historical Soc.	Complete
	4. Request that the Historical Society conduct a survey of abandoned historical industrial and domestic sites including brickyards, ice harvesting sites, quarries and farms.	Historical Society	2014
	5. Identify both natural scenic areas and scenic areas containing significant structures and create a scenic overlay district to protect these areas.	Planning Board and Historical Society	2017

*\* State required elements*