



2009

Town of Edgecomb
Comprehensive Plan

VOLUME I
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ACKNOWLEDGEMENTS

The Comprehensive Plan Committee is indebted to many people who contributed to the creation of this plan. It was the citizens of the Town of Edgecomb who filled out surveys, came to focus groups and public forums to express their concerns and visions for the town that has set this Plan apart from being just another dust-gathering document. The clarity of voice and wisdom of these residents has been invaluable.

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Edgecomb Planning Board - 2006 through 2008
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Sue Carlson, Chair
Bob Brown
Blythe Edwards
Ralph Lombardi
Lisa McSwain
Kitty Norton
Ann Zak

Design and layout and production: Jackie Lowell, Kitty Norton and Sue Carlson
Graphics: Sue Carlson

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 18th and 19th 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

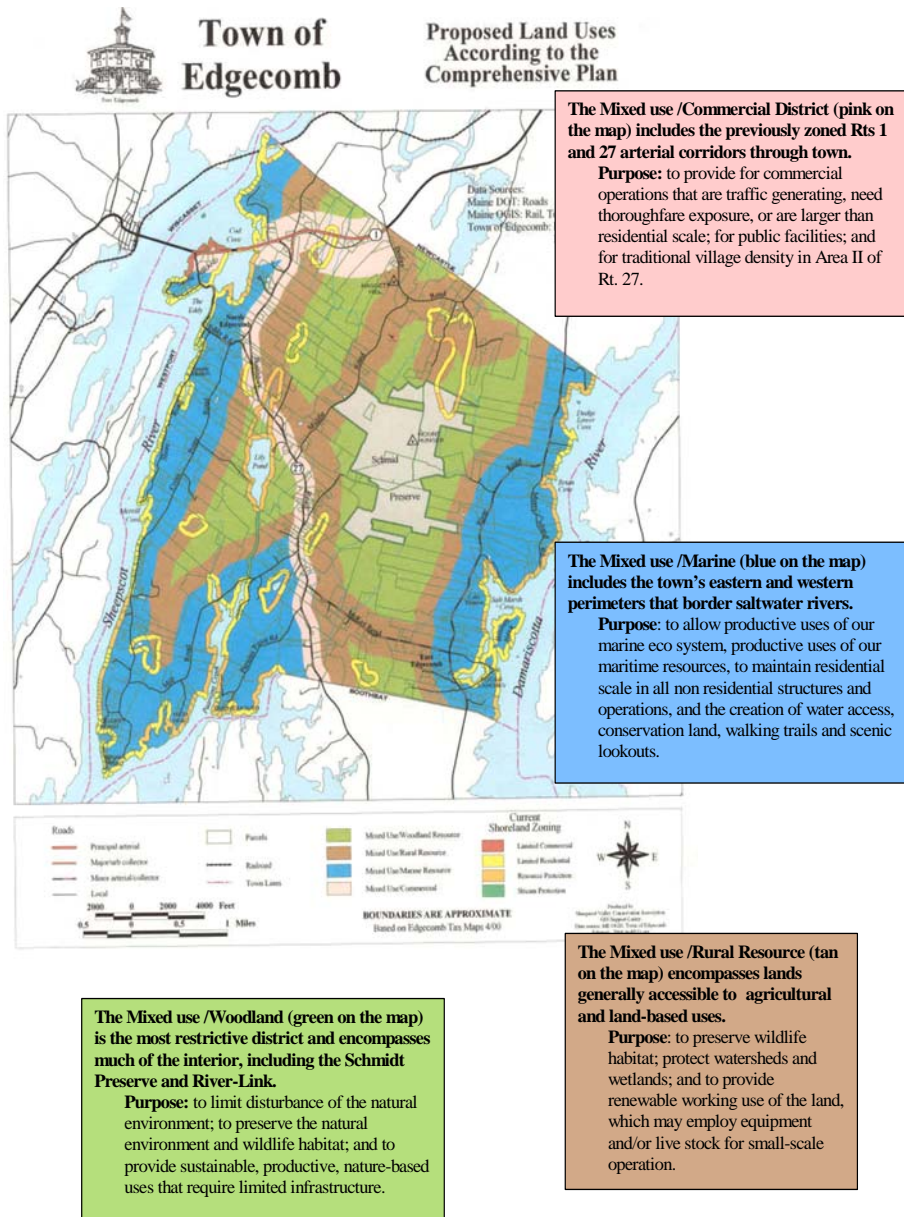
The overriding issue in the years leading toward this plan was concern over managing development and curtailing rapid growth. The presence of public water and sewer in the town, although currently available on only 1% of land in Edgecomb, is also of concern; expansion of the system needs careful monitoring. 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



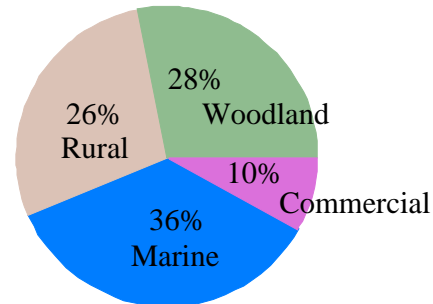
PART 2 EXISTING and FUTURE LAND USE

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. * ²	15 ft.
Route 27, Area II	1 acre	none	none	100 ft.	Average * ³	15 ft.
Route 27, Area III	3 acres*	50 ft.	none	300 ft.*	100/200 ft. * ²	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.

*² Setback must be 200 ft. from centerline of Route 27

*³ 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.⁽¹⁻⁷⁾

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.⁽¹⁾

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.⁽²⁾

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.⁽³⁾

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. ⁽²⁾

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. ⁽⁴⁾

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. ⁽⁵⁾

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. ⁽⁶⁾

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. ⁽⁷⁾

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. ⁽⁸⁾

Town of Edgecomb Land Use Ordinance

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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.⁽²⁾

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.⁽³⁾

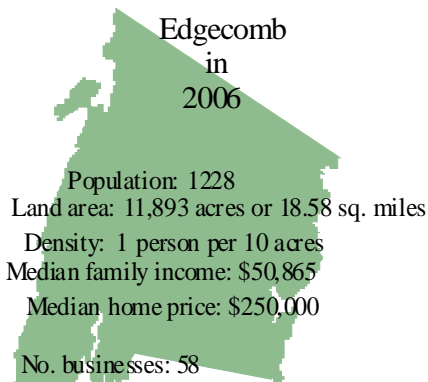
Refer to Vol. II for additional Information and appendices

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



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.

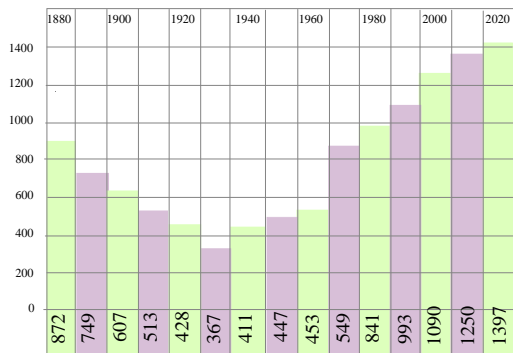
Edgecomb's residents are primarily well educated, middle-aged, living in family units. With an aging population and the in-migration of retirees, death rates are higher than birth rates. This trend is expected to continue. ⁽²⁾ (* Embedded numbers refer to State Required topic items)

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. ⁽³⁾

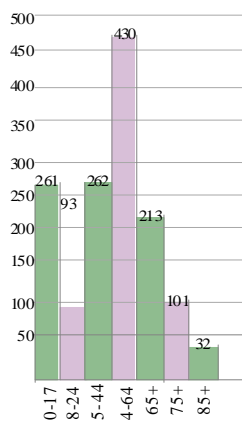
ANALYSIS AND KEY ISSUES

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. ^(3,4,5)

Edgecomb is primarily rural with no major service center or employer. ⁽⁶⁾

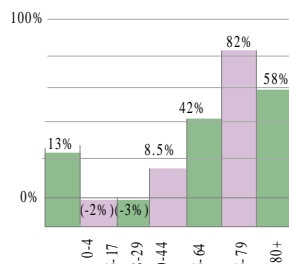


Population 1880 -2020



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

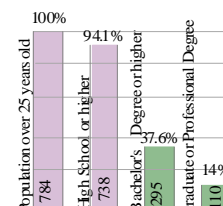
Births and Deaths

(Edgecomb town records)



Marital Status

Population 15 years and older
(2000 U.S. Census)

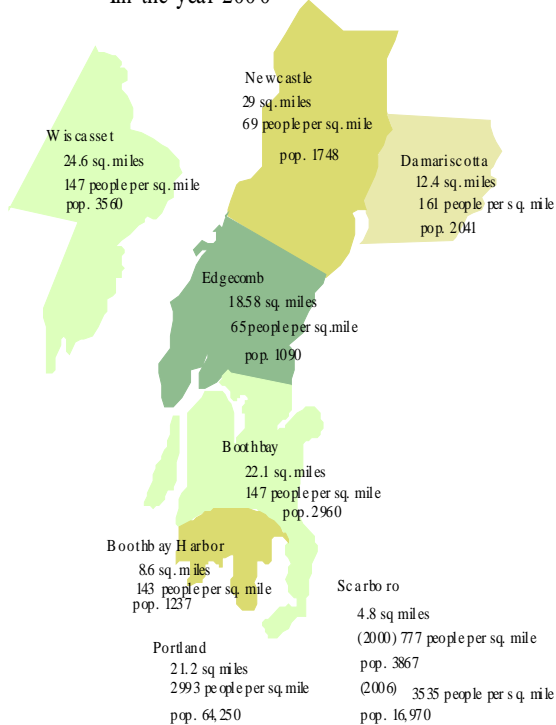


Education

(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

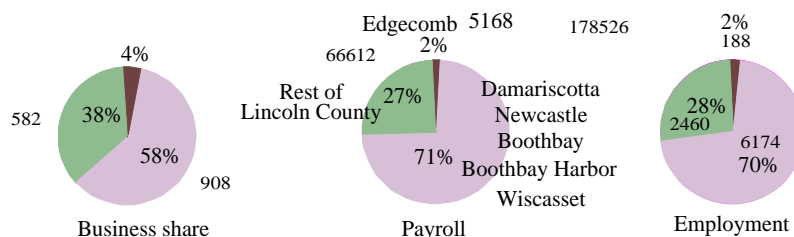
Since the arrival of the first settlers, Edgecomb's economy has been shaped by its topography. An isolated bridge between the Damariscotta River to the east and the Sheepscot River to the west, the Marsh River to the north and Oven's Mouth-Cross River to the south, Edgecomb has served as a transportation conduit between its neighbors, Boothbay, Damariscotta and Wiscasset. Edgecomb'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.

Edgecomb 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 Edgecomb. 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



Edgecomb's share of Lincoln County Business

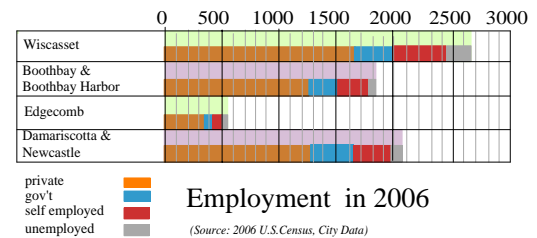
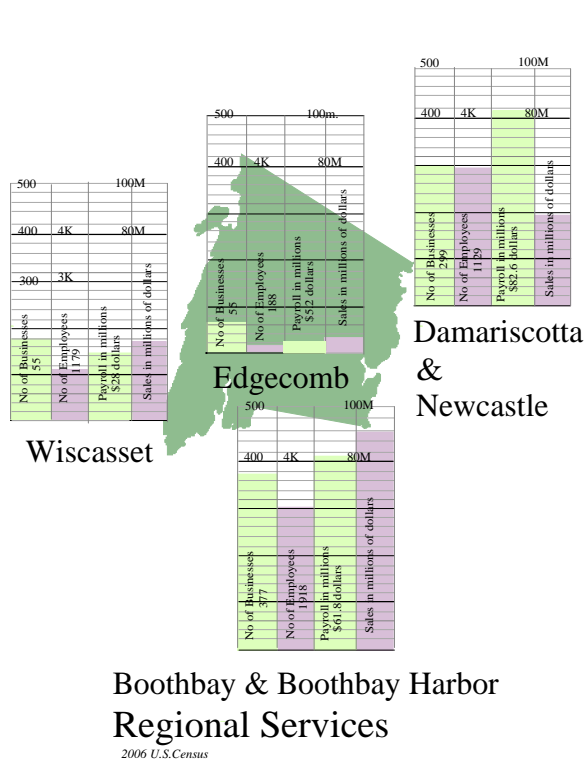
(2006 U.S. Census)

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.

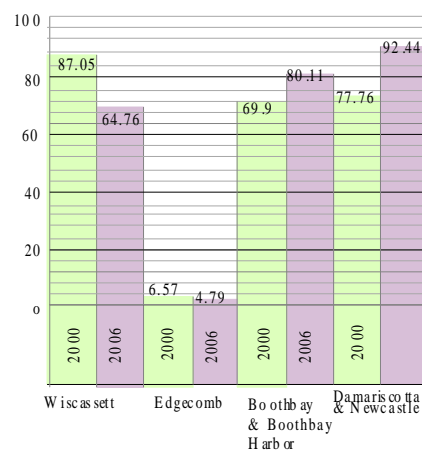
On average, economic growth has followed current patterns with slight oscillations in the three hub areas. For example, Wiscasset has gained in the number of businesses, but lost in number of employees, payroll and business sales. Damariscotta/Newcastle and the Boothbay region have thrived in all areas.

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



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.



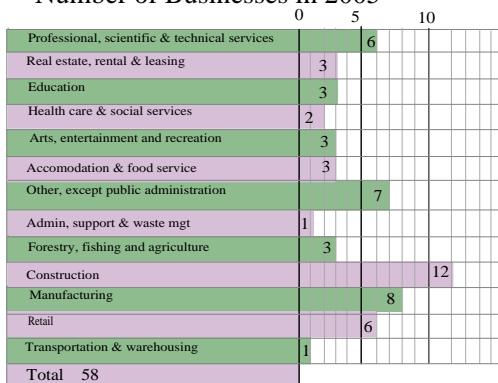
CITIZENS' VIEW (SURVEY RESPONSE)

- 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

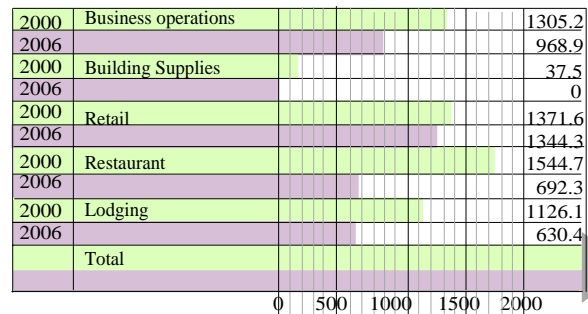
Since the early 1900's, Edgcomb residents have traveled outside of town to work or have been employed in home occupations and small businesses. The 2005 US census data reports 205 people were employed by 58 Edgcomb businesses, the majority being employed by contractors, light manufacturing, and professional/technical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

Number of Businesses in 2005



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

Edgcomb Sales in thousands of dollars, 2000 - 2006



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. ⁽³⁾ (*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. ^(1&2)

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. ⁽⁴⁾

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. ⁽⁵⁾

There is no town or village center in Edgecomb. ⁽⁵⁾

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. ⁽⁶⁾

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. ⁽⁷⁾.

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. ⁽⁸⁾.

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. ^(9,10)

Under Title 30, subchapter IIB of the Maine state Statutes, 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. ⁽¹¹⁾

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

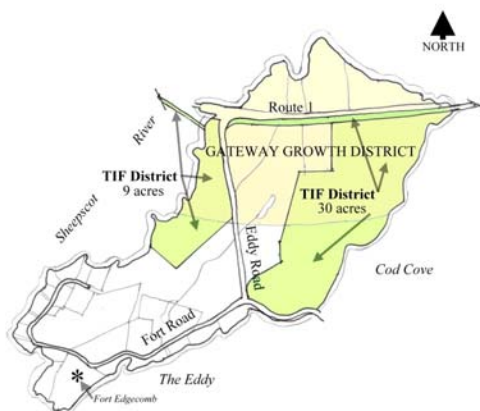
Since discussion of a bypass around Wiscasset began over fifty years ago, there has been little doubt that the growth of businesses needing ready access and visibility would occur along the Route 1 and 27 corridors connecting Edgecomb to its neighbors and the tourist destinations all along the coast.

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.



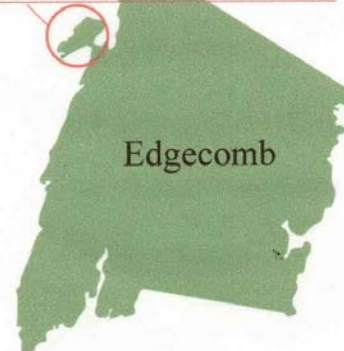
Davis Island

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

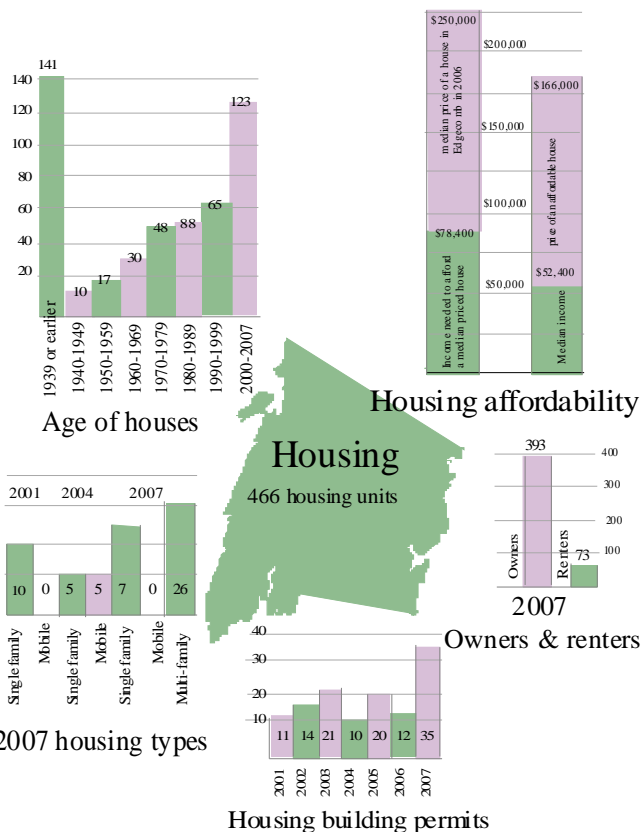
To encourage and promote affordable, decent housing opportunities for all Maine citizens.

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.⁽³⁾

EXISTING ZONING, REGULATIONS AND PROTECTION ⁽³⁾

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. ⁽¹⁾ (Statistics vary with different sources, but trends are discernable.)

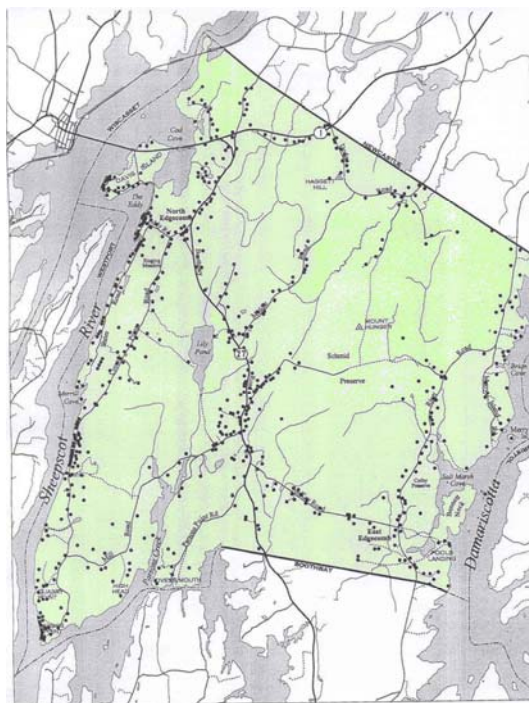
The median home price in Edgecomb in 2006 was \$220,000, requiring an annual family income of \$73,000. Approximately 69% of the population could not afford this home price, the median income in Edgecomb being \$50,500. The construction of the Townhouses at Davis Island in 2007

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.⁽²⁾ 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.⁽³⁾

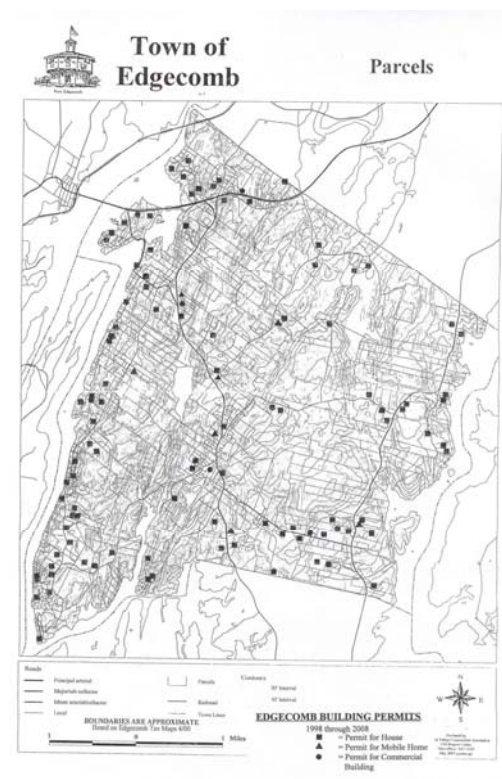
Both senior and assisted-living housing will be required for an aging population. Some subsidized housing will be needed to provide a balance between conventional and subsidized units.⁽⁴⁾

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.^(5,6)



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

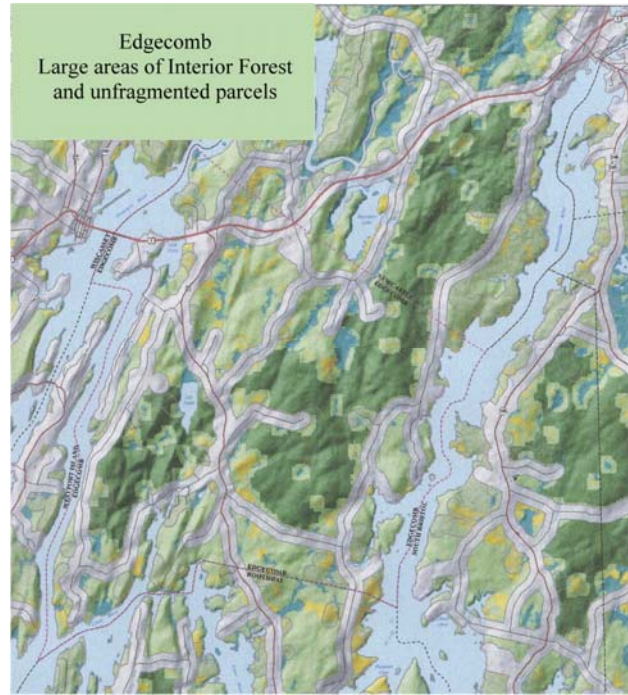
To protect the state's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.

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 18th 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 18th and 19th 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. ⁽¹⁾ (*)
Embedded numbers refer to State required topic items)

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

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. ⁽¹⁾.

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. ⁽²⁾.

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.^(3, 4)

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.⁽⁵⁾

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. ⁽¹⁾.

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. ⁽²⁾.

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. ⁽³⁾

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. ⁽⁴⁾.

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. ⁽⁵⁾.

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. ^(6,7)

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.^(1,2)
(*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.⁽³⁾

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

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 clammers 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.^(4c)

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. ⁽²⁾

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. ⁽³⁾

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. ⁽⁴⁾

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. ⁽¹⁾ (* 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

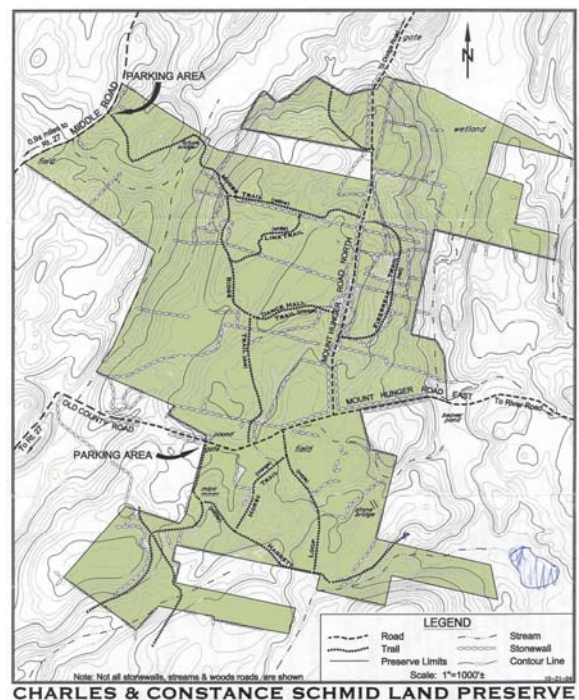
Sheepscot Valley Conservation Association

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. ^(1, 2). (*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. ⁽⁴⁾.

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. ⁽⁵⁾.

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. ⁽⁶⁾.

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. ⁽⁷⁾.

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

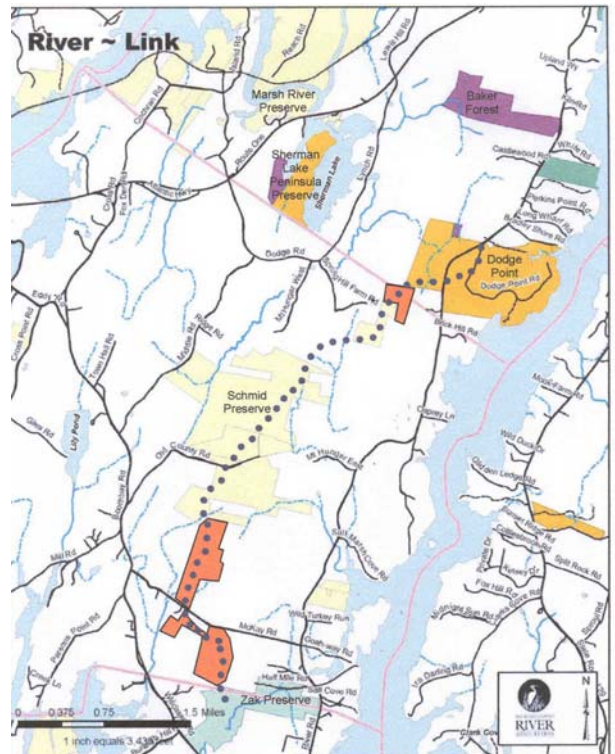
Libraries
 Wiscasset Library
 Skidompha Library
 Boothbay Library

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.⁽³⁾

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.

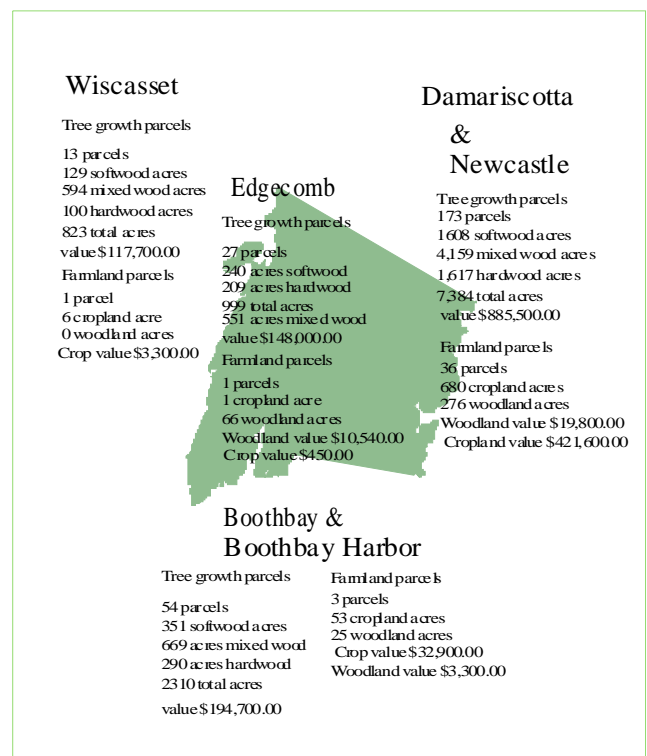
ANALYSIS AND KEY ISSUES

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. ⁽³⁾

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. ^(4, 6)

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. ^(*7 8)

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.



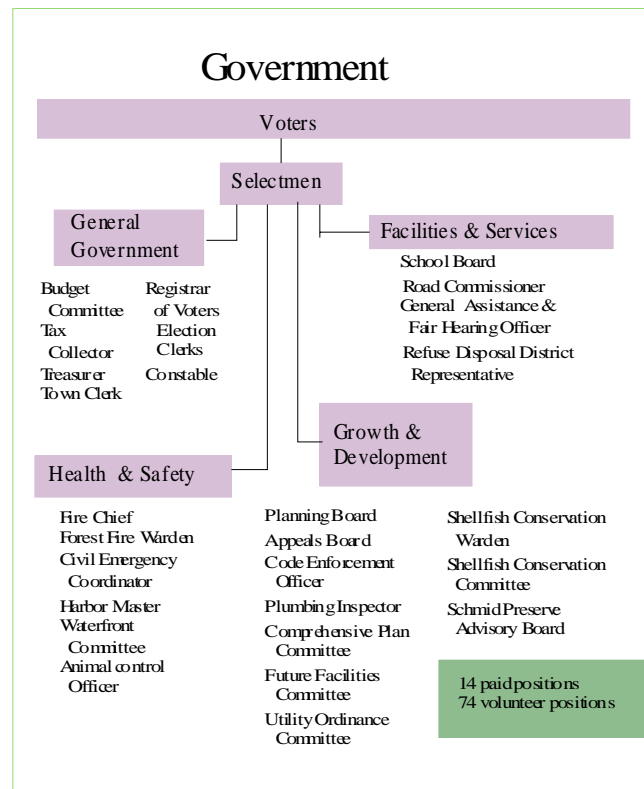
CITIZENS' VIEW (SURVEY RESPONSE)

- 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

Edgcomb 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. Edgcomb also employs a Code Enforcement Officer. A volunteer fire department serves Edgcomb, and road maintenance and snow removal are provided by contracted services, awarded annually. ⁽¹⁾

(* Embedded numbers refer to State required topic items)



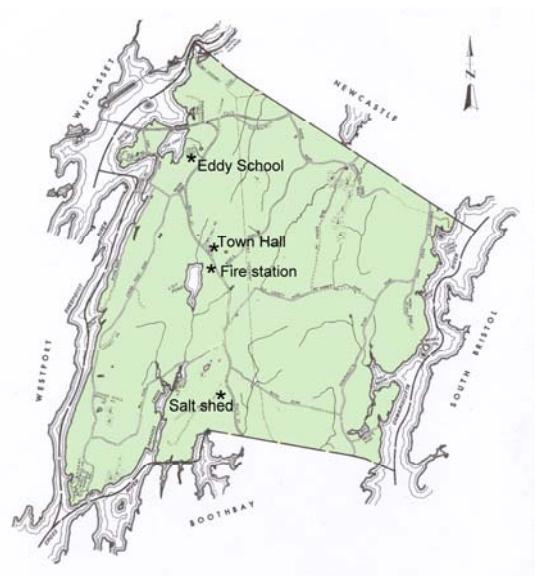
(Source: Edgcomb annual reports)

With a population of 1223 (US Census 2005 estimate) and a square mileage of 18.58, Edgecomb'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.⁽¹⁾

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.^(2, 3, 4&5)

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 Edgecomb 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 Edgecomb are bussed to school.^(6g) Should the 2007 Maine plan for school consolidation go into effect, the impact on ownership of Edgecomb 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.^(6a, b, c, & d)

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. ^(6e).

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. ^(6f).

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. ^(6h).

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. ⁽¹⁾.

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. ⁽²⁾.

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. ^(3,7).

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. ^(4,7).

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. ^(5,6)

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. ⁽⁹⁾. 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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2. Forest Fires	51
3. Flooding	52
4. Hazardous Materials	54
5. Hostile Incident at School	55
6. Prolonged Power Outage	56
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.⁽¹⁰⁾

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.⁽¹²⁾

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.⁽¹³⁾

Refer to Capital Investment Plan.

Refer to Vol. II for additional information and appendices

State Planning Office Data Sets

Applicable Maps

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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.⁽²⁾ (*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.⁽²⁾

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.⁽³⁾

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.⁽⁴⁾

See Part 4 for waterfront transportation issues under Marine Resources⁽⁵⁾

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.⁽⁶⁾

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.⁽⁷⁾

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 Edgcomb, a caution light, is at this intersection. Traffic speed is a major concern on secondary roads.

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

Light pollution is governed by the Land Use Ordinance.

Edgcomb'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 Edgcomb with its neighboring communities of Boothbay/Boothbay Harbor, Wiscasset and Newcastle that share similar issues and

concerns along these corridors. Edgecomb 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, Edgecomb 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 Edgecomb 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 Edgecomb are willing to pay increased taxes to maintain the roads.⁽¹⁾

There is adequate parking in Edgecomb. 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.⁽²⁾

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 Edgecomb, 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.⁽³⁾

There are no public water transportation facilities available in Edgecomb. 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 Edgecomb.⁽⁵⁾

The lack of existing or proposed transportation facilities, systems or freight rail facilities in Edgecomb 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. ⁽⁶⁾

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

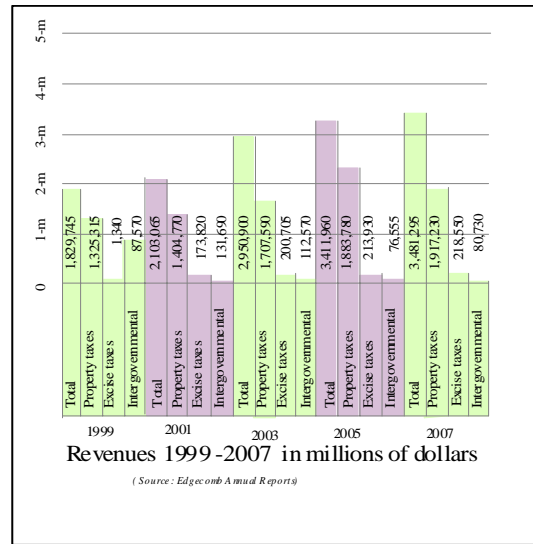
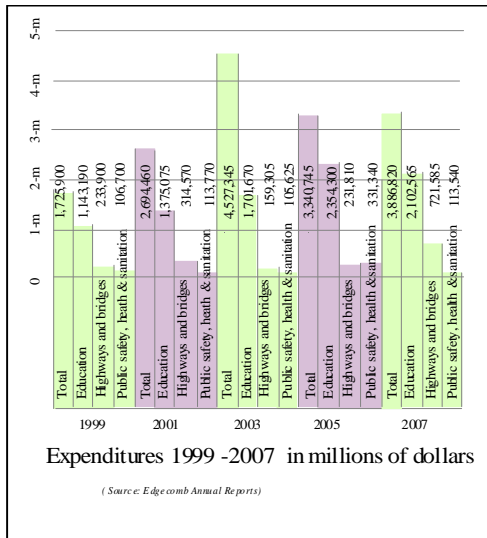
Edgecomb is a town with a small population consisting primarily of single family homes, small businesses, minimum public infrastructure, services and facilities. Its fiscal capacity remains steady and secure. Income and expenditures have risen steadily over the past ten years, increasing 300 % since 1999 at about the same rate as the surrounding towns.^{1.&3} (* 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. ²

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. ⁴

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

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.⁶

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.¹

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 sources²

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.³

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

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

Location	Proposed Improvement	2010	2011	2012	2013	2014
Atlantic Highway ³	Paving ¹					\$ 75,000
Dodge Road ³	Paving, culverts ²		\$ 75,000	\$ 75,000	\$ 75,000	
Fort Road ³	Paving, culverts ²		\$ 50,000			
Mason Road ³	Paving ¹	\$ 25,000				
Merry Island Road ⁴	Structural reinforcement, culvert	\$100,000				
Parsons Point Road ³	Paving, culverts (to salt shed) ²			\$ 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
Total		\$145,000	\$145,000	\$140,000	\$140,000	\$140,000

¹ \$125,000 per mile estimate

² \$150,000 per mile estimate

³ Road is rated in Table 1 in poor or fair condition

⁴ Improvements limited to replacement or structural reinforcement of existing fill and installation of culvert

⁵ 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 Edgecomb
(Source: Edgecomb 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 19th 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 18th through early 19th 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 19th 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 19th century and into the 20th century and can be found along most Edgecomb 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 20th century, the gentle inclusion for Edgecomb of a summer population.

During the first half of the 20th century many of the houses built represent a subtle change in Edgecomb. In the early 20th century, as the quiet, rural, river-bounded countryside of Edgecomb 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 20th century, the simple Four-Square appeared with its hip roof, forthright simple presentation and link to the more basic architecture of the 18th and early 19th centuries.

As Edgecomb’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 Edgecomb buildings over fifty years old is on file at the town and through the Edgecomb Historical Society.

Typical of the 18th through the 19th century New England custom of moving buildings, a number of Edgecomb 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 18th through the 19th 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 Edgecomb 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 19th century can be found on a number of properties throughout Edgecomb.

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 Edgecomb: (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.⁽¹⁾

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.⁽²⁾

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.⁽¹⁻⁴⁾

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.⁽³⁾

There is no strategy in place to repair to 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.⁽⁴⁾

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 Edgecomb's historical settlement and development over time, and why and where these occurred.

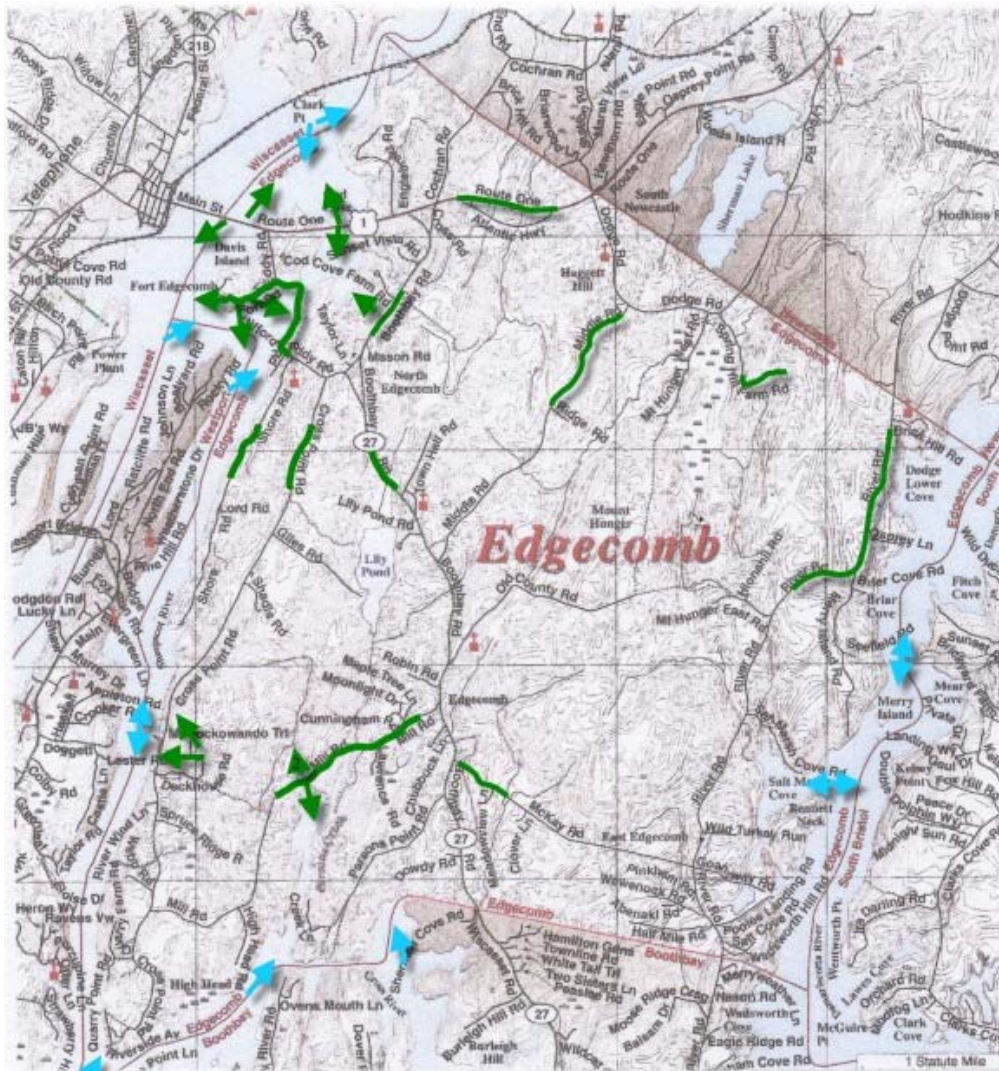
Coastal Heritage Areas Maps combine the center of Wiscasset with a section of Edgecomb beginning at a point where Cochran Road crosses the Edgecomb/Newcastle town line to Merrill Ledge on the Sheepscot River. This area is given the third highest rating in Region II (Cape Elizabeth to South Thomaston) 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

Policy	Strategy	Responsibility	Timetable
1. Preserve and protect the natural environment and unfragmented parcels of land.	1. Preserve existing road patterns and restrict the creation of through roads to existing abandoned or discontinued roads.	Selectmen	Ongoing
2. Preserve and protect scenic and historic views.	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
3. Preserve and protect traditional land uses outside of the Route 1 growth areas.	1. Provide information to owners and developers on Edgecomb's traditional land uses.	Historical Soc.	Ongoing

4. Plan for impacts of climate change while providing incentives for “green” land use.	1. Provide tax or other incentives for green businesses and construction.	Selectmen	Ongoing
	2. Coordinate with regional efforts to mitigate the effects of climate change.	Private Initiative	Ongoing
	3. Encourage both private and public use of alternate energy sources.	Private Initiative	Ongoing
5. Coordinate the community’s land use strategies with other local and regional land use planning efforts. *	1. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.*	County Planner	Ongoing
	2. Appoint delegates to represent Edgecomb on the Gateway One, River~Link, Friends of Midcoast Maine and other regional planning initiatives.	Selectmen	Ongoing
6. Support the location, types, scales and intensities of land uses the community desires as stated in its vision.*	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.	Selectmen	2009
	2. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.*	Planning Board	2010
	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.*	Planning Board	2011
	4. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.*	Budget Comm.	Annually
	5. Track new development in the community by type and location.*	CEO	Annually
7. Support the level of financial commitment necessary to provide needed infrastructure in growth areas.*	1. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.*	Budget Comm.	Annually
8. Establish efficient permitting procedures, especially in growth areas.*	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.*	Selectmen	Ongoing
9. Protect both land and water-based critical resource areas from the impacts of development.*	1. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.8*	Implementation Comm.	Annually

* 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

Policy	Strategy	Responsibility	Timetable
1. Maintain a sound financial base through a balanced mix of federal, state and local revenues	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
2. Provide an equitable local financial base for both residential and commercial taxpayers.	1. Consider a deferred tax cap on waterfront property held for a minimum of 20 years by the current owner.	Selectmen, Budget Committee	2015
3. Encourage low-impact home-based businesses that follow traditional patterns.	1. Support existing Broadband committee in aggressively seeking high-speed access for town.	Selectmen	Immediate
4. Support the type of economic development activity the community desires, reflecting the community's role in the region.*	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	2020
		Planning Board	Complete
		Utilities Comm.	2030
		Planning Board	2015
5. Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.*	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.)*		
6. Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development. * <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

Policy	Strategy	Responsibility	Timetable
1. Encourage and promote safe and affordable housing for all residents.	1. Continue to address cost, safety and health, and promote and protect quality of life.	Town Officials	Ongoing
2. Encourage and promote adequate workforce housing to support the community’s and region’s economic development.*	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	
3. Ensure that land use controls encourage the development of quality affordable housing, including rental housing.*	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	
4. Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.*	1. Create or continue to support a community affordable housing committee and/or regional affordable housing coalition.*	Town Officials	ongoing
5. Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.*	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 Edgcomb 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*

Policy	Strategy	Responsibility	Timetable
1. Conserve critical natural resources in the community.*	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
2. Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.*	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

Policy	Strategy	Responsibility	Timetable
1. Protect current and potential drinking water sources.*	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
2. Protect significant surface water resources from pollution and improve water quality where needed.*	1. Make water quality “best management practices” information available to farmers and loggers.*	Implementation Comm.	2012
3. Protect water resources in growth areas while promoting more intensive development in those areas.*	1. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.*	Planning Board	2012
4. Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.*		NA	
5. Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.*	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

Policy	Strategy	Responsibility	Timetable
1. Protect, maintain and, where warranted, improve marine habitat and water quality.*	1. Work with DEP, DMR and regional associations to protect waters and to identify and eliminate sources of point and non-point pollution.* 2. Review town zoning for any ordinances or regulations that have a negative effect on the shoreline.* 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.*	CEO, Planning Bd. Planning Board Selectmen, Waterfront Comm.	Ongoing Annually 2010 Annually
2. Foster water-dependent land uses and balance them with other complementary land uses.*	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.* 2. Research any current use taxation program for owners of waterfront land to provide access to commercial fishing.*	Selectmen, Waterfront Committee Budget Committee	Ongoing Ongoing
3. Maintain, and where warranted, improve harbor management and facilities.*	1. Work with neighboring towns (primarily Wiscasset) to create a plan for shared resources and waters' usage of benefit to both towns.	Harbormaster	Ongoing
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.*	1. Catalog and publish visual water access for town use.* 2. Develop a plan for granting and encourage landowners to grant visual right of way.*	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

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

Policy	Strategy	Responsibility	Timetable
1. Provide for passive recreational opportunities.	1. Distribute brochures and maps to local businesses to promote use of public recreational opportunities.	Land Trusts and private initiatives	Ongoing
2. Enhance appreciation of the rich cultural offerings in the region.	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
3. Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.*	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
4. Preserve open space for recreational use as appropriate.*	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.*		
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. *	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

Poli cy	Strategy	Responsibility	Timetable
1. Assure responsible and qualified governance, administration and management in all town matters.	1. Increase the number of selectmen from three to five. 2. Expand duties and responsibilities of Budget Committee. 3. Require and pay for newly elected municipal officials to attend Maine Municipal Association training workshops. 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. 5. Plan for increased administrative staff.	Town Meeting Selectmen Selectmen Implementation Committee Budget Committee	2010 Immediately 2010 Annually 2011
2. Efficiently meet identified public facility and service needs.*	1. Initiate an ongoing capital planning process responding to changing needs and conditions through the budget committee or issue-oriented task forces including: <ol style="list-style-type: none"> 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. 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. c. Health, safety and emergency response needs. d. Utilities, energy and communication needs: Secure high speed internet access town-wide. 	Budget Comm. As directed by Selectmen Budget Comm. Selectmen & Road Comm. EMA Dir. & Fire Chief Selectmen	Immediately Ongoing Immediately Ongoing Immediately
3. Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.*	1. Restrict the expansion of water and sewer to the designated growth areas along Route 1 and Route 27. 2. Explore acquisition and build public works building in the area of the Salt Shed along Route 27.	Selectmen Selectmen	2020 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

Policy	Strategy	Responsibility	Timetable
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"> a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b. State access management regulations pursuant to 23 MRSA §704; and State traffic permitting regulations for large developments pursuant to 23 MRSA §704-a.* 	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 or 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

Policy	Strategy	Responsibility	Timetable
1. Finance existing and future facilities and services in a cost effective manner.*	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. 2. Implement the capital investment plan by developing a capital improvement plan.* 3. Review and or update the capital improvement program annually or biennially.* 4. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings.*	Budget Committee Selectmen & Budget Comm. Selectmen & Budget Comm. Selectmen & Budget Comm.	Immediately Annually Annually Ongoing
2. Explore grants available to assist in the funding of capital investments within the community.*	1. Develop a strategy to finance the position of a town administrator or manager. 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 Selectmen	2012 Ongoing
3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.*	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

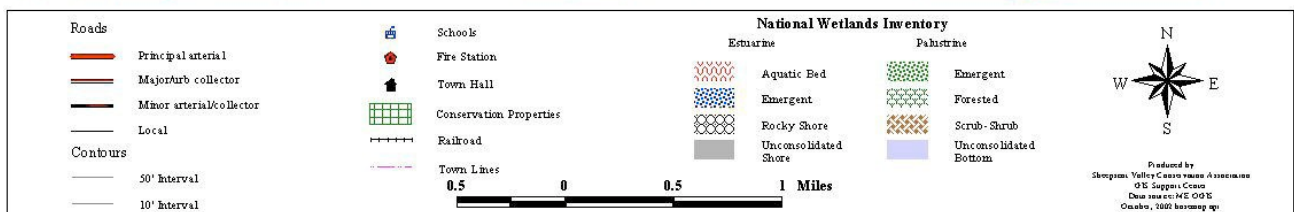
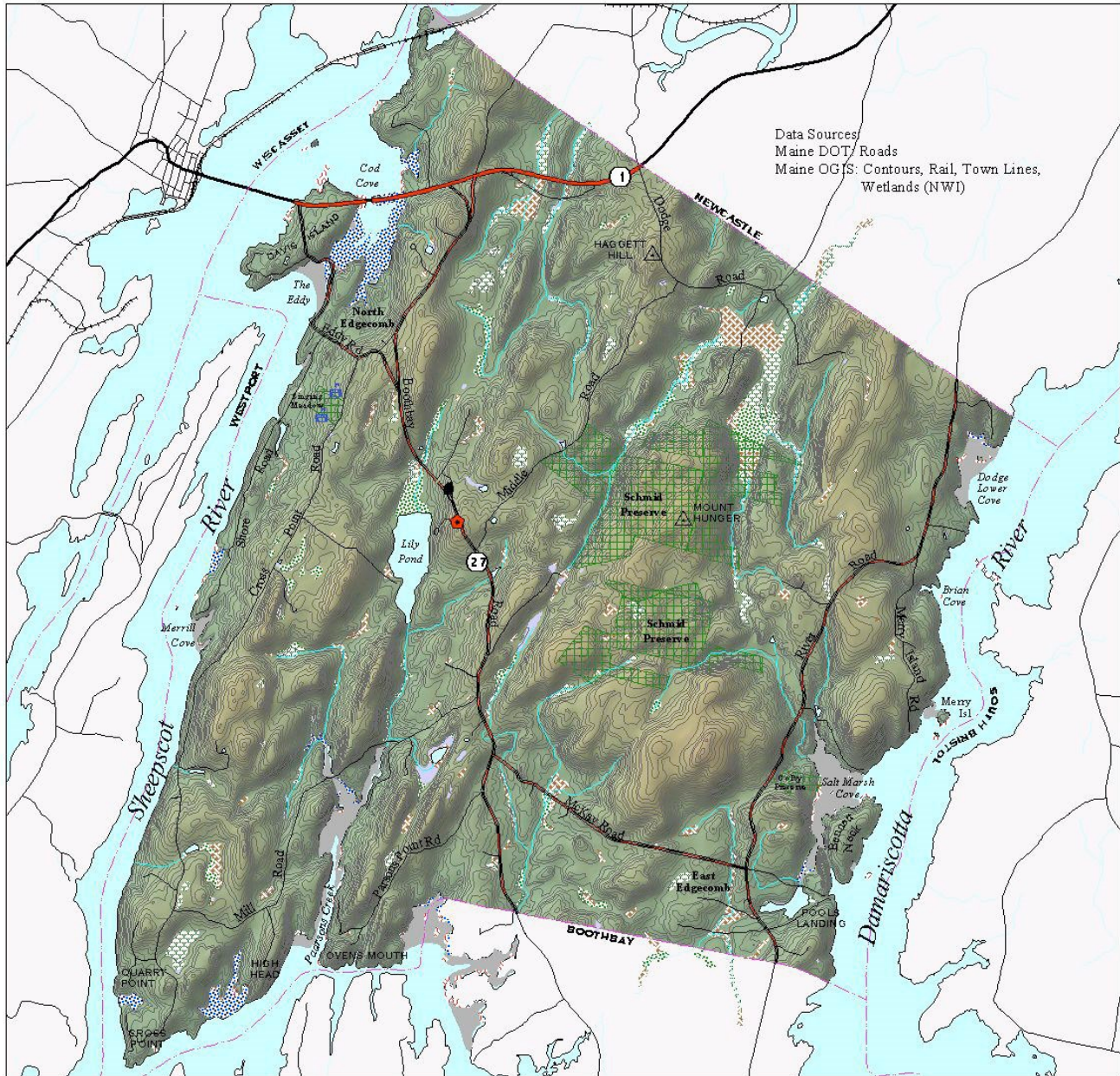
Poli cy	Strategy	Responsibility	Timetable
1. Preserve and protect the town's historical and archaeological resources	1. Seek grants to provide on-site information, such as descriptive plaques and pamphlets, in kiosks about historic sites such as cellar holes, industrial operations, mines in publicly 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*



Town of Edgecomb

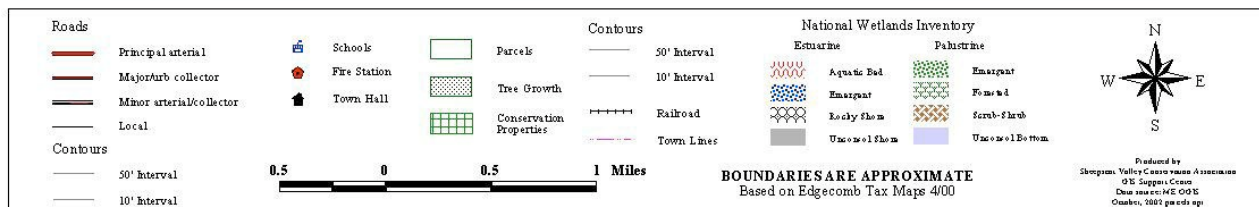
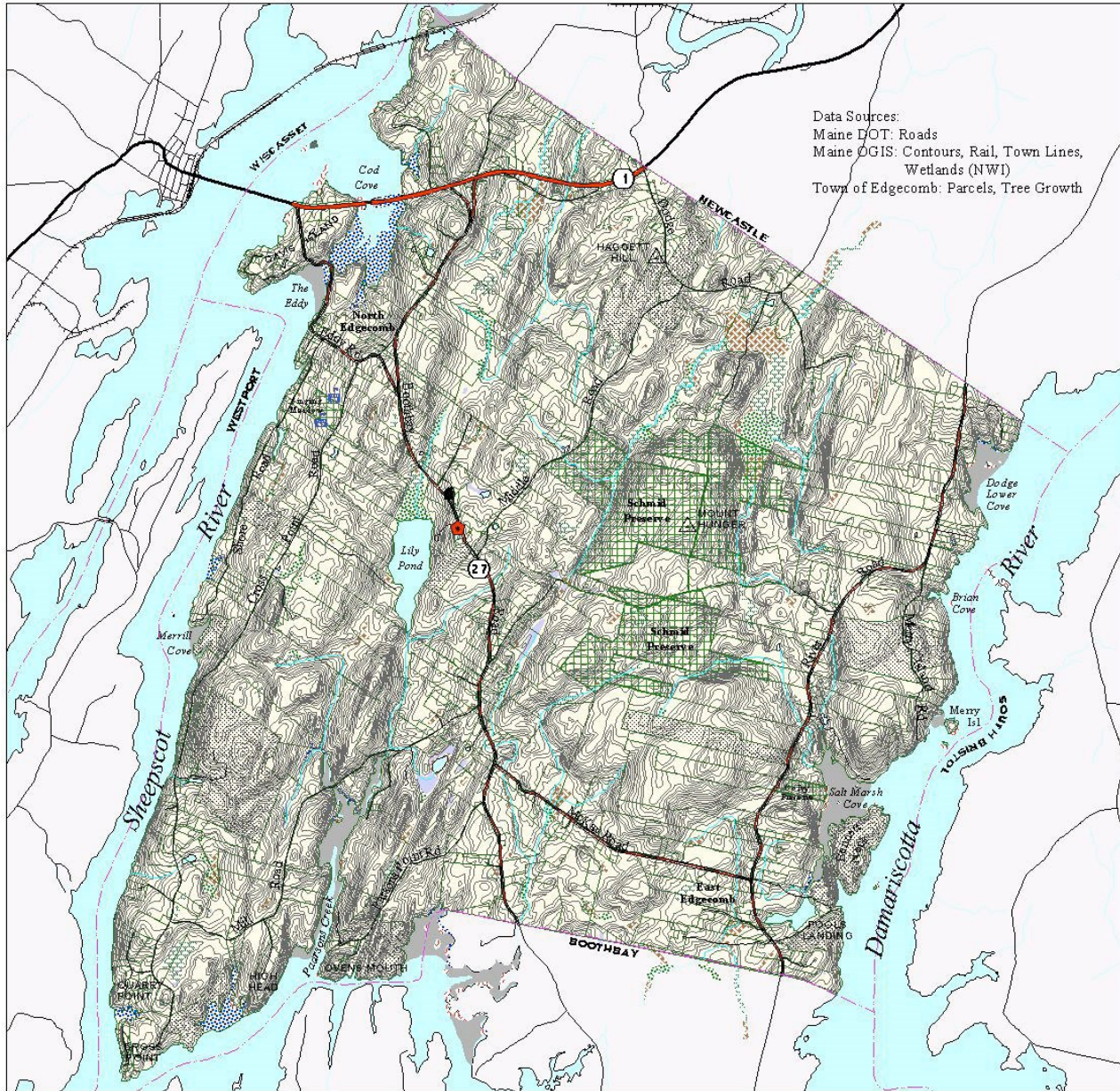
Elevation & Natural Features





Town of Edgcomb

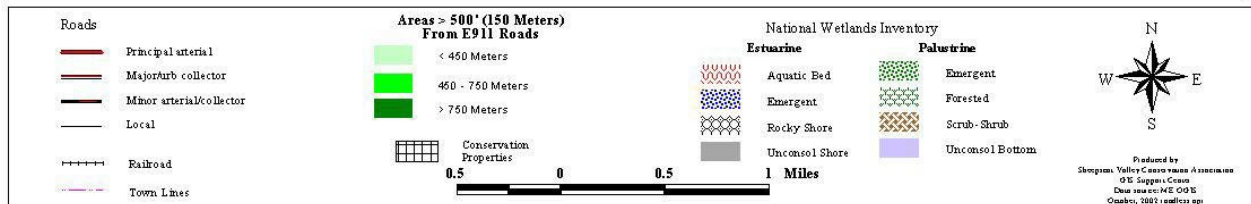
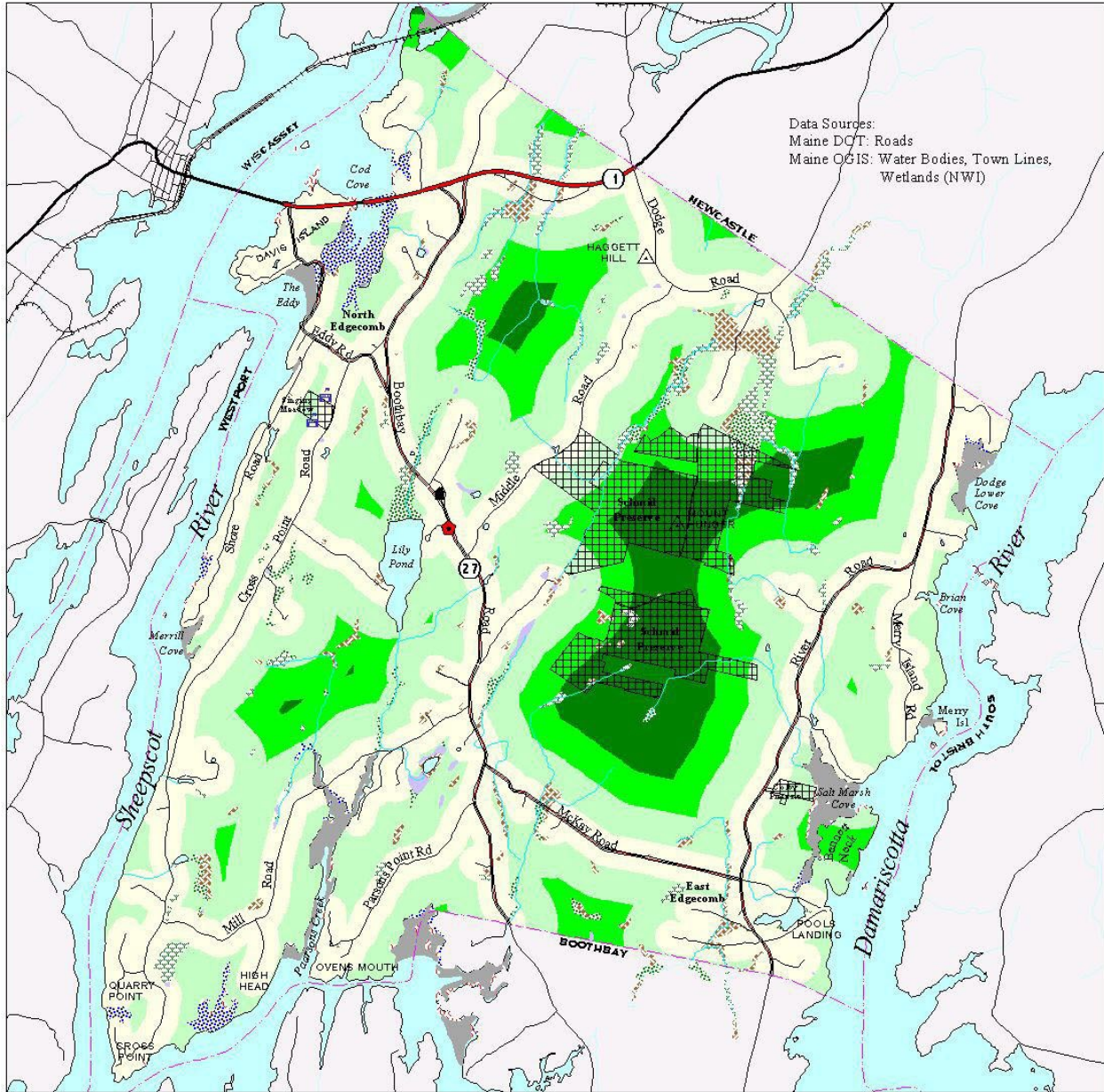
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Town of Edgecomb

Undeveloped Areas

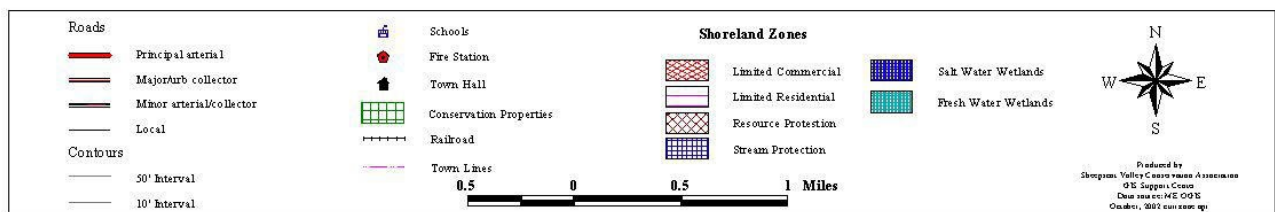
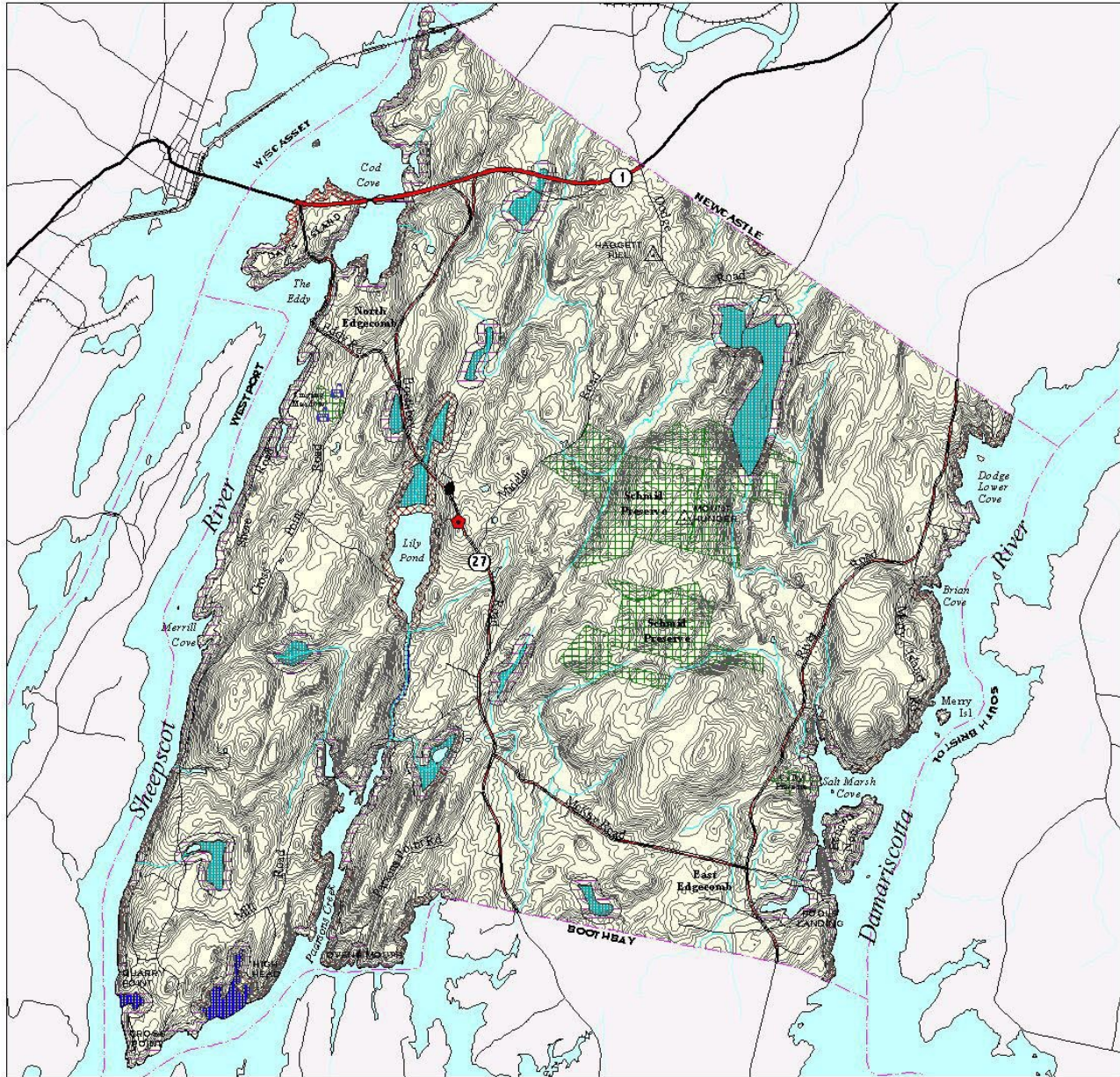




Town of Edgecomb

Current Shoreland Zoning

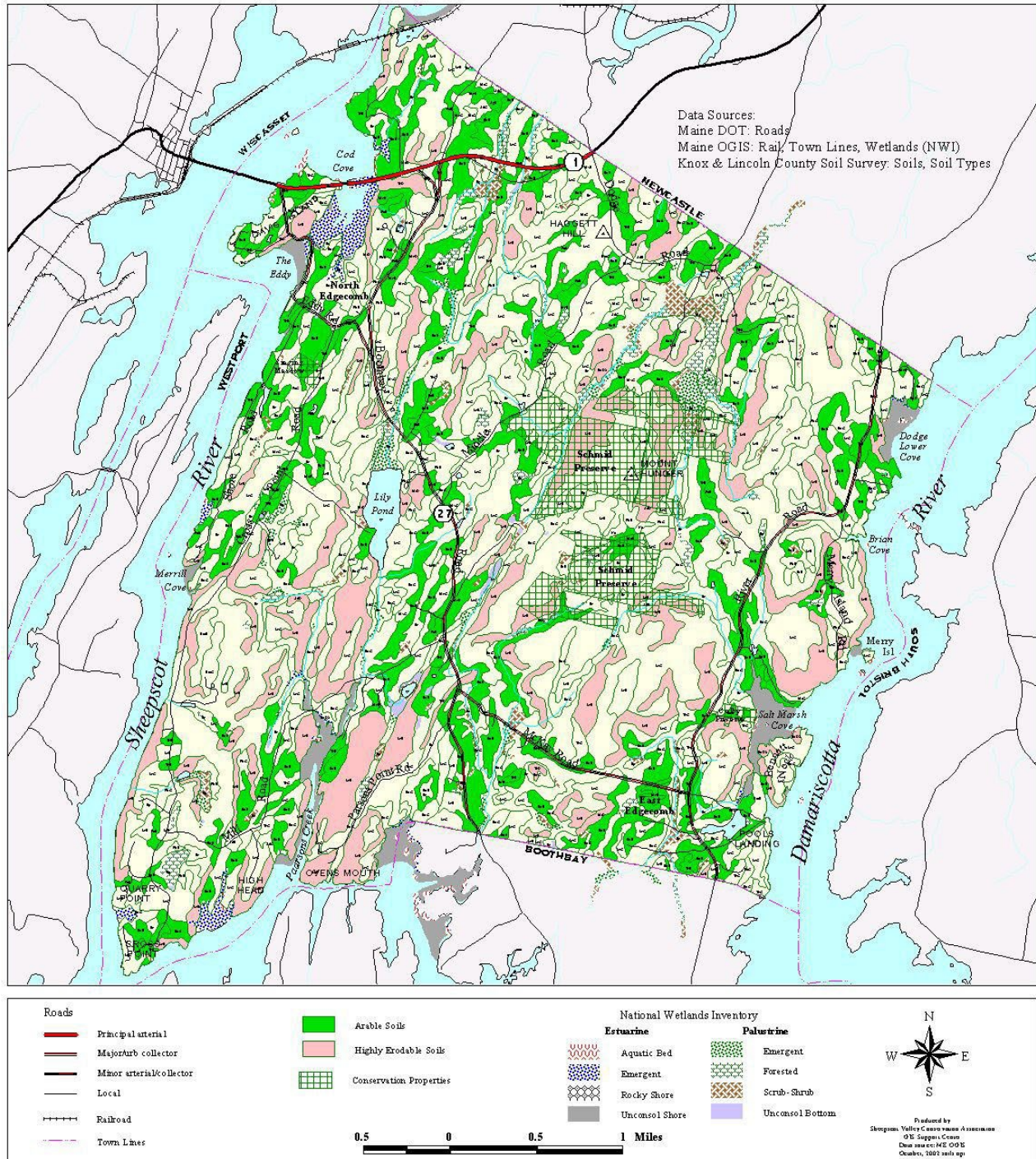
Source: Town of Edgecomb





Town of Edgecomb

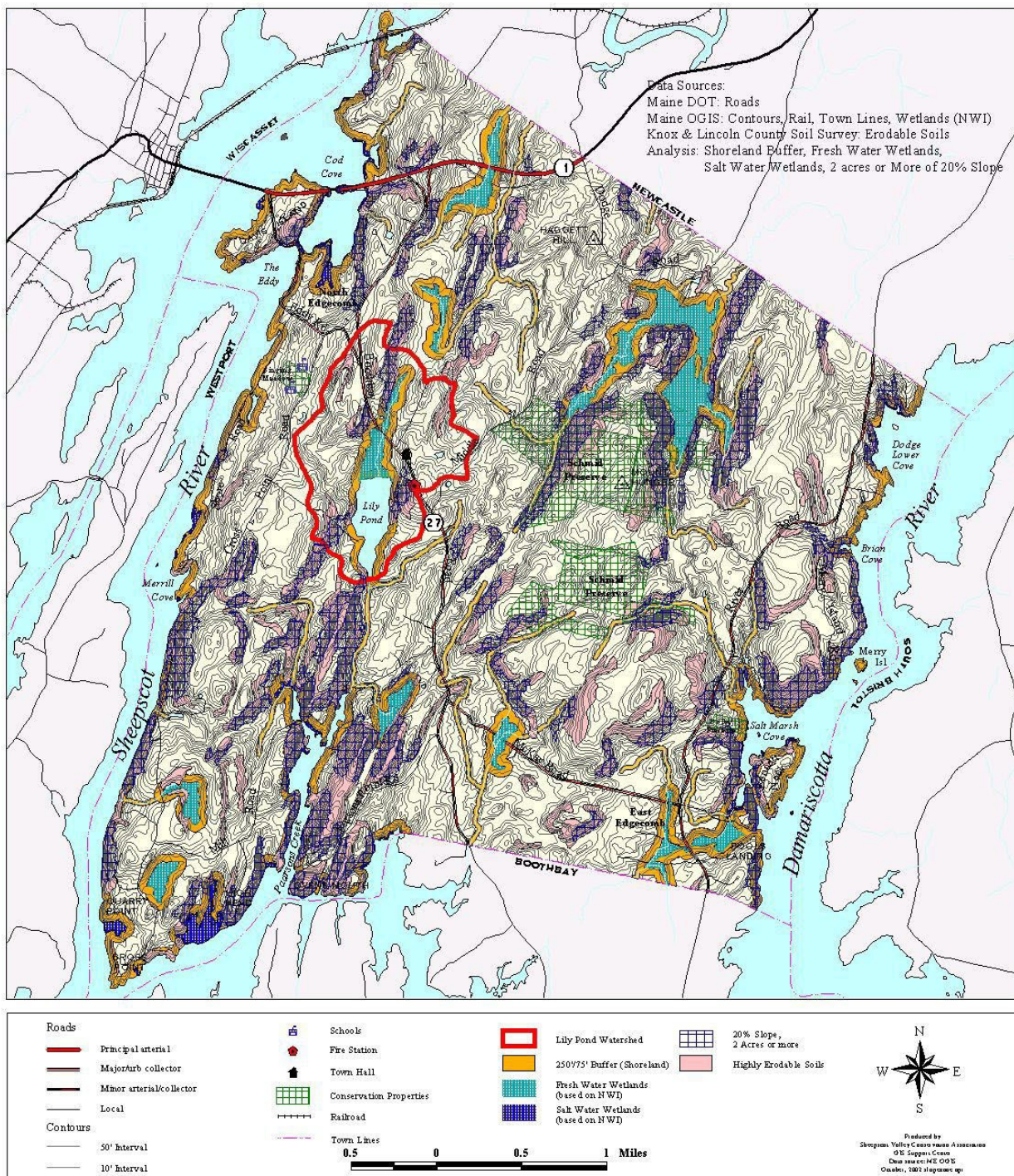
Soils





Town of Edgecomb

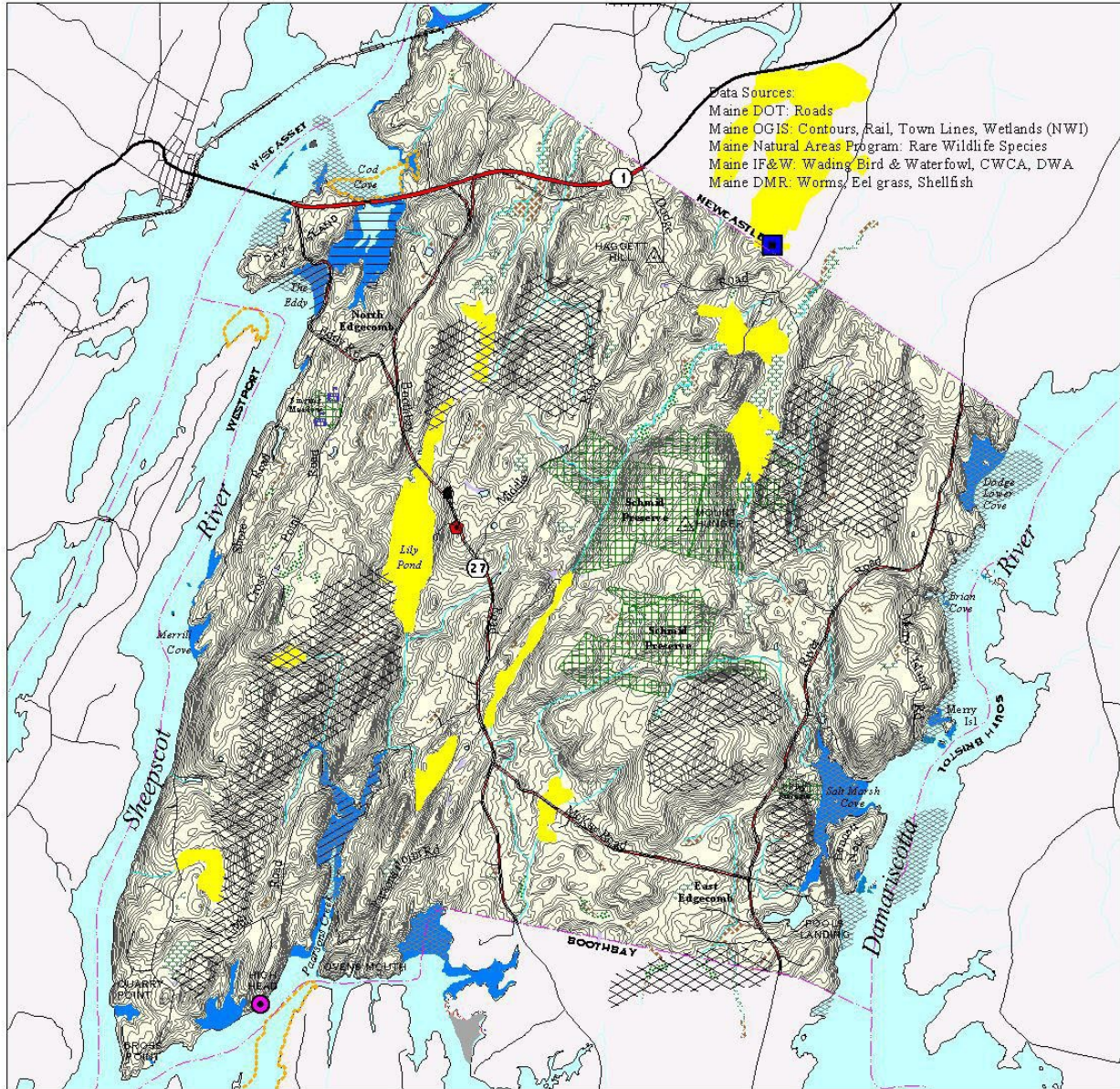
Slopes, Highly Erodable Soils, Shoreland Buffers & Lily Pond Watershed



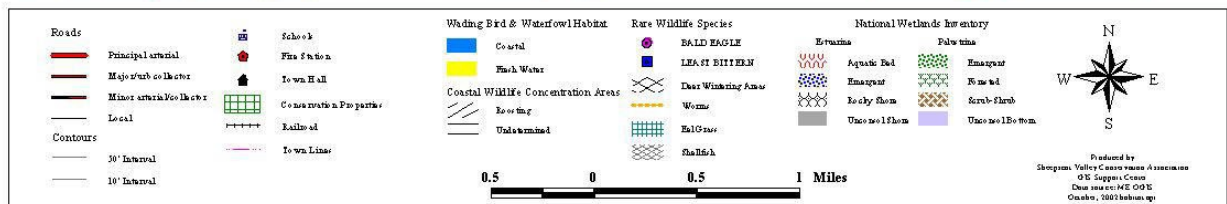


Town of Edgecomb

Natural Communities & Habitats



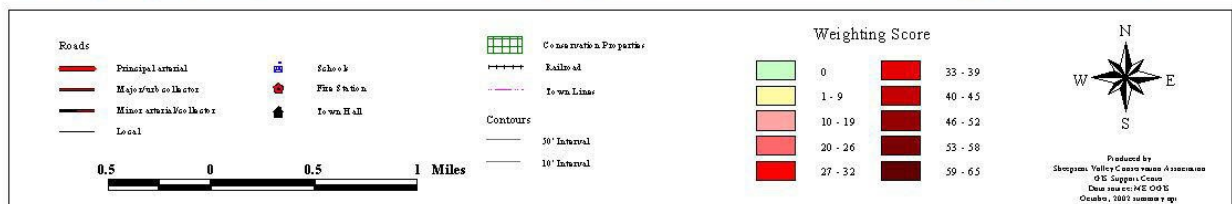
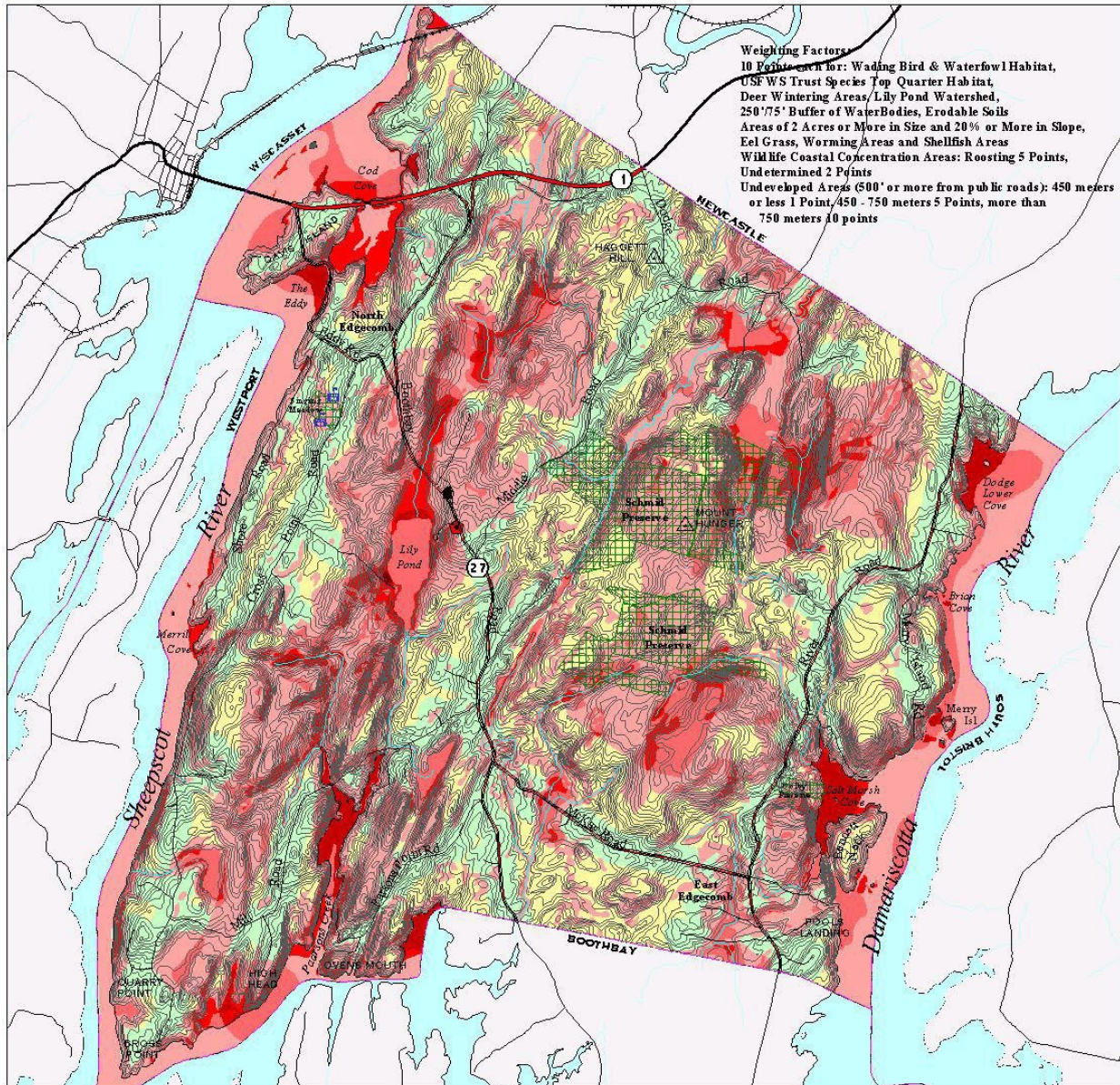
Data Sources:
Maine DOT: Roads
Maine OGIS: Contours, Rail, Town Lines, Wetlands (NWI)
Maine Natural Areas Program: Rare Wildlife Species
Maine IF&W: Wading Bird & Waterfowl, CWCA, DWA
Maine DMR: Worms, Eel grass, Shellfish





Town of Edgecomb

Weighted Natural Communities, Habitat & Features



ADDENDA to the 2009 Edgecomb Comprehensive Plan

VOLUME I

**SUBMITTED OCTOBER 8, 2010
to the Maine Office of State Planning
by the Edgecomb comprehensive Plan committee
Suzanne Carlson, Chairman**

ADDENDA to the 2009 Edgecomb Comprehensive Plan

**VOLUME I
TABLE OF CONTENTS**

PART 4 NATURAL RESOURCES

Critical Natural Resources
Add to Conditions and Trends

**PART 6 POLICIES, STRATEGIES
AND IMPLEMENTATION SCHEDULES.....**
Replace in its entirety

**PART 7 EDGECOMB’S REGIONAL RESOURCES AND
INITIATIVES.....**
Add new Part 7

ADDENDA to the 2009 Edgecomb Comprehensive Plan

VOLUME I, Part 4 NATURAL RESOURCES Critical Natural Resources:

Add to conditions and trends:

In addition to the maps produced by Sheepscot Valley Conservation Association for the Town of Edgecomb, The Department of Fisheries and Wildlife, *Beginning With Habitat* maps also provide useful information on locations of valuable natural resources. For example, Map 2 (1996), *High Values Plant and Animal Habitats in Edgecomb* delineates five deer wintering yards ranging from four and one half acres to one half acre. A sixth Boothbay deer yard is partially in Edgecomb. Also of special concern (SP) is a least bittern nesting area in the southern end of the Sherman Estuary on the Edgecomb-Newcastle line. Coastal wading birds are also found at the Eddy and Cod Cove, a number of small inlets along the Sheepscot coast, and along the Cross River and Parson's creek. On the Damariscotta River side, wading birds are found at Salt Marsh cove, near Merry Island and the Lower Dodge Cove, as well as several small inlets. Along with wooded areas, open grass and shrub patches are scattered throughout the town. The map also indicates that Cod Cove is prone to erosion

Beginning With Habitat Map 7 (1996) Supplementary Wetland Characteristics shows unconsolidated area at the Eddy, the end of Shore Road, at Parsons Creek and at the Boothbay line on the Cross River as well as Salt Marsh Cove, Merry Island and Lower Dodge Cove along the Damariscotta River. Shrubby inlets in all of these areas are habitats of both plants and fin fish as well as shell fish. Small fresh water inlets are scattered along small ponds and streams, vernal pool with the Lily pond feeder and wetland on spring Hill the only sizable areas.

ADDENDA to the 2009 Edgecomb Comprehensive Plan

**VOLUME I, Part 6
POLICIES, STRATEGIES
AND IMPLEMENTATION SCHEDULES**

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

Policy	Strategy	Responsibility	Timetable
1. Preserve and protect the natural environment and unfragmented parcels of land.	1. Develop ordinances to preserve existing road patterns and restrict the creation of through roads to existing abandoned or discontinued roads.	Planning Board	Ongoing
2. Preserve and protect scenic and historic views.	1. Create scenic-historic overlay districts and designated view sheds. 2. Develop design guidelines to assure compatible growth in each district. 3. Amend subdivision ordinances to include protection of scenic and historic resources and significant habitat.	Planning Board & Historical Soc. Planning Board Historical Society Conservation Comm.	By 2015 Complete By 2014
3. Preserve and protect traditional land uses outside of the Route 1 growth areas.	1. Provide information packet for owners and developers on Edgecomb's traditional land uses.	Planning Board	By 2013

4. Plan for impacts of climate change while providing incentives for “green” land use.	1. Provide tax or other incentives for green businesses and construction. 2. Encourage both private and public use of alternate energy sources.	Selectmen Citizen Initiative	Ongoing Ongoing
5. Coordinate the community’s land use strategies with other local and regional land use planning efforts. *	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.	Planning Board Selectmen	Ongoing Complete
6. Support the location, types, scales and intensities of land uses the community desires as stated in its vision.*	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.*	Selectmen Planning Board Planning Board Budget Comm. CEO	By 2009 By 2010 By 2012 Annually Annually
7. Support the level of financial commitment necessary to provide needed infrastructure in growth areas.*	1. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.*	Budget Comm.	Annually
8. Establish efficient permitting procedures, especially in growth areas.*	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.*	Selectmen	By 2010
9. Protect both land and water-based critical resource areas from the impacts of development.*	1. Evaluate implementation of the plan in accordance with Section 2.8* and report to Annual Town Meeting.	Implementation Comm.	Annually

** 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

Policy	Strategy	Responsibility	Timetable
1. Maintain a sound financial base through a balanced mix of federal, state and local revenues	1. Include grants and federal and state aid goals in the annual budgeting process. 2. Provide information on tax credits and other incentives for economic development available	Budget Committee Implementation Comm. Budget Committee	Annually Annually
2. Provide an equitable local financial base for both residential and commercial taxpayers.	1. Consider a deferred tax cap on waterfront property held for a minimum of 20 years by the current owner.	Selectmen, Budget Committee	By 2015
3. Encourage low-impact home-based businesses that follow traditional patterns.	1. Support existing Broadband committee in aggressively seeking high-speed access for town.	Selectmen	Immediate
4. Support the type of economic development activity the community desires, reflecting the community's role in the region.*	1. Develop and adopt incentives suitable for the types and locations of economic development desired in the community.*	Selectmen	By 2020
	2. Enact or amend local ordinances, if appropriate, to reflect the desired scale, design, intensity and location of future economic development.*	Planning Board	Complete
	a. Enact ordinance to restrict, manage, and direct further expansion of sewer and water.	Utilities Comm.	By 2016
	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.*	Planning Board	By 2012
	3. Develop economic plan for the designated growth area.	Planning Board	By 2011
5. Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.*	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 Block Grant or other grants, bonding, impact fees, etc.)*	Budget Comm. Selectmen	As needed
6. Coordinate with regional	1. If appropriate, assign responsibility and provide	NA	NA

development corporations and surrounding towns as necessary to support desired economic development. * <i>* State required elements</i>	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.*	Selectmen	By 2015
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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

Policy	Strategy	Responsibility	Timetable
1. Encourage and promote safe and affordable housing for all residents.	1. Continue to address cost, safety and health, and promote and protect quality of life.	Planning Board & Selectmen	Ongoing
2. Encourage and promote adequate workforce housing to support the community’s and region’s economic development.*	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	
3. Ensure that land use controls encourage the development of quality affordable housing, including rental housing.*	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 Complete	
4. Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.*	1. Create or continue to support a community affordable housing committee and/or regional affordable housing coalition.*	Selectmen	By 2025
5. Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.*	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.	Selectmen & Planning Board	Complete

* 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 unsoiled 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

Policy	Strategy	Responsibility	Timetable
1. Conserve critical natural resources in the community.*	1. Amend local shoreland zone standards to meet current state guidelines.*	Planning Board	Complete
	2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.*	Comp Plan Comm.	Complete
	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	By 2012
	4. Amend 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.*	Planning Board	By 2013
	5. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.*	Implementation Comm. or Conservation Comm.	By 2015
	6. Protect air quality by encouraging carbon footprint reduction and implementing green conservation practices.	Citizen Initiative	Ongoing
2. Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.*	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 Conservation Comm.	Complete
	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
	3. Meet annually with BRLT, SVCA, DRA to assess how their collective research will effect impact on the town.	Conservation Comm.	Annually

* State required elements

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

Policy	Strategy	Responsibility	Timetable
1. Protect current and potential drinking water sources.*	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	By 2016
	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.*	Planning Board	By 2012
	3. Provide educational materials at appropriate locations regarding aquatic invasive species.*	State and Town office	Complete-at town hall
2. Protect significant surface water resources from pollution and improve water quality where needed.*	1. Make water quality “best management practices” information available to farmers and loggers.*	State and town office	By 2013
	2. Oversee or coordinate water testing of Lily Pond and all rivers.	Conservation Comm.	Biannually
3. Protect water resources in growth areas while promoting more intensive development in those areas.*	1. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.*	Planning Board	By 2017
4. Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.*		NA	
5. Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.*	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.*	Implementation Comm. or Conservation Comm.	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

Policy	Strategy	Responsibility	Timetable
1. Protect, maintain and, where warranted, improve marine habitat and water quality.*	1. Work with DEP, DMR and regional associations to protect waters and to identify and eliminate sources of point and non-point pollution.* 2. Review town zoning for any ordinances or regulations that have a negative effect on the shoreline.* 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.*	CEO, Planning Bd. Planning Board Selectmen, Waterfront Comm.	Ongoing Annually By 2011 Annually
2. Foster water-dependent land uses and balance them with other complementary land uses.*	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.* 2. Research any current use taxation program for owners of waterfront land to provide access to commercial fishing.*	Selectmen, Waterfront Committee Budget Committee	Ongoing By 2012
3. Maintain, and where warranted, improve harbor management and facilities.*	1. Work with neighboring towns (primarily Wiscasset) to create a plan for shared resources and waters' usage of benefit to both towns. 2. Work with DOT in incorporating public boat access to the Sheepscot River as part of the bypass project.	Harbormaster or Conservation Comm. Water Access Comm.	By 2013 According to DOT Schedule
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.*	1. Catalog and publish visual water access for town use.* 2. Develop a plan for encouraging landowners to grant visual rights of way.*	Historical Society Historical Society & Land Trusts	Complete By 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

Policy	Strategy	Responsibility	Timetable
1. Safeguard lands identified as prime farmland or capable of supporting commercial forestry.*	1. Consult with Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.*	Planning Board	As needed
	2. Consult with Soil and Water Conservation District Staff when developing any land use regulations pertaining to agricultural management practices.*	Planning Board	As needed
	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	By 2012
	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	NA
	5. Permit activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, and pick-your-own operations.*	Permitted	Complete
2. Promote the use of best management practices for timber harvesting and agricultural production; support farming and forestry and encourage their economic viability.*	1. Include agriculture and commercial forestry operations in local or regional economic development plans.*	NA	NA
	2. Encourage owners of productive farms and forest land to enroll in the current use taxation programs.*	State	As needed
	3. Promote organic farming and gardens, and encourage following MOFGA protocol.*	Citizen initiative 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.

POLCY AND STRATEGY IMPLEMENTATION SCHEDULE

Policy	Strategy	Responsibility	Timetable
1. Provide for passive recreational opportunities.	1. Distribute brochures and maps to local businesses to promote use of public recreational opportunities.	Land Trusts and citizen initiatives	Annually
2. Enhance appreciation of the rich cultural offerings in the region.	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.	Citizen Initiative School Comm. Selectmen	Ongoing Complete
3. Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.*	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.*	Citizen Initiative regional orgs. Schmid Committee & Citizen initiative School Committee NA NA	Ongoing Ongoing Ongoing NA NA
4. Preserve open space for recreational use as appropriate.*	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	NA Schmid Committee & local land trusts Land Trusts	NA Ongoing Completed

	recreational access on their property by making maps and information readily available at town hall, all sites and other appropriate tourist locations.*		Ongoing
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. *	See Marine Resources section, page ?.		

** 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

Policy	Strategy	Responsibility	Timetable
1. Assure responsible and qualified governance, administration and management in all town matters.	1. Increase the number of selectmen from three to five.	Town Meeting	By 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	By 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	By 2013
2. Efficiently meet identified public facility and service needs.*	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	Immediately
	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.	Selectmen	Immediately
	b. . Develop a road maintenance and replacement schedule.	Selectmen & Road Comm.	By 2012
	c. Health, safety and emergency response needs.	EMA Dir.& Fire Chief	Complete
3. Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.*	d. Utilities, energy and communication needs: Secure high speed internet access town-wide.	Selectmen	Immediately
	1. Restrict the expansion of water and sewer to the designated growth areas along Route 1 and Route 27.	Selectmen	By 2020
	2. Explore acquisition and build public works building in the area of the Salt Shed.	Selectmen	By 2025

* 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

Policy	Strategy	Responsibility	Timetable
1. Assure that secondary roads are well maintained, safe and that speed is controlled.	1. Provide oversight of Road Commissioner responsibilities. 2. Determine if mitigation is required for disturbing sensitive habitats.	Selectmen Rd. Comm. & Conservation Comm.	Annually 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	As needed
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.*	Selectmen	Completed
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: a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b. State access management regulations pursuant to 23 MRSA §704; and State traffic permitting regulations for large developments pursuant to 23 MRSA §704-a.*	Planning Board as recommended by County Planner	By 2018
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.*	County Planner	Ongoing
6 Meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing	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.*	NA	

a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).*	2. Enact or 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	
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**State required elements*

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

Policy	Strategy	Responsibility	Timetable
1. Finance existing and future facilities and services in a cost effective manner.*	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	Annually
	2. Implement the capital investment plan by developing a capital improvement plan.*	Selectmen & Budget Comm.	Review 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
	5. Review and revise the road capital investment plan in consultation with conservation commission.	Road Commissioner & Conservation Commission Planning Board	Biannually
2. Explore grants available to assist in the funding of capital investments within the community.*	1. Explore a strategy to finance the position of a town administrator or manager.	Selectmen	By 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
3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.*	NA	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

Policy	Strategy	Responsibility	Timetable
1. Preserve and protect the town's historical and archaeological resources	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.	By 2016
	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	As needed
	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	By 2011
	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	By 2015

** State required elements*

ADDENDA to the 2009 Edgecomb Comprehensive Plan

VOLUME I, Part 7 EDGECOMB'S REGIONAL RESOURCES AND INITIATIVES

INTRODUCTION

Two major initiatives under State aegis will impact all aspects of Edgecomb's growth management along Route 1 and to some extent along Route 27 over the next decades. These initiatives are the Maine DOT-sponsored Gateway I project and the resolution of the federally funded Wiscasset bypass project. The outcome of these projects will impact not only economic resources but also natural resources and public services. Gateway 1 and Wiscasset Bypass will be addressed separately.

Gateway 1

The Gateway 1 project of the Maine Department of Transportation (MDOT) was launched in 2004 to find a way to better connect land use and transportation planning along Midcoast Route 1. Twenty communities identified a series of escalating problems that stemmed from a combination of increasing traffic levels and existing land use trends. From this, the Study Team and Steering Committee developed a flexible plan that asks municipalities to adjust their comprehensive plans to support more densely built growth areas, protection for specific view sheds and wildlife habitat, and a more defined level of roadway access management along Route 1.

The Edgecomb selectmen have appointed delegates to the Steering Committee since its inception and continue to do so today. Currently, one of these delegates, a selectman, is Chair of the Funding Committee of Gateway 1.

The existing Edgecomb ordinances address these issues in the three land use and mixed use growth areas along Route 1 by allowing smaller lot sizes and a density bonus for multi-family housing, requiring deep setbacks, visual buffers and shared access where possible for two or more facilities. The present comprehensive plan recommends creating an historic-scenic overlay district that would include the Route 1 corridor.

In 2005, the town of Edgecomb created a TIF district along Route 1 on Davis Island (Gateway Growth Zone). This included a right of way for future expansion of water and sewer to the Newcastle town line.

<p><i>Strategy: Refer to Strategy under Regional Public Facilities and Services Resources and Initiatives.</i></p>

Wiscasset Bypass

As part of the Wiscasset Bypass planning process, the Midcoast Bypass Task Force was formed in 2006 to create a diverse, regional group of stakeholders to help guide Maine DOT and the Federal Highway Administration through the public comment aspect of the Environmental Impact Statement (EIS) process.

Public participation is stressed, as the federal and state government's ability to successfully fund a bypass solution would depend on the communities' ability to agree on a route that most people would be willing to accept.

The group consists of representatives from Wiscasset, Edgecomb, Alna, Westport Island, Woolwich, Newcastle, Boothbay, Boothbay Harbor, Lincoln County, the Sheepscot Valley Conservation Association, the Chewonki Foundation and Friends of Coastal Preservation. Edgecomb is represented by three members on the Task Force, one of whom is the Fire Chief.

At this stage in project development, we are awaiting a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) from the Army Corps of Engineers. This will determine which of the three remaining build alternatives can receive the required environmental permits, which in effect will designate which route can be built. Only then, will a Final Environmental Impact Statement be made, the final design agreed upon and property acquisition started. A timetable has not been established, but a ten-year project is anticipated.

Although Edgecomb's role in determining By-pass routes is limited, the town may be in a position to negotiate long sought water access during the actual By-pass development.

Strategy: Selectmen to urge Bypass Committee members to negotiate the incorporation of water access for Edgecomb as part of Bypass Plan.

Regional Economic Resources and Initiatives

Edgecomb businesses participate in and are served by the four local chambers of commerce, the Boothbay Harbor Region Chamber of Commerce, Damariscotta Region Chamber of Commerce, Boothbay Region Chamber of Commerce, and Southern Midcoast Chamber of commerce and the Wiscasset Regional Business Association.

These business associations promote economic growth by supporting the business development of both their members and the region. Through economic, legislative, educational, tourist and cultural initiatives, these associations work with state, regional and local groups to promote their members interests.

The Lincoln County Economic Development Office can provide some assistance to Edgecomb businesses in areas of financing information, employee training and help with accessing state and federal resources. Tourism in Edgecomb is mostly of the pass-through nature, serving tourists whose destination is elsewhere in the region.

Strategy: Implementation Committee shall be responsible for producing two booklets: 1) Information Booklet about the business opportunities in Edgecomb with the various services, geographic, and labor assets available to support business in the area, and 2) Tourist guidebook for the town.

Regional Housing Resources and Initiatives

In 2001, the Edgecomb Selectmen appointed a committee to determine the future use of the 1855 Eddy School. The committee approached Eldercare Network, a private non-profit, whose mission is to increase available safe and affordable housing for the elderly. They were able to partner with the Genesis Foundation to secure funding to convert the old school into elderly housing apartments. The town of Edgecomb had previously determined that such housing was necessary for a small percentage of the Edgecomb population. The town was anxious to comply with the state's mandate to develop such housing as soon as possible.

Several years later, Community Housing of Maine came to the town with a proposal for a workforce housing development on Davis Island. Land was available for such a project and Roger Bintliff, owner of the property, was anxious to sell the land in order to provide housing for folks who might work at his resort.

A 24-unit apartment complex was developed and opened in 2007. This complex serves residents from the region that need affordable rental housing, as well as some families with special needs. Proximity to Route 1 allows residents to travel easily around the region for work. The complex is attractive, well maintained, and buffered from Route 1 by various plantings and setbacks.

Strategy: Selectmen to appoint a task force to meet annually with non-profit service Providers (such as Eldercare Network) working in Lincoln County to explore housing options for local residents who need assistance in one form or another. This task force also to explore working with neighboring towns to coordinate General Assistance under one trained person to handle requests.

Regional Critical Resources and Initiatives

In the area of conservation, the Town has its own preserved 853-acre parcel, the Schmid Preserve. Its Board works with other conservation groups, including the Damariscotta River Association, the Sheepscot River Association, three land trusts, three towns, and three State of Maine departments to create River Link, a continuous foot trail and wildlife corridor connecting the Damariscotta and Sheepscot Rivers through Edgecomb. The three land trusts are active and relatively well financed; they work together and with the state and towns to address various conservation issues including monitoring land use and water quality of critical natural resources. Many residents of Edgecomb are members of these land trusts and some are quite actively involved.

Established in 1969, The Sheepscot River Association (SVCA) is a non-profit land trust and advocacy group. Its mission is to conserve and restore the natural and historic heritage of the Sheepscot Watershed, which encompasses 320 square miles. The SVCA protects more than 3,170 acres through purchases and conservation easements. This includes over 15 miles of Sheepscot River frontage.

The Damariscotta River Association (DRA) is a non-profit community-supported land trust that works in the Damariscotta River region. DRA conserves critical land and water resources including wildlife habitat, public access, and cultural treasures like the historic oyster shell middens.

Boothbay Region Land Trust (BRLT), established as a non-profit in 1980, preserves open space and provides access to open spaces for the public as well as protecting run off of waters in areas containing critical natural resources.

These conservation partners have joined forces to establish the River-Link corridor, a ten+ mile stretch of protected freshwater and tidal streams, forests, shoreland, and a trail connecting the Sheepscot and Damariscotta rivers. By linking existing conservation holdings, this corridor will enhance the ecological value of established conservation holdings and create a unique 20-mile hiking experience in mid-coast Maine while providing continued water quality protection for Edgecomb and the regions' rivers. This portion of the mid-coast is becoming increasingly developed and conservationists recognized the importance of this collaborative project in preserving our critical natural resources. River Link is a collaborative project with partners including the DRA, SVCA, BRLT, the Schmid Preserve (town of

Edgecomb), and Land for Maine's Future (LMF). Also partnering are town governments, DOT, and IF&W.

The Planning Board has in the past invited representatives of these organizations to update it on their programs.

Strategy: Planning Board to initiate a meeting including the DRA, SVCA, BRLT, and the Schmid Advisory Committee to be held every two years to review projects, assure land is being protected and town ordinances are being enforced, and foster collaboration of these organizations.

Strategy: Planning Board shall establish a task force to investigate and, if feasible, craft regulations for a Conservation Commission for the Town of Edgecomb.

Marine Resources

Edgecomb's Waterfront Committee, established in 2004, is responsible for overseeing any changes in the Coastal Waters Ordinance that states in its Purpose "to promote availability and use of valuable public resources." This can be construed as having oversight over conservation efforts to preserve Edgecomb's bordering rivers. However, the main focus of the Waterfront Committee's oversight is on tidal water, moorings and safety. Edgecomb's neighboring towns have various committees dealing with waterfront activities. Damariscotta has recently formed a Harbor Committee; the town ordinance relative to the waterfront is called the Town Landing Ordinance, which deals primarily with the town landing. Boothbay has a Port Committee that oversees moorings and wharves plus any commercial uses of waterfront. Wiscasset has a five-person Waterfront Committee that deals exclusively with mooring, wharves and docking concerns. However, about a year ago, Wiscasset established a Conservation Commission with a mandate that includes oversight of marine water quality and water habitat preservation as well as land issues. Wiscasset Town planner has indicated that in the future Wiscasset would be interested in working with Edgecomb on conservation of the Sheepscot River. Members of the Wiscasset Conservation Commission are appointed by Selectmen and meet monthly; theirs is an advisory role.

Though the towns in this region need to work together to conserve shared valuable river resources, most town boards and committees in the area do not have a mandate to oversee or be involved with these conservation efforts. Edgecomb can take the lead in this effort by initiating a meeting with the neighboring Port, Waterfront and/or Harbor Committees. Historically, these towns have worked together to thwart efforts which might degrade the rivers. In 2007, the former power plant in Wiscasset, Mason Station, was being considered as a Dragon Cement site requiring multiple coal barges passing through the Sheepscot daily to fuel the process. Concern for the environment, lobstering and fishing on the Sheepscot, and air quality prompted citizens from Edgecomb, Wiscasset, Boothbay and Westport to launch a successful effort to halt this project.

Strategy: Waterfront Committee shall hold a bi-annual meeting with bordering towns' waterfront committees to discuss cooperative efforts to maintain or preserve shared marine waters.

Strategy: Waterfront Committee shall coordinate with newly formed Conservation Commission (as mentioned in Regional Critical Resources strategy) and work with neighboring town commissions on these shared concerns.

Regional Public Facilities and Services Resources and Initiatives

Until fairly recently, Edgecomb's sole "public utility" concerns were power and telephone. Now with demand for high-speed internet service and the passage of the TIF in 2005, which brought both water and sewer from Wiscasset to Davis Island, the town must provide supervision over increased public services. A Sewer Committee was established in early 2002; its mandate was to oversee issues evolving from the new sewer. The committee of four members met infrequently; however, with the bankruptcy of Sheepscot Harbour Village and Resort and subsequent change of status of the sewer on Davis Island, the sewer responsibility is much greater.

Strategy: Selectmen to appoint a five-person Utility District Committee to have Oversight over water, sewer, power, and communication issues in the town. Utility District Committee to meet at least bimonthly. Utility District Committee to initiate annual meetings with Wiscasset utility committees to address regional issues and to keep current the interlocal agreement that exists between Edgecomb and Wiscasset's Water District and Treatment Plant.

Public Health and Safety

In Edgecomb, public safety is managed by Edgecomb's Emergency Management Agency Director, the Edgecomb Fire Department and the Lincoln County Sheriff's department.

The *Lincoln County Emergency Management Agency* is a community-wide effort to combine and draw from all available resources to prepare for, respond to, and recover from all emergencies and disasters. Although state and federal emergency response organizations exist, in reality disasters impact local citizens and response is given primarily by local organizations. Edgecomb's current EMA Director has initiated a program to train local residents in emergency response techniques at Red Cross training sessions. Once trained, these residents are prepared to respond to not only local emergencies, but also regional disasters. As part of Lincoln County EMA, Edgecomb's team can be aided by teams from the region when necessary. Boothbay, Bath and Wiscasset have established emergency shelters. Edgecomb is currently designating full shelter and warming sites in the town.

The *Edgecomb Fire Department* provides the first line of response; its volunteer members serve a critical role in diverse situations. In addition to fire fighting, they assist in search and rescue, traffic accidents, clearing roads and other debris, traffic control, evacuation, and alerting the public.

As the only emergency response team in town, they have reached out to the neighboring towns for assistance and to give assistance in return as part of a Mutual Aid Agreement. This agreement has been upgraded to an Automatic System where alarms are transferred directly to the fire station and to the force members allowing for a speedier and more efficient response. The construction of the new fire station will greatly enhance Edgecomb's ability to fully participate in regional activities.

The *Lincoln County Sheriff's Department* is dedicated to promote, preserve, and provide for the safety and security of all persons within the County. Wiscasset is home to the Two Rivers Jail, part of the State jail system.

Served by the Lincoln County Sheriff's Department, Edgecomb's public safety is covered by the Patrol Division which handles a range from traffic accidents to more serious weapons-related crimes.

Complaints of child abuse, most of the reported felonies, computer crimes and crimes against the elderly are handled by the Criminal Investigation Division.

Strategy: Selectmen to expedite the building of a new Fire Station to serve multiple public safety functions.

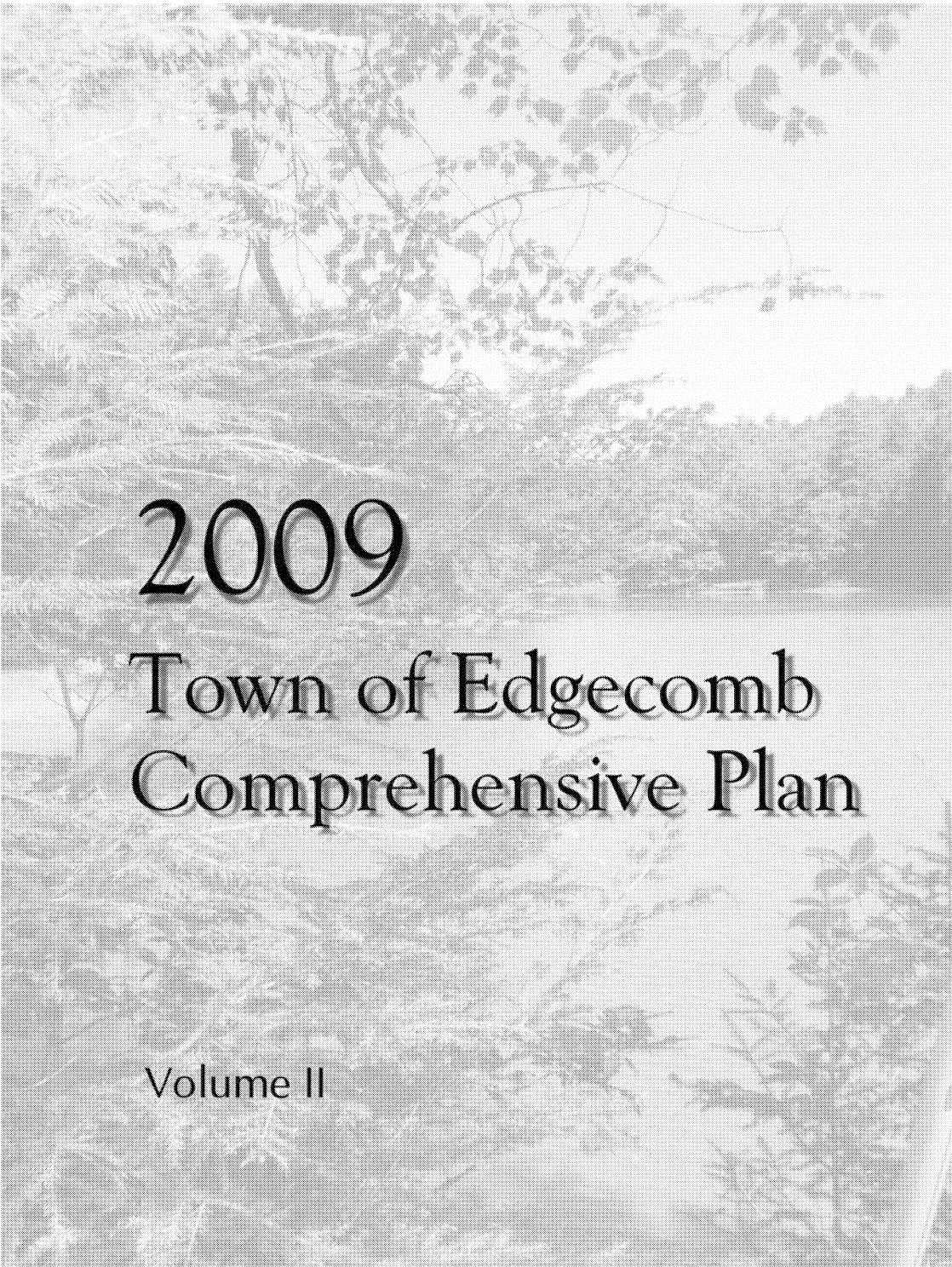
Regional Educational Resources and Initiatives

Edgecomb has relied on regional cooperation in both the administration of its schools as well as through tuitioning its students to various schools in the region once they have passed the sixth grade. In 2006, Edgecomb signed a contract with Boothbay to send its seventh and eighth grade students to Boothbay Region Middle School in Boothbay Harbor. This made sense since Edgecomb is part of School Union 49. Before 2006, the middle school students from Edgecomb were sent to Wiscasset. School choice still exists for grades 7-12 in Edgecomb. Students may attend any school of their choosing and the town of Edgecomb will pay the state tuition allotment to that school. However, students are only bussed to Boothbay Middle School.

In 2009, Edgecomb residents rejected state-mandated school consolidation and opted to go it alone with the other towns in SU 49. This choice was made after a cost/benefit analysis. In January of 2010, the Edgecomb School Committee decided, along with Southport, Boothbay, and Boothbay Harbor to enter into discussion with the town of Georgetown to consider forming an Alternative Organizational Structure (AOS). Georgetown has submitted a letter stating their intent to the department of education. School Union 49 would provide them with superintendent services if the AOS is approved by the state and voters. Subsequently, the AOS was denied by the state.

In January of 2010, the Edgecomb selectmen asked the Edgecomb school committee to explore the possibility of adding grades 7 and 8 to the Edgecomb school. A study is being done to see if this is both cost efficient and good for the children. The yearly increase in our school budget was the driving force behind this idea. The outcome is still undetermined, although the school committee has decided not to pursue the addition of grades 7 and 8 for the 2010-2011 school year.

Edgecomb continues to work regionally with the other school committees in SU 49. They hold one joint meeting per year and work with the superintendent's office to develop regional strategies. The Edgecomb school committee also meets with the selectmen to discuss the budget and make determinations about how to control costs and maintain the quality of our school.



2009

Town of Edgecomb
Comprehensive Plan

Volume II

VOLUME II
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REFERENCES AND PUBLICATIONS

Markets for Traditional Neighborhoods, Maine State Planning Office
Indicators of livable communities, Maine Development Foundation
The Cost of Sprawl, Maine State Planning Office
Comprehensive Planning: A Manual for Maine Communities, Evan Richert and Sylvia Most
Conservation Design for Subdivisions, Randall G. Arendt
Growing Greener, Randall G. Arendt
2009 Edgecomb Comprehensive Plan - Existing and Future Land Use

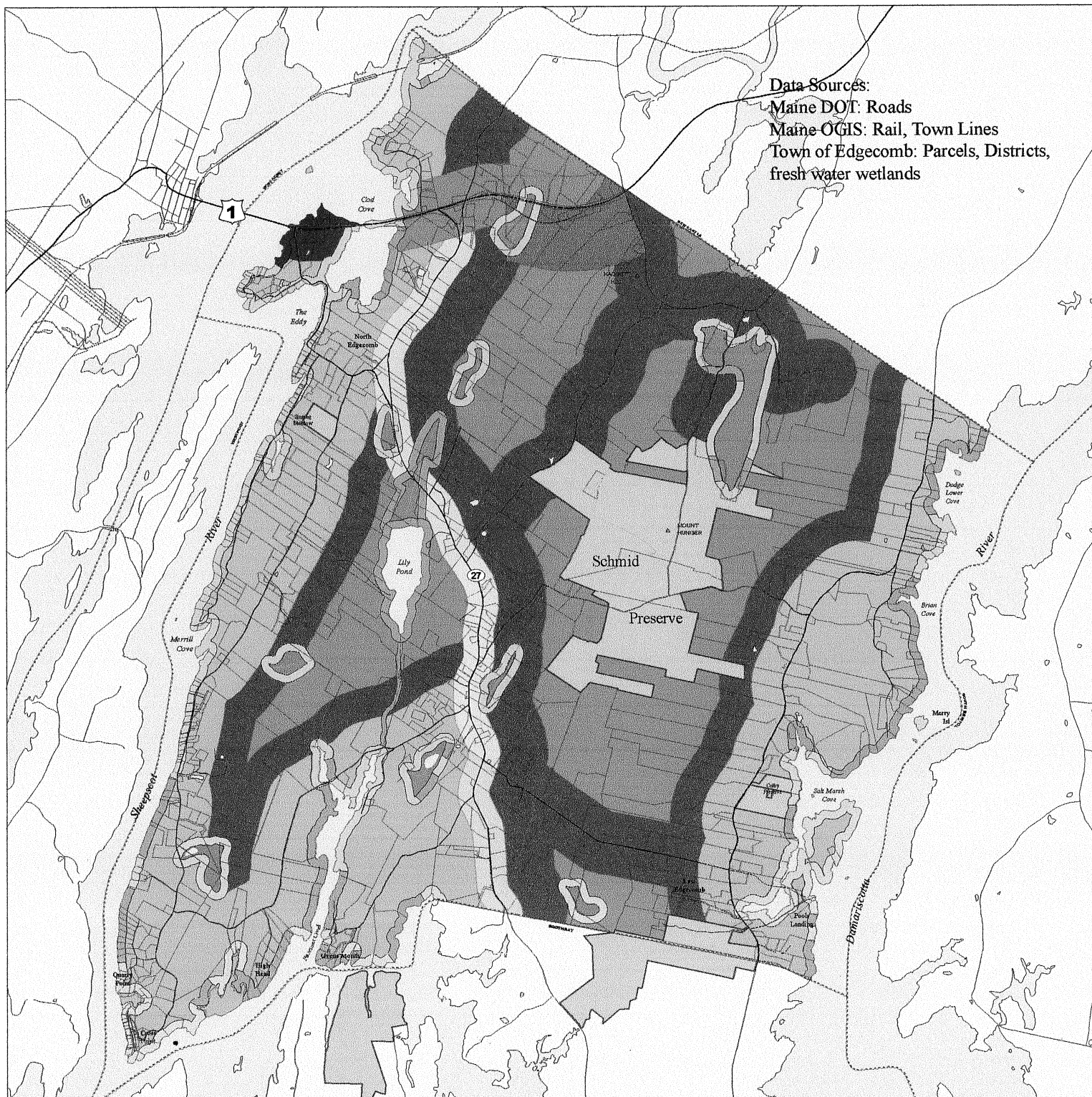
USEFUL LINKS

Maine State Planning Office www.state.me.us/spo -
Maine Downtown Center www.mdf.org/downtown -
Sierra Club www.sierraclub.org/sprawl -
National Historic Trust for Preservation www.nthp.org -
Communities by Choice www.communitiesbychoice.org/ -
Smart Growth Network www.smartgrowth.org/index2html -
Coalition for Healthier Cities and Communities www.healthycommunities.org -



Town of Edgecomb

Land Use Districts



Data Sources:
Maine DOT: Roads
Maine OGIS: Rail, Town Lines
Town of Edgecomb: Parcels, Districts,
fresh water wetlands

Roads

- Principal arterial
- Major/urb collector
- Minor arterial/collector
- Local

- Parcels
- Railroad
- Town Lines

- Mixed Use/Woodland Resource
- Mixed Use/Rural Resource
- Mixed Use/Marine Resource

- Route 1 A
- Route 1 B
- Route 1 C
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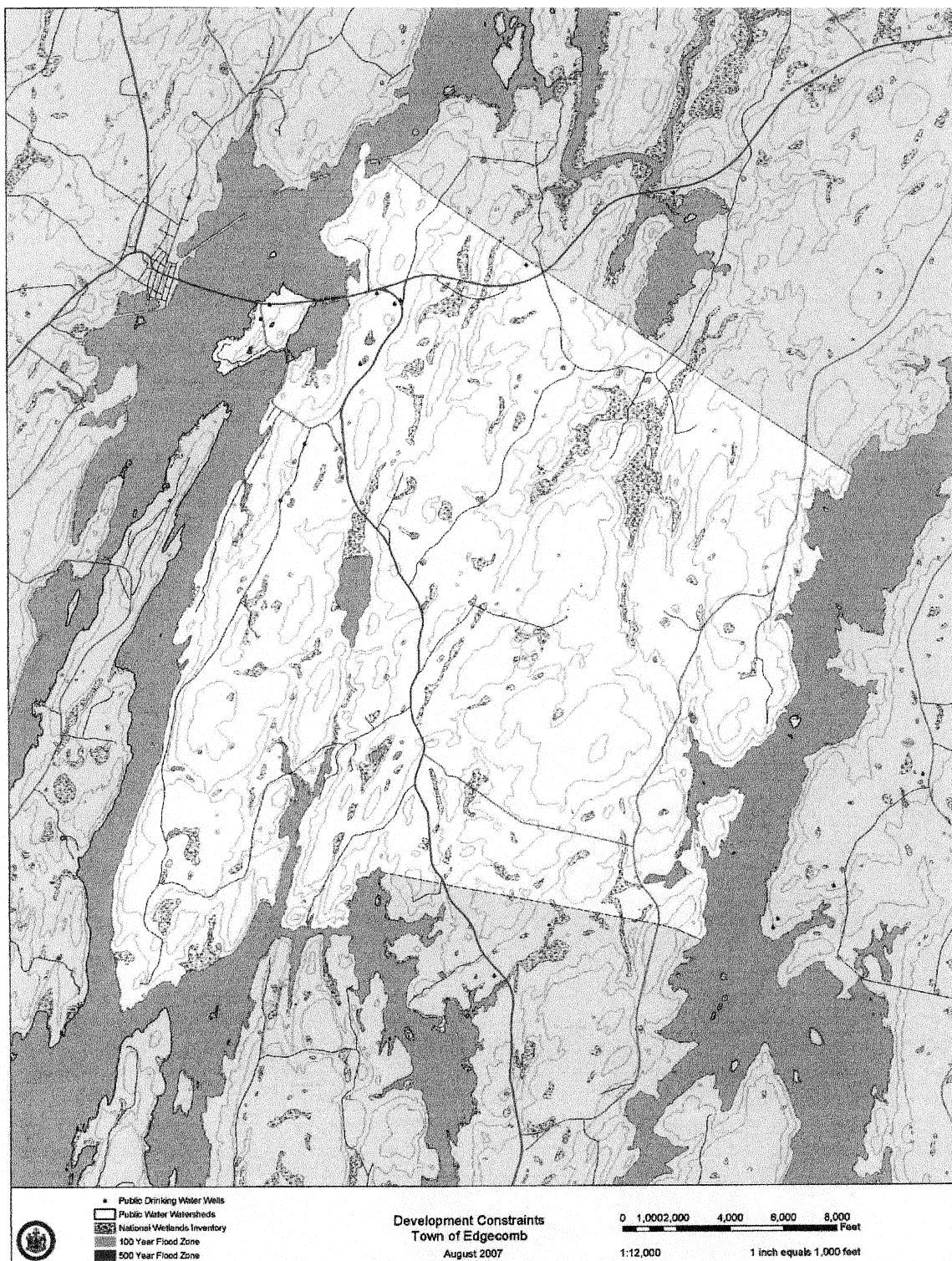
Shoreland Zoning

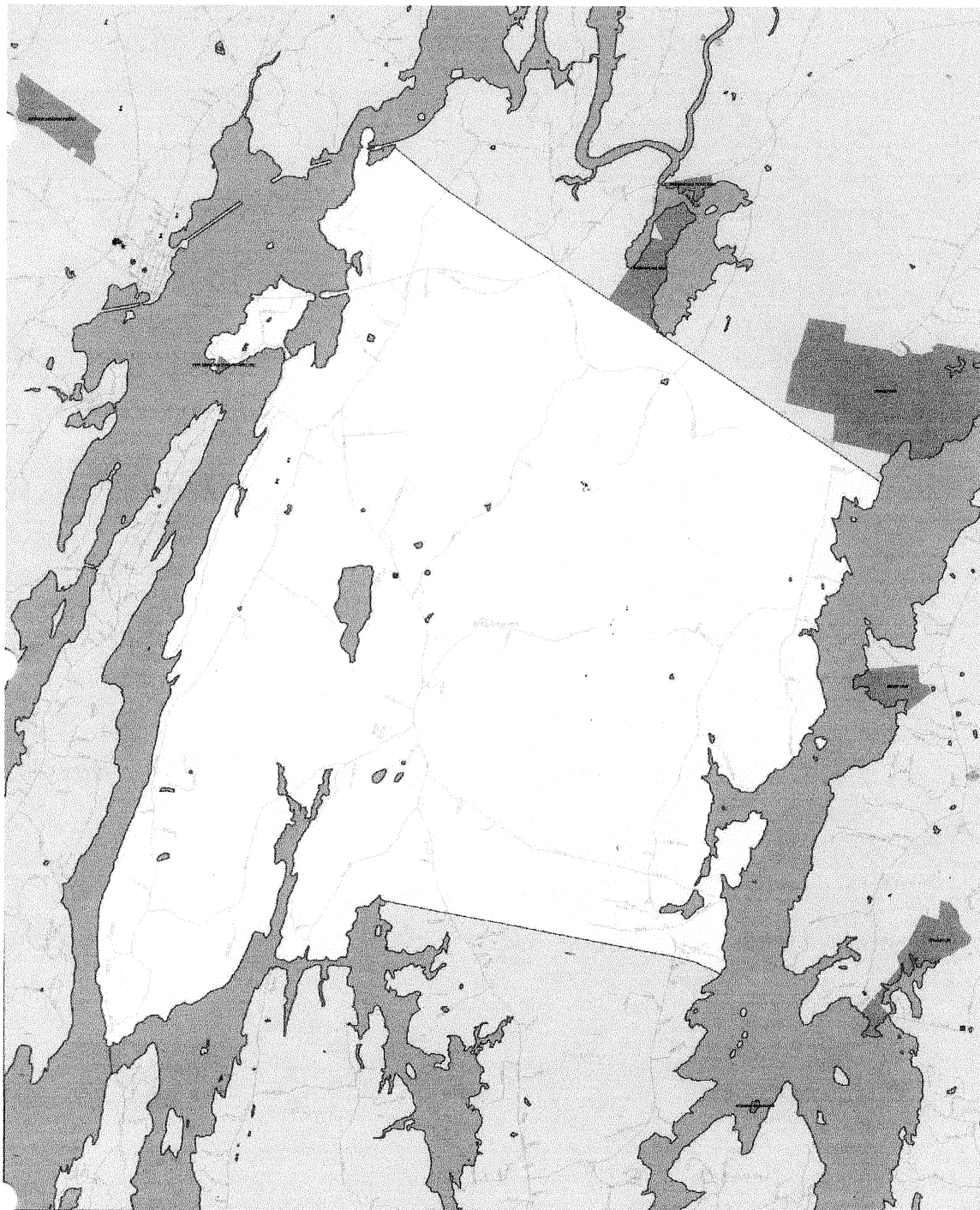
- Limited Commercial
- Limited Residential
- Resource Protection
- Stream Protection
- Freshwater wetlands



BOUNDARIES ARE APPROXIMATE
Based on Edgecomb Tax Maps 4/05

Produced by
Sheepscot Valley Conservation Association
GIS Support Center
Data source: ME OGIS, Town of Edgecomb
January, 2006 pzsh3x4v2.apr





- Town Limits
- Water
- Road
- Station
- Fire Station
- Police Station
- Conserved Land

**Local Infrastructure
and
Conserved Land
Town of Edgecomb**

Due to ongoing road naming and readdressing, the road names
shown here may not be correct.
All information shown here is for the purposes of general planning only.

For detailed information contact the Maine Office of GIS, 145 State House Station, Augusta, ME 04333, 207-287-8144.

0 1,000 2,000 4,000 6,000 8,000
Feet
1:12,000 1 inch equals 1,000 feet



August 2007

PART 3
ECONOMIC RESOURCES
POPULATION AND DEMOGRAPHICS

RESOURCES

APPENDIX 1: STATE PLANNING OFFICE DATA SET

APPENDIX 2: CHILD CARE SUPPLY AND DEMAND

REFERENCES

2009 Edgecomb Comprehensive Plan - Population and Demographics

USEFUL LINKS

Midcoast Redevelopment Center www.midcoastrdc.com

Maine Departments of Human Services www.maine.gov/dhhs/occhs/inforparents.htm

APPENDIX 1:

State Planning Office Economics and Demographics Program

Total Population	2000	1990	1980	1970	1960
Edgecomb	1,090	993	841	549	453
Lincoln	33,616	30,357	25,691	20,537	18,497
Maine	1,274,923	1,227,928	1,125,043	993,722	969,265
Median Household Size	2000	1990	1980		
	2.34	2.46			
Age Cohort Breakdown	2000	1990			
under 5 years	55	56			
5-9 years	68	64			
10-14 years	83	77			
15-19 years	63	67			
20-24 years	22	31			
25-29 years	53	52			
30-34 years	63	78			
35-39 years	69	102			
40-44 years	92	92			
45-49 years	99	97			
50-54 years	95	47			
55-59 years	85	35			
60-64 years	64	44			
65+ years	179	151			
Educational Attainment	2000	1990			
% High School Graduate or Higher					
Edgecomb	94.1%	87.1%			
Lincoln	87.9%	81.4%			
Maine	85.4%	78.8%			
% Bachelor's Degree or Higher					
Edgecomb	37.6%	30.4%			
Lincoln	26.6%	22.2%			
Maine	22.9%	18.8%			
Median Household Income					
Edgecomb	\$43,833				
Lincoln	\$38,686				
Maine	\$41,287				
% of Families Below Poverty Level	Percent				
Edgecomb	2.8%				
Occupation Type	Number	Percent			
Management, professional, and related occupations	214	39.2%			
Service Occupations	79	14.5%			
Sales and office occupations	118	21.6%			
Farming, fishing, and forestry occupations	17	3.1%			
Construction, extraction, and maintenance occupations	60	11.0%			
Production, transportation, and material moving occupations	58	10.6%			

Commute to work 2000 21.5 min

Unemployment Rate	2006	2005	2004	2003	2002
Edgecomb	3.5%	4.0%	3.1%	3.5%	3.2%
LMA (Boothbay Harbor LMA)	4.5%	4.5%	4.5%	4.6%	4.3%
Maine	4.6%	4.8%	4.6%	5.0%	4.4%

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APPENDIX 2:

CHILD CARE SUPPLY AND DEMAND

Maine Department of Health and Human Services



The People¹

	Edgecomb	Lincoln County
Number of residents	1,090	33,616
Number of children ages under 5	55	1,621
Number of children ages under 5 living below poverty level	0	252
Number of children ages 5 through 9	68	2083
Number of children ages 10 through 14	83	2451
Number of families	327	9,587
Number of families below poverty level	9	636
Number of families who are living below poverty level with children under 5	0	212
Number of single-parent headed families	22	1,085
Number of single-parent headed families below poverty level	5	231
Number of single adult families who are living below poverty level with children under 5	0	100

Families in the Work Force¹

	Edgecomb	Lincoln County
Families with all adults in the household in the work force	58	1,303
Total children under 6 needing child care because parents are in the work force	69	1,896
Mean travel time to work in minutes (One way)	21.5	23.4
Median annual family income	\$49,861	\$45,427

Child Care Supply²

	Edgecomb	Lincoln County
Number of child care centers	0	17
Number of child care centers with a Quality Certificate	0	0
Percent of child care centers with a Quality Certificate	0%	0%
Child Care Center capacity for children under 6	0	640
Number of family child care homes	0	25
Number of family child care homes with a Quality Certificate	0	4
Percent of family child care homes with a Quality Certificate	0%	16.0%
Family child care home capacity for children under 6	0	186
Number of Nursery Schools	0	4
Number of Nursery Schools with a Quality Certificate	0	0
Percent of Nursery Schools with a Quality Certificate	0%	0%
Nursery Schools capacity	0	80
Total number of child care capacity for children under 6 (Center & Family Home)	0	826
Percent of capacity that are in child care centers	0%	77.5%
Percent of capacity that are in family child care homes	0.0%	22.5%

Child Care Costs⁴

	Edgecomb	Lincoln County
Average annual fees paid for full-time center care for an infant		\$7,540
Average annual fees paid for full-time center care for a toddler		\$7,280
Average annual fees paid for full-time center care for a preschooler		\$6,760
Average annual fees paid for full-time center care for a school age child		\$6,240
Average annual fees paid for full-time care for an infant in a family child-care home		\$6,500
Average annual fees paid for full-time care for a toddler in a family child-care home		\$6,240
Average annual fees paid for full-time care for a preschooler in a family child-care home		\$6,240
Average annual fees paid for full-time care for a school age child in a family child-care home.		\$5,720

Child Care Fee Assistance⁵

	Edgecomb	Lincoln County
Number of families served in a six month period	2	103
Number of children served	3	170
Number of child care providers participating in a six month period	2	66
Percent of subsidized children cared for in licensed centers/homes in a six month period	100.00%	85.96%
Percent of subsidized children cared for by relatives in a six month period	0.00%	6.18%
Percent of subsidized children cared for in other non-regulated care in a six month period	0.00%	7.87%

For Further Information

DHHS – Child Care & Head Start <http://www.maine.gov/dhhs/occhs/infoparents.htm>
Mid-Coast RDC Tel: 443-1690 or 1-877-684-0466 www.midcoastrdc.com

PART 3 ECONOMIC RESOURCES ECONOMY

RESOURCES

APPENDIX 1: STATE PLANNING OFFICE ECONOMICS AND DEMOGRAPHICS PROGRAM

APPENDIX 2: COMMUTERS

REFERENCES AND PUBLICATIONS

Maine's creative Economy Handbook

USEFUL LINKS

Maine Department of Economic and Community Development Resource Library

www.econdevmaine.com/resources/default.asp

Maine Department of Economic and Community Development www.econdevmaine.com

Midcoast Green collaborative www.midcoastgreencollaborative.org (Information on green resources, energy audits and much more)

Lincoln County Economic Development Office. www.ceimaine.org

Coastal Enterprise CEI is a private, nonprofit Community Development Corporation (CDC) and Community Development Financial Institution (CDFI) with roots in the civil rights movement. Founded in 1977, the organization provides financing and support in the development of job-creating small businesses, natural resources industries, community facilities, and affordable housing. CEI's primary market is Maine, but, in recent years, has expanded several of its financing programs to northern New England, upstate New York and beyond. www.ceimaine.org

APPENDIX 1: STATE PLANNING OFFICE ECONOMICS AND DEMOGRAPHICS PROGRAM

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occupations

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APPENDIX 2: COMMUTERS

Town	Year	Out bound	Inbound
Edgecomb	1990	533	256
	2000	528	341
Boothbay	1990	989	1211
	2000	1010	1446
Damariscotta	1990	809	971
	2000	2187	1774

PART 3
ECONOMIC RESOURCES
HOUSING

RESOURCES

APPENDIX 1 :DATA SET - 2006 HOUSING FACTS FOR EDGECOMB

REFERENCES AND PUBLICATIONS

U.S. Census Bureau – City Data Sheets

Maine State Housing Authority

Green Initiatives

Homebuyer Assistance

Energy Assistance

Rental Assistance

2009 Edgecomb Comprehensive Plan, Housing

USEFUL LINKS

Maine State Housing Authority. www.mainehousing.org

Community Housing of Maine. www.communityhousingofmaine.org

Elder Care Network of Lincoln County. www.eldercarenetwork.org

2006 Housing Facts for Edgecomb

Maine State Housing Authority

Affordability Index

Edgecomb	Income Needed *Median Home Year	Index	Price	Median Income	to Afford Median Home Price	Home Price Affordable to Median Income
	2002	0.90	\$163,000	\$52,411	\$58,498	\$146,040
	2003	0.76	\$177,500	\$46,447	\$61,414	\$134,242
	2004	1.05	\$135,000	\$48,281	\$45,951	\$141,844
	2005	0.69	\$220,000	\$50,588	\$73,175	\$152,092
	2006	0.65	\$250,000	\$50,865	\$78,422	\$162,152

Affordability Index

Location Index	Income Needed to *Median Home Price	Income	Median Home Price	Afford Median Median Income	Home Price Affordable to
Boothbay Harbor,					
ME LMA Housing Market	0.55	\$265,000	\$44,887	\$81,617	\$145,741
Edgecomb	0.65	\$250,000	\$50,865	\$78,422	\$162,152
Lincoln County	0.69	\$202,233	\$44,566	\$64,810	\$139,063
Congressional District 1	0.70	\$218,000	\$49,557	\$70,525	\$153,186
Maine 0.73	\$185,000	\$44,488	\$61,270	\$134,329	

2006 Housing Facts for Edgecomb

Unattainable Homes as a Percentage of Homes Sold

Location	Unattainable Homes Percentage of Homes Sold	Affordable Homes Sold	Unattainable
Boothbay Harbor, ME LMA Housing Market	86.5%	14	90
Edgecomb	83.3%	4	20
Congressional District 1	80.6%	1,720	7,149
Lincoln County	74.4%	91	265
Maine 74.3%	3,731	10,789	

Households Unable to Afford Median Home

Location	Median Home Price	Percent of Households Unable to Afford Median Home Price	Number of Households Unable to Afford
Boothbay Harbor, ME LMA Housing Market		78.2%	2,739
Congressional District 1		73.5%	215,105
Edgecomb		70.3%	389
Lincoln County		69.2%	10,740
Maine 66.5%		369,128	

2006 Housing Facts for Edgecomb

Renter Households That Can't Afford the Average 2 Bedroom Rent

<u>Location</u>	<u>Avg. 2BR Rent</u>	<u>Percent of Households Unable to Afford Avg. 2BR Rent</u>	<u>Number of Households Unable to Afford Rent (with utilities)</u>	<u>Average 2 BR Average 2 BR Rent</u>	<u>Income Needed to Afford</u>
Boothbay Harbor, ME LMA Housing Market		68.2%	432	\$959	\$38,350
Lincoln County		63.3%	1,663	\$875	\$34,987
Maine 58.4%			90,707	\$844	\$33,770
Congressional District 1		57.3%	48,447	\$914	\$36,574

Housing Need Summary

	<u>Family Units</u>	<u>Seniors Units (65 and over)</u>
Number of Renter Households @ 50% AMI	19	5
Number of Subsidized Units Available	0	2
Project Based	0	2
Number of Affordable Rental Units Needed	19	3
Indicated Unmet Need %	100.0%	60.7%

2006 Housing Facts for Edgecomb Subsidized Rental Units and Section 8 Vouchers

<u>Sponsor</u>	<u>Total</u>	<u>Family</u>	<u>Senior</u>	<u>Disabled</u>	<u>Special</u>
MSHA	10	0	2	0	0
Total Units	10	0	2	0	0

2006 Housing Facts for Edgecomb Demographics

	<u>% Change</u>						
	<u>1990-2006</u>	<u>1990</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
Population	26.8%	993	1,120	1,118	1,215	1,220	1,259
Households	37.2%	403	482	485	527	532	553

Age of 2006 Population by Gender

<u>Age</u>	<u>Total</u>	<u>%</u>	<u>Male</u>	<u>Female</u>
0	9	0.7%	6	3
1-4	49	3.9%	24	25
5-9	63	5.0%	29	34
10-14	77	6.1%	37	40
15-17	63	5.0%	32	31
18-24	93	7.4%	46	47
25-29	39	3.1%	22	17
30-34	61	4.8%	32	29
35-39	78	6.2%	38	40
40-44	84	6.7%	33	51
45-49	104	8.3%	53	51

Current Population Characteristics

<u>Age</u>	<u>Summary</u>	<u>%</u>
0-17	261	20.7%
18-24	93	7.4%
25-44	262	20.8%
45-64	430	34.2%
65+	213	16.9%
75+	101	8.0%
85+	32	2.5%
Totals	1,259	

2011 Population

Projections

					<u>Age</u>	<u>Summary</u>	<u>%</u>
50-54	117	9.3%	58	59	0-17	255	18.3%
55-59	120	9.5%	62	58	18-24	119	8.5%
60-64	89	7.1%	39	50	25-44	275	19.8%
65-69	62	4.9%	33	29	45-64	483	34.7%
70-74	50	4.0%	28	22	65+	260	18.7%
75-79	43	3.4%	19	24	75+	113	8.1%
80-84	26	2.1%	9	17	85+	38	2.7%
85+	32	2.5%	13	19	Totals	1,392	
Totals	1,259		613	646			

2006 Housing Facts for Edgecomb

Median Home Sale Prices

<u>Type of Home</u>	<u>2002</u> <u>Median</u>	<u>2003</u> <u>Median</u>	<u>2004</u> <u>Median</u>	<u>2005</u> <u>Median</u>	<u>2006</u> <u>Median</u>
All	\$163,000	\$177,500	\$135,000	\$220,000	\$250,000
Single Family	\$166,500	\$177,500	\$135,000	\$273,750	\$275,000
Condominium					\$250,000

New Construction

<u>New Homes</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>Totals</u>
1 Family	12	20	5	11	48
2 Family	0	0	0	0	0
3 or 4 Family	0	0	0	0	0
Over 4 Family	0	0	0	0	0
Mobile	2	1	5	0	8
Seasonal	0	0	0	0	0
Total New	14	21	10	11	56
Total Loss	0	0	0	0	0
Total Net	14	21	10	11	56

MSHA First-Time Homeowners Program

Note: Units counts all units of single and multi-unit homes.

<u>Number of</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>Totals</u>
Families 1	1	2		4		
Units 1	1	2		4		

2006 Housing Facts for Edgecomb

Age of Homes

	<u>Owners</u>		<u>Renters</u>		<u>All Homes</u>	
1999 to March 2000	5	1.2%	0	0.0%	5	1.1%
1995 to 1998	25	6.2%	0	0.0%	25	5.4%
1990 to 1994	40	9.9%	0	0.0%	40	8.6%
1980 to 1989	88	21.8%	16	25.8%	104	22.3%
1970 to 1979	48	11.9%	8	12.9%	56	12.0%
1960 to 1969	30	7.4%	9	14.5%	39	8.4%
1950 to 1959	17	4.2%	5	8.1%	22	4.7%
1940 to 1949	10	2.5%	0	0.0%	10	2.1%
1939 or Earlier	141	34.9%	24	38.7%	165	35.4%
Totals 404	62		466			

<u>Ethnicity</u>	<u>Number</u>		<u>Number</u>
One Race	1,081	Race Alone or in Combination with	
White	1,076	One or More Other Races	
Black or African American	0	White	1,085
American Indian and Alaska Native	3	Black or African American	0
Asian	2	American Indian and Alaska Native	7
AsianIndian	0	Asian	7
Chinese	1	Native Hawaiian and Other Pacific	0
Filipino	0	Islander	
Japanese	0	Some other race	0
Korean	0		
Vietnamese	1	Hispanic or Latino (of any race)	1
Other Asian	0	Mexican	1
Native Hawaiian and Other Pacific	0	PuertoRican	0
Islander		Cuban	0
Native Hawaiian	0	Other Hispanic or Latino	0
Guamanian or Chamorro	0		
Samoan	0		
Other Pacific Islander	0		
Some other race	0		
Two or more races	9		

**2006 Housing Facts for Edgcomb
Households by Income**

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 Households	47	105	217	383
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	8.6%	18.9%	39.2%	69.2%

Owner Households by Income

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 Households	35	81	172	320
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	7.3%	16.8%	35.7%	66.4%

Renter Households by Income

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 Households	12	24	45	63
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	17.1%	33.0%	62.4%	87.8%

Potential Homeowners: Renter Households by Income: Age 25 - 44

	<=30% (Extremely Low)	<=50% (Very Low)	<=80% (Low)	<=150% (Moderate)
2006 Households	1	5	16	26
Income \$15,260	\$25,433	\$40,692	\$76,298	
% of Total Households	3.8%	18.4%	55.3%	90.0%

Source: 2006 Claritas

2006 Housing Facts for Edgecomb**Seniors in 2006**

	<u>65 or Older</u>	65-74	75 or Older	Total
Households	149	75	74	553
% of Total Households	26.9%	13.6%	13.4%	
Households <= 60% AMI	59	22	37	
% of Total Households	10.6%	4.0%	6.7%	
% of Senior Households	39.5%	29.3%	49.8%	

Seniors 65 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 65 + Households	18	46	81	111
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	11.9%	30.9%	54.6%	74.2%

Owner Seniors 65 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 65 + Households	15	41	74	102
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	10.6%	29.7%	53.4%	73.6%

Renter Seniors 65 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 65 + Households	3	5	8	9
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	27.7%	46.2%	70.5%	81.8%

2006 Housing Facts for Edgcomb

Seniors 75 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 75 + Households	12	29	49	61
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	16.8%	38.8%	66.1%	82.6%

Owner Seniors 75 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 75 + Households	10	26	45	56
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	15.3%	37.7%	65.5%	82.5%

Renter Seniors 75 and Over

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 75 + Households	2	3	4	5
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	33.8%	50.7%	73.0%	83.3%

Renter Households by Income: Age 15 - 64

	≤30% (Extremely Low)	≤50% (Very Low)	≤80% (Low)	≤150% (Moderate)
2006 Households	9	19	37	54
Income	\$15,260	\$25,433	\$40,692	\$76,298
% of Total Households	15.1%	30.6%	60.9%	88.9%

2006 Housing Facts for Edgecomb**HUD Income Limits and Home and Rental Affordability Information**

		Homes				Rental		
<u>Location</u>	<u>Income Range</u>	<u>IncomeAfford</u>	<u>HUD HomeAffordability</u>	<u>*Median Afford</u>	<u>Relative RenAffordability</u>			
Lincoln	Extremely Low (< 30%)	\$16,850	\$49,417	\$202,233	0.24	\$421	\$875	0.48
	Very Low (< 50%)		\$28,050	\$85,571	\$202,233	0.42	\$701	\$875
	Low (< 80%)		\$44,900	\$140,106	\$202,233	0.69	\$1,123	\$875
	Median		\$56,100	\$175,054	\$202,233	0.87	\$1,403	\$875
	Moderate (< 150%)		\$84,188	\$262,698	\$202,233	1.30	\$2,105	\$875

Note: The HUD Income Limits and Home and Rental Affordability Information analysis for Homes assumes a Front End percentage of 28%, a Loan Period and Interest of 30 years at 5.8% fixed (zero points), Downpayment of 5% and Taxes based on 2005 Mil Rates. The analysis for Rents assumes rental costs do not exceed more than 30% of income. The data represents two bedroom rents and it does include a utility allowance. Also note that HUD Income Limits are county/MSA based. Data by individual town is not available from HUD. See the last page of this report to see county/MSA areas by town. Final note: A Relative Affordability number of less than 1 is Unaffordable, a Relative Affordability number of more than 1 is Affordable.

Source: 2006 HUD Income Limits, Statewide Multiple Listing Service (MREIS), MSHA Quarterly Rental Survey and Maine Revenue

This Report includes:**2006 Housing Facts for Edgecomb**Communitie(s)Countie(s)Housing Market(s)County/MSA(s)

Edgecomb

Lincoln County

Boothbay Harbor, ME LMA Housing Market

Lincoln

PART 4

NATURAL RESOURCES

CRITICAL NATURAL RESOURCES

MAPS

Maine State Planning Office Map
Critical Natural Resources

RESOURCES

APPENDIX 1: STATE PLANNING OFFICE DATA SHEETS
DEPARTMENT OF INLAND FISHERIES AND WILDLIFE: MAP AND CONTACT INFORMATION
BEGINNING WITH HABITAT CONTACT SHEET

REFERENCES

Maine Climate Action Plan, Maine Department of Environmental Protection, Department of Air Quality Protection. Provides an overview of Maine's commitment to reducing the effectors of global warming.

Buffer Handbook, Maine Department of Environmental Protection, Bureau of Land and Water Quality. Provides sound advice on protecting riparian zones from pollution by proper natural buffering.

Roads Association

Low Impact Developments Manual for Maine Communities

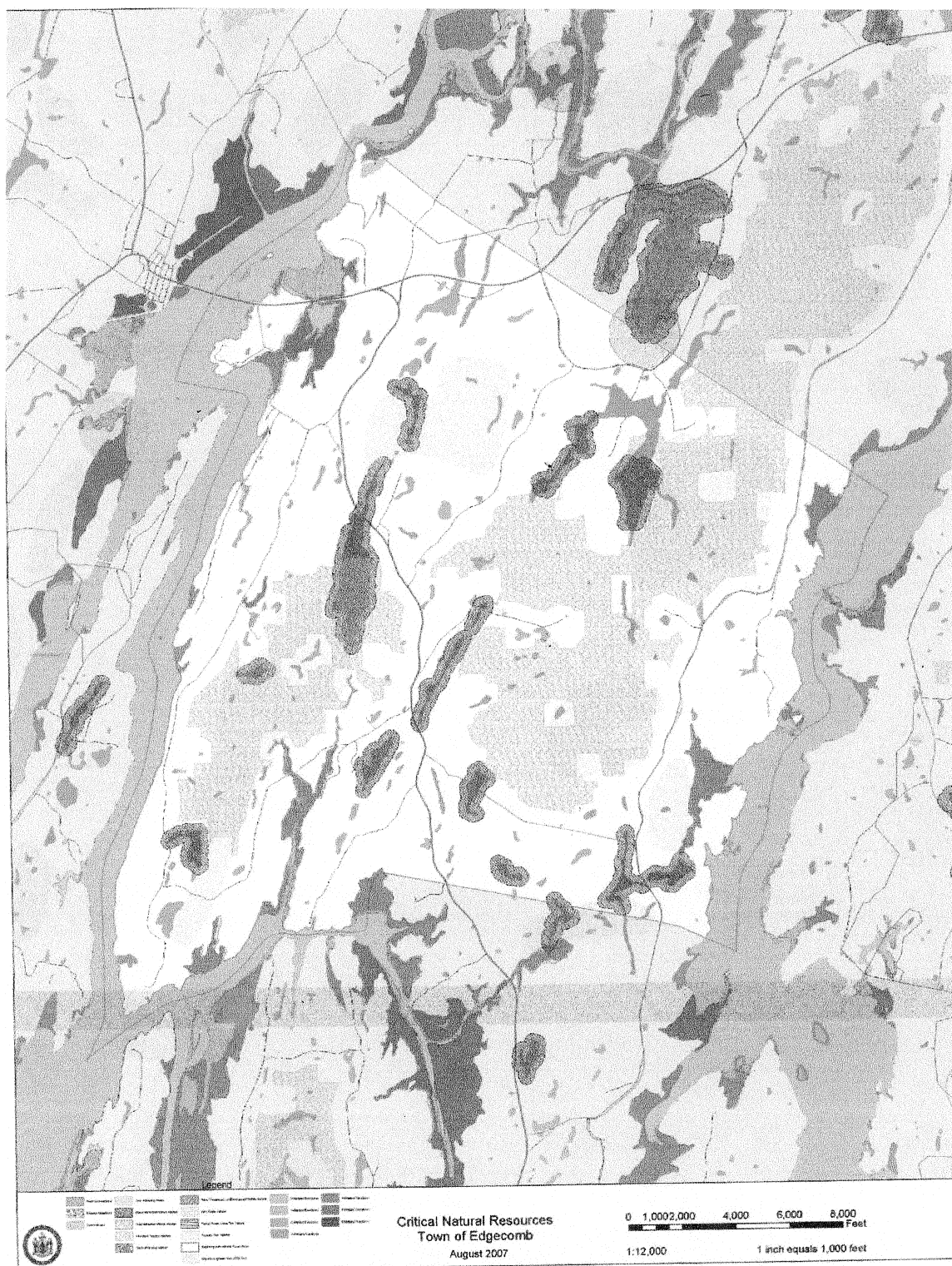
Gardening to Conserve Maine's Landscapes: Plants to Use and Plants to Avoid

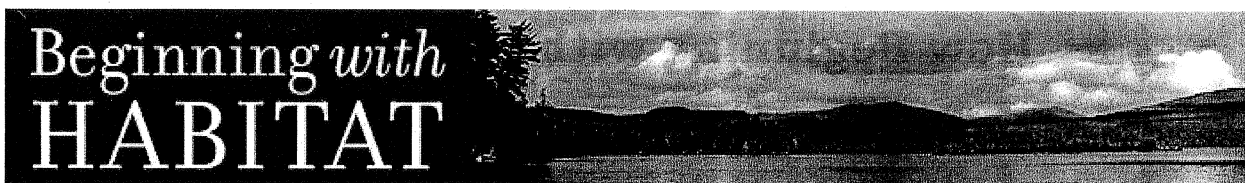
Best Management Practices for Forestry: Protecting Maine's Water Quality

2009 Edgecomb Comprehensive Plan – Critical Natural Resources

USEFUL LINKS

www.maine.gov/dep/air/greenhouse/index.htm
www.maine.gov/dep/blwq/docwatershed/materials/LIDguidance/index.htm
www.unext.maine.edu/onlinepubs2500.htm
www.maine.gov/doc/mfs/pubs/bmp_manual.htm





Dear Comprehensive Planners:

A CD containing digital data on important plant and wildlife habitat in your town from the Beginning with Habitat program is included in your package. Beginning with Habitat is a collaborative effort of several different state, federal, and private nonprofit agencies, including the Maine Department of Inland Fisheries and Wildlife, and the Maine Natural Areas Program (MNAP), a division of the Department of Conservation. Beginning with Habitat seeks to provide local planners with the best available information on the wildlife and plant habitats found in your town. To this end, we have brought together data from various state, federal, and private sources.

The Beginning with Habitat CD contains a range of data on plants, animals, and habitats found in your area of interest, with accompanying metadata. We ask that you do not re-distribute this data or post the raw data on the internet. If you need technical assistance for specific resource issues, please contact the respective agency staff listed on the following page.

Enclosed in this package is a list of the data and metadata on the CD, with sources for each layer. Finally, there is a second CD containing habitat data from the US Fish and Wildlife Service Gulf of Maine Program, with a letter and fact sheet describing that data.

In addition to digital data, the Beginning with Habitat program can provide printed maps along with an informational presentation suggesting ways in which the maps, data, and other information can be used in the planning process. We also can provide technical assistance and referrals.

If you are interested in scheduling a presentation or receiving further assistance, please contact Colleen Ryan, the program coordinator.

Contact Us:

Colleen Ryan
Beginning with Habitat
41 State House Station
Augusta, ME 04333
207-287-8042
email: colleen.ryan@maine.gov
Website: www.beginningwithhabitat.org

How Beginning with Habitat Helps

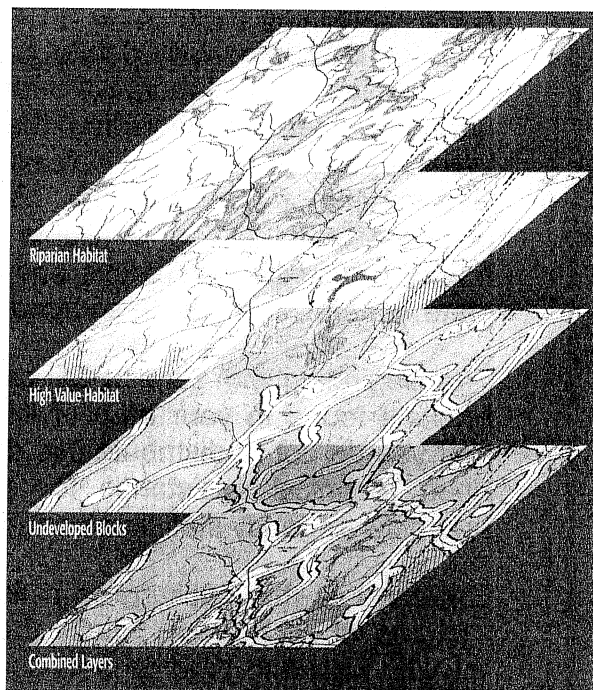
Consider the ways Beginning with Habitat can help you...

- ☐ **Presentations**
- ☐ **Maps**
- ☐ **Digital Data (enclosed)**
- ☐ **Technical Assistance**

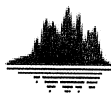
Beginning with Habitat can provide the following maps tailored to your community:

- ☐ Water Resources and Riparian Habitats
- ☐ High Value Plant and Animal Habitats
- ☐ Undeveloped Habitat Blocks
- ☐ Satellite Imagery
- ☐ Public and Conservation Lands
- ☐ Large Areas of Interior Forest
- ☐ Wetlands Characterization
- ☐ U.S. Fish and Wildlife Service Gulf of Maine Habitat

Your town or group can use these maps in many ways: for land use planning; for outreach and education; in local regulations; to inform and direct land protection initiatives; and to develop joint conservation strategies with neighboring towns.



Beginning with Habitat is a cooperative effort of agencies and organizations working together to secure Maine's outdoor legacy.



Maine Coast Heritage Trust



Beginning with HABITAT

THE MAINE DEPARTMENT OF INLAND FISHERIES AND WILDLIFE
MAINE DEPARTMENT OF CONSERVATION

For assistance with specific data layers, please contact one of the following:

- Rare Plants, Rare or Exemplary Natural Communities, Shoreland Zoning Buffers

Toni Pied, Asst. Ecologist/GIS Technician
Maine Natural Areas Program
(207) 287-8044, toni.pied@maine.gov

- Undeveloped Habitat Blocks, Forest Blocks

Don Katnik, Habitat Group Leader
Maine Dept. Inland Fisheries and Wildlife
(207) 941-4455, donald.katnik@maine.gov

- Wetlands Characterization

Elizabeth Hertz
Maine State Planning Office
(207) 287-8935, elizabeth.hertz@maine.gov

- Rare Animals, Significant Wildlife Habitats, Essential Wildlife Habitats

Region A

Southern ME / Gray:
Philip Bozenhard
(207) 657-2345 ext.110
philip.bozenhard@maine.gov

Region B

Mid-coast ME / Sidney:
James Connolly
(207) 547-5318
james.connolly@maine.gov

Region C

Downeast ME / Jonesboro:
Thomas Schaeffer
(207) 434-5927
thomas.schaeffer@maine.gov

Region D

Midwestern ME / Strong:
Charles Hulsey
(207) 778-3324
charles.hulsey@maine.gov

Region E

Western ME / Greenville:
Douglas Kane
(207) 695-3756
douglas.kane@maine.gov

Region F

Eastern ME / Enfield:
Mark Caron
(207) 732-4132
mark.caron@maine.gov

Region G

Northern ME / Ashland:
Richard Hoppe
(207) 435-3231
richard.hoppe@maine.gov

- USFWS Gulf of Maine Priority Habitats

Bob Houston
US Fish & Wildlife Service, Gulf of Maine Project
(207) 781-8364 ext. 11, Robert_Houston@fws.gov

PART 4
NATURAL RESOURCES
WATER RESOURCES

MAPS

Maine State Planning Office – Significant Aquifers
Department of Marine Resources – Pollution Closed Areas

RESOURCES

APPENDIX 1: STATE PLANNING OFFICE DATA SHEETS

REFERENCES

A Field Guide to Aquatic Phenomena

Maine NEMO's programs

Lakes Most at Risk from New Development, Maine DEP

Rivers/Streams: Water Classification Program,

Direct Watersheds of Lakes Most at Risk From New Development and Urban Impaired Streams, Maine DEP

Protecting Drinking Water Source in your Community: Tools for Municipal Officials, New England
Interstate Water Pollution Control Commission

2009 Edgecomb Comprehensive Plan - Water Resources

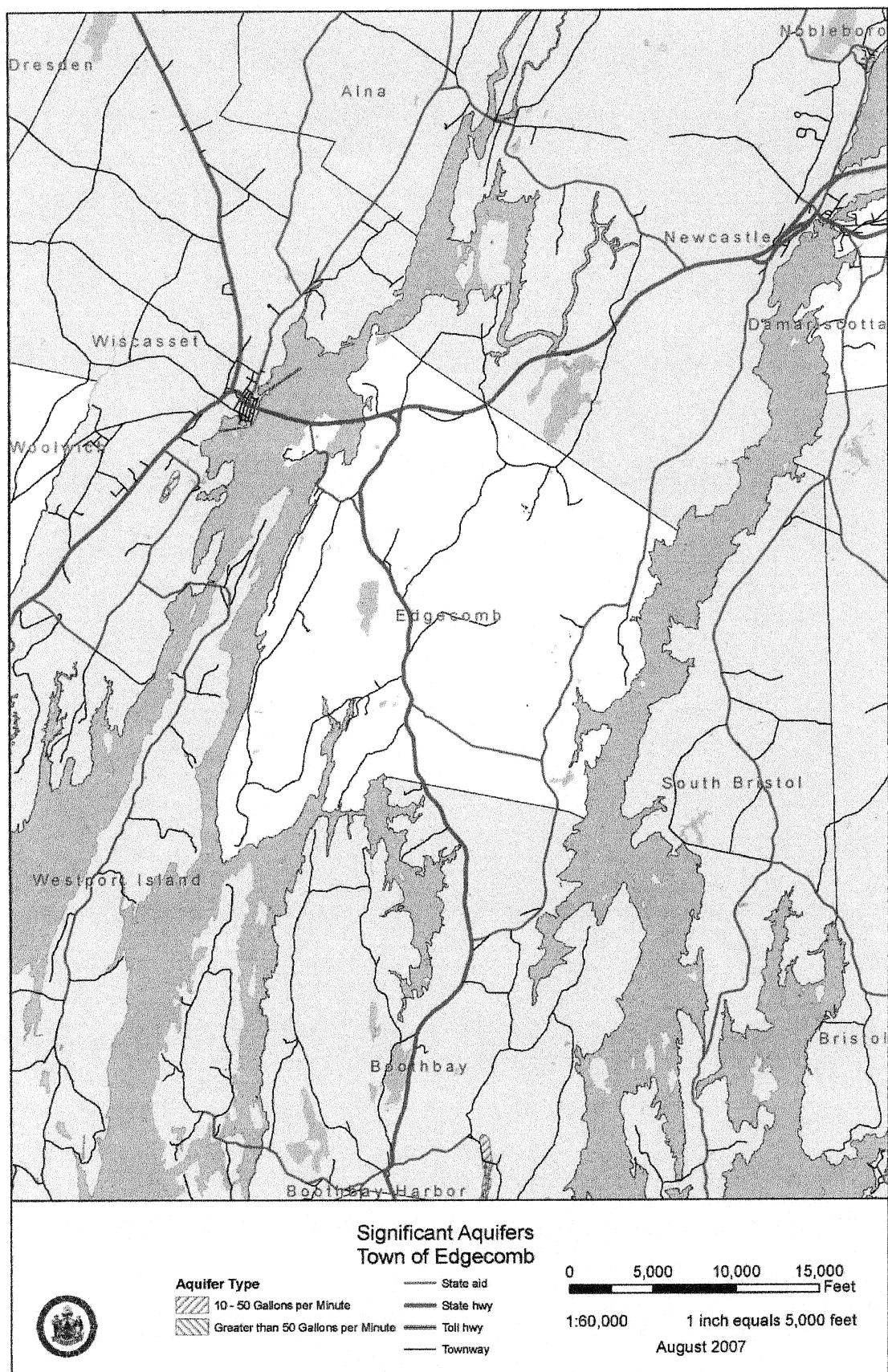
USEFUL LINKS

www.umaine.edu/WaterResearch/FieldGuide

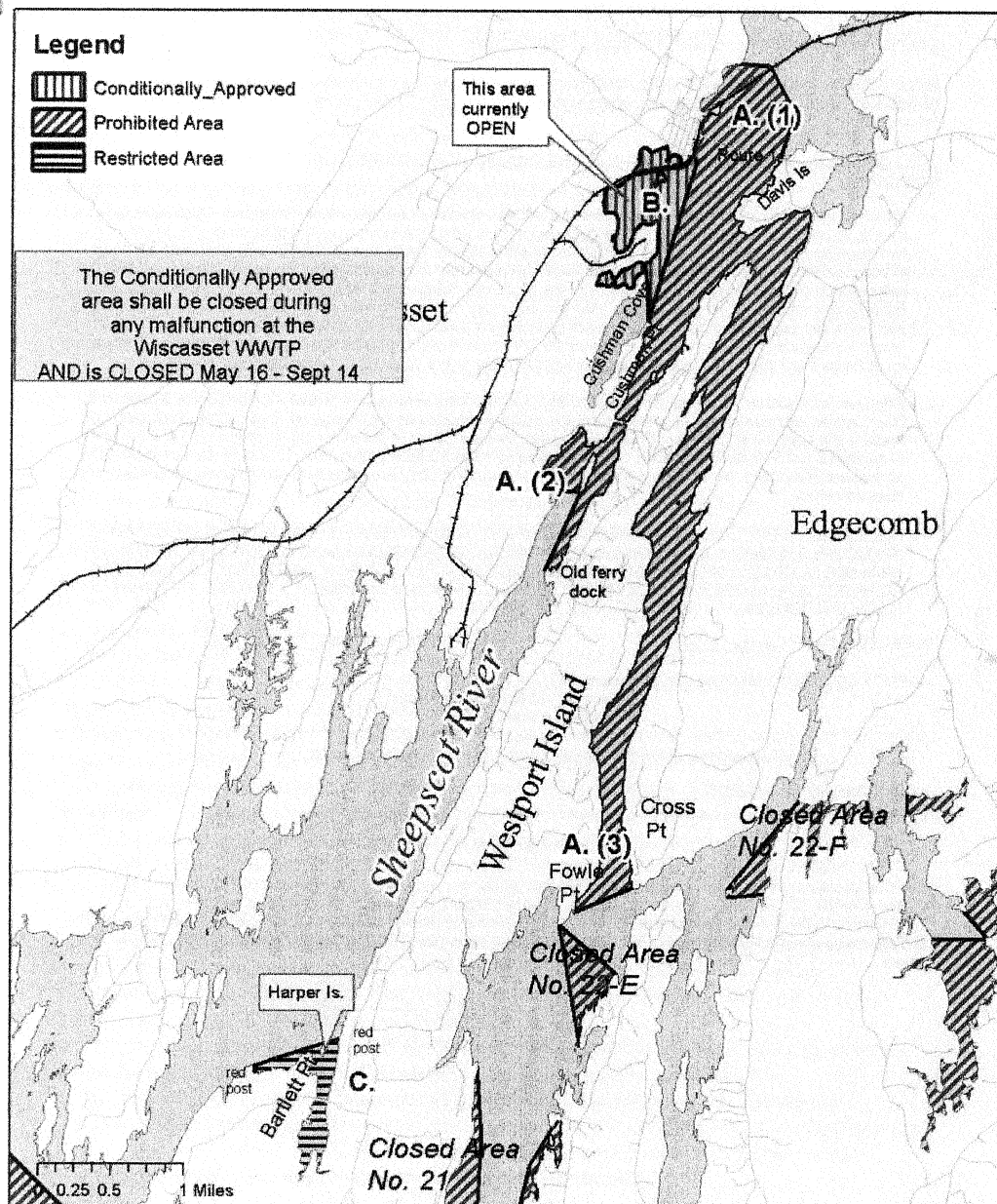
www.maine.gov/dep/blwg/docmonitoring/305b/2006/2006

www.mainenemo.org

www.neiwpcc.org



10/3/07



APPENDIX 1

STATE PLANNING OFFICE DATA SHEETS

1

To: Town/City Comprehensive Plan Committee
 From: Division of Watershed Management, Bureau of Land & Water Quality,
 Department of Environmental Protection
 Date: September 4, 2007

The Department of Environmental Protection Division of Watershed Management is providing this packet of information for your Comprehensive Planning Committee to use for the surface water resources section of your comprehensive plan. Attached here are a map and data that were generated by the DEP. Additional water resource data and information is available through the DEP and University of Maine websites (see Sources of Information Section below). Also included below are DEP contact information and a list of additional resources that committees can use for further background and reference resources. As a first step, the committee should obtain and review a map such as a topographic map or GIS map that has the town's water resources on it. This map should be used in conjunction with the enclosed map to generate an inventory of the lakes, ponds, rivers, streams, marine waters, and wetlands with watersheds in the town. Resource information included in this packet:

1. Municipal map which includes:

☐ Lakes, ponds, rivers, and streams in and around your town, most of which are labeled. If a stream or other waterbody is shown on the map but not labeled, it is up to you to determine what the local name for the waterbody is, if any.

☐ Watershed boundaries of the lakes, ponds, rivers and most streams in your town. This information should be included in the comprehensive plan as it is critical for assessing where development has or may be occurring in the future as it relates to these resources.

☐ State water quality classification of rivers, streams, and estuarine/marine waters for your town/city. The DEP Water Quality Classification system is used to manage the state's surface waters. The system establishes water quality goals, assigns all waters a water quality classification, and sets uses and water quality criteria for each class. If classification standards are not met, the program directs the state to improve quality to meet standards. The classification system includes four classes for freshwater rivers and streams, three classes for marine waters, and one class for lakes and ponds. All lakes and ponds are classified as GPA. See attached information sheets for a description of the classifications.

☐ Wastewater outfalls and overboard discharges in and around your town. These "point sources" of pollution are based on DEP point source discharge permits. While the information is the most up-to-date available, if you are aware of discrepancies, or have questions regarding the wastewater outfalls, please contact Bill Hinkel, DEP Division of Water Quality Management, at Bill.Hinkel@maine.gov or 287-7659. Questions regarding overboard discharges should go to Mike Demarest, DEP Division of Water Quality Management, at Michael.Demarest@maine.gov or 287-6301.

2. Lake Watersheds Most at Risk from New Development and Urban Impaired Streams List (Appendix A and B from DEP's Chapter 502). Chapter 502 includes the criteria used to identify these watersheds and the list of watersheds meeting the criteria. This list is used by the DEP for developments requiring either a Stormwater permit or Site Location of Development permit. Development projects located in these watersheds are required to meet additional standards.

3. Water Classification Program description for Rivers/Streams, Estuarine/Ocean, and Lakes.
 For more information about classification standards, see
www.maine.gov/dep/blwq/docmonitoring/classification/index.htm.

4. List of watershed phosphorus allocations for lakes and ponds (if not provided as part of this packet due to time constraints, the DEP will send along later or the committee can contact DEP-Division of Watershed Management). To protect lake water quality, towns must control phosphorus inputs to lakes. The DEP developed the Phosphorus Control method as a tool for the state and towns to use for regulating development and phosphorus export to lakes. The method calculates how much phosphorus may be allowed to be exported and is based in part on an assessment of how much of the watershed has been and is likely to be developed.

In calculating these numbers, the DEP made assumptions about how much of the watershed is likely to be developed. More accurate estimates may be made by the town or through the comprehensive plan process.

Sources of information

:

1. PEARL-University of Maine Environmental Information Website

□ Environmental information including water resources data is available on the University of Maine PEARL website. Most of the data available at this time is lake data, although some river and stream data is also available. Included on this site is the following information for lakes: - Lake overview (size, depth, volume, etc).

- Water quality data summary and water quality summary (written explanation)
- Fish species and Inland Fisheries and Wildlife fish stocking
- Invasive species (link to DEP's list of waters known to have invasive plant species)

□ To access this website, go to www.pearl.maine.edu. Click on data search. Generally you will want to search by lake or stream name. It does allow you to search by town, but this may not however produce a complete list of lakes/ponds in the town. The database notes that "in some cases, data associated with a lake may not be returned if that lake crosses multiple town lines. This is an issue we are currently working on but for the time being, any data directly associated with a particular lake will be best accessed through a lake search and not a town search."

2. Integrated Water Quality Monitoring and Assessment Report

□ Every two years, as required by Section 305(b) of the Clean Water Act, the DEP produces this report. Often referred to as the 305(b) report, this report summarizes available water quality information and assesses Maine's water resources' attainment of designated uses and standards.

3

□ The report assigns waters to five main assessment categories:

- Category 1: Attaining all designated uses and water quality standards, and no use is threatened.
- Category 2: Attains some of the designated uses; no use is threatened; and insufficient data or no data and information is available to determine if the remaining uses are attained or threatened (with presumption that all uses are attained).
- Category 3: Insufficient data and information to determine if designated uses are attained (with presumption that one or more uses may be impaired).
- Category 4: Impaired or threatened for one or more designated uses, but does not require development of a TMDL (Total Maximum Daily Load) report.
- Category 5: Waters impaired or threatened for one or more designated uses by a pollutant(s), and a TMDL report is required.

□ By this winter, the DEP will be able to provide maps of surface waters that are not attaining classification. In the meantime, comprehensive plan committees can obtain information directly from the "Draft Integrated Report" at

www.maine.gov/dep/blwq/docmonitoring/impairedwaters/index.htm. This is a lengthy report that will require scanning the report to find any information for waters in your town. If you can narrow the search down to the major basin(s) of interest, this will help. Another way to determine if any waterbodies are listed as impaired is to go to the Appendices and search electronically by waterbody name. Waterbodies listed as Category 4 or 5 are considered impaired. For specific questions about waterbody classification, contact Susan Davies, DEP Division of Environmental Assessment, at Susan.P.Davies@maine.gov or 287-7778.

□ Total Maximum Daily Load (TMDL) reports are available for many lakes and streams listed as impaired. TMDL reports define pollutant reductions needed to restore healthy waterbody conditions. The report describes the impairments, pollutants, water quality targets, and the loading that the lake or stream can receive without exceeding water quality criteria. Draft and approved TMDL reports are available at: www.maine.gov/dep/blwq/docmonitoring/impairedwaters/index.htm. If the town has any lakes or streams listed as impaired, you may want to check to see if a TMDL has been completed since a TMDL report is a good source of information about the environmental issues in the watershed.

3. DEP Regional Offices Contacts

□ When preparing the comprehensive plan, if the committee has questions or would like further information about surface water resources, they may wish to contact the DEP Division of Watershed Management. DEP's main office is located in Augusta and there are three regional offices located in Portland, Bangor and Presque Isle.

☐ Phone numbers for the regional offices are:

- Central Maine Office (Augusta): 287-3901
- Southern Maine Regional Office (Portland): 822-6300
- Eastern Maine Regional Office (Bangor): 941-4570
- Northern Maine Regional Office (Presque Isle): 764-0477

4. Additional Resource Information

☐ The Maine DEP website has extensive information on it including data, educational information and links to other resources. Below is a list of resources on the DEP website and a few other sites that may be useful or of interest to towns. - Lake publications covering a wide range of subjects including BMPs, monitoring and assessment, laws and general information. www.maine.gov/dep/blwq/doclake/publake.htm

- Maine Volunteer Lake Monitoring Program (VLMP). The website includes the list of volunteer monitors and Invasive Plant Patrollers, information on the VLMP and invasive plants.

www.mainevolunteerlakemonitors.org

- DEP Stream Team Program information, general and educational information about streams and links to other stream resources and organizations. www.maine.gov/dep/blwq/docstream/team/streamteam.htm

- Information on invasive aquatic plants and list of infested lakes and streams. www.maine.gov/dep/blwq/topic/invasives/doc.htm

- Maine Environmental Monitoring and Assessment Program Index (MEMAP) includes projects and programs monitoring environmental factors and links to watershed organizations. www.memapindex.org

- General educational material about non-point source pollution.

www.maine.gov/dep/blwq/doceducation/nps/index.htm

- DEP Land and Water Quality Bureau publications. This is a general list of topics and program pages.

Included here are a few publications and links to DEP program webpages.

www.maine.gov/dep/blwq/lwpub.htm

- Land and Water quality laws and requirements. Included here are the Erosion and Sedimentation Control Law, Natural Resources Protection Act, Shoreland Zoning, Site Law and Stormwater Law.

www.maine.gov/dep/blwq/stand.htm

- Maine Nonpoint Source Education for Municipal Officials. Educational program for land use decision makers that addresses the relationship between land use and natural resource protection, with a focus on water resources. www.mainenemo.org

06-96 DEPARTMENT OF ENVIRONMENTAL PROTECTION

Chapter 502: DIRECT WATERSHEDS OF LAKES MOST AT RISK FROM NEW DEVELOPMENT, AND URBAN IMPAIRED STREAMS

SUMMARY: This chapter describes the criteria used to identify the direct watersheds of lakes most at risk from new development and urban impaired streams and lists these waterbodies.

1. Applicability. This chapter applies to (A) a project that requires a stormwater permit pursuant to 38 M.R.S.A. § 420-D, and (B) a development that may substantially affect the environment and requires a site location of development (Site Law) permit pursuant to 38 M.R.S.A. §§ 481 - 490.

2. Definitions. Unless the context otherwise indicates, definitions of terms in chapter 500 apply to terms used in this chapter. See "Definitions", 06-096 CMR 500.3.

3. Criteria. The criteria in this section are used to identify the direct watersheds of lakes most at risk from new development and urban impaired streams.

The criteria apply for both projects requiring a stormwater permit and developments requiring a site location of development permit, unless otherwise specifically stated.

A. Direct watershed of a lake most at risk from new development. A lake is considered most at risk from new development if it meets the criteria below. Lakes most at risk from new development are listed in Appendix A of this chapter if it is

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

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

B. Urban impaired streams. A stream is considered impaired if it fails to meet water quality standards because of effects of stormwater runoff from developed land. Additional stormwater treatment controls are necessary in urban watersheds of impaired streams because proposed stormwater sources in urban and urbanizing areas contribute to the further degradation of stream water quality. Impaired streams are listed in Appendix B of this rule and include all streams

06-96 DEPARTMENT OF ENVIRONMENTAL PROTECTION

-3-

APPENDIX A

Lakes Most at Risk from New Development

Only Lakes in the Region are included.

DAMARISCOTTA LAKE,
MIDDLE AND SOUTH BASINS
NOBLEBORO
DUCKPUDDLE POND WALDOBORO
GARDINER POND WISCASSET
KNICKERBOCKER POND BOOTHBAY
LITTLE MEDOMAK POND WALDOBORO
LITTLE OSSIPEE WATERBORO
LITTLE POND DAMARISCOTTA
PARADISE POND DAMARISCOTTA
PEMAQUID POND WALDOBORO
SHERMAN LAKE NEWCASTLE
TRAVEL POND JEFFERSON
WEST HARBOR POND BOOTHBAY HARBOR
WILEY POND BOOTHBAY

APPENDIX B

Urban impaired streams

STREAM TOWN

None in Lincoln county

AUTHORITY: 38 M.R.S.A. §§ 341-D, 420-D, and 484

EFFECTIVE DATE: December 31, 1997

REPEALED AND REPLACED EFFECTIVE: November 16, 2005

AMENDED EFFECTIVE: December 27, 2006

Excerpt from Draft 2006 Maine Integrated Water Quality Report:

http://www.maine.gov/dep/blwq/docmonitoring/305b/2006/2006_Draft_305b_Report_Section2.pdf

RIVERS / STREAMS

Water Classification Program

Related Website: www.maine.gov/dep/blwq/docmonitoring/classification/index.htm

Maine has four water quality classes of rivers and streams: AA, A, B, and C (38 M.R.S.A. Section 465). Each classification assigns designated uses and water quality criteria (narrative and numeric), and may place specific restrictions on certain activities (Table 4-1 and 4-17) such that the goal conditions of each class may be achieved or maintained. Definitions of terms used in the classification are provided in 38 M.R.S.A. Section 466.

Class AA waters are managed for their outstanding natural ecological, recreational, social, and scenic qualities. Direct discharge of wastewater, dams, and other significant human disturbances are prohibited. Tiered aquatic life use goals direct that the biological condition of this classification be approximately Tier 1-2 on the Biological Condition Gradient (Figure 4-2, Davies and Jackson 2006; USEPA 2005)

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

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

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

Table 4-17 Maine Water Quality Criteria for Classification of Fresh Surface Waters (38 MRSA §465)

Dissolved Oxygen Numeric Criteria

Bacteria (E. coli)

Numeric Criteria Habitat Narrative

Criteria Aquatic Life (Biological)

Narrative Criteria

Class AA as naturally occurs as naturally occurs free flowing and natural

No direct discharge of pollutants; as naturally occurs

Class A 7 ppm; 75% saturation as naturally occurs

Natural as naturally occurs

Class B 7 ppm; 75% saturation 64/100 ml (g.m.*) or 427/100 ml (inst.*)

Unimpaired

Discharges shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes to the resident biological community.

Class C

5 ppm; 60% saturation 142/100 ml (g.m.*) or 949/100 ml (inst.*)

Habitat for fish and other aquatic life

Discharges may cause some changes to aquatic life, provided that the receiving waters shall be of sufficient quality to support all species of fish indigenous to the receiving waters and maintain the structure and function of the resident biological community.

* "g.m." means geometric mean and "inst." means instantaneous level

Excerpt from Draft 2006 Maine Integrated Water Quality Report:

http://www.maine.gov/dep/blwq/docmonitoring/305b/2006/2006_Draft_305b_Report_Section2.pdf

ESTUARIES / OCEAN

Related Website: www.maine.gov/dep/blwq/coastal.htm

Background

Maine has three classes for the management of estuarine and marine waters: SA, SB, and SC. SA waters are managed for high water quality with limited human interference allowed. No direct discharges of pollutants, including those from finfish aquaculture, are allowed in SA waters. SB waters are general-purpose waters and are managed to attain good quality water. Well-treated discharges of pollutants that have ample dilution are allowed. SC waters are managed for the lowest water quality, but they must be fishable and swimmable as well as maintain the structure and function of the biological community. Well-treated discharges of pollutants are allowed in SC waters. Each class is managed for designated uses and each has dissolved oxygen, bacteria and aquatic life standards (see Table 4-32 below).

Table 4-32 Maine's Estuarine and Coastal Waters Classification Standards

Class Designated Use

Dissolved Oxygen Bacteria Aquatic Life SA

Habitat for fish and estuarine and marine life

Recreation in and on the water

Fishing

Aquaculture (not finfish)

Propagation and harvesting shellfish

Navigation

As naturally

occurs

As naturally occurs

As naturally occurs

SB

Habitat for fish and estuarine and marine life

Recreation in and on the water

Fishing

Aquaculture

Propagation and harvesting shellfish

Navigation

Industrial process and cooling water supply

Hydroelectric power generation

Not less than 85% of saturation

Enterococcus not higher than geometric mean 8/100ml or instantaneous of

54/100ml from 5/15 to 9/30

Not exceed criteria of National Shellfish Sanitation

Program for shellfish harvesting Support all indigenous estuarine and marine species

Discharge not to cause closure of shellfish beds

SC

Habitat for fish and estuarine and marine life

Recreation in and on the water

Fishing

Aquaculture

Propagation and restricted shellfish harvesting

Navigation

Industrial process and cooling water supply

Hydroelectric power generation

Not less than 70% of saturation

Enterococcus not higher than geometric mean

14/100ml or instantaneous of 94/100ml from 5/15 to 9/30

Not exceed criteria of National Shellfish Sanitation

Program for restricted shellfish harvesting

Maintain structure and function of the resident biological community

Excerpt from Draft 2006 Maine Integrated Water Quality Report:

http://www.maine.gov/dep/blwq/docmonitoring/305b/2006/2006_Draft_305b_Report_Section2.pdf

Lake Classification and Designated Use Attainment Status

Statutory Classification

Maine statute (38 M.R.S.A. Section 465-A) has designated one standard (GPA) for the classification of great ponds and natural lakes less than 10 acres in size. Specifically, Class GPA waters:

A.) Class GPA waters shall be of such quality that they are suitable for the designated uses of drinking water after disinfection, recreation in and on the water, fishing, industrial process and cooling water supply, hydroelectric power generation and navigation and as habitat for fish and other aquatic life. The habitat shall be characterized as natural.

B.) Class GPA waters shall be described by their trophic state based on measures of the chlorophyll "a" content, Secchi disk transparency, total phosphorus content and other appropriate criteria. Class GPA waters shall have a stable or decreasing trophic state, subject only to natural fluctuations and shall be free of culturally induced algal blooms which impair their use and enjoyment. The number of *Escherichia coli* bacteria of human origin in these waters may not exceed a geometric mean of 29 per 100 milliliters or an instantaneous level of 194 per 100 milliliters.

C.) There may be no new direct discharge of pollutants into Class GPA waters. Aquatic pesticide treatments or chemical treatments for the purpose of restoring water quality approved by the department and storm water discharges that are in compliance with state and local requirements are exempt from the no discharge provision. Discharges into these waters licensed prior to January 1, 1986, are allowed to continue only until practical alternatives exist. No materials may be placed on or removed from the shores or banks of a Class GPA water body in such a manner that materials may fall or be washed into the water or that contaminated drainage there from may flow or leach into those waters, except as permitted pursuant to section 480-C. No change of land use in the watershed of a Class GPA water body may, by itself or in combination with other activities, cause water quality degradation that would impair the characteristics and designated uses of downstream GPA waters or cause an increase in the trophic state of those GPA waters.

PART 4 NATURAL RESOURCES MARINE RESOURCES

MAPS

Maine State Planning Office – Marine Critical Natural Resources
Maine State Planning Office – Marine Resources

RESOURCES

APPENDIX 1: GUIDE FOR PERMIT APPLICATIONS – TITLE PAGE
APPENDIX 2: GUIDELINES FOR THE PLACEMENT OF FIXED AND FLOATING STRUCTURES IN NAVIGABLE WATERWAYS.
APPENDIX 3: ABOUT THE MAINE COASTAL PROGRAM
APPENDIX 4: EDGECOMB MARINE LICENSES, BOAT ANCHORAGES, LOBSTER TRAPS
APPENDIX 5 DMR SHELLFISH INFORMATION DIRECTORY

REFERENCES AND PUBLICATIONS

Requirements for municipalities having shellfish conservation program, Department of Marine Resources
Annual Shellfish Management Review
Certification, Recertification, Revocation of certification for municipal shellfish conservation warden,
Department of Marine Resources
Regulations Pertaining to Shellfish Digging in Maine, Maine Department of Marine Resources
Best Management Practices Manual for Maine's Boatyards and Marinas, Brightwork
Maine Department of Environmental Protection
Available on line at www.maine.gov/dep/blwq/docwatershed/marina/bmp/htm
2009 Comprehensive Plan - Marine Resources

USEFUL LINKS

U.S. Fisheries and Wildlife Service Division of Habitat and Resource Conservation
Wetlands Geodatabase <http://wetlandswms.er.usgs.gov/Google.html> (For Google Earth fans, this site provides the download for a wetlands layer on Google Earth. Even the soggy patch in Singing Meadows is shown.) contact@mainecoastalprogram.org

www.nae.usace.army.mil/reg/index.htm follow the Maine link

Provides comprehensive information on the Army core of Engineers' permitting review of minimal impact projects in coastal and inland waters.



APPENDIX 1: GUIDE FOR PERMIT APPLICATIONS

www.nae.usace.army.mil/reg/index.htm follow the Maine link

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Guide for Permit Applicants

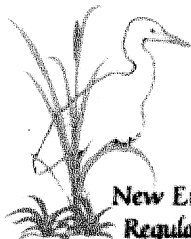
Information on applying for permits for work in waterways or wetlands



US Army Corps
of Engineers
New England District

An official US Army Corps of Engineers
Regulatory Channel
US Army Engineer District, New England
One Virginia Road
Concord, MA 01734-0001

APPENDIX 2



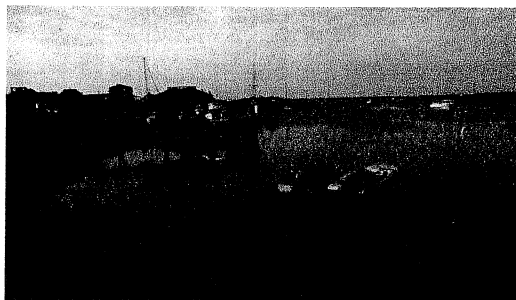
New England District
Regulatory Program

Guidelines

For the placement of fixed and floating structures in
navigable waters of the United States regulated by
New England District, U.S. Army Corps of Engineers

(July 1996, discard previous editions)

1. These guidelines have been developed due to the intense pressures of development in our coastal waters and on the adjacent land which have led to increasing conflict between users of these resources. They attempt to provide common sense guidance in allocating space for structures in navigable waters, recognizing reasonable use expectations of the general public and waterfront landowners. These guidelines do not constitute policy or regulation. They do, however, provide guidance for project design which typically will not generate adverse public comment or result in permit denial.
2. There is no statutory or regulatory prohibition against the Corps issuing regulatory permits authorizing structures or other work in Federal Navigation Project (FNP). However, the Corps permit regulations require district and division commanders to consider the extent to which that proposed work may be in conflict with the uses (and their respective navigational requirements) at issue when the FNP was authorized as well as with subsequent maintenance dredging activities. In general, the Corps discourages and has not permitted structures in FNPs, except as noted in paragraph 6 below. FNPs are typically channels, turning basins and anchorages.
3. In those cases where a project is proposed within two hundred feet (200') of a FNP the applicant shall determine and show the state plane coordinates for the extreme lateral limits of his project, the point on structures furthest beyond mean high water (MHW), and the point of closest approach of any structure to the FNP. (See sketch no. 1.)
4. Similarly, structures which may cause an intrusion into FNPs will typically not be permitted. FNPs are channels and anchorages created at public expense. Examples of intrusions are permanently moored vessels, fish harvesting devices, etc.
5. To preclude intrusions into FNPs, appropriate setbacks for structures from the project limits may be established on a case by case basis. The setbacks can be determined using appropriate criteria such as:
 - A. Project maintenance requirements. The typical setback shall be a horizontal distance three (3) times the authorized project depth since Corps projects often specify, for dredging purposes, side slopes of 3H: 1V. This will, over the long term, minimize the need, expense, and inconvenience of forcing people to remove structures to dredge. (See sketch no. 1).
 - B. Traditional navigation patterns where because of type and size of vessel, channel conditions, fishing or recreational activities, etc. closer approach of structures to a FNP is not in the public interest.
 - C. The configuration and capacity of structures proposed adjacent to FNPs to facilitate intrusion into it. An example would be a pier capable of mooring vessels longer than itself which would extend into the FNP. Such structures would require a greater setback than noted above.
 - D. The presence of adjacent, authorized structures where it would be reasonable for new facilities to conform to their length to provide safe access to the new structure. In some instances this might authorize a smaller setback than noted above.



6. An exception to the guideline regarding FNPs, structures may be favorably considered where the applicant is a state or local government who would place such structures in a Federal Anchorage to provide greater or more effective use to the public, with the condition that such facilities would be available on an equal access basis to all citizens of the U.S.
7. In a linear waterway, i.e., river, canal, narrow estuary, etc., a reasonable area of public water should be maintained in the public interest to sustain activities not specifically related to simply transiting the area in safety. Such activities are cruising, fishing, sail boarding, swimming, water skiing, etc. which require open, unobstructed water and should not be eliminated for private interest.

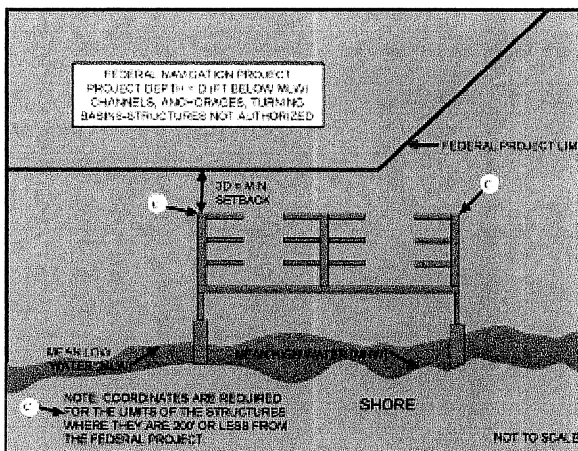
In such areas, no structure should extend more than 25% of the waterway width at mean low water. This will maintain 50% of the width as open water, an even split, between public and private interest. (See sketch no. 2.)

8. A maximum intrusion into a waterway in areas where there is not a physical width constriction is also desirable to preclude excessive loss of public water usage. In general, new structures should conform in length to adjacent structures and customary usage of the surrounding area. In areas where existing structures and usage do not seem applicable, a reasonable maximum authorized distance beyond mean low water of 600 feet (the traditional cable length) will be used. This may be modified if necessary for site specific conditions or public benefit. (See sketch no. 3.)
9. Numerous conflicts between neighboring waterfront property owners have arisen during our permit review process concerning the spacing of projects relative to riparian lines (demarcations of rights in the water associated with owning waterfront property). These conflicts are generally concerned with access to piers and floats for mooring vessels. We typically require a minimum setback from the reasonable riparian boundary of 25 feet. This is based on the fact that a median sized recreational vessel length is in the range of 32 feet. A minimum turning distance for such a vessel is 1.5 times its own length or 48 feet which we have rounded to 50 feet. Each adjacent facility provides half the required turning distance, which is an equitable distribution of the resource. (See sketch no.3)

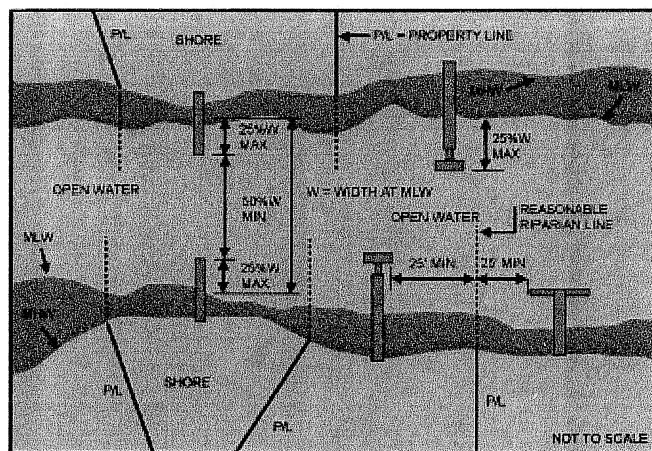
If abutting property owners reach a mutual agreement regarding structures which has a lesser setback, that setback may be authorized, if the applicant agrees to record any ensuing Corps permit which will have that agreement as a condition and the abutter's letters of no objection, with the Registrar of Deeds, or other appropriate official charged with the responsibility for maintaining records of title to or interest in real property.

10. Fields of individual single point moorings shall be defined by a polygonal area whose angle points are defined by coordinates, to within 10 feet, in the applicable state plane coordinate system and by a maximum number of moorings authorized within it. A rule of thumb for the area needed by a vessel on a single point mooring is a circle with a radius equal to vessel length plus five times the depth of water at high tide. This can be reduced but the minimum should be length plus three times water depth.

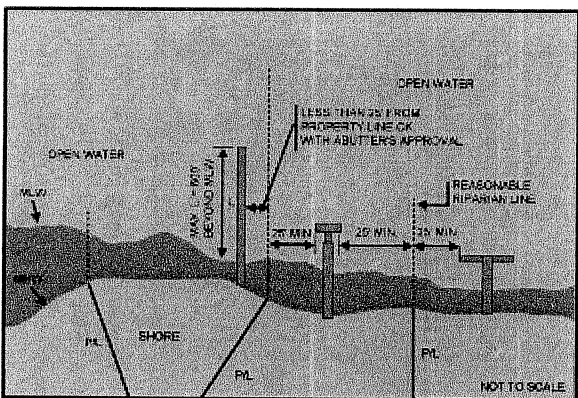
These mooring fields should be in reasonably close proximity to the applicant's property and preferably encompassed by his reasonable riparian lines and far enough offshore to keep noise disturbance to other shore owners in reasonable limits and not restrict reasonable future development by these owners. If mooring areas remote from the applicant's property are proposed, a clear description of why this is necessary and what are the potential positive and negative impacts to the public's use of the water may occur. See sketch no. 4)



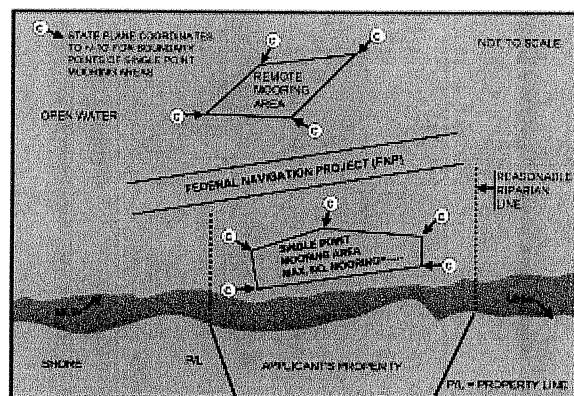
SKETCH NO. 1: ILLUSTRATION OF GUIDELINES FOR STRUCTURES NEAR FEDERAL NAVIGATION PROJECTS



SKETCH NO. 2: GUIDANCE ON LENGTH OF STRUCTURES IN LINEAR WATERWAYS



SKETCH NO. 3: GUIDANCE ON SPACING STRUCTURES RELATIVE TO ADJACENT PROPERTIES AND MAXIMUM LENGTH BEYOND MEAN LOW WATER (MLW)



SKETCH NO. 4: ILLUSTRATION OF GUIDELINES FOR SINGLE POINT MOORING FIELDS

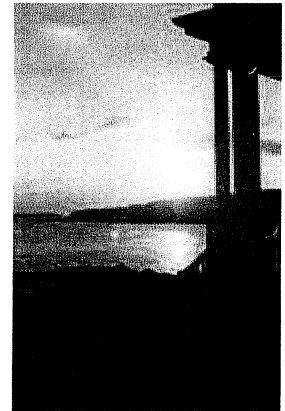


About the Maine Coastal Program

No state is more closely associated with the coast than Maine. Nearly one of every two Mainers lives near the coast, while over six million people visit each year. With this remarkable resource comes an obligation of stewardship. Coastal resources must be protected and conserved, yet residents must be able to thrive economically. A balance is needed between human uses and the protection of the very resources that make the area so appealing. The Maine Coastal Program helps achieve that balance.

Responding to the increasing impacts on the nation's coastal areas, Congress passed the Coastal Zone Management Act in 1972. This legislation authorized funding for state coastal programs to work in partnership with the federal government to balance conservation with human demands.

The Maine Coastal Program was established in 1978. Administered by the Maine State Planning Office, the Coastal Program is a partnership among local, regional, and state agencies. It also collaborates with many private organizations, such as local land trusts and economic development groups.



Through this networked program, no one agency or department is responsible for the entire coast. Rather, all partners help ensure its proper management. The result of this balanced approach is a healthier coast--and a better future for communities.

Maine's coastal zone encompasses all political jurisdictions in Maine that have land along the coast or a tidal waterway, such as a river or bay. It includes 5,300 miles of coastline, encompassing 136 towns, two Plantations, 10 unorganized townships, and one Indian Reservation. Thousands of islands, 4,613 to be exact, are also in the coastal zone.

The zone encompasses Maine's territorial waters, which extend three miles out to sea. The Coastal Program undertakes or supports projects that promote sustainable economic development, encourage environmental stewardship and education, conserve and manage marine fisheries, reduce coastal hazards, and improve public access.

Contact the Maine Coastal Program--we welcome your comments, questions, and suggestions.

Maine Coastal Program
State Planning Office
38 State House Station
Augusta, ME 04333-0038

tel: 207-287-1486
fax: 207-287-8059

contact@mainecoastalprogram.org



APPENDIX 4:

EDGEComb

Resident Licenses	1999	2000	2001	2002	2003	2004
COMM	2	2	3	2	2	1
FISHING/CREW						
COMM	6	10	4	9	6	8
FISHING/SINGLE						
COMM SHRIMP-CREW	0	2	2	1	2	2
COMM SHRIMP-SINGLE	0	1	3	1	1	0
COMMERCIAL SHELLFISH	22	25	24	18	20	15
ELVER-DIP NET	2	2	0	0	0	0
ELVER-DIP NET-1 FYKE	4	1	0	0	0	0
LOB/CRAB APPRENT UNDER 18	0	1	1	0	0	0
LOBSTER/CRAB APPRENT	2	2	2	3	3	3
LOBSTER/CRAB CLASS I	9	7	7	6	7	5
LOBSTER/CRAB CLASS II	12	10	11	11	11	12
LOBSTER/CRAB CLASS III	2	2	2	2	1	1
LOBSTER/CRAB NON-COMM	12	15	19	16	12	10
LOBSTER/CRAB OVER AGE 70	1	1	1	2	2	2
LOBSTER/CRAB STUDENT	3	3	0	2	1	2
MARINE WORM DEALER	1	1	0	0	0	0
MARINE WORM DIGGING	14	16	17	19	20	18
RETAIL SEAFOOD	3	4	4	4	4	3
SCALLOP - DRAGGER	0	0	1	0	1	1
SCALLOP, NON-COMMERCIAL	4	2	3	2	1	1
SEA URCHIN - DIVER	6	6	4	3	2	1
SEA URCHIN - DRAGGER	1	1	1	1	1	0
SEA URCHIN/SCALLOP TENDER	4	4	3	1	1	1
SEAWEED	0	0	1	1	0	0
WHOLESALE NO LOBSTERS	1	1	1	1	1	1
WHOLESALE NO LOBSTERS, SUPP	1	1	1	1	1	1
WHOLESALE W/LOBSTERS	2	0	1	1	1	1
WHOLESALE W/LOBSTERS, SUPP	2	0	0	0	0	0

EDGECOMB

Resident Licenses

	1999	2000	2001	2002	2003	2004
--	------	------	------	------	------	------

Count of Residents Holding Marine Resource Licenses

Year	1999	2000	2001	2002	2003	2004
Dealers	7	6	6	6	6	5

Year	1999	2000	2001	2002	2003	2004
Harvesters	75	75	74	75	70	67

Count of Lobster Traps fished by Residents

Year	1999	2000	2001	2002	2003	2004
Total Trap Tags	4945	2760	2794	2555	2780	2165

Boat Anchorage

Year	1997	1998	1999	2000	2001	2002	2003
Boat Length (ft)							
10	0	1	0	0	0	0	0
12	0	0	1	2	2	0	0
13	0	0	0	0	0	0	0
13.5	0	1	0	0	0	0	0
14	0	3	2	1	2	7	6
15	0	1	3	3	4	5	4
16	0	3	3	5	5	4	4
17	0	1	5	3	3	3	1
18	0	1	0	2	2	3	2
19	0	2	2	1	0	0	1
20	0	2	4	3	3	2	1
21	0	0	1	2	4	4	3
22	0	1	1	1	0	0	1
25	0	1	1	1	1	0	0
26	0	1	1	3	3	3	0
28	0	3	4	5	5	5	6
29	0	1	2	0	0	0	0
30	0	1	1	3	1	1	3
32	0	1	2	2	3	2	2
33	0	0	1	1	0	0	0

EDGECOMB

Year	2004	2005					
Boat Length (ft)							
10	0	0					
12	0	0					
13	1	1					
13.5	0	0					
14	4	7					
15	3	2					
16	5	4					
17	1	3					
18	4	3					
19	0	0					
20	2	2					
21	2	2					
22	1	1					
25	0	0					
26	0	0					
28	5	5					
29	0	0					
30	2	1					
32	1	1					
33	0	0					
34	0	1	1	0	0	0	0
35	1	2	0	0	0	0	0
36	0	1	0	0	1	1	1
37	0	0	0	1	1	1	1
38	0	0	0	0	0	2	2
42	0	0	1	1	0	0	1
43	0	0	0	0	1	0	0
54	0	1	1	1	1	1	1

EDGEComb

49

34	0	0
35	0	0
36	3	2
37	1	1
38	1	0
42	1	1
43	0	0
54	0	0

DMR Shellfish Information Directory

Department of Marine Resources, 21 State House Station, Augusta, ME 04333-0021, (207) 624-6550

SHELLFISH SANITATION HOTLINE: 1-800-232-4733

Public Health Division

Amy Fitzpatrick, Director
(Closed/PSP/Depuration Areas;
Shellfish Sanitation)

Dept. of Marine Resources
194 Mckown Point, PO Box 8
W. Boothbay Harbor, ME 04575
633-9554 Fax: 633-9579
email: amy.fitzpatrick@maine.gov

Michelle Mason, Shellfish
Management/Public Health
(Shellfish Program Coord. for Municipal
Program; Closed/PSP/ Depuration Areas;
and Shellfish Sanitation) Hallowell
624-6570 Fax: 624-6015
email: michelle.mason@maine.gov

Biotoxin Monitoring (PSP)

Darcie Couture
Toxin Monitoring, Boothbay
633-9570 or 633-9582
Fax: 633-9579
email: Darcie.Couture@maine.gov

Laurie Bean
Toxin Monitoring, Boothbay
633-9555 Fax: 633-9579
email: laurie.bean@maine.gov

Jay McGowan
Toxin Monitoring, Lamoine
667-2418 Fax: 664-0592
email: jay.mcgowan@maine.gov

Microbiology Lab Boothbay

Gail Parsons/Microbiologist
Phone: 633-9515
email: gail.parsons@maine.gov

Nancy Hurst – 633-9552
email: nancy.hurst@maine.gov

Vacant – 633-9546
email:

Water Quality-Boothbay

(Closed/Depuration Area
Openings/Closings)

Jan Barter, Supervisor
Phone: 633-9501
email: jan.barter@maine.gov
Area: Boothbay Harbor to
Friendship, and east side of
New Meadows River

Laura Livingston – 633-9533
email: laura.livingston@maine.gov
Area: Southern Maine Kittery to
Sheepscot River

Fran Pierce – 633-9511
email: fran.pierce@maine.gov
Area: Friendship to Cape Jellison
Bay Island

Water Quality-Lamoine

Closed/Depuration Area
Openings/Closings &
Microbiology Laboratory

DMR-Water Quality Lab
Dept. Marine Resources/WQ
22 Coaling Station Lane
Lamoine, ME 04605
667-5654 Fax: 664-0592

Mercuria Cumbo
Microbiologist, Supervisor
email: mercuria.cumbo@maine.gov

Robert Goodwin, Supervisor
email: robert.goodwin@maine.gov

John Fendl
email: john.fendl@maine.gov

Erick Schaefer
email: Erick.Schaefer@maine.gov

Shellfish Sanitation

Bruce Chamberlain, (Seafood
Technology Supervisor, Cert. of Shellfish
Dealers- Mid Coast Maine)
77 Bartlett Hill Rd.
Monroe, ME 04951
Cell: 557-3557
email: bruce.chamberlain@maine.gov

Jeffrey Armstrong, (Seafood
Technologist- Cert. of Shellfish Dealers-
Southern Maine)
18 Avon Rd.
Cape Elizabeth, ME 04107
Phone/Fax: 799-7193
Cell: 557-3558
email: jeff.armstrong@maine.gov

Jerry Bishop, (Seafood Technologist-
Cert. of Shellfish Dealers - Eastern
Maine)
PO Box 1160
Holden, ME 04429
843-5244 Cell: 557-3556
email: jerry.bishop@maine.gov

Pathologist

-Vacant-
Dept. of Marine Resources
PO Box 8
W. Boothbay, ME 04575
Voice: 207-633-9560
Fax: 207-633-9579

Volunteer Coordinator

Alison Sirois – 633-9401
email: Alison.Sirois@maine.gov

Shellfish Management

Vacant, Director (*Municipal Program, Ordinances, Warden Training, etc.*)
 Dept. Marine Resources
 21 State House Station
 Augusta, ME 04333-0021
 624-6562 Fax: 624-6024
 email:

Brian Swan
Environmental Coordinator
 Dept. of Marine Resources
 21 State House Station
 Augusta, ME 04333-0021
 624-6573 Fax: 624-6024
 email: brian.swan@maine.gov

Area Biologists

Ron Aho, *Area Biologist*
 3 Mid Coast Maine, Municipal Program)
 118 Kings Highway
 Newcastle, ME 04553
 Phone/Fax: 586-5572
 Cell: 529-0974
 email: Ron.Aho@maine.gov

Donald Card, *Area Biologist*
 (Southern Maine, Municipal Program)
 72 Indian Carry Road
 West Bath, ME 04530
 Phone/Fax: 443-5147
 Cell: 592-0983
 email: Don.Card@maine.gov

Hannah Annis, *Area Biologist (Down East Maine, Municipal Program)*
 22 Charlie Star Lane
 Orland, ME 04472
 Phone/Fax: 469-6134
 Cell: 949-4498
 email: Hannah.Annis@maine.gov

Licensing

Hallowell/Receptionist
 Dept. of Marine Resources
 21 State House Station
 Augusta, ME 04333-0021
 624-6550 Fax: 624-6024
 email: helen.holt@maine.gov

DMR Development

Cindy Smith, *Resource Mgmt Coordinator*
 Dept. of Marine Resources
 21 State House Station
 Augusta, ME 04333-0021
 624-6550 Fax: 624-6024
 email: cindy.smith@maine.gov

Marine Patrol

Col. Joseph Fessenden, *Chief*
 Marine Patrol
 21 State House Station
 Augusta, ME 04333-0021
 624-6571 Fax: 624-6024
 email: joe.fessenden@maine.gov

Marine Patrol - Division I

Lt. Jon Cornish
 (Boothbay Harbor)
 Area: Kittery to St. George
 633-9595 Fax: 633-9579
 email: Jon.Cornish@maine.gov

Marine Patrol - Division II

Lt. Alan Talbot - (*Lamoine*)
 Area: Rockland to Canada
 667-3373 Fax: 667-3972
 email: alan.talbot@maine.gov

Other Agencies

Dept. of Environmental Protection
 Bureau of Land & Water Quality
 17 State House Station
 Augusta, ME 04333-0017
 Contact: Richard Green
 287-7765 Fax: 287-7939
 email: Richard.A.Green@maine.gov

ME Dept. of Agriculture/Div. of Quality Assurance and Regulation
 (*Food Processing Licenses, Weights & Measures, HACCP Req.*), (*for other than molluscan bivalves*)
 Dept. of Agriculture
 28 State House Station
 Augusta, ME 04333-0028
 Contact: David Gagnon 287-2161

Peter Koufopoulos
 (*for questions about NSSP, Model Ordinance, etc.*)
 USDA
 Shellfish Sanitation Program
 1 Montvale Ave
 Stoneham, MA 02180
 Phone: 781-596-7780

Ken Moore
 (*questions about ISSC*)
 209-2 Dawson Road
 Columbia, SC 29223
 Phone: 803-788-7559

Steve Giguere or Dana Finnamore
 (*HACCP training classes*)
 Dept. of Agriculture
 28 State House Station
 Augusta, ME 04333-0028
 Phone: 287-6319

Visit the DMR - Web Page at:
<http://www.maine.gov/dmr>

PART 4

NATURAL RESOURCES

RECREATIONAL AND CULTURAL RESOURCES

MAPS

Trail map of the Schmid Preserve
 Trail map of the Colby Preserve
 Trail Map of the Zak Preserve
 Boothbay Region Land Trust Map

RESOURCES

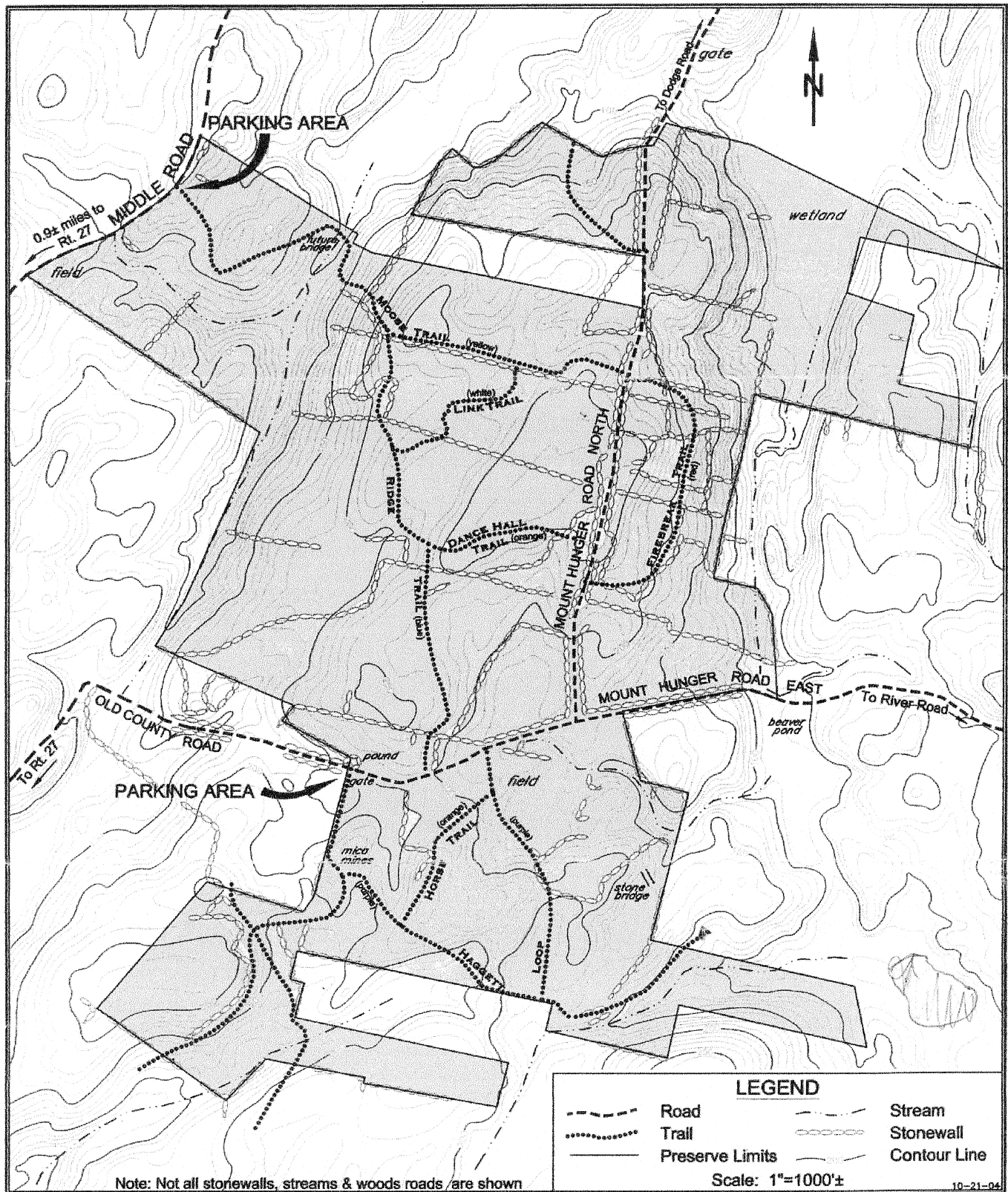
APPENDIX 1: LAND AND WATER CONSERVATION FUND
 APPENDIX 2: MAINE TRAILS FUND
 APPENDIX 3: ABOUT THE MAINE OUTDOOR HERITAGE FUND
 APPENDIX 4: BUREAU OF PARKS AND LANDS: COMMUNITY RECREATION PROGRAMS

REFERENCES

Bureau of Parks and Lands: *Trails Grant Manual* online at
www.maine.gov/doc/parks/programs/comunity/trailsmanual.html
2009 Edgecomb Comprehensive Plan - Recreational and Cultural Resources

Useful Links

www.maine.gov - State of Maine home page with links to a huge assortment of useful information
www.maine.gov/doc/parks - Maine Bureau of Parks and Lands
www.maine.gov/doc/ifw - Maine Department of Inland Fisheries and Wildlife
www.edgecomb.org - Information on Schmid Preserve activities
www.bbrlt.org - Boothbay Regional Land Trust
www.svca.org - Sheepscot Valley Conservation Association
www.dralt.org - Damariscotta River Association
www.lcct.org - Lincoln County Community Theater
www.heartwoodtheater.org - Heartwood Theater
foskett@lincoln.midcoast.com - River Company, 313 Bayview Road, Nobleboro, ME 04555-8828



CHARLES & CONSTANCE SCHMID LAND PRESERVE

MAPS

COLBY WILDLIFE PRESERVE

River Road, East Edgecomb



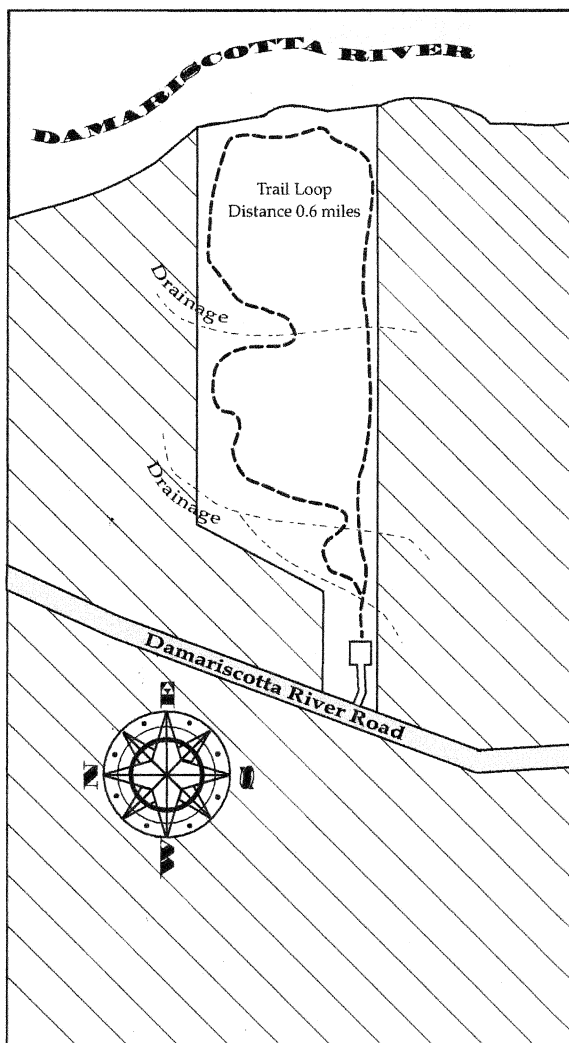
The Boothbay region is known for its spectacular natural beauty, rocky shores, coastal islands and river corridors. Since 1980, the Boothbay Region Land Trust (BRLT) has preserved and maintained the beauty of the Boothbay Region by protecting land for the benefit and enjoyment of the residents and visitors in the Boothbay Region.

In 1994, the Colby Wildlife Preserve was donated to the BRLT by Kitzi Colby's daughters, Joanna Cameron and Anni Black. The preserve is a 12-acre parcel on Salt Marsh Cove on the Damariscotta River.

Rich in history, this cove was once the site of saltworks, iceworks, a brickyard, ferry landing, sawmills and gristmills. Now in its natural state, the Salt Marsh Cove is of environmental importance to the health of the Damariscotta River. From the River Road, follow the old road 0.3 miles to Salt Marsh Cove. The loop Trail is 0.6 miles.

The Boothbay Region Land Trust, Inc. (BRLT) is a non-profit 501(c)(3) membership organization that engages in and promotes the selective preservation of natural resources in the Boothbay region. Land is acquired through conservation easements, bequests, donations, bargain sales and purchases. Most of the properties are open to the public, although some are restricted in use to protect wildlife habitat and nesting areas. The BRLT is also active in promoting education about our natural resources.

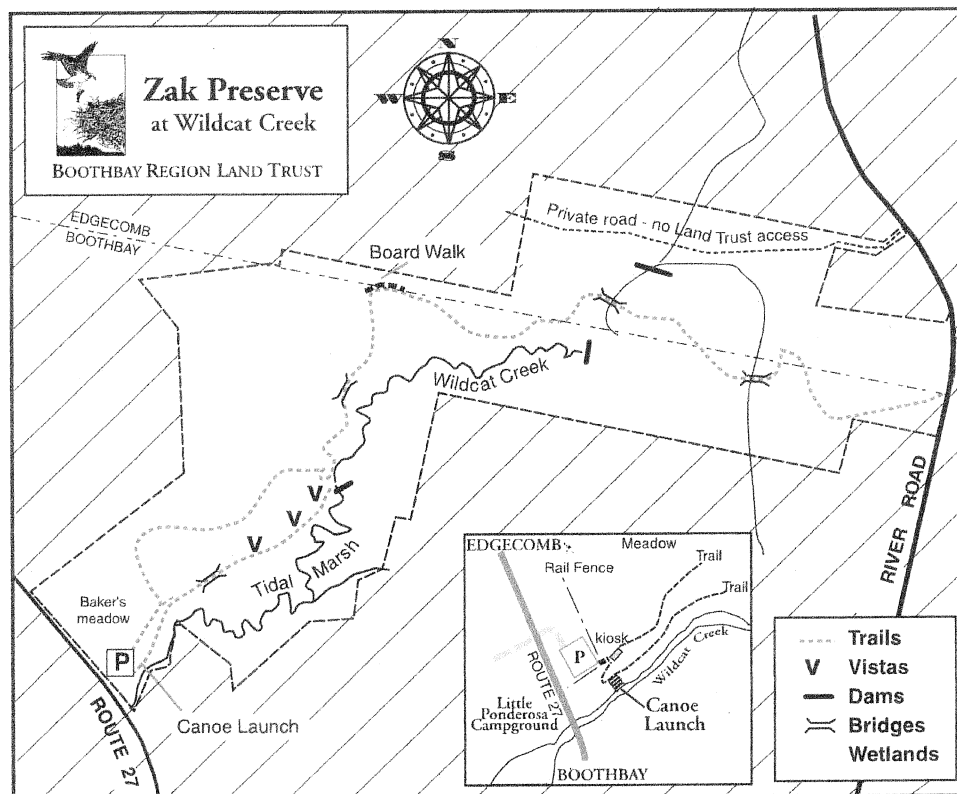
BOOTHBAY REGION LAND TRUST
P.O. Box 183
Boothbay Harbor, ME 04538-0183
(207) 633-4818
www.bbrrlt.org

*Directions:*

From the monument in Boothbay Center, travel north on Route 27 for 2.9 miles to River Road. Turn right on River Road and travel 3.2 miles. The Colby Preserve is on your right. (A parking area is being planned.)

BRLT properties are open to the public for quiet, low impact activities. Overnight camping, fires and motorized vehicles are not allowed. Please keep dogs under control and take litter home. No picking or specimen taking allowed.

We hope you enjoy visiting the BRLT properties.



- Protect wildlife, plants and trees
- Help keep all water clean
- Take litter home
- Keeps dogs under control
- Make no unnecessary noise
- No Camping
- No Fires
- No motorized Vehicles

BRLT properties are open to the public for quiet, low impact activities. Overnight camping, fires and motorized vehicles are not allowed. Please keep dogs under control and take litter home. For parties greater than 10, please obtain permission.

BOOTHBAY REGION LAND TRUST
1 Oak Street P.O. Box 183
Boothbay Harbor, ME 04538-0183
(207) 633-4818
www.bbrlt.org

We hope you enjoy your visit.

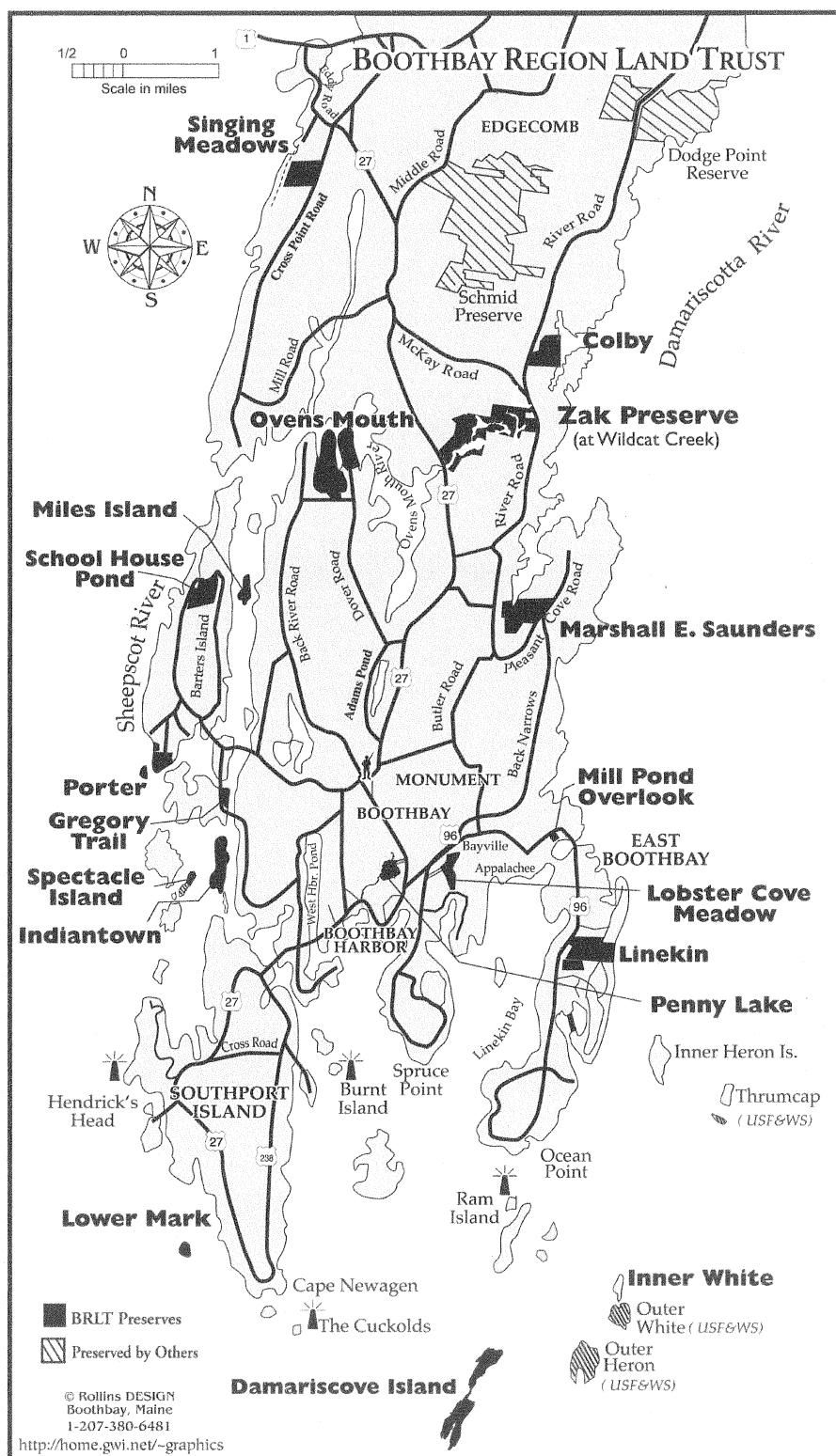
Directions:

Located on State Route 27 just South of the Boothbay-Edgcomb town line and across from Little Ponderosa Campground

Zak Preserve at Wildcat Creek contains open fields, tidal wetland fed by a broad freshwater stream and woodland which forms part of the high central spine of the Boothbay peninsula. It is part of the wildlife corridor that extends south from Route 1, through the Schmid Preserve and on into Boothbay. The property has outstanding wildlife habitat, and, provides recreational trails and a very scenic gateway to the Boothbay region. In the last century, the area bordering the wetlands was farmed. The field running along the east side of route 27 is less than a mile south of the Edgcomb/Boothbay line and is one of the last remaining large open fields in the Boothbay area.

The Boothbay Region is known for its spectacular natural beauty, rocky shores, coastal islands and river corridors. Since 1980, the Boothbay Region Land Trust has preserved and maintained the beauty of the Boothbay Region by protecting land for the benefit and enjoyment of the residents and visitors in the Boothbay Region.

The Boothbay Region Land Trust, Inc. (BRLT) is a non-profit 501(c)(3), membership organization dedicated to the selective preservation of natural resources in the Boothbay Region. Land is acquired through conservation easements, bequests, donations, bargain sales and purchases. Most of the properties are open to the public, although some are restricted in use if the intent is to provide wildlife habitat and nesting areas. The BRLT also is active in promoting education about our natural resources.



APPENDIX 1

Grants and Community Recreation

The Grants and Community Recreation Division, in addition to its responsibilities regarding federal and state grant programs, serves as a resource for Maine cities and towns in matters related to community recreation. Information is available on organization and structure of municipal parks and recreation boards, recreation programming, and facility development. Division personnel also serve as liaison with the Maine Recreation & Park Association, the National Recreation & Park Association, and regional parks and recreation organizations.

Land & Water Conservation Fund

The Land and Water Conservation Fund Act of 1964 (LWCF) was established to assist federal, state and local governments in the acquisition and/or development of public outdoor recreation facilities. Administered at the federal level by the National Park Service and at the state level by the Bureau of Parks and Lands in the Maine Department of Conservation, LWCF grants can provide up to 50% of the allowable costs for approved acquisition or development projects.

This manual is intended to provide general information about the Land and Water Conservation Fund program, including the steps a potential sponsor must take to apply. A municipal agency that is interested in submitting a proposal should contact the Grants and Community Recreation Division of BP&L at the address below for assistance and guidance in the application process.

Grants and Community Recreation Division
Bureau of Parks and Lands
22 State House Station
Augusta, Maine 04333
207-287-4962
Bud Newell, Program Manager
E-mail address: Bud.Newell@maine.gov

APPENDIX 2

Maine Trails Funding Program

2008 Trails application

What is the Recreational Trails Program?

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA), transfers a percentage of gasoline taxes paid on non-highway recreational use in off-highway vehicles from the Highway Trust Fund into the Recreational Trails Program for trail development, improvement and maintenance.

The State of Maine has agreed to take part in the Recreational Trails Program (RTP) under the Federal Highway Administration (FHWA), the federal agency that administers the program at the national level.

Governor John Elias Baldacci has designated the Bureau of Parks and Lands as the state agency to administer the program in Maine. Within the Bureau, the Division of Grants and Community Recreation provides day-to-day supervision of RTP matters.

Recreational Trails Program Financial Policies

1. 30% of RTP funds allocated to the state shall be reserved for uses related to motorized trail recreation.
2. 30% of RTP funds allocated to the state shall be reserved for uses related to non-motorized trail recreation.
3. The remaining funds shall be used for recreational projects that facilitate diverse trail use.

Project Eligibility

Eligible projects may include:

- Maintenance and restoration of existing recreational trails.
- Development and rehabilitation of trail side and trailhead facilities and trail linkages for recreational trails.
- Construction of new recreational trails.
- Acquisition of easements or fee simple title to property for recreational trails or recreational trail corridors.
- Operation of educational programs to promote safety and environmental protection as those objectives relate to use of recreational trails.

Who Is Eligible for RTP Grants?

The state has determined it will provide funds received under this program as grants-in-aid to municipalities, other qualified sub-divisions of state government and to qualified non-profit organizations under guidelines established by the Bureau of Parks and Lands in conjunction with the Maine Trails Advisory Committee.

How Are Grants Awarded?

Potential applicants may view the [Grant Manual online](#), or contact the Grants and Community Recreation Division, Bureau of Parks and Lands, to receive an informational packet and application.

Applications must be received by the announced deadline and contain all required material to be eligible for possible funding.

Applications will be evaluated by BP&L staff and the Trails Advisory Committee to determine their degrees of compliance with the established state goals for the program. All applicants will be notified in writing of project approval or disapproval.

Local Funding Share

Recreational Trails Program grants are made on a matching basis. The federal share of the project costs shall not be more than 80% (maximum grant amounts may be set by the state). The local share may consist of cash or state-approved donations of labor and/or materials.

Public Use and Access

Applications for RTP funding must stipulate full support of the program and must ensure public access to the recreation improvements funded by the grant.

Maine Goals for the Recreational Trails Program

- Trails that provide linkages with existing or planned networks.
- Trails that serve a wide spectrum of users.
- Proposals that address landowners concerns.
- Trails that provide relatively high use levels.
- Proposals that provide "close-to-home" trails.
- Proposals that enhance tourism and economic development.
- Proposals that facilitate trail use for youngsters, seniors, and persons with disabilities.
- Projects that are well planned.
- Trails that are destination oriented.
- Trails that further SCORP or other established planning goals.
- Multiple use trail projects that address conflicts between user groups.
- Proposals that have adequate matching resources.
- Proposals that consider operation and maintenance needs.
- Projects that leverage other private and public funding sources.
- Projects that rehabilitate existing, well-used trails.
- Projects that preserve rights-of-way for public recreation purposes.
- Trails that provide high levels of user safety.
- Trails that provide aesthetic or cultural benefits to users.
- Projects that provide for reasonable longevity.

APPENDIX 3

About the Maine Outdoor Heritage Fund

History

Concerned about a lack of funding for projects that conserve the outdoors for Maine people and wildlife, the Sportsman's Alliance of Maine and the Maine Audubon Society joined forces in 1994 to address the problem. Their referendum campaign to establish a Lottery ticket dedicated to conservation was so successful that the Legislature implemented the program on its own, bypassing the need for a referendum.

Since tickets first went on sale in January, 1996, over \$13 million in grants have funded over 500 projects. Tickets are available at most convenience stores, gas stations and other outlets where Maine State Lottery tickets are sold.

Grants are awarded twice each year by a seven-member board appointed by the Governor. Grant application deadlines are March 1 and September 1 of each year.

www.maine.gov/ifw/grants/outdoorheritage_fund/about_fund.htm

Board Members

The Legislature created the seven-member board with three permanent members: the Commissioner of Conservation, the Commissioner of Inland Fisheries and Wildlife and the Coordinator of the Natural Areas Program. Four citizen members are appointed by the Governor to staggered terms: one from a state sportsman's organization, one from a state wildlife conservation organization and one working in a field related to natural resources.

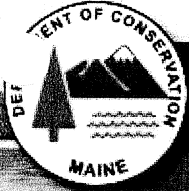
Maine.gov Agencies | Online Services | Help

Page Tools

GO

State Search:

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 **DEPARTMENT OF CONSERVATION**
**Bureau of
Parks & Lands**

Site Map

Search BPL:

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Home | Contact Us | Online Services | Publications | News | Links | Grants

BUREAU INFORMATION

- About the Bureau
- Ask a Ranger (FAQ)
- State Parks
- Public Reserved Lands
- Historic Sites
- ATV Program
- Boating Facilities
- Snowmobile Program
- Submerged Lands
- Community Recreation
 - Land & Water Conservation Fund
 - Maine Trails Fund
- Planning & Acquisition

[Home](#) > Community Recreation

Grants and Community Recreation

The Grants and Community Recreation Division, in addition to its responsibilities regarding federal and state grant programs, serves as a resource for Maine cities and towns in matters related to community recreation. Information is available on organization and structure of municipal parks and recreation boards, recreation programming, and facility development. Division personnel also serve as liaison with the Maine Recreation & Park Association, the National Recreation & Park Association, and regional parks and recreation organizations.

Maine State Trails Conference, September 21/22, 2007
[Registration Information](#)


Grants & Community Recreation Division
Bureau of Parks & Lands
Maine Department of Conservation
22 State House Station
Augusta, Maine 04333
(207) 287-4962
bud.newell@maine.gov

BUREAU FEATURES

[Land & Water Conservation Fund](#)

[Maine Trails Funding Program](#)

Maine.gov | Home | Department of Conservation | Site Policies

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PART 4 NATURAL RESOURCES AGRICULTURE AND FOREST RESOURCES

MAPS

Maine State Planning Office - Agricultural Resources

RESOURCES

APPENDIX 1: FARM STATISTICS

APPENDIX 2: SUMMARY OF TIMBER HARVEST INFORMATION-EDGEComb

APPENDIX 3: TREE GROWTH TAX LAW VALUATIONS

APPENDIX 4: LAND FOR MAINE'S FUTURE PROGRAM: FARMLAND PROTECTION

APPENDIX 5: ADDITIONAL FORESTRY RESOURCES

REFERENCES

Cost of Community Services Studies: Making the Case for Conservation by Julia Freedgood

2003-2004 County Profile of Maine Agricultural Enterprises

Saving Maine's Farmland: A Collaborative Action Plan, Maine Dept. of Agriculture, Food and Rural Resources

Farm and Ranch Land Protection Program, Maine Natural Resources Conservation Service

Timber Harvesting in Shoreland Zones, Maine Forest Service

Tree Growth Application Schedule

Project Canopy, Maine Forest Service

Farm Transfer Planning, Maine Farmland Trust

Maine Tree Growth Tax Law, Maine Revenue Services

Tree Growth Forest Management & Harvest Plans, Dept of Conservation

Riparian Forest Buffers, USDA

It's Your Woodland, Maine Forest Service

Preserving our Farms and Farmland, Maine Dept. of Agriculture

Landowner Options for Preserving Farms and Farmland, Dept. of Agriculture

Enrolling in Maine's Farm and Open Space Tax Program, Dept of Agriculture

A Grant Program for Maine Farmers, Dept. of Agriculture

Maine Farm Link: Keeping Maine's Farmland in Farming, Dept of Agriculture

2009 Edgecomb Comprehensive Plan - Agricultural and Forest Resources

USEFUL LINKS

Maine Coast heritage Trust

Small Woodlot Owners Association of Maine

www.swoam.org

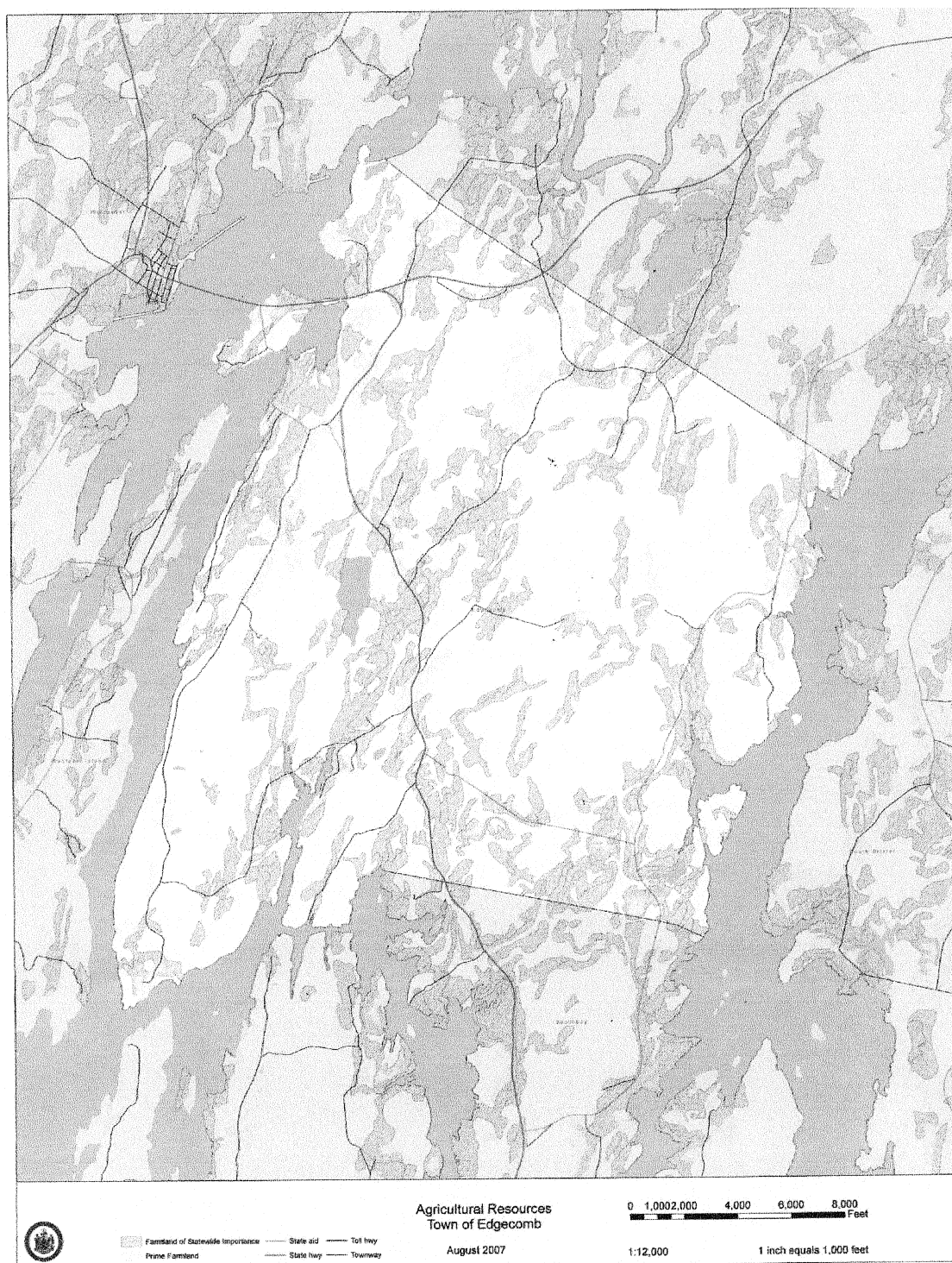
From Maine Department of Agriculture, Food and Rural Resources GET REAL, GET MAINE Program.

www.getrealmaine.com.

www.projectcanopy.org

www.na.fs.fed.us/SPO/PUBS/N_RESOURCE/BUFFER/COVER.HTM

www.maine.gov/agriculture



2009 Comprehensive Plan - Agricultural and Forest Resources

APPENDIX 1: FARM STATISTICS

<i>Farms</i>	<i>Edgecomb</i>	<i>Contiguous towns</i>	<i>Lincoln county</i>
<i>farms Farm stands, farm stores</i>	<i>1</i>	<i>2</i>	<i>41</i>
<i>farmers markets</i>	<i>0</i>	<i>2</i>	<i>2</i>
<i>Community supported Agriculture</i>	<i>0</i>	<i>2</i>	<i>6</i>
<i>Wholesale food and farm Businesses</i>	<i>2</i>	<i>5</i>	<i>35</i>
<i>Apple Orchards</i>	<i>0</i>	<i>0</i>	<i>2</i>
<i>Christmas tree farms</i>	<i>0</i>	<i>0</i>	<i>2</i>

APPENDIX 2

Summary of Timber Harvest Information for the town of: Edgecomb

<i>YEAR</i>	<i>Selection harvest, acres</i>	<i>Shelterwood harvest, acres</i>	<i>Clearcut harvest, acres</i>	<i>Total Harvest, acres</i>	<i>Change of land use, acres</i>	<i>Number of timber harvests</i>
1991	58	78	2	138	-	5
1992	390	-	15	405	5	12
1993	209	3	-	212	-	10
1994	225	5	5	235	-	7
1995	70	3	-	73	-	4
1996	172	-	1	173	3	11
1997	63	5	-	68	2	5
1998	51	-	-	51	1	8
1999	175	-	-	175	70	11
2001	21	-	-	21	-	3
2004	40	-	-	40	23	4
2005	70	-	-	70	1	5
2006	86	-	10	96	5	4
<i>Total</i>	<i>1,630</i>	<i>94</i>	<i>33</i>	<i>1,757</i>	<i>110</i>	<i>89</i>

Department of Conservation - Maine Forest Service

We help you make informed decisions about Maine's forests

To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town.



DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
BUREAU OF REVENUE SERVICES, PROPERTY TAX DIVISION

Rule No. 202 (18-125 CMR 202)

TREE GROWTH TAX LAW VALUATIONS

DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES

125

Bureau of Revenue Services

Chapter 202-07

Tree Growth Tax Law Valuations - 2007

Summary:

36 M.R.S.A. § 576 requires the State Tax Assessor annually to establish the 100% valuation per acre for each forest type by economic region for parcels classified under the Tree Growth Tax Law. Below is the schedule for tax year 2007.

.01

Tree Growth Tax Law Valuation Schedule - 2007

COUNTY	SOFTWOOD	MIXED WOOD	HARDWOOD
Androscoggin	388.00	224.00	135.00
Aroostook	118.00	97.00	92.00
Cumberland	394.00	221.00	131.00
Franklin	149.00	119.00	106.00
Hancock	123.00	119.00	112.00
Kennebec	264.00	148.00	112.00
Knox	229.00	113.00	67.00
Lincoln	236.00	134.00	98.00
Oxford	168.00	125.00	102.00
Penobscot	100.00	86.00	91.00
Piscataquis	134.00	116.00	112.00
Sagadahoc	353.00	216.00	138.00
Somerset	138.00	142.00	142.00
Waldo	266.00	143.00	97.00
Washington	81.00	78.00	35.00
York	399.00	231.00	142.00

This rule incorporates current stumpage values into conventional and prevalent algorithms to determine the valuation of forestland by a classification and value averaging system that estimates the worth of forest land used for wood production excluding incremental value attributable to development potential.



APPENDIX 4:

Land for Maine's Future Program

FARMLAND PROTECTION

PRESENT:

Land for Maine's Future Program established in 1987 is the only state program that has farmland protection through the purchase of development rights as part of its mandate.

The Land for Maine's Future (LMF) and the Maine Department of Agriculture work in partnership to solicit Federal and private dollars, identify good projects, and bring proposals focused specifically on farmland protection before the Land for Maine's Future Board. This partnership has resulted in successful proposals for federal dollars through the U.S.D.A. Natural Resources Conservation Service's "Farmland and Ranchland Protection Program".

FARMLAND PROTECTION PROJECTS COMPLETED:

To date the *Land for Maine's Future Program* has completed (17) projects which conserve farmlands. These are listed below:

<i>Project Name</i>	<i>Town Located</i>	<i>Acres Protected</i>	<i>Land Protection Mechanism</i>
Alice Wheeler Farm	Richmond	307	Purchase of Development Rights,
Commissary Point	Whiting	200	Fee and
		50	Conservation Easement
Tide Mill Farm	Whiting	1,520	Conservation Easement
Wilshore Farm	Falmouth	183	Conservation Easement
Bowden Farm	Blue Hill	208	Purchase of Development Rights
Hiatt Farm	Dresden	92	Purchase of Development Rights
Lakeside Orchards	Manchester	189	Purchase of Development Rights
Beech Hill	Rockport	100	Conservation Easement
Lorio Farm	Blue Hill	116	Purchase of Development Rights
Clarry Hill - Jackson Farm	Waldoboro	216.5	Purchase of Development Rights
Clarry Hill - MVL T tract	Union	25.5	Purchase of Development Rights
Jordan Farm	Cape Elizabeth	47	Purchase of Development Rights
Meserve Farm	Scarborough	424.4	Purchase of Development Rights
Packard-Littlefield Farm	Lisbon	194.7	Purchase of Development Rights
Five Fields Farm	Bridgton	204	Purchase of Development Rights
Lover's Brook Farm	Berwick/ So. Berwick	83	Purchase of Development Rights
Hanson Farm	Sanford	284	Purchase of Development Rights

LMF Farmland Acreage Protected to Date:

Purchase of Development Rights-Agricultural Conservation Easement: 2,391± acres; *Conservation Easement:* 1,853 acres. As of September 2005, LMF has active farmland protection projects under consideration that would result in conserving an estimated 1,875 ± acres.

STATEWIDE INTEREST. The participation from the farm community has reflected statewide interest to each of LMFB's "Call for Proposals." Municipalities represented: Benton, Auburn, Caribou, Dexter, Dresden, New Sharon, Blue Hill, Vassalboro, Farmington, Unity, Knox, Bowdoinham, Union, Lisbon, Litchfield, Manchester, Cumberland Center, Falmouth, Whiting, Springvale, Nobleboro, Cape Elizabeth, Scarborough, Richmond, Somerville, So. Berwick, Bridgton.

FURTHER INFORMATION: For information concerning the Land for Maine's Future Program, you can reach LMF staff R.Collin Therrien, at LMF (207) 287-1485 or visit our website at www.maine.gov/spo/lmf. For persons interested in developing a farmland protection proposal for consideration by LMF Board, state agency sponsorship is necessary. Please contact ME Department of Agriculture, Food & Rural Resources staff, Stephanie Gilbert, directly at (207) 287- 7520 or Stephanie.Gilbert@maine.gov

APPENDIX 5:

Additional Forestry Resources

Here are some other important forestry resources that may interest local comprehensive planning committees.

It's Your Woodland, An Owner's Guide:

This booklet introduces you to ways to improve your woods that benefit you and the communities and natural systems of which you are a part. It lists contacts for assistance and more detailed information. This booklet may help you manage your woodlot to make it more rewarding in many ways.

<http://www.maine.gov/doc/mfs/pubs/pdf/fpminfo/yourwood.pdf>

Bulletin Number 19, Maine's Tree Growth Tax Law:

The Maine Tree Growth Tax Law provides for the valuation of land that has been classified as forestland on the basis of productivity value, rather than on fair market value. The law is based on Article IX, section 8 of the Maine Constitution that permits such valuation of forestlands for property tax purposes.

<http://www.maine.gov/revenue/forms/property/pubs/bull19text.htm>

Riparian Forest Buffers, USDA Forest Service Publication NA-PR-07-91:

Streamside forests are crucial to the protection and enhancement of the water resources. They are extremely complex ecosystems that help provide optimum food and habitat for stream communities as well as being useful in mitigating or controlling nonpoint source pollution

http://na.fs.fed.us/spfo/pubs/n_resource/buffer/cover.htm

Part 5

FACILITIES AND SERVICES

PUBLIC FACILITIES AND SERVICES

RESOURCES

APPENDIX 1: BOOTHBAY REGIONAL RECYCLING REPORT
 APPENDIX 2: MUNICIPAL CODE ENFORCEMENT STATUS RECORD
 APPENDIX 3: EMERGENCY SERVICE ZONE DETAIL
 APPENDIX 4: PUBLIC WELLS TOWN SUMMARY REPORT
 APPENDIX 5: MAINE DRINKING WATER PROGRAM INTERNET MAPPING TOOL
 APPENDIX 6: BENEFITS OF PARTICIPATION IN THE NATIONAL FLOOD INSURANCE PROGRAM

REFERENCES

School Site Selection, Maine Department of Education
Maine's Public Law 761: Improving Public Water Supply Protection, George J. Mitchell Center for Environmental and Watershed Research, University of Maine, Orono
Hazard Mitigation Grant Program, Maine Emergency Management Agency
Maine Source Water Assessment Program, Department of Human Services
Making Schools Important to Neighborhoods again, State Board of Education and State Planning Office
Emergency Response Detail for Lincoln County by PSAP
About the Maine Floodplain Management Program
The Addressing Officer, Emergency Services Communication Bureau
2009 Edgecomb Comprehensive Plan - Public Facilities and Services

USEFUL LINKS

www.umaine.edu/WaterResearch - water research
www.state.me.us.mema - Maine Emergency Management Agency
www.maine911.com/communities/911contacts - 911 contacts
www.medwp.com - Maine Drinking Water Program
www.medep.com - Maine Dept. of Environmental Protection
www.state.me.us/spo - Maine State Planning Office
www.mainerwa.org - Maine Rural Water Association

Recycling & MSW Fact Sheet

BOOTHBAY REGION

02/13/2007
Geo Code 15025

2000 US Census Population: 7068

MSW Disposal Site: PERC, Orrington

Recycling Processing: Boothbay

Trash Collection & Payment Method: Municipal: n Contracted by Municipality: n

Residents Drop at Transfer Station y Private Haulers in Community Giles Rubbish

Hauler from Transfer Station to Disposal Site: Wyndsaung Farms Haulers:

Combination of private haulers & citizens delivering to transfer station, municipality pays disposal fee

Pay by the Bag: n Bag Fee:

Recycling Collection & Payment Method: Municipal: n Contracted by Municipality: n

Residents Drop at Transfer Station

Hauler of Recyclables:

Marketing of Recyclables:

Commercial Trash: Commercial waste is not included in Boothbay's MSW.

Businesses Pay for Commercial Trash: n

Municipality Pays for Commercial Trash:

Bulky Disposal & Recycling: Municipal CDD Landfill:

Metal: Grimmel

Construction & Demo: Thompson Energy

Leaf & Yard: Residents

Wood: Thompson Energy

Tires: Casella

Mixed Bulky: Norridgewock

Boothbay recycles metal and tires; composts yard waste; chips wood, and landfills mixed bulky at Norridgewock.

Recycling Committee: n

Recycling Educational Efforts: Alison operates a modest recycling education program in the Boothbay

Household Hazardous Waste: The Boothbay Region does not have a HHW collection effort.

Municipal SW Ordinance: y Mandatory Recycling: y

Municipal Bans: The Boothbay Region bans a variety of materials including tree stumps, pesticides, dead

Recycling Rate Trend Constant

Analysis:

Special Traits: The Boothbay Region processes the largest amount of bulky wood debris in Maine which

General Comments:

Recycling is mandatory for the four towns in the Boothbay Region. Many residents and businesses contract with Giles Rubbish for pick-up. The Boothbay Regional facility processes large amount of wood waste from house demolition and landscaping which is chipped and used as fuel at energy plants. Boothbay owns its own tub grinder. The Boothbay Region supports a large summer population that results in their MSW being tripled during the summer months. The Boothbay Region's recycling rate was 41.5% in 1993; 30.8% in 1994; 35.8% in 1995; 63.5% in 1996; 64.1% in 1997; 60.5% in 1998; 60% in 1999; 66% in 2000; 68.3% in 2001; 30.3% in 2002; 62.2% in 2003; 74.3% in 2004; 71.7% in 2005; 79.5% in 2006.

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



State Planning Office
Code Enforcement Program
Municipal Code Enforcement Status Record

DATE: 07/26/2007

Town Name: **Edgecomb**County: **Lincoln**Coastal (C) or Non-Coastal (NC): **C**

LPI Extension (if blank N/A):

Is Town/City Fully Compliant
with Title 30A Sec. 4451? **Y**Job Description Received: **Y**Job Description: **BS SZ LU****Code Enforcement Officer's Name:** Dabney Lewis

Appointment: 07/01/2005 Cert. Expire: 01/31/2012

Areas CEO is Certified: BS SZ LUIs CEO Fully Certified: **Y**

CEO Lacking Cert. in areas of:

Local Plumbing Inspector's Name: David Taylor

Appointment: 04/06/2006 Cert. Expire: 01/31/2012

LPI Certified: **Y****Assistant/Deputy/Alternate CEO:**

Appointment: Cert. Expire:

Areas of Certification:

Is Assistant Fully Cert.

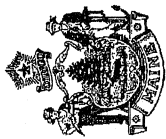
Areas of Cert. Lacking:

Alternate LPI's Name:

Appointment: Cert. Expire:

LPI Certified: **-**

Other Comments:



STATE OF MAINE
EMERGENCY SERVICES COMMUNICATION BUREAU
15 OAK GROVE ROAD
VASSALBORO, MAINE
04989-3201

John Elias Baldacci
GOVERNOR

ALBERT E. GERVENACK
DIRECTOR

DATE:

NOVEMBER 3, 2005

COMMUNITY:

EDGEComb

9-1-1 ADDRESSING STATUS:

INITIAL ADDRESSING COMPLETE;
MAINTENANCE

ADDRESSING OFFICER:
(Municipal Coordinator)

BARRY JOHNSTON

ADDRESSING ORDINANCE:

UNKNOWN

EMERGENCY SERVICE INFORMATION:

Emergency Service Zone Detail

Run Time

11/3/2005 2:35:24 PM

ESN:

139

Community Name:

Edgecomb

Provider:

Lincoln SD/MSP

Police:

Fire:

Edgecomb FD

Ems:

Wiscasset Ambulance

Village Name:

Dispatch:

Lincoln County 9-1-1

Lincoln County 9-1-1

Lincoln County 9-1-1

PSAP:

Lincoln County 9-1-1

BackUp PSAP

MSP - Augusta RCC

ESN:

754

Community Name:

Edgecomb

Provider:

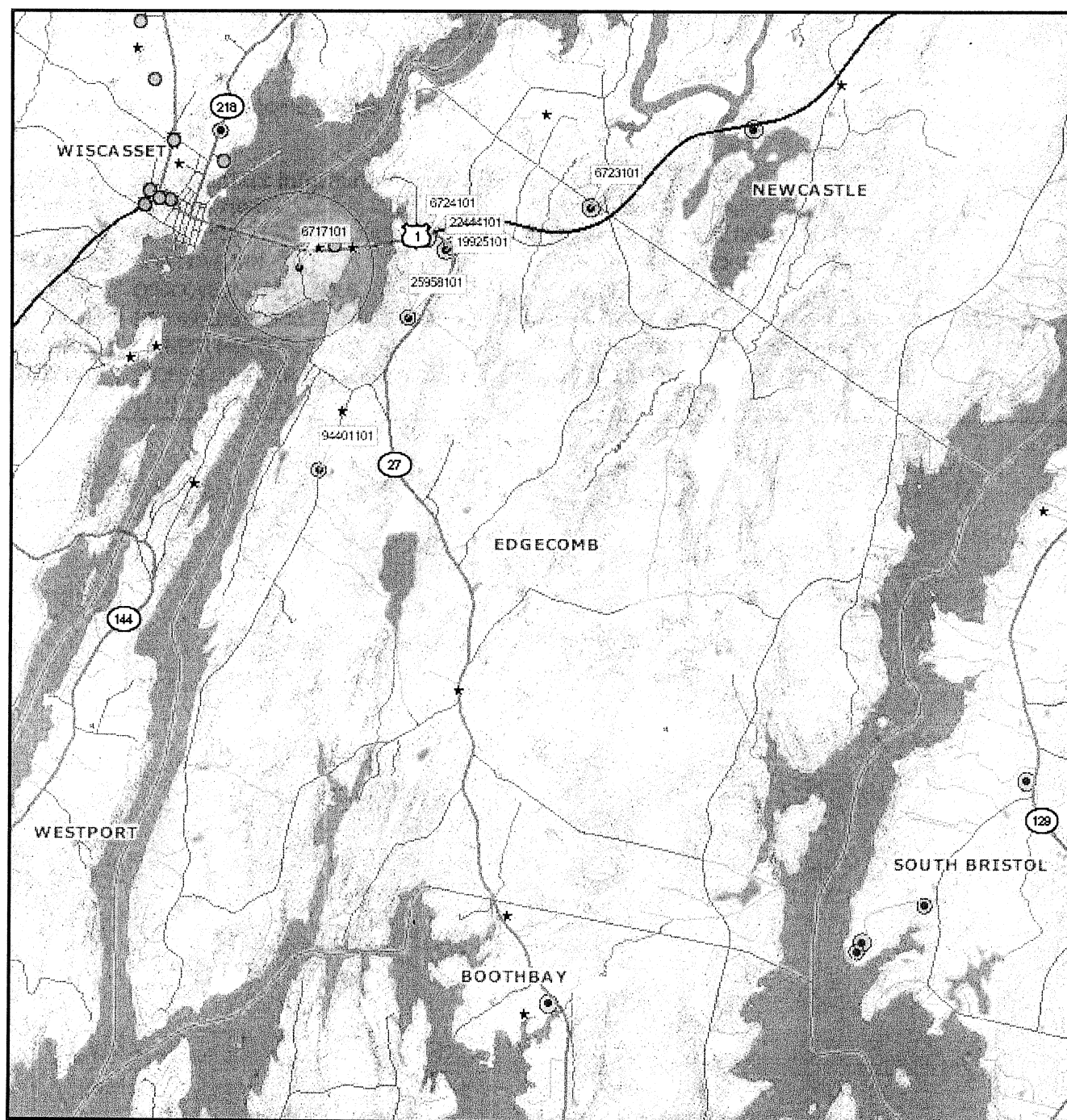
Lincoln SD/MSP

Police:

Village Name:

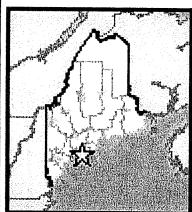
Dispatch:

Lincoln County 9-1-1



Map created by NGI:

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- DWP Intakes
- DWP Wells
- ★ Landuse Activities
- ★ USTs
- Water Bodies
- Watersheds
- Intake Buffers
- Well Buffers
- Protection Areas
- Sand & Gravel Aquifers
- 200 Days (high)
- 2500 Days (mod.)
- < 50 GPM
- > 50 GPM

Data from:

Maine Drinking Water Program
 11 State House Station
 286 Water Street
 Augusta, ME. 04333-0011
 phone: (207)287-2070
 tty: (207)287-2070
 fax: (207) 287-4172



Town Report for Public Water Systems on October 24, 2005**Information for Edgecomb**

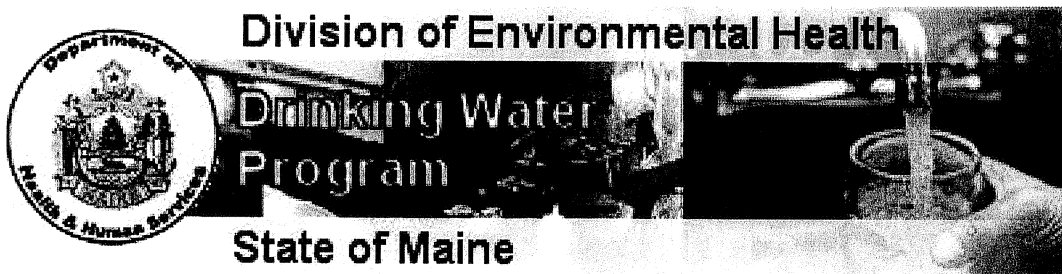
Maine Geocode: 15080

Number of Water Systems Found in Check

Wells: 7 Intakes: 0

7 Wells Found - Contact Information Listed Below

Well ID	System Name	Address
94401101	CENTER FOR TEACHING/LEARNING	119 CROSS POINT ROAD - EDGECOMB, ME. 04556
19925101	COD COVE INN	22 CROSS RD - EDGECOMB, ME. 04556
6724101	CODCOVE INN COTTAGES	PO BOX 117 - EDGECOMB, ME. 04556
25958101	MSU 49 EDGECOMB EDDY ELEMENTARY II	157 BOOTHBAY ROAD - EDGECOMB, ME. 04556
6723101	PIONEER MOTEL	400 US ROUTE #1 - EDGECOMB, ME. 04556
6717101	SHEEPSCOT RIVER INN & REST.	306 EDDY ROAD - EDGECOMB, ME. 04556
22444101	TAMMYS KITCHEN	PO BOX 74 - EDGECOMB, ME. 04556



The Maine Drinking Water Program internet mapping tool

www.maine.gov/dhhs/eng/water/

This website is intended to assist planners, developers, and regulators who have a requirement to know the location of areas that are used as public water supplies. The site requires registration.

Data provided on this website:

- Location of wells and intakes for public water supplies in Maine
- Contact information for the owners of the supplies
- Protection areas for each supply. New town and state permit requests in these areas require notice to the public water supplier.

The site allows preparation of maps on either a town or a site scale for local printing, as well as data download for individual towns. No water quality or water system operational data are available on the site.

If you have questions about the site or the data please contact Robin Frost for more information.

Robin Frost
SDWIS Administrator
Maine Drinking Water Program
11 State House Station
Augusta, Maine 04333-0011
Phone (207) 287-8411
Fax (207) 287-4172
www.medwp.com

Benefits of Participation in the National Flood Insurance Program (NFIP)

In order to better understand the benefits of participation in the National Flood Insurance Program (NFIP), it is important to consider why the NFIP was initially created by Congress in 1968. One of the most important goals of the Program is to break the continual cycle of flooding, damage, and repair. The intent of the NFIP is not to prohibit development, but to guide development in floodplain areas in a manner that is consistent with both nature's need to convey flood waters and a community's land use needs. In order to accomplish this mission, the NFIP began allowing the sale of federally backed flood insurance in communities that adopted regulations for future development in flood prone areas. A common misconception about the NFIP is that it is a taxpayer supported Program. Flood insurance claims are paid from the same fund to which premiums are paid. The Program has authority to borrow from the federal treasury, which it sometimes does if the Program has a higher than normal year of losses. However, any money borrowed is paid back with interest. There is a FEMA document titled *Myths and Facts about the NFIP* that addresses some of the common questions regarding flood insurance availability.

Federal law mandates the purchase of flood insurance for those structures in the SFHA that are being financed by a federally backed lending institution. Homeowner's insurance does not cover flood damage and federally backed flood insurance is only available in communities that choose to participate in the NFIP. Participation provides the availability of flood insurance, and hence, solves many of the real estate/lending issues that occur in non-participating communities. Also, as a participating community, every property owner and renter in your community would be eligible to purchase flood insurance, regardless of their location. Structures that fall within the mapped floodplain generally have a 26% chance of being flooded during any 30-year time period, whereas the risk of fire is only 4%. This is why the lending laws require flood insurance as a condition of a loan for structures in the floodplain. However, flooding also occurs outside the mapped floodplain and the NFIP offers flood coverage for lower rates in these areas. Approximately 25% of all flood insurance claims come from areas that are outside the mapped floodplain. These claims are the result of floods greater than a 100-year event, local storm water or drainage problems, ice jam flooding, increased development and runoff.

The only "cost" associated with participation in this Program, is the time it takes to administer and enforce the local floodplain management ordinance. The basic premise of requiring permit applications and review of all development in the SFHA is to ensure that any type of development in a floodplain is done in such a way that it will help mitigate future flood damages. Through proper administration of this ordinance, it is expected that over time, newly constructed buildings as well as those being repaired, improved or rebuilt will be more resistant to flood damages and result in fewer losses and hardships to families, businesses and communities.

Another very important benefit of participation in the NFIP is that the community is eligible to apply for federal funds/grants (on a competitive basis) under the 404 Post Disaster Hazard Mitigation Grant and the Pre Disaster Mitigation programs. Also, in the event of a presidentially declared disaster, residents will have access to full range of disaster assistance funds that are not otherwise available in non-participating communities.

Some of the development standards contained in the Floodplain Management Ordinance are already in place in other state regulations. For instance, the Shoreland Zoning regulations require elevation of floodprone buildings and the state subdivision law requires floodplain boundaries and elevations to be shown on subdivision plans, plus building standards and deed restrictions for lots in floodplain areas. So, this Ordinance and other state regulations actually support one another.

It is very important to understand the impacts of participation vs. nonparticipation in the NFIP. For more information, please call the Maine Floodplain Management Program at the State Planning Office at 287-3261. The regional planning commission in your area is also available to help the town with their floodplain management needs.



FEMA



State Planning Office

PART 5 FACILITIES AND SERVICES TRANSPORTATION

MAPS

State Planning Office - Transportation Features
MDOT Data 2004-2006

RESOURCES

APPENDIX 1: BRIDGE DATA
APPENDIX 2: HIGH CRASH AND BRIDGE LOCATIONS
APPENDIX 3: MAINE DOT RESOURCES
APPENDIX 4: MAINE LOCAL ROADS CENTER
APPENDIX 5: TRANSPORTATION ENHANCEMENT PROGRAM
APPENDIX 6: TOWN REPORT ON ROADS
APPENDIX 7: MDOT COMPREHENSIVE PLAN CONTACT LIST

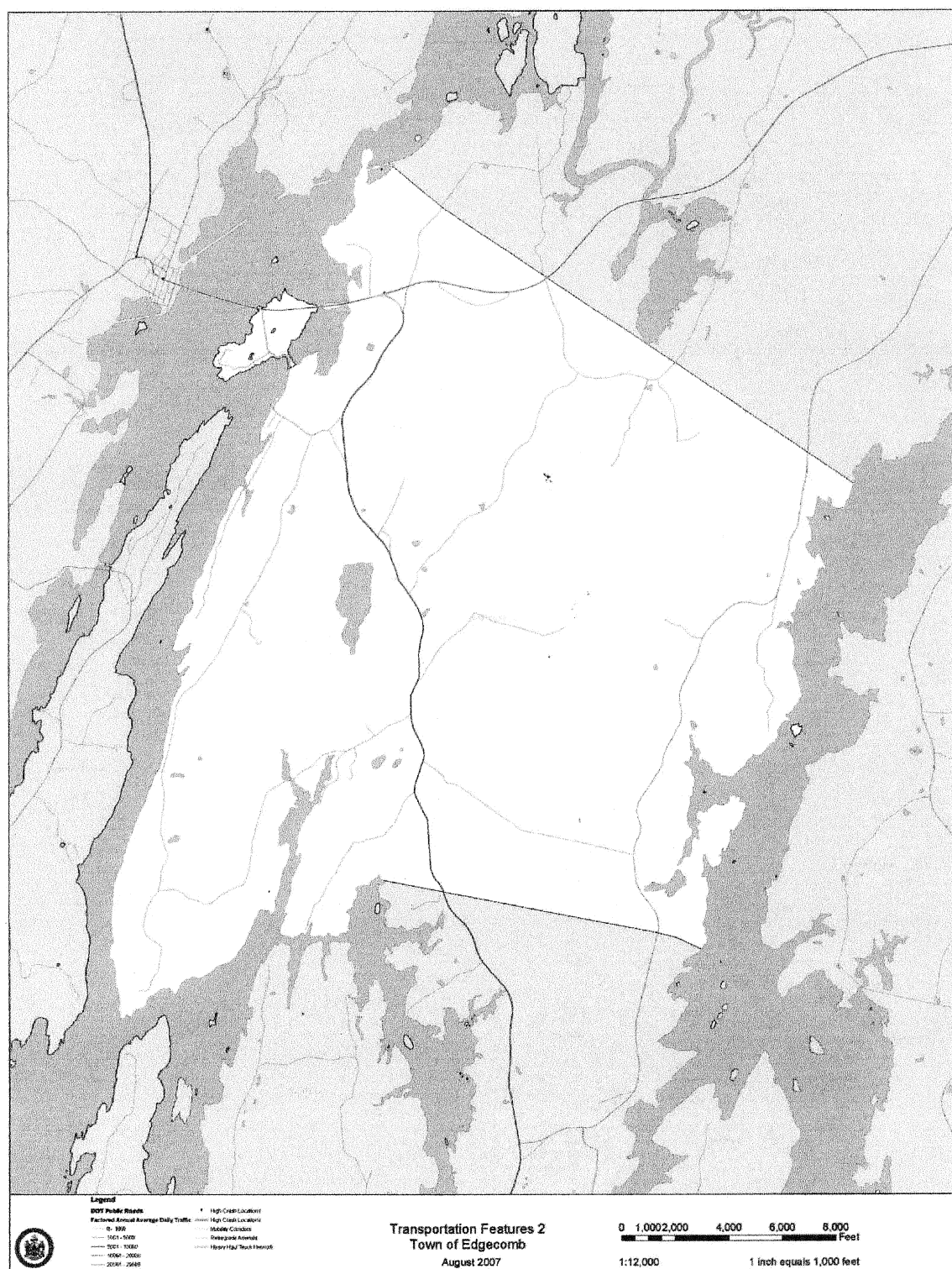
REFERENCES

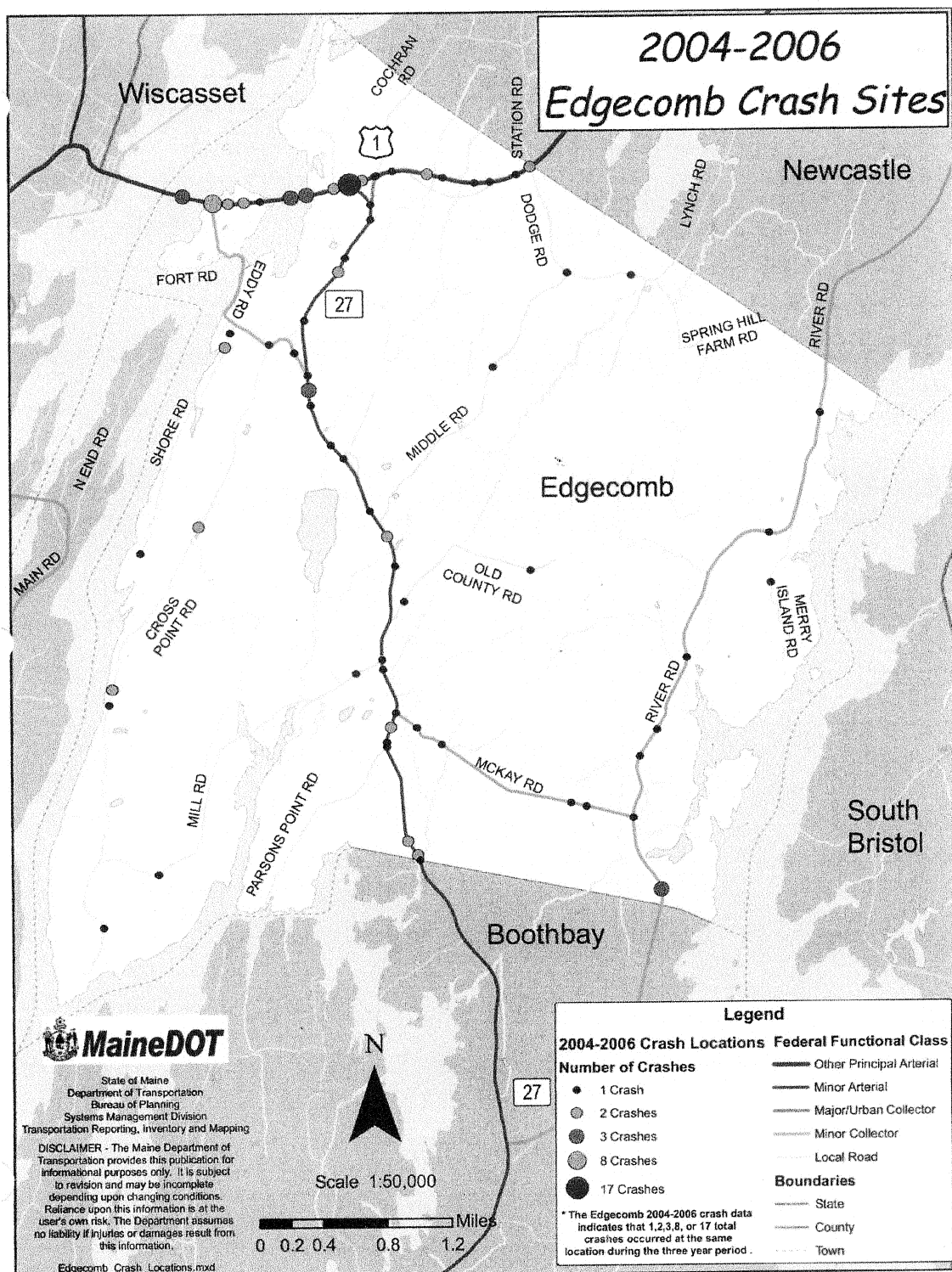
Maine DOT Bridge Data Metadata
Healthy Highways, Kennebec Valley Council of Governments
Maine Local Roads Center, MDOT
Your Guide to Permits for Driveways and Entrances, MDOT

Maine DOT Guide to Transportation GIS Data
2009 Comprehensive Plan - Public Facilities and Services - Transportation

USEFUL LINKS

MDOT HOME PAGE: www.maine.gov/mdot/index.php
MDOT Bureau of Planning: www.maine.gov/mdot/planning-process-programs/plan-home.php
MDOT Access Management: www.maine.gov/mdot/planning-process-programs/access-mngmnt.php
MDOT Bureau of Planning Documents: www.maine.gov/mdot/planning-documents/planning-docs-home.php
MDOT Bridge Management Website: www.state.me.us/mdot/brmgmt/homepage.php
MDOT Safety Management Section: www.maine.gov/mdot/safety-programs/safety-home.php
Community Programs (Maine Local Roads Center, Enhancement program, etc.)
www.maine.gov/mdot/community-programs/community-programs.php
Biennial Transportation Improvement Program (BTIP): www.maine.gov/mdot/planning-documents/btip_04-05.php
Six Year Plan: www.maine.gov/mdot/planning-document/sixyr-cip.php
Traffic Counts: www.maine.gov/mdot/traffic-counts/traffic-monitoring.php





APPENDIX 1: BRIDGE DATA

BRDG NO	TOWN1_NA ME	TOWN2_NA ME	BRDG_NAM	REGION	FEATONSTRU	FEATUNSTR U	YR_B UILT	OWNER	MAINTAINER
2160	Edgecomb	No town 2	COD COVE	Mid-Coast	US 1	COD COVE	1958 1	State DOT	1 State DOT
613	Edgecomb	No town 2	WEST COVE	Mid-Coast	MILL RD	BACK RIVER	1960 1	State DOT	1 State DOT
2262	Wiscasset	Edgecomb	DONALD E. DAVEY (WISC.ED)	Mid-Coast	ROUTE 1	SHEEPSCOT RIVER	1983 1	State DOT	1 State DOT
DCK_C NDTN	SPRSTR_C ND	SUBSTR_CND	CLVRT_CND						
6	6	7	N						
7	5	5	N						
6	7	7	N						



- Bridges
- Six-Year-Plan Bridges
- High Crash Links
- High Crash Points

High Crash and Bridge Locations
Town of Edgecomb

0 0.25 0.5 1 1.5 2 Miles

1:48,000

Due to ongoing road naming and readdressing, the road names shown here may not be current. All information shown here is for the purposes of general planning only. For detailed information contact the Maine Office of GIS, 145 State House Station, Augusta, ME 04333, 207-287-6144

November 2005





The Maine Department of Transportation has many resources available on their website for local comprehensive planning committees. Below are some of the key resources and contact information.

www.maine.gov/mdot/

Biennial Capital Improvement Work Plan

Fiscal Years 2008-2009

The MaineDOT FY 2008-2009 Work Plan covers July 1, 2007 through June 30, 2009. The Work Plan lists anticipated capital transportation funding and MaineDOT's strategy to apply this funding to specific transportation improvements throughout the state. Development of this Work Plan involved coordination with Maine municipalities, Metropolitan Planning Organizations (MPOs), state and federal agencies, and other transportation stakeholders. The Work Plan supports Governor John E. Baldacci's biennial budget request, and represents a total proposed investment of over \$774.7 million in capital projects, plus \$40.7 million for multimodal operating assistance, for a combined \$815.5 million program.

Six Year Capital Improvement Plan

Fiscal Years 2004-2009

The Maine Department of Transportation's (MaineDOT) Six-Year Transportation Improvement Plan for Fiscal Years 2004-2009 (Six-Year Plan) lists the major transportation policy initiatives and capital improvement projects MaineDOT expects to include within the next three Biennial Transportation Improvement Programs (BTIPs). In support of MaineDOT's biennial budget request, the Fiscal Years 2004-2005 BTIP will be submitted to the Legislature and broadly distributed in early 2003. The Six-Year Plan links MaineDOT's policy based Twenty-Year Transportation Plan to the project based and fiscally constrained BTIP.

20-Year Plan

2004-2025

This plan establishes statewide policies, goals, objectives & strategies for Maine's transportation needs. This plan, which is reflective of the goals, objectives, and strategies of the MDOT and those presented in the RTAC's advisory reports, has been coordinated with, and incorporates by reference, plans of the State's four Metropolitan Planning Organizations (MPOs) and the ten year plan developed by the Maine Turnpike Authority.

For more information on your communities transportation planning needs contact:

Duane Scott, Manager Environmental Studies & Permits
Maine Department of Transportation
Duane.Scott@maine.gov
Phone: 624-3309


[Contact MaineDOT](#) | [Home](#)

DOING BUSINESS

MUNICIPAL INFO

PROJECTS

TRANSPORTATION PLANNING

ENVIRONMENT

NEWS & PUBLICATIONS

JOBS

Maine Local Roads Center

Working with MAINEDOT -
Guide for Municipal Officials

Maine Local Roads
Center

± Community Programs

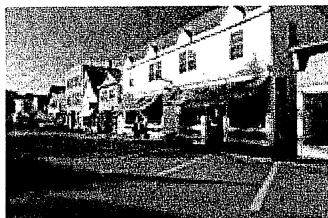
State Labor Rates

Locally Administered
Projects

± Maine's Transportation
Systems

Flagger Training Information

Home



"The Maine Local Roads Center provides training, technical assistance, and information to those municipal people who are responsible for constructing, maintaining, and managing local roads and bridges in Maine. Administered by the Maine Department of Transportation, The Maine Local Roads Center is one of over 50 Technology Transfer Centers established by the Local Technical Assistance Program (LTAP) of the Federal Highway Administration.

Education:

[Workshops](#)

[Dig Safe](#)

[How a Pothole Forms](#)

[Quick Road Facts](#)

[WinterPlowing/Sanding Issues](#)

[Traffic Issues](#)

[Maine Roads Scholar Program](#)

[Work Zone Safety/Flagging](#)

[Maine Local Roads Center "Road
Ranger"](#)

[MCAPWA Highway Congress](#)

[Environmental Garage Audits & the
EPA](#)

Publications

[MLRC Newsletter](#)

[Publications](#)

[Video Library](#)

Paving

[C mix vs. Superpave](#)

[Basic Municipal Paving](#)

[Specifications](#)

[Paving Checklist](#)

[Glossary of Terms](#)

Products/Vendors

[MaineDOT Qualified Product
List](#)

[Product Vendors](#)

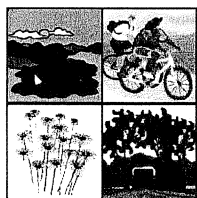
[Geotextiles](#)

Contact Information:

Peter Coughlan, Director
Community Services Division
207-624-3266
peter.coughlan@maine.gov

Last Updated - 12/22/2006

[Privacy Policy](#) | [Organizational Chart](#) | [Site Map](#) | For Technical Problems, Contact the MaineDOT Webmaster



Maine Department of Transportation's TRANSPORTATION ENHANCEMENT PROGRAM

What is the Maine Department of Transportation Enhancement Program?

The Transportation Enhancement Program is a Federal reimbursement program offering a funding opportunity to help municipalities expand their transportation and livability choices.

Who may apply?

State, county and local governmental agencies within Maine are eligible to apply. For municipalities located within Metropolitan Planning Organization (MPO) areas, projects must be submitted under the auspices of the MPO. Project proposals should indicate municipal approval, support, and consistency with local long-range comprehensive planning.

What Projects are Eligible?

Projects must fall into one or more of the following activities:

Eligible Activities:	Examples:
Bicycle/Pedestrian	
Pedestrian & Bicycle Facilities; Pedestrian & Bicycle Safety & Education Activities; Conversion of Abandoned Railway Corridors to Trails	Planning, designing and constructing multi-use trails; paved shoulders or sidewalks on minor collectors or local roads; new sidewalks on major collectors or arterials where closed drainage exists; walkways or curb ramps; bike lane striping, bike parking and bus racks. Programs designed to encourage walking and bicycling. Acquiring railroad rights-of-way for the purpose of developing rail-with-trail projects.
Scenic/Landscape/Historic	
Acquisition of Scenic or Historic Easements & Sites; Landscaping & Scenic Beautification; Scenic or Historic Highway Programs; Rehabilitation & Operation of Historic Transportation Buildings, Structures or Facilities; Historic Preservation	Acquisition of scenic land easements, vistas and landscapes; purchase of buildings in historic districts or historic properties; preservation of farmland. Improvements such as street furniture, lighting, public art and landscaping along streets, historic highways, trails and interstates, waterfronts, and gateways. Construction of turnouts and overlooks; designation signs and markers. Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels and bridges. Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.
Environmental	
Mitigation of Highway Runoff Pollution and Provision of Wildlife Connectivity	Soil erosion controls; detention and sediment basins, river clean-ups; wildlife passage; wildlife mortality and safety.
Other (low priority for funding)	
Establishment of Transportation Museums; Archaeological Planning & Research; Control & Removal of Outdoor Advertising	Construction of new museums or additions may include the conversion of railroad stations or historic properties to museums with transportation themes. Research, preservation planning and interpretation. Billboard inventories or removal of illegal and nonconforming billboards. Note: 23 MRSA 1901-1925 limits the amount and types of outdoor advertising; therefore, this category is not funded through MaineDOT's Transportation Enhancement Program.

For further Transportation Enhancement Program information:

<http://www.maine.gov/mdot/community-programs/enhancement-program.php>

TOWN1 REPORT

Town of Edgecomb - 15080

Town of Edgecomb - 15080					STATE RURAL			
JURISDICTION	STREET NAME	NODE	NODE DESCRIPTION	STATE URBAN	WCSH	STAI Minor Collector	Other	TOTAL MILES
Route 0001X STHW	US 1	32342	TL - Edgecomb, Wiscasset	0.00	0.00	0.00	2.57	2.57
		32313	TL - Edgecomb, Newcastle					
		Totals for Route 0001X		0.00	0.00	0.00	2.57	2.57
Route 0027X STHW	ST RTE 27	32205	TL - Boothbay, Edgecomb	0.00	0.00	0.00	4.73	4.73
		32344	Int of ST RTE 27, US 1					
		Totals for Route 0027X		0.00	0.00	0.00	4.73	4.73
Route 1500695 STHW	INV 1500695 RD	32023	Int of INV 1500695 RD, ST RTE 27	0.00	0.00	0.00	0.17	0.17
		32345	Int of COCHRAN RD, INV 1500695 RD, US 1					
		Totals for Route 1500695		0.00	0.00	0.00	0.17	0.17
Totals for Jurisdiction STHW				0.00	0.00	0.00	7.47	7.47
Route 1500417 STAI	RIVER RD	31096	1501082 TL EDGECOMB-BOOTHBAY, RD 417	0.00	0.00	3.97	0.00	3.97
		31102	1501088 TL, EDGECOMB-NEWCASTLE, RD.417					
		Totals for Route 1500417		0.00	0.00	3.97	0.00	3.97
Route 1500428 STAI	MCKAY RD	31097	1501083 EDGE,RIVER,MCKAY RD.	0.00	0.00	1.66	0.00	1.66
		32206	Int of MCKAY RD, ST RTE 27					
		Totals for Route 1500428		0.00	0.00	1.66	0.00	1.66
Route 1500693 STAI	EDDY RD	32343	Int of EDDY RD, US 1	0.00	0.00	1.59	0.00	1.59
		32209	Int of EDDY RD, ST RTE 27					
		Totals for Route 1500693		0.00	0.00	1.59	0.00	1.59

STAI - State Aid; STHW - State Highway; TNWY - Townway; WCSH - Winter Compact State Highway; TNWS - Townway Summer Seasonal; TNWW - Townway Winter Seasonal; TOLL - Toll Road

TOWN1 REPORT

Town of Edgecomb - 15080

Town of Edgecomb - 15080					STATE RURAL			
JURISDICTION	STREET NAME	NODE	NODE DESCRIPTION	STATE URBAN	WCSH	STAI Minor Collector	Other	TOTAL MILES
Totals for Jurisdiction				STAI				
Route 1500430								
TNWX	MT HUNGER RD#2	31098	1501084 EDGE,RIVER RD,MT HUNGER RD#2	0.00	0.00	0.00	0.30	0.30
		31099	1501085 EDGE,MT HUNGER RD#2,END					
Totals for Route 1500430				0.00	0.00	0.00	0.30	0.30
Route 1500431								
TNWX	CROSS POINT RD	31083	1501069 EDGE,CROSS PT. RD,END PW. AHD.	0.00	0.00	0.00	4.50	4.50
		32210	1506014 EDGE,EDDY,CROSS PT. RD.					
Totals for Route 1500431				0.00	0.00	0.00	4.50	4.50
Route 1500432								
TNWX	SPRING HILL	31107	1501093 EDGE,SPRING HILL,END PW. AHD.	0.00	0.00	0.00	0.78	0.78
		31106	1501092 EDGE,SPRING HILL,DODGE RD					
TNWX	DODGE RD	31106	1501092 EDGE,SPRING HILL,DODGE RD	0.00	0.00	0.00	0.57	0.57
		31105	1501091 EDGE,MIDDLE,DODGE RD					
Totals for Route 1500432				0.00	0.00	0.00	1.35	1.35
Route 1500433								
TNWX	MILL RD	31084	1501070 EDGE,MILL,CROSS PT. RD.	0.00	0.00	0.00	2.57	2.57
		32207	Int of MILL RD, ST RTE 27					
Totals for Route 1500433				0.00	0.00	0.00	2.57	2.57
Route 1500435								
TNWX	LAURENCE	31088	1501074 EDGE,LAURENCE,MILL RD	0.00	0.00	0.00	0.23	0.23
		31089	1501075 EDGE,LAURENCE,END					
Totals for Route 1500435				0.00	0.00	0.00	0.23	0.23
Route 1500437								
TNWX	PARSONS POINT	31085	1501071 EDGE,PARSONS PT,END	0.00	0.00	0.00	1.11	1.11
		32286	Int of PARSONS POINT, ST RTE 27					

STAI - State Aid; STHW - State Highway; TNWX - Townway; WCSH - Winter Compact State Highway; TNWS - Townway Summer Seasonal; TNWW - Townway Winter Seasonal; TOLL - Toll Road

Monday, November 07, 2005

v3.4

Page 2 of 5

TOWN1 REPORT

Town of Edgecomb - 15080

Town of Edgcomb - 15080					STATE RURAL			
JURISDICTION	STREET NAME	NODE	NODE DESCRIPTION	STATE URBAN	WCSH	STAI Minor Collector	Other	TOTAL MILES
Totals for Route 1500437				0.00	0.00	0.00	1.11	1.11
Route 1500438	MERRY ISLAND RD	31100	1501086 EDGE,MERRY IS. RD,END PW. AHD.	0.00	0.00	0.00	0.82	0.82
TNWX		31101	1501087 EDGE,RIVER RD,MERRY IS. RD.					
Totals for Route 1500438				0.00	0.00	0.00	0.82	0.82
Route 1500441	OLD COUNTY RD	31091	1501077 EDGE,OLD COUNTY RD,END PW. AHD	0.00	0.00	0.00	0.80	0.80
TNWX		32287	Int of OLD COUNTY RD, ST RTE 27					
Totals for Route 1500441				0.00	0.00	0.00	0.80	0.80
Route 1500444	ENGBREKT	31094	1501080 EDGE,ENGBREKI,END	0.00	0.00	0.00	0.51	0.51
TNWX		32393	Int of ENGBREKT, US 1					
Totals for Route 1500444				0.00	0.00	0.00	0.51	0.51
Route 1500447	DODGE RD	31988	1502026 TL EDGECOMB-NEWCASTLE,RD 447	0.00	0.00	0.00	0.76	0.76
TNWX		31105	1501091 EDGE,MIDDLE,DODGE RD					
TNWX	MIDDLE	31105	1501091 EDGE,MIDDLE,DODGE RD	0.00	0.00	0.00	2.08	2.08
		32208	Int of MIDDLE, ST RTE 27					
Totals for Route 1500447				0.00	0.00	0.00	2.84	2.84
Route 1500449	MT HUNGER RD#1	31103	1501089 EDGE,MT HUNGER RD#1,END	0.00	0.00	0.00	0.68	0.68
TNWX		31104	1501090 EDGE,DODGE RD,MT HUNGER RD#1					
Totals for Route 1500449				0.00	0.00	0.00	0.68	0.68
Route 1500451	DODGE RD	31106	1501092 EDGE,SPRING HILL,DODGE RD	0.00	0.00	0.00	0.18	0.18
TNWX		31108	1501094 TL EDGECOMB-NEWCASTLE,RD 451					

STAI - State Aid; STHW - State Highway; TNWX - Townway; WCSH - Winter Compact State Highway; TNWS - Townway Summer Seasonal; TNWW - Townway Winter Seasonal; TOLL - Toll Road

TOWN1 REPORT

Town of Edgecomb - 15080

Town of Edgcomb - 15080					STATE RURAL			
JURISDICTION	STREET NAME	NODE	NODE DESCRIPTION	STATE URBAN	WCSH	STAI Minor Collector	Other	TOTAL MILES
Totals for Route 1500451				0.00	0.00	0.00	0.18	0.18
Route 1500611	COCHRAN RD	32345	Int of COCHRAN RD, INV 1500695 RD, US 1	0.00	0.00	0.00	0.65	0.65
		31095	1501081 TL,EDGECOMB-NEWCASTLE,RD.611					
Totals for Route 1500611				0.00	0.00	0.00	0.65	0.65
Route 1500687	SHORE RD	31061	1501047 EDGE,SHORE RD,END PW. AHD.	0.00	0.00	0.00	1.67	1.67
		31080	1501066 EDGE,EDDY,SHORE RD					
Totals for Route 1500687				0.00	0.00	0.00	1.67	1.67
Route 1500689	CLIFFORD RD	32457	1507249 EDGE,EDDY,CLIFFORD RD	0.00	0.00	0.00	0.20	0.20
		32458	1507250 EDGE,CLIFFORD RD,END					
Totals for Route 1500689				0.00	0.00	0.00	0.20	0.20
Route 1500691	OLD FORT RD	31081	1501067 EDGE,OLD FORT RD,END	0.00	0.00	0.00	0.56	0.56
		32211	1506015 EDGE,EDDY,OLD FORT RD.					
Totals for Route 1500691				0.00	0.00	0.00	0.56	0.56
Route 1500697	TOWN HALL RD	31092	1501078 EDGE,TOWN HALL RD, END	0.00	0.00	0.00	0.62	0.62
		32288	Int of ST RTE 27, TOWN HALL RD					
Totals for Route 1500697				0.00	0.00	0.00	0.62	0.62
Route 1500728	MASON RD	31082	1501068 EDGE,EDDY,MASON RD	0.00	0.00	0.00	0.16	0.16
		32290	Int of MASON RD, ST RTE 27					
Totals for Route 1500728				0.00	0.00	0.00	0.16	0.16
Route 1501015								

STAI - State Aid; STHW - State Highway; TNWY - Townway; WCSH - Winter Compact State Highway; TNWS - Townway Summer Seasonal; TNWW - Townway Winter Seasonal; TOLL - Toll Road

TOWN1 REPORT

Town of Edgecomb - 15080

JURISDICTION	STREET NAME	NODE	NODE DESCRIPTION	STATE RURAL				TOTAL MILES
				STATE URBAN	WCSH	STAI Minor Collector	Other	
TNWX	PARSONS CREEK	32285	Int of PARSONS CREEK, ST RTE 27	0.00	0.00	0.00	0.02	0.02
		31090	1501076 TL,BOOTHBAY-EDGEComb					
			Totals for Route 1501015	0.00	0.00	0.00	0.02	0.02
Route 1501110								
TNWX	NICHOLS RD	31086	1501072 EDGE,NICHOLS RD,END	0.00	0.00	0.00	0.50	0.50
		31087	1501073 EDGE,MILL RD,NICHOLS RD					
			Totals for Route 1501110	0.00	0.00	0.00	0.50	0.50
Route 1501596								
TNWX	SHADIS	31992	1502030 EDGE,SHADIS RD,CROOS PT. RD	0.00	0.00	0.00	0.30	0.30
		31993	1502031 EDGE,SHADIS RD,END					
			Totals for Route 1501596	0.00	0.00	0.00	0.30	0.30
Route 1501597								
TNWX	CHUBBUCK	31994	1502032 EDGE,CHUBBUCK RD,MILL RD	0.00	0.00	0.00	0.10	0.10
		31995	1502033 EDGE,CHUBBUCK RD,END					
			Totals for Route 1501597	0.00	0.00	0.00	0.10	0.10
Route 1501951								
TNWX	TOWN HALL RD	31093	1501079 EDGE,TOWN HALL RD,RD.1951	0.00	0.00	0.00	0.05	0.05
		32289	Int of ST RTE 27, TOWN HALL RD					
			Totals for Route 1501951	0.00	0.00	0.00	0.05	0.05
Route 1503615								
TNWX	ATLANTIC HWY	32395	Int of ATLANTIC HWY, US 1	0.00	0.00	0.00	0.58	0.58
		32394	Int of ATLANTIC HWY, US 1					
			Totals for Route 1503615	0.00	0.00	0.00	0.58	0.58
Totals for Jurisdiction TNWX				0.00	0.00	0.00	21.30	21.30
Total for Town Edgecomb				0.00	0.00	7.22	28.77	35.99

STAI - State Aid; STHW - State Highway; TNWX - Townway; WCSH - Winter Compact State Highway; TNWS - Townway Summer Seasonal; TNWW - Townway Winter Seasonal; TOLL - Toll Road

Monday, November 07, 2005

v3.4

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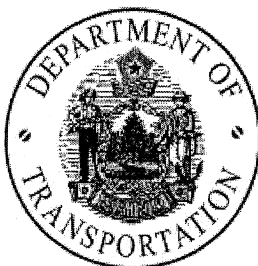
APPENDIX 7:

Maine Department of Transportation**Comprehensive Planning Contact List****Updated April 1st, 2005**

Traffic Counts:	Deborah Morgan	624-3606
Access Management	Bruce Mattson	941-4500
Accident Data/High Crash Locations	Duane Brunell	624-3278
Federal Functional Class, URIP	Fred Hutchinson	624-3257
Bridges	James Foster	624-3267
Road Management Software	Jerry Douglass	624-3270
Transportation data on GIS disks	Nate Kane	624-3297
Passenger Transportation	Ronald Roy	624-3250
Freight Transportation	Robert Elder	624-3560

Note: These contacts are listed to help those with specific areas of interest. For general transportation questions, please feel free to contact Chris Mann at 624-3513.

To contact people **via email**, type the person's first name, then enter a "." and their last name followed by "@maine.gov". For example, Jerry Douglass can be reached by email at duane.scott@maine.gov



PART 5
FACILITIES AND SERVICES
FISCAL CAPACITY AND CAPITAL IMPROVEMENT PLAN

REFERENCES AND PUBLICATIONS

Maine Department of Economic and Community Development

Municipal Tax Increment Financing

Employment tax increment financing

Maine Pine Tree Zones

Community Development Block Grant Program Summary

Maine State Planning Office

Financing Infrastructure Improvements through Impact Fees

Town of Edgecomb Annual Reports 1998-2007

2009 Edgecomb Comprehensive plan

USEFUL LINKS

www.edgecomb.org

www.maine.gov/spo

www.meocd.org

www.maine.gov/revenue

PART 5 FACILITIES AND SERVICES HISTORICAL AND ARCHAEOLOGICAL RESOURCES

MAP

Maine Historic Preservation Commission - Areas Sensitive to Prehistoric Archaeology in Edgecomb

RESOURCES

APPENDIX 1: STATE PLANNING OFFICE DATA SHEETS

APPENDIX 2: TOWN OF EDGEComb; HISTORIC RESOURCE SURVEY

REFERENCES AND PUBLICATIONS

Guidelines for Local Surveys: A Basis for Preservation Planning. National Register Bulletin, by Anne Derry, H. Ward Jandl, Carol D. Shull and Jan Thorman
Early Edgecomb Maine by Katherine Chase Owen, ed.

USEFUL LINKS

For information on the Edgecomb Historical Society: www.edgecomb.gov and link to the Edgecomb Historical society

To view the Ivan Flye collection of old Edgecomb Photos: www.edgecombhistorical.org and link to the Edgecomb Historical society and Friends of Fort Edgecomb

For information on the Maine Archaeological Society: www.mainearchsoc.org

For information on Preservation Easements:

 Maine State Historic Preservation Office: www.maine.gov/mhpc

 National Park Service: www.nps.gov/history/hps/tps/tax/easment.htm

For information on the National Register of Historic Places: www.nps.gov/nr/

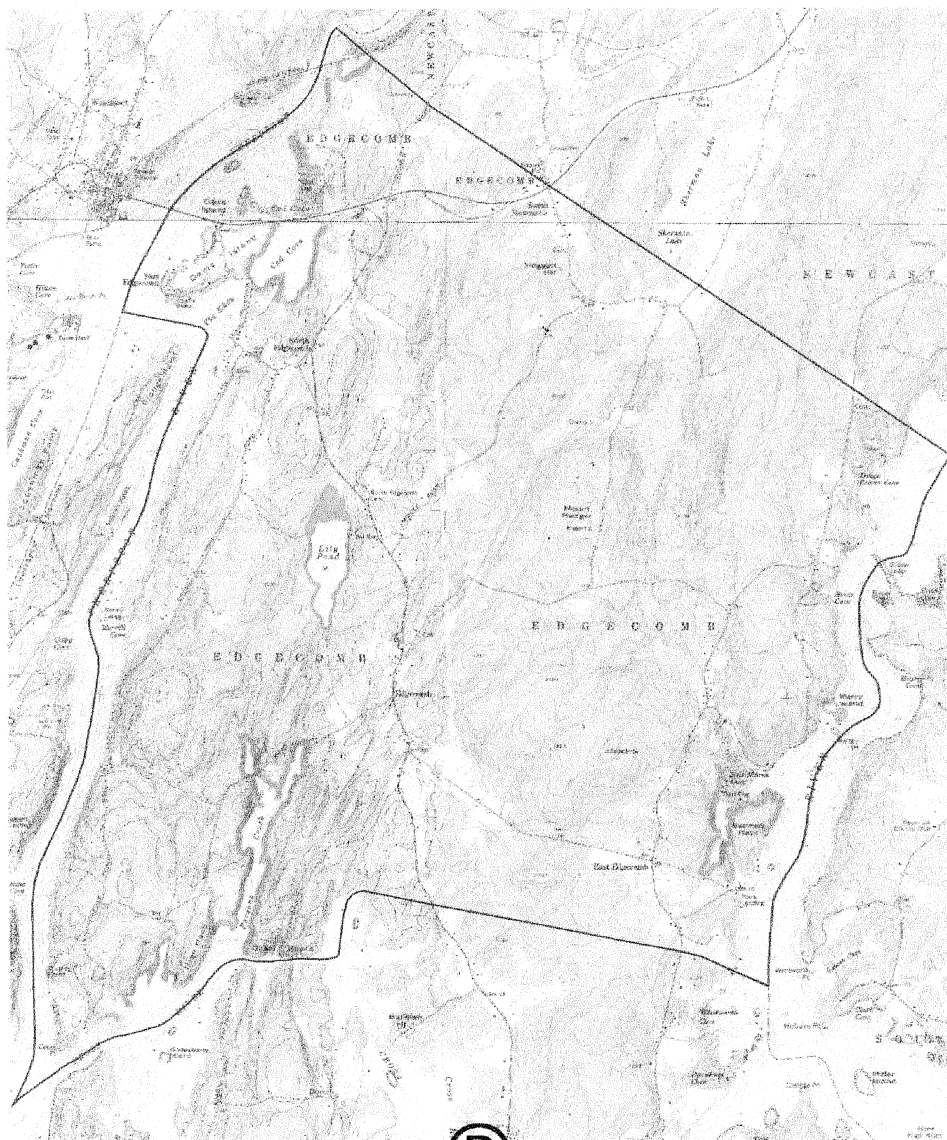
For information on Edgecomb and Lincoln County www.maine.gov/local/lincoln/edgecomb

**Areas Sensitive for Prehistoric Archaeology* in
Edgecomb**

information provided by
Maine Historic Preservation Commission
July 2007

(map updated 7/24/2007)

*dated material subject to future revision
map 1/1



1,000 500 0 1,000 2,000 3,000 4,000
Meters

APPENDIX 1
STATE PLANNING OFFICE DATA SHEETS

MAINE HISTORIC PRESERVATION COMMISSION

Inventory Data for Municipal Growth Management Plans

Resource: X Prehistoric Archaeological Sites: Arthur Spiess

Historic Archaeological Sites: Leon Cramer Historic

Buildings/Structures/Objects: Kirk Mohnney

Municipality: Edgecomb

Inventory data as of July, 2007;

Twenty-one (21) archaeological sites, mostly located on tidal shorelines. Several sites located away from the shoreline on the east side of the Sheepscot Valley during survey for Wiscasset bypass transportation project.

The shoreland zone of the Damariscotta and Sheepscot Rivers has been extensively surveyed by archaeologists from the Maine Historic Preservation Commission and the University of Maine at Orono.

Needs for further survey, inventory, and analysis:

The margins of interior wetlands such as Lily Pond remain to be surveyed.

MAINE HISTORIC PRESERVATION COMMISSION

Inventory Data for Municipal Growth Management Plans

Resource: _ Prehistoric Archaeological Sites: Arthur Spiess

X Historic Archaeological Sites: Leon Cranmer

_ Historic Buildings/Structures/Objects: Kirk Mohnney

Municipality: Edgecomb

Inventory data as of _____ July, 2007

New sites listed after October, 2005

ME 141-029 Abial Walker	American farmstead	1780 to 1915
ME 141-030 "Jennie R."	American wreck, gas screw	September 17, 1919
ME 141-031 John Blackdon Jr. Hovel	Anglo-American domestic	1740s to 1750s, possibly earlier

Needs for further survey, inventory, and analysis:

Although sites in Edgecomb are better known than those in many other towns, much more survey, both reconnaissance and intensive-level, remains to be done, with special attention given to sites of the earliest Anglo-American settlers to the region beginning in the 1740s.

MAINE HISTORIC PRESERVATION COMMISSION**Inventory Data for Municipal Growth Management Plans**

Resource: Prehistoric Archaeological Sites: Arthur
Spiess Historic Archaeological Sites: Leon
Cranmer

X Historic Buildings/Structures/Objects: Kirk Mohnney

Municipality: Edgecomb

Invents:, data as of October, 2005 :

Fort Edgecomb
John Moore House
Stephen Parsons House
Congregational Church of Edgecomb

The above-named properties are currently listed in the National Register of Historic Place.

Needs for further survey, inventory, and analysis:

A comprehensive survey of Edgecomb's historic above-ground resources needs to be conducted in order to identify other properties which may be eligible for nomination to the National Register of Historic Places.

MAINE HISTORIC PRESERVATION COMMISSION

Inventory Data for Municipal Growth Management Plans

Resource: _ Prehistoric Archaeological Sites: Arthur Spiess

X Historic Archaeological Sites: Leon Cranmer

Historic Buildings/Structures/Objects: Kirk Mohny

Municipality: _ Edgecomb

Inventory data as of _ October, 2005 :

<u>Site Number</u>	<u>Site Name</u>	<u>Type</u>	<u>Period</u>
ME 141-001	Dodge Lower Cove	American Brickyard	19th c.
ME 141-002	Brown's Brickyard	American Brickyard	19th c.
ME 141-003	Pools Landing	American Brickyard	19th c
ME 141-004	Early Farmsteads	American Farmsteads	19th c
ME 141-005	Fort Edgecomb	American Fort	19th c
ME 141-006	Briar Farm	American Farmstead Anglo-	19th c
ME 141-007	Brown Homestead	American Farmstead	17th, 18th c.
ME 141-008	Feldspar Mine	American Mine	19th c 18th,
ME 141-009	Parsons Creek Sawmill	American Sawmill	19th c. 19th c
ME 141-010	Sutton	American Boat Ramp	19th c 19th c.
ME 141-011	Ripley	American Brickyard	19th c 19th c
ME 141-012	Tonry	American Brickyard	19th c 20th c.
ME 141-013	Tennant Brickyard	American Brickyard	19th, 20th c.
ME 141-014	Dodge Lower	American Brickyard	18th c. 19th
ME 141-015	Salt Marsh Cove By	American Brickyard	c
ME 141-016	Yalouris Boathouse	American Domestic, Foundation	19th, 20th c.
ME 141-017	Merry Cemetery	American Cemetery American	19th c
ME 141-018	Salt Marsh Cove Mill Dam	Dam, Mill American Quay	20th c.
ME 141-019	Weld Dock	American Quay	Unknown c.
ME 141-020	Poole's Landing Poole's	American Road	Unknown c.
ME 141-021	Landing (North) Merry	American Walkway, Stone	Unknown c.
ME 141-022	Island	Anglo-American Shipyard	Unknown c.
ME 141-023	Shipyard	Anglo-American Dam.	Unknown c.
ME 141-024	Unidentified Dam	Anglo-American Brickyard	Unknown c.
ME 141-025	Brickyard	Anglo-American Brickyard	Unknown c.
ME 141-026	Brickyard	Anglo-American Dam	
ME 141-027	Unidentified Dam	Anglo-American Shipyard	
ME 141-028	Possible Shipyard		

Needs for further survey, inventory, and analysis:

Although sites in Edgecomb are better known than those in many other towns, much more survey, both reconnaissance and intensive-level, remains to be done, with special attention given to sites of the earliest Anglo-American settlers to the region beginning in the 1740s.

APPENDIX 2: TOWN OF EDGEComb; HISTORIC RESOURCE SURVEY

TOWN OF EDGEComb HISTORIC RESOURCE SURVEY RECONNAISSANCE LEVEL

Introduction, Objectives & Survey Area—

Introduction—

This reconnaissance level historic resource survey was sponsored by the Edgecomb Historical Society with financial support of Maro Hammond Memorial Trust grant monies administered by the Selectmen of the Town of Edgecomb. The survey was conducted from the latter part of June 2005 through August 2006. The survey was completed by Rose-Marie Ballard Boak, P.O. Box 1209, Damariscotta, Maine 04543, an historic preservation consultant meeting the 36 CFR 61 requirements for Architectural History by the Maine Historic Preservation Commission. Her resume can be found in the report's bibliography.

The reconnaissance survey attempts to provide a record of visible, above-ground historic resources or historic properties fifty years old and older located within a specific survey area through a photograph of the resource, the completion of a survey form noting its characteristics and depiction of the resource's location on a United States Geodesic Survey map. An historic resource or historic property is defined by the National Historic Preservation Act as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register (of Historic Places); such term includes artifacts, records, and remains which are related to such a district, site, building, structure, or object."¹

Objectives—

The primary purpose of this reconnaissance survey is to identify and document all historic resources, primarily buildings and structures, believed to be fifty years old or older, located within the Town of Edgecomb, Maine.

Additional objectives for the completion of this survey are to provide information regarding the remains of the town's early settlement patterns; to identify range and types of architectural building styles; to identify any potential properties seeming eligible for possible nomination to the National Register of Historic Places and identify any potential historic districts; to identify any endangered resources; to meet the mandate of the Town of Edgecomb's Comprehensive Plan (1992) and provide information to be integrated into a revised plan; and to lead to increased awareness of the historic character of their community by the residents of Edgecomb.

Survey area—

Boundaries. Land area.

The Town of Edgecomb is located in the county of Lincoln, Maine and forms the upper portion of a peninsula bounded by the Sheepscot River to the west, the Damariscotta River to the east, the Town of Newcastle to the north, and the Cross River and the Town of Boothbay to the south. According to town statistics, the town has an area of 18.6 square miles.²

Description of general topography.

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 heavily wooded prior to the clearing and settlement of the 18th century is laid over a granite skeleton. A mixture of 2nd and 3rd growth woodland is broken by the pattern of open fields surviving from 18th and 19th 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 granite bedrock. Two hills, Edgecombe (formerly called Williams Hill) at 321 feet and Mount

¹ Anne Derry, H. Ward Jandl, Carol D. Shull and Jan Thorman, *Guidelines for Local Surveys: A Basis for Preservation Planning*. National Register Bulletin 24 (Washington D.C.: U.S. Department of the Interior, 1977, revised 1985), p. 2.

² Maine.gov web site (www.maine.gov/local/lincoln/edgecomb/), September 5, 2005.

Hunger at 280 feet, both in the northeast section of the town break the broad surface of the upper peninsula.³ 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 eastern shoreline. Davis Island, now connected to the peninsula by two causeways, lies in the Sheepscot River at the northwest corner of the peninsula.

The upper northwest corner of the Edgecomb peninsula is traversed by State Highway One running in a northeast to southwest direction. Running generally southerly from Route One and bisecting Edgecomb, Route 27, the State highway leading to the Boothbay portion of the peninsula, provides the major north/south route for the peninsula. Two major roads also run north to south in fairly close proximity to the peninsula's coastlines, Cross Point Road on the west and River Road on the east. Two roads allow for travel between the north/south roadways. On the west side of the peninsula, Mill Road connects the lower end of Cross Point Road to Route 27, and McKay Road on the east side connects the lower end of River Road with Route 27. To the north, Dodge Road and Middle Road provide an alternative route between State Highway One and Route 27. This current pattern of existing roads and highway is only slightly changed from that shown on maps of the mid-19th century.

Overview of the history of Edgecomb—

Edgecomb was incorporated as a township on March 3, 1774 combining the Freetown Plantation, first settled by Samuel Trask, Ebenezer Gove and Nathan Gove circa 1744-1749, and Jeremisquam Island. The island of Jeremysquam, now Westport Island, was set off in 1828.

Town government.

As was typical in bills incorporating new townships, the inhabitants of Edgecomb were instructed to meet and choose officers to manage the affairs of the town. As set out by the incorporation papers, the first recorded meeting for the town was on May 31, 1774 at the home of Nathan Gove, and freeholders and inhabitants were instructed to choose all such officers as would be necessary to manage the affairs of the town. Thus, the officers chosen at this first meeting (Selectmen, Constables, Wardens, Assessors, Tithingmen, Fence Viewers, among others), and the issues addressed in subsequent meetings during that year (such as the location and building of a meeting house, schools and animal pounds), provided the foundation for the form of government still used today. The first meeting house for the township, constructed 1791-93, continues to serve the community as its center of town government—the Edgecomb Town Hall.⁴

Schools.

A few years after Edgecomb was incorporated school districts were set up within the town with each district electing agents and officers responsible for running the schools within its area. By 1897 there were eight school districts in Edgecomb, each having one school building. Of these early school buildings a few survive—the District No. 1 “Eddy School” on Cross Point Road altered to a new use as the Eddy Apartments; the District No. 3 “City School” a part of the “Edgecomb Potters” on Route 27, and the District No. 4 “Salt Marsh School” on River Road serving as a private dwelling.

Churches.

As new religious ideas appeared throughout New England through the late 18th century and 19th century, churches were constructed reflecting those changes. In 1801, the Baptist Society petitioned to incorporate into a religious society under the name of General Provision Baptist in Edgecomb and a church was constructed. Unfortunately this building was destroyed by fire in the circa 1870s. The “Free Will Baptist Church” constructed circa 1876 on Old County Road to replace the earlier structure still remains in an altered condition having lost its steeple. “The Methodist Chapel” built circa 1871 on what is now Route One, when not being used by the Methodist Society, was originally open for worship by the Baptist or Congregational Societies. That building is now used for commercial purposes. In 1882, the “Congregational Church” was constructed on Cross Point Road to replace Edgecomb's traditional early Meeting House, then outmoded or outgrown in form and perhaps also in function.⁵

Trades and industry.

³ Katherine Chase Owen, ed., *Early Edgecomb, Maine*, 1986, p. 1; U.S. Department of the Interior, U.S. Geological Survey, *Bristol Quadrangle, Maine-Lincoln Co.*, 2000.

⁴ Owen, “Early Settlers map, 1752,” pp. 2, 12-15, 21-22; Edgecomb Historical Society web site www.edgecomb.org/web2/EdgeHist/; Town of Edgecomb web site www.maine.gov/local/lincoln/edgecomb/.

⁵ Owen, pp. 29-30, 31, 38

As was typical for New England settlements, early trades and industry in the township of Edgecomb developed as needed to sustain the life of a developing community. Thus water powered grist and sawmills appeared through the 19th century, such as the Stephen Parsons mill overlooking Parson's Creek. An active granite quarry existed on Cross Point Road dating to or prior to 1812, and brick making enterprises such as that of Austin Greenleaf on Mill Road appear also to have sprung up in areas having proximity to water. In 1870, in addition to a number of brick yards, the census shows that Edgecomb had "factories" for making cans, packing corn and lobster. Individual livelihood and trades listed in the 1880 census included brickmaker, fisherman, farmer, teacher, laborer, marble worker, shoemaker, cooper, house carpenter, sailor, blacksmith, ship carpenter, retail grocer, piano tuner, boarding house owner, trader, miner, clerk, dress maker, clergyman, tin plate worker, broom maker, ship joiner, stone mason, telephone operator, cloak maker, nurse, jeweler, servant, works in hotel, housework, brick mason, barber, fishing—with the majority of residents being listed as farmers.⁶

Community development and village centers.

As settlement of Edgecomb increased, settlement patterns or clusters of small communities evolved. A map in Katherine Chase Owen's *Early Edgecomb, Maine* (1988), shows and lists twelve—1. Eddy section, 2. Four Corners, 3. Rosicrucian Spring, 4. Mt. Hunger, 5. Merry Island Section, 6. Salt Marsh Area, 7. East Edgecomb, 8. The City, 9. Parsons Point, 10. Mill Street Section, 11. Cross Point on Chase's Point, and 12. the Madockawando Section. While most of these communities remain recognizable in some form as surviving building clusters—two have disappeared, the Rosicrucian Spring, a late 19th century company seeking to develop a resort offering mineral waters to guests, and the Mount Hunger community which the 1857 map shows once had a school (the District No. 7 Mount Hunger School), a store and a number of residents listed as under the family names of Haggett, Dodge and Cunningham.⁷

Road system.

The pattern of the early road system connecting these small communities appears to remain largely intact with some exceptions such as the Mount Hunger Road, no longer used after its community disbanded, and the easterly portion of the Spring Hill Farm Road shown connected to the River Road in 1857 but now disused beyond Spring Hill Farm. Changes have occurred over time, such as on the Boothbay Road (Route 27) with changes in direction thereby bypassing and creating Mason Road; and further south bypassing the Edgecomb Town Hall and North Edgecomb Cemetery to run parallel thus giving a leg to Town Hall Road. Mill Road, once connected to Cross Point Road by the Deck House School Road, now connects its 1857 "dead end" portion to Cross Point Road at a point further south. Please see maps in the Appendix.⁸

Character development.

As Edgecomb developed during the late 18th century through the 19th century, and as small communities evolved within it as centers for the farms, homes and commercial enterprises of its residents as in the trades, fishing, and small industry, the town continued to retain its rural character. However in the late 19th century, bordered by the Sheepscot and Damariscotta Rivers and convenient to the rail line running through Wiscasset, Edgecomb began to attract people from cities such as Boston to the south, who sought the quiet and healthful benefits of summer in the coastal countryside. For some, property was purchased for seasonal residence and summer cottages began to appear. For others wishing a shorter term experience, a number of residents opened their doors to guests offering room and board from May to October, while some larger guesthouses offered dining room table service, lawn activities such as croquet, tennis and access to bathing and boating. Thus the character of the town gradually changed as Edgecomb gently expanded to receive a growing summer community.⁹

This continued throughout the 20th century, with summer residences being built with views of, or access, to the water, such as the Shingle Style "Bronson Cottage" at 24 Sunset Vista; or the first decade Shingle Style, Arts & Crafts and Four Square cluster on Clifford Road; the early 20th century cottages bordering the Sheepscot River on Davis Island's Fort Road; and later 20th century summer places along Shore Road. And with the expanded use of the automobile came the facilities favoring travel by highways, such as the cabins of the old "Dodge Inn" at Route One and the Eddy Road, the "Cod Cove Cabins" (c. 1940s) at Route One and the Boothbay Road, and the "Pine Crest Motor Court" on the Boothbay Road (c. 1940s). And a little later, the circa 1950s "Pioneer Motel" on Route One offered long or short term shelter to motor travelers.

Summary statement describing 2005-2006 Edgecomb—

⁶ Owen, pp. 142-144; Katherine Chase Owen, ed., *Early Edgecomb, Maine*, 1988, pp. 31-42.

⁷ Owen, 1985, p. 38; Owen, 1988, map, frontespiece, pp. 80-81.

⁸ 1857 map; Edgecomb town map, Edgecomb Town Hall.

⁹ Owen, 1986, p. 146.

In 2005-2006, Edgecomb retains its historical character in its systems of roadways little changed over time, in the patterns of settlement which are evident throughout the town, and in its simple New England architecture dating from the late 18th century through the 19th and early 20th century. While the occupations of the people who live here have altered over the years, the buildings and structures that marked their existence remain in good part. Buildings once serving as stores or post offices still remain such as 679 Boothbay Road. While some are lost, a number of the houses, barns and outbuildings of the 18th and 19th centuries that were once vital family farms can still be seen along Edgecomb's roads, such as the "Hutchins Farms" 146 Boothbay Road, 204 Cross Point Road with its wonderful pair of barns across the road; or the Federal c. 1798 cape-form with its early barn connecting to the rear ell at 126 Eddy Road. A few schoolhouses remain, all to a changed usage, such as "City School" now part of the "Edgecomb Potters." Cemeteries remain places of beauty and reflection as well as sources of information about the families who settled here. Vestiges of prior industry still remain along the shore such as the ice pond on Shore Road; occasional sites of brick yards along the rivers; old granite quarries now abandoned lying overgrown by woodland; and a blacksmith shop with its bellows still intact remains on a family property in the town. And Edgecomb's role in this country's early military history can be explored at one of Maine's State Historic Sites at "Fort Edgecomb" on Davis Island.

The character of Edgecomb also retains the pattern of change that occurred during the late 19th through the 20th century in its inclusion/absorption of summer residents and visitors, thus forming a strong year-round resident base. This continues today and remains a positive component of the character of the town.

Currently there are four properties listed on the National Register of Historic Places in Edgecomb;

"Fort Edgecomb," (c. 1808-09) Fort Road

"Stephens Parsons House," (c. 1790-1806) Nichols Road

Goggins house, "Channelridge Farm," 166 Cross Point Road

Edgecomb Congregational Church, 15 Cross Point Road

Survey Methodology—

Initiation of the Historic Resource Survey.

This Historic Resource Survey for the Town of Edgecomb was initiated by the Edgecomb Historical Society and is a project resulting from the organization's commitment to the research, recording and preservation of the town's history—the identification of Edgecomb's historic buildings and sites being integral to the Society's interest and purpose.

Following inquiries made to the Maine Historic Preservation Commission, the preservation consultant was asked to talk about the scope and process of an historic resource survey at an October 28, 2004 meeting of the Edgecomb Historical Society.

At the request of the Historical Society, the consultant prepared a proposal for the completion of an Historic Resource Survey for Edgecomb and it was submitted on March 18, 2005. This proposal included three project approach options: 1. an estimate for completion of a survey for 200 properties; and 2. a staged approach with the number of properties surveyed in any one year keyed to monies available for such work with a fee cap specified each year thereby allowing the Historical Society to fund the project as was financially prudent to their budget; or 3. a two stage approach apportioning the survey work over two years. In all three options, the survey would be completed by the consultant with the option of assistance by volunteers. On April 19, 2005, option 1. the completion of a survey for 200 properties was accepted.

Research/information gathering.

Survey project planning, research/information gathering, and preparation of survey materials were conducted during the period April 28 through June 15. On June 3, research files pertaining to the Town of Edgecomb were reviewed at the Maine Historic Preservation Commission and materials were copied for use during the survey work. These files included a "Lincoln County Architectural Survey" for Edgecomb, a reconnaissance survey completed in 1979; National Register Nominations for Edgecomb properties listed on the National Register of Historic Places; and other materials such as newspaper clippings referencing Edgecomb. On June 8, archival materials in the collection of Suzanne Carlson and Roslyn Strong were made available to the consultant for research and review purposes. These materials included the two volumes of Katherine Chase Owen's *Early Edgecomb, Maine* 1986 and 1988; *The Old Maps of Lincoln County, Maine in 1857* published by Saco Valley Printing, Fryeburg, 1985, 1988; an enlarged print of the 1857 map of Edgecomb from Katherine Chase Owen's publications which was highly useful during the project; and materials for the "Farms, Barns and Fields" survey project completed by third graders of the Edgecomb Eddy School under the leadership of Amanda Russell in 1998, to include Historic

Building/Structure Survey Forms with photographs for fourteen properties as well as the booklet, *Family Farms in Edgecomb*, published at the end of the project.

Work at the Edgecomb Town Hall began on June 16 with Town Property (zoning) maps and Map/Lot Books, 2005-2006 maps reviewed to identify potential properties dating to 1955 and earlier. The map and lot or parcel number, address of the property, name and address of the owner, deed reference and any other pertinent information gleaned from the property's entry in the Map/Lot Books was recorded on a "Field/Town Records Research Form" and copies of the Town Property zoning maps were annotated with the map and lot numbers for the locations of all potential historic resources. Review of the Map/Lot Books continued over the next two weeks during the Edgecomb Town Offices public hours. Upon commencement of survey field work Town Hall research continued in tandem with field work throughout the duration of the survey.

Throughout the survey, property owners and members of the Edgecomb Historical Society provided information about individual properties as well as locations of potential historic resource properties to be included in the survey—This information was entered on individual survey forms and incorporated into the report; and all suggested potential properties were investigated in the field.

Historic Resource Survey field work.

The field survey of potential historic properties began on June 28 and was ongoing through December 15, 2005. A second phase of field survey work comprising properties not previously surveyed extended from July 2, 2006 through August 23, 2006.

At the site of each historic resource or property, an Historic Building/Structure Survey Form was filled out in pencil for all information required by the Maine Historic Preservation Commission for completion of a Reconnaissance level survey. A photograph was taken with a single lens reflex camera using black and white 100 or 400 speed film, the roll, frame, address of the property and date entered on a Photography Field Form, and the position of the property was noted on a field copy of the appropriate USGS map using the map and lot/parcel number designation for each property. *Note:* film and processing were provided by the Maine Historic Preservation Commission.

Each day of field work was followed by the organization of field data—The survey forms and USGS field entries were reviewed for accuracy; any appropriate field notes added (ie condition of property, information given by owners, expanded notes such as for cemeteries etc.). The 1857 map was reviewed to determine the resident listed for each property in 1857, and the name of the 1857 resident was noted on the survey form as well as the inclusion of any pertinent information from the 1979 Lincoln County Architectural Survey for Edgecomb. Copies of National Register Nomination forms and any other material obtained from the Maine Historic Preservation Commission, to include a copy of the 1979 survey form, were attached to the appropriate Historic Resource/Structure Form used in this survey. During this project survey forms were housed in files by street name according to sequential street number, thus assuring ease of access.

As the survey progressed, exposed film was delivered and contact sheets received by hand between the consultant and Christi Mitchell of the Maine Historic Preservation Commission. After review for selection of frames to be printed, copies of the contact sheets were sent to the Commission for printing/development. Upon receipt of prints, each duplicate set was attached to the correct Historic Resource/Structure Form and its roll and frame number entered in a Map/Parcel and Negative Index to be included in the survey project's report.

Presentations/progress reports.

During the work on this Historic Resource Survey, two presentations, the first September 22, 2005 and the second on November 17, 2005, were prepared and given before the Edgecomb Historical Society. Periodic oral updates on survey progress were made to Suzanne Carlson, President, Edgecomb Historical Society.

Survey report—

Preparation of the report.

Work on the survey report was conducted from November 25, 2005 through February 17, 2006. During this period, a draft of the survey report was prepared for review by the Edgecomb Historical Society. Each survey form to be submitted with the first phase of the survey was reviewed for completeness and presentation, and the Property Inventory Number, Survey Map Name and Quadrangle was entered on each survey form. Each property location entered on the copies of the USGS maps during field work was reviewed for correctness and the Property Inventory Number transferred in pencil to the original USGS map. After a final review, these numbers were lettered in archival black ink.

Number of properties surveyed.

The number of properties surveyed for the Edgecomb Historic Resource Survey during April 28, 2005 through February 17, 2006 was 208 properties.

Second phase

A further nine properties, for which field survey work was unable to be completed due to winter weather conditions or difficulty of access, were surveyed July 2, 2006 through August 23, 2006. These properties have been included in the completed survey.

A total of 217 properties 1955 or older were surveyed for the Edgecomb Historic Resource Survey.

Housing of report—

The original Historic Resource Report for Edgecomb will be housed with the Maine Historic Preservation Commission, 55 Capitol Street, Augusta, Maine. Two additional photocopies of the survey report were made at the time of completing the survey. One photocopy having an original black and white photograph adhered to the survey form will be housed in the vault at the Edgecomb Town Hall. A second photocopy having a photocopy image of the photograph will be housed in the Edgecomb Historical Society archives at the Eddy Elementary School, 157 Boothbay Road (Route 27). Both photocopied Historic Resource Surveys housed in Edgecomb will be available for reference and research.

Survey Results—

Primary objective of this reconnaissance survey:

- to identify and document all historic resources, primarily buildings and structures, believed to be fifty years old or older, located within the Town of Edgecomb.

To meet this objective the number of historic resources surveyed for this report was 217. Of these properties, 45 dated to approximately the late 18th century through the early 19th century; 41 date generally to the mid-19th century, 31 date approximately through the last quarter of the 19th century, 61 date generally from the late 19th century through the first quarter of the 20th century and 39 generally to the years leading up to 1955. The number of barns surveyed was 59.

Additional objectives for the completion of this survey:

- to provide information regarding the town's early settlement patterns and to identify range and types of architectural building styles;
- to identify any potential properties seeming eligible for possible nomination to the National Register of Historic Places and identify any potential historic districts;
- to identify any endangered resources;
- to meet the mandate of the Town of Edgecomb's Comprehensive Plan (1992 and to provide information to be integrated into a revised plan;
- to lead to increased awareness of the historic character of their community by the residents of Edgecomb.

*Findings meeting the objectives of the survey—**Settlement patterns & the range and types of architectural building styles.**Settlement & Edgecomb's road patterns.**Edgecomb's road patterns.*

Roadways provide evidence for a town's historic settlement patterns and how they have evolved over time. Areas of early settlement can be identified through the study of roads on old maps and their comparison to those that currently exist. Unused tracks or "woods" roads can indicate prior settled areas now abandoned. And the comparison of current maps with old maps can show the changes that have occurred as improvements to a town's road system are implemented over time.

In the work for this survey, it would appear that Edgecomb has retained its early pattern of roads with changes to that historic system largely resulting from gradual disuse of some early roads over a period of years, or as changes due to highway or road improvements undertaken in the late 20th century. While in-depth research was not completed for this survey, general observation of the 1857 map of Edgecomb shows a number of interesting changes.

Disuse of roads.

On the 1857 map, a road called the "Upper Cross Road" (as shown in the frontespiece map to Katherine Chase Owens 1988 edition), runs generally east to west between the present Mount Hunger Road (at River Road) on the east and the end of Old County Road on the west. Also approximately centrally located on the 1857 map's Upper Cross Road and running to the north to connect with the present Mount Hunger West Road (at Dodge Road) is the old Mount Hunger Road. Both the northerly running Mount Hunger Road and the Upper Cross Road are no longer shown on Edgecomb's town map.

Another example of disuse is the end of present Spring Hill Farm Road which on the 1857 map is shown to run in an easterly direction to connect with the present River Road.

Examples of change resulting from road improvements.

Changes have also occurred in parts of now Route 27, the Boothbay Road, such as in the bypass of Mason Road which on the 1857 map appears to be an integral part of the road to Boothbay. The re-routing of a part of Route 27 to the southwest of the Town Hall Road thus moving the traffic flow away from the front of the "Edgecomb Town Hall" and the main gate of the "North Edgecomb Cemetery" as it was in 1857 is another example of change to early road patterns.

Changes have also occurred in the area of Mill Road; as well as on the Boothbay Road in the area of present Old County Road, so that the old "Free Will Baptist Church" is now sited on Old County Road instead of on the Boothbay Road as it was in 1857.

Settlement patterns & the range and types of architectural building styles.

Evidence of early settlement patterns.

Evidence of early settlement dating to the mid-to-late 18th through early 19th centuries is documented in the existence of remaining structures. 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 fairly widely separated.

Evidence of early clusters.

Colonial period through Federal period (the early 19th century).

Evidence of early clusters remain in the Eddy Road section near the Sheepscot River (126 Eddy Road, a c. 1798 cape-form dwelling; 135 Eddy Road, a late 18th-early 19th century two- and-a-half story Federal; 147 Eddy Road, the "Marie Antoinette House," circa 1774; "The Anchorage," 209 Eddy Road, a circa late 18th-early 19th century two-and-a-half story Federal); and on Davis Island (40 Fort Road, the late 18th century home of Moses Davis; 29 Fort Road, "The Elms" the circa 1803 home of his son, Moses Davis, Jr.; and "Fort Edgecomb," a National Historic Register property dating to 1808-1809); and finally on Town Hall Road ("The Edgecomb Town Hall" originally an early meeting house constructed circa 1794; and 29 Town Hall Road, a shed-roofed, two-and-a-half story Federal dwellinghouse dating to the late 18th-early 19th century).

Evidence of separated early settlement.

Colonial period settlement.

A number of buildings constructed during the late Colonial period prior to and through the Revolutionary War, mid-18th century to 1783, remain in Edgecomb. These remaining early period structures appear in three general areas: the upper Cross Point Road, Eddy Road and Davis Island area; in the Mill Road area; and Middle Road. One dwellinghouse remains on Middle Road, ("The Wilson Place" 372 Middle Road, a circa mid-to late 18th century cape-form) which could be grouped with the Colonial period buildings.

One of the oldest houses in Edgecomb is located on Cross Point Road (The "John Moore House" or "Channelridge Farm," a Colonial period c.1741-1765 two and a half story dwellinghouse); a little further south lie two more early period buildings, (The "Rufus Sewall House," 283 Cross Point Road, a Colonial period cape-form dwelling dating to circa 1770; and 351 Cross Point Road, dating to 1769). In the Mill Road area, three cape-form dwellings dating to the Colonial period remain (45 Lawrence Road, circa 1769; 135 Mill Road, "The Hand House," c. 1774-1789; and 396 Mill Road, circa 1775).

Late 18th century Federal period through the mid-19th century settlement.

As settlement continued through the post Revolutionary War years of the late 18th century and into the mid-19th century, buildings dating to those years can be found throughout Edgecomb. As would be expected settlement continued in the areas of Colonial period settlement, but it also moved to most other areas of the town along the roadways shown in the 1857 map. While some clustering or construction of houses near earlier dwellings occurred, most settlement of this period is generally separated.

Expansion in the Colonial period settlement areas.

North of the mid-18th century "John Moore House" settlement spread to the upper Cross Point Road and Eddy Road areas. Examples of buildings dating to the late 18th through mid-19th centuries remain in three houses in a Cross Point Road grouping (98 Cross Point Road, a circa early 19th century Federal two and a half story dwelling; 82 Cross Point Road, a circa early 19th century Federal cape-form; and built between them, 94 Cross Point Road, a later constructed circa mid-19th century gable-end to the road Greek Revival dwelling). In the Eddy Road area a number of Federal period dwellings were constructed as previously noted under the "Evidence of Early Clusters" section above; these followed by houses dating to the Greek Revival period (142 Eddy Road, a circa 1830s-1850s Greek Revival with a later Gothic Revival rear addition constructed facing the Sheepscot River). Also the "Ancient Cemetery" on Shore Road has grave markers dating to the late 18th century Federal period. And extending to earlier settled Davis Island are two Federal period dwellings ("The Elms" 29 Fort Road, circa 1803 included previously under Early Clusters; "The Echo," 65 Fort Road, a circa 1838 Federal two and a half story dwelling; and the 1808-09 "Fort Edgecomb," as well as the tiny private "Davis Cemetery" dating to 1824 further along at the end of Fort Road.

An area of early settlement on the Mill Road retains two houses constructed in the late 18th century through the mid-19th century (the "John Parsons House" on Old Mill or Nichols Road, a beautiful two and a half center hall Federal dwellinghouse circa 1790-1806 listed on the National Register of Historic Places; and 160 Mill Road, a circa 1860 Greek Revival cape-form house).

Settlement beyond early Colonial period settlement areas.

Sparse settlement occurred during the late 18th through the mid-19th centuries in the southerly portion of Cross Point Road such as (339 Cross Point Road, a two story hip-roofed center hall Federal circa 1819 built in close proximity to the earlier Colonial period "Hall House," 351 Cross Point Road circa 1769); and in the Modockowando Section (554 Cross Point Road, an early 19th century cape-form in what is now a cluster of summer homes), and further south (661 Cross Point Road, a vernacular dwelling dating to circa 1807). Nearing the end of Cross Point Road two two-and-a-half story center hall early 19th century dwellings are sited with side elevations parallel to the road (just south of Mill Road 763 Cross Point facing north and further along 880 Cross Point Road, a beautiful Federal period dwelling with a later Queen Anne addition facing south). And just a short distance south, the dwelling house of "Chase Point Farm," 916 Cross Point Road, faces the Cross River, its oldest portion dating to the early 19th century only visible as a massive stone chimney base in the original cellar, the remaining building having been re-built and added to in earlier alterations.

Properties dating to the late 18th through early 19th centuries remain fairly widely separated from one another on the Boothbay Road. Beginning at the north end of the road are three cape-form dwellings ("The Lincoln Dodge Place," 103 Boothbay Road, a late 18th-early 19th century Federal cape-form; "The Cod Cove Farm Bed & Breakfast," 117 Boothbay Road, a circa mid-19th century Greek Revival cape-form with later Italianate detailing; and "Knight Equestrian Books," 178 Boothbay Road, a circa mid-19th century Greek Revival cape-form dwelling). Further along Boothbay Road just prior to the Town Hall Road turnoff a fourth cape-form remains (372 Boothbay Road, a circa late 18th-early 19th century Federal dwellinghouse); and further south just prior to the present Middle Road turnoff are two cape-form houses constructed on either side of the road in fair proximity to one another (488 Boothbay Road, a circa mid-19th century Greek Revival sited well back on the east side of Boothbay Road; and 503 Boothbay Road, a circa mid-19th century Vernacular cape form positioned on the west side almost opposite Middle Road). In the area of the Union Cemetery, itself dating to the mid-19th century, are two cape-form dwellings constructed during the Greek Revival period (649 Boothbay Road, an altered circa mid-19th century house sited just north of the cemetery; and just south of the cemetery on the opposite side of the road, 664 Boothbay Road, a circa mid-19th century house with its Greek Revival detailing very much intact). Moving south on Boothbay Road to the Mill Road turnoff are two houses constructed on either side of Boothbay Road just south of Mill Road (704 Boothbay Road, "Wishing Well Acres," a hip-roofed two and a half story early 19th century Federal on the east side; and across the road on the west side, 709 Boothbay Road, a late 18th century cape-form now part of the Edgecomb Potters complex); and also part of Edgecomb Potters is the building first used by them in their business (711 Boothbay Road, a one-story schoolhouse dating to the first half of the 19th century). And completing the list of remaining late 18th to mid-19th century buildings remaining on the Boothbay Road are two other cape-form dwellings, the first on the east side of Boothbay Road across from Parson's Point Road (820 Boothbay Road, an altered Vernacular cape-form dating to the mid-19th century) and sited at the southern boundary of Edgecomb, (957 Boothbay Road, a circa early 19th century Federal period cape-form house, now the site of the Edgecomb Boat Works).

Located off of the Boothbay Road, both the Old County Road and what is now called Town Hall Road retain historic structures dating to the late 18th through the mid 19th century period. On Old County Road (the former "Free Will Baptist

Church,” 3 Old County Road, a circa mid- 19th century Greek Revival meeting house form sits across from the “Baptist Cemetery,” a cemetery having grave markers dating to circa late 1830s continuing into the early 20th century). And on Town Hall Road, a number of structures dating to the late 18th through the mid- 19th century period remain (the “Edgecomb Town Hall,” 16 Town Hall Road, a circa 1793 Federal meeting house, remodeled circa 1840s to the Greek Revival style; the “North Edgecomb Cemetery” having grave markers dating to circa first quarter 19th century through the present; and 29 Town Hall Road, a circa late 18th century through early 19th century two and a half story shed-roofed Federal dwellinghouse lie in close proximity to one another).

In the northerly part of Edgecomb, a few late 18th through 19th century houses remain on Dodge Road also widely separated (78 Dodge Road, an early circa late 18th-19th century Federal period cape-form dwelling; and just past the Middle Road turn-off (173 Dodge Road, a second center chimney late 18th - early 19th century Federal cape-form house; and further on at the Newcastle line (301 Dodge Road, a later Greek Revival, circa mid-19th century cape-form dwellinghouse). Two early houses are located on Middle Road (101 Middle Road, an early post and beam house moved from its original location well back off the present road; and “The Beulah Lamson House,” 88 Middle Road, a circa early 19th century Federal cape-form house). And at the end of present Spring Hill Road, “Spring Hill Farm” (166 Spring Hill Farm Road, circa 1790-1815) remains at the end of a long road, the road itself serving as a reminder of earlier road conditions. Also grouped with northerly settlement buildings are two dwellinghouses sited north of present Route One (65 Cochran Road, a circa mid-19th century Greek Revival cape-form house; and 105 Englebrekt Road, a circa early 19th century brick cape-form dwellinghouse re-built after a fire on the site of a mid-18th century building).

A number of late 18th through mid-19th century structures remain on the River Road. At its southern end are one dwellinghouse (53 River Road, a circa mid-19th century Greek Revival dwelling); and just north of McKay Road, the Fairbrother barn (198 River Road, itself coming down, remains as a talisman to the early cape-form house demolished in a 20th century fire). In the Salt Marsh area, three mid-19th century structures remain as reminders of this early community cluster (234 River Road, a circa mid-19th century Greek Revival period cape-form dwelling set well back of the present road; 245 River Road, the old “Salt Marsh School,” a one-story brick schoolhouse constructed circa 1845, now converted to a dwelling; and “The Old Brown Place,” 311 River Road, a circa mid-19th century Greek Revival cape-form dwelling). Further north there remains a local landmark (“The Old Merry Homestead,” 416 River Road, the circa 1824 hip-roofed two story house with its resplendent “Merry Barn” sited across the road). And at Mount Hunger Road as it intersects with River Road (4 Mount Hunger, a late 18th-early 19th century center hall Federal dwellinghouse); while further north are two cape-form dwellings sited fairly closely together, one late 18th century with unfinished second level (694 River Road) and the second Greek Revival period dating to the mid-19th century (708 River Road), and at Edgecomb’s north boundary with Newcastle (825 River Road, a circa mid-19th century Greek Revival period gable-end to the road, two and a half story dwelling).

And on the east side of River Road, in the old Merry Island Section on Merry Island Road, remain two dwellings dating to the late 18th through mid-19th century period (29 Merry Island Road, a circa 1849 Vernacular dwelling retains the foundation of an early house on the land between it and Merry Island Road, while further on 84 Merry Island Road, a simple circa 1790s Federal cape-form sits closely by the side of the road).

Evidence of settlement patterns dating from the mid to late 19th century.

Evidence of settlement patterns dating from the mid-to-late 19th century can be found scattered throughout the areas of earlier settlement. The Greek Revival cape form house, referenced in the prior discussion of settlement patterns as evolving out of the earlier cape-form dwelling of the 18th century, continued to be built in form throughout the late 19th century and into the 20th century. These cape-form buildings, so typical of Maine’s architecture, can be found alongside most Edgecomb roads—all or most beginning as family farms. During the late 19th century, however, other architectural styles came into favor during the more Romantic or Picturesque late 19th century in the United States. Some of these late 19th century styles appear in Edgecomb and provide visual evidence of possible dates of construction as well as clues as to how the community was changing. While not every new architectural style from the second half of the 19th century is represented in Edgecomb, a number were built and some styles appeared as additions or alterations to earlier buildings.

The Gothic Revival style dates from the 1830s and continued to be used into the 1880s in America as well as Maine. However, in Edgecomb, the Gothic Revival style is highly unusual and appears only once as an addition to an earlier house. This wonderful example does remain however on Eddy Road (142 Eddy Road, a circa mid-19th century Greek Revival dwellinghouse onto which a Gothic Revival rear addition has been added giving a light-hearted spirit to the Eddy Road facade). The Italianate style which began to appear in Maine in the 1850s and continued into the 1880s, appears to have been used to some extent. As throughout New England, Italianate detailing was used in Edgecomb to embellish or provide more

“modern” stylistic details to older structures, such as window hoods, brackets and porch detailing (“The Cod Cove Farm Bed & Breakfast”, 117 Boothbay Road a mid-19th century Greek Revival cape-form has a flat Italianate door-hood supported by brackets installed at its front door). And two fine examples of buildings built in the Italianate style remain on Cross Point Road (8 Cross Point Road, a two story dwellinghouse displaying the robust center porch sheltering its front entrance, bay window at the second story and roof brackets typical of the Italianate style; and “The Congregational Church of Edgecomb,” 15 Cross Point Road, circa 1877-1881 displaying fine Italianate detailing and character. The Second Empire style appeared in Maine in the 1860s and remained into the 1880s-1890s. It appears only once in Edgecomb (“Woodsong,” 42 Cross Point Road, a Second Empire style dwelling displaying the mansard roof with dormers, overall bold massing and European urban flavor typical of the style).

Building styles of the later part of the 19th century continue to show evidence of settlement expansion for that time along many roadways in Edgecomb, often as added detailing to late 19th century vernacular cape-form dwellings; as examples of structures built in one of these later styles; as well as in additions to existing buildings. The Stick Style of the 1870s remains in one lone example (as a vestige of original design intent in “Jackeroos,” 428 Route One, originally constructed as a Methodist Chapel circa 1871-72, the building retains its shingled square tower capped by a simple open bell tower capped by a four sided pitched roof). The Queen Anne style extending from the last two decades of the 19th century into the first decade of the 20th century was more eagerly embraced in Edgecomb than some of the earlier styles popular during the 19th century’s Romantic period. A number of examples of the Queen Anne house remain in Edgecomb, (the “Hutchins Farm,” 146 Boothbay Road, a Vernacular cape-form dating to 1906 and displaying a multi-colored Queen Anne style window; 232 Cross Point Road, a circa 1905 Queen Anne style house displaying the cross gabled roof form, gable cut-shingle detail and porches typical of the Queen Anne style; and 687 Boothbay Road, a Queen Anne dwellinghouse dating to the circa late-19th century with its decorative cut-out gable timber work and straight window hoods supported by molded brackets and Queen Anne style barn with its decorative gable shingles). 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 which was to follow in the 20th century, the gentle inclusion for Edgecomb of a summer or seasonal population. Examples of the Shingle Style are few but significant (the “Bronson Cottage,” 24 Sunset Vista, a circa late 19th century Shingle style cottage displaying the exterior shingle cladding, expansive porches and simple, natural coloration blending with its surroundings and sited on elevated land which at the end of the 19th century would have allowed a four directional view; and “The Birches,” 25 Clifford Road, built as one of four family cottages facing the Sheepscot River, it being a Shingle Style circa first decade 20th century cottage having natural shingle cladding and a distinctive eyebrow window typical of the style).

During the first half of the 20th century many of the houses built during this period represent a subtle change in Edgecomb. In the early 20th century as the quiet, rural, river bounded countryside of Edgecomb attracted summer residents from the cities to the south, dwellings representing a more seasonal life style begin to take their place among the traditional dwellings of the previous decades—the organic Shingle Style discussed in the previous paragraph was accompanied by two others. In the first decade of the 20th century, the simple Four-Square appeared with its hip roof, forthright simple presentation and link to the more basic architecture of the 18th and early 19th centuries. Examples of the Four Square are not prevalent in Edgecomb, but a few good Four Square buildings do remain today (194 Boothbay Road, a circa early 20th century Four Square retaining a number of contemporary barns and outbuildings suggesting its early use as a family farm rather than seasonal residence; 5 Clifford Road, a circa first decade 20th century Four Square dwelling; and “40 Oaks,” 36 Clifford Road, also a first decade 20th century Four Square dwelling—both constructed as summer homes within a family cluster; and 54 Dodge Road, a fine, well-designed Four Square dating to the first decade of the 20th century). During this period, it is important to note the prevalence of the Colonial Revival style in which the cape-form and two and a half story residential dwellings emulating the architecture of the 18th and early 19th centuries were built in varying degrees of mimicry. These buildings are scattered throughout the older properties and continue to be built today.

As Edgecomb’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. This development continued through the first half of the 20th century and increased along with the development of businesses catering to the summer tourist (the Cod Cove Cottages, 179 Route One, a group of circa 1930s–1940s cabins located on the side of a hill overlooking the Sheepscot River; the four simple cabins at 39 Sunset Vista; the “Pine Crest Motor Court” circa 1940s on the Boothbay Road; and the later “Pioneer Motel” on Route One dating to the mid-1950s). And of course, all commercial development was accompanied as well by the simpler utilitarian homes built by year round residents in the Vernacular style.

Additional findings and observations relating to settlement and architectural building types.

Relocation of buildings.

Typical of the 18th through the 19th century New England custom of moving buildings, a number of Edgecomb 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 Jeremysquam, now Westport Island; and on Cross Point Road, tradition holds that a number of early dwelling houses were moved to form a cluster across from the what is now the Singing Meadow Preserve (the Federal period 82 Cross Point Road; the Greek Revival 94 Cross Point Road; and the Federal period 98 Cross Point Road). And on Route 27, 803 Boothbay Road, a simple Queen Anne cottage with whimsical spindle porch detail was moved to its present location in the late 19th - early 20th century. Also at least two buildings presently serving a commercial use, were moved into Edgecomb from other towns (the main building of “Connelly & Company Timber Frame Homes,” 10 Atlantic Highway was formerly a Greek Revival Baptist Church in Woolwich; and “Chase Associates Inc.” at 304 Boothbay Road formerly served as Wiscasset’s railroad station).

Noted idiosyncrasies of design and position of buildings.

Typical of the building type found scattered throughout the early settled areas of Maine is the prevalence of the cape-form dwelling. First constructed as timber frame structures in the 18th through the mid-19th centuries, these simple building forms were an appropriate response to Maine’s climate and topography in providing an energy efficient interior living space within a compact footprint. A number of fine examples remain in Edgecomb (45 Lawrence Road circa 1769) through the Greek Revival period (664 Boothbay Road, a fine example of a circa mid-19th century Greek Revival dwellinghouse), into the late 19th century (480 Boothbay Road, a circa 1880-1890 simple utilitarian cape-form), and into the 20th century (803 Boothbay Road, a Colonial Revival circa 1943-1945 cape-form which, while small, incorporates typical classical detailing).

The early cape-form dwelling also exhibits an interesting characteristic in its placement of windows at the second level in which four or five windows pierce the side gable end at the second story level. “The Lincoln Dodge Place,” 103 Boothbay Road, a circa late 18th-early 19th century Federal dwelling; and “The Wilson Place,” 372 Middle Road, a circa mid-to-late 18th century Colonial dwellinghouse are examples of this second floor patterning of window placement.

Another characteristic often used in the position of the dwelling house is its siting with its gable ends to the road. This is more frequently seen with the cape-form house such as “The Cod Cove Farm Bed & Breakfast,” 117 Boothbay Road, a circa mid-19th century Greek Revival; however, an early example of the two-and-a-half story center entrance dwelling house sited with its gable end parallel to the road is 880 Cross Point Road, a circa late 18th century to early 19th century Federal period dwelling. In these examples, the dwellings with gable ends to the road face the south, thus using the southerly exposure to bring light and increased warmth to the front rooms of the structure.

Re-use of buildings.

The re-use of buildings is typical of prudent New England during the 18th through the 19th 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).

Buildings that remain as “talibuildings” or reminders of a past way of life.

Throughout Edgecomb the barns of earlier family farms remain as testimony to a past agriculturally based way of life (the pair of barns at 204 Cross Point Road; and the “Cod Cove Farm Bed & Breakfast” barn, 82 Boothbay Road, exhibiting the bank barn style of barn construction of the circa mid-to late 19th century). On McKay Road, a lone barn remains at 23 McKay Road, as part of a former farmstead, the house and other outbuildings now gone.

On Davis Island, a blacksmith shop housing blacksmithing trade bellows remains opposite the “Moses Davis’ House” at 40 Fort Road. And further along the road, “Fort Edgecomb” sits as silent testimony to this country’s military history during its early formative years.

And as in every settled area throughout New England, the public and private cemeteries dotted throughout Edgecomb provide an historical record of the people who came, settled, lived, and died in the community. These cemeteries also provide visual evidence of how people viewed the end of life and document the stylistic changes in monument design from the 18th century through the mid-20th century. Five major cemeteries were surveyed in Edgecomb—the “Ancient Cemetery” on Shore Road containing simple headstones of the Federal period circa 1790 through Victorian period obelisks of the late 19th century; the “Baptist Cemetery” on Old County Road containing headstones from the early 19th century/1830s into the first decade of the

20th century; the “North Edgecomb Cemetery” on Town Hall Road containing headstones circa mid-to-late 19th century into the 20th century; and the “Highland Cemetery” on Dodge Road containing headstones circa mid-19th century through the first half of the 20th century. The “Union Cemetery” on Boothbay Road as well as the “Baptist Cemetery” exhibit a change in burial practices in the disuse of burial vault outbuildings, both of these 19th century structures now being in deteriorated condition.

And as testimony to the changes in burial practices that have occurred overtime, the small family plot dating to the time of early settlement through the mid-to-late 19th century found throughout New England, remains on a number of properties throughout Edgecomb.

Continuing additional objectives—properties worthy of additional study, endangered resources, and meeting the mandate of Edgecomb’s Comprehensive Plan—

Significant properties warranting further study and consideration for possible nomination to the National Register of Historic Places.

45 Lawrence Road (c. 1769 Colonial cape-form)

8 Cross Point Road (mid-19th century Italianate)

“Cabin at Pools Landing” Pools Landing (1929-1930 Adirondack style Maine cabin)

Potential clusters (historic districts) deserving further study.

Eddy Road (126 Eddy Road through the “Anchorage” 209 Eddy Road)

Clifford Road cluster (5 Clifford through “Forty Oaks” 36 Clifford Road)

Endangered resources.

“Ancient Cemetery”

“Baptist Cemetery”

“Edgecomb Baptist Church”

Meeting the mandate of the Town of Edgecomb’s Comprehensive Plan.

It is hoped that this Historic Resource Survey will provide information regarding the historic built environment of Edgecomb which can be incorporated into the revision of Edgecomb’s Comprehensive Plan. The report consists of: a 21 page report; Historic Resource Survey forms with photographs provided by the Maine Historic Preservation Commission for all 217 surveyed buildings/structures and 59 barns in Edgecomb surveyed during April 28, 2005 through August 23, 2006; two finding aids a “Master Property List” listing each property by street number, and a “Map/Parcel & Negative Index,” listing each property by the Town of Edgecomb’s map and parcel designation; and four USGS maps indicating the location of all properties surveyed. The survey is available for information and study at three locations: the Maine Historic Preservation Commission, 55 Capital Street, Augusta, Maine (original survey report, forms and maps); the Edgecomb Historical Society’s archive at Edgecomb’s Elementary School, 157 Boothbay Road (photocopy of the original survey with original photographs attached); and the Edgecomb Town Hall, 16 Town Hall Road, Edgecomb, Maine (photocopy of original survey).

Increased awareness of the historic character of Edgecomb by the residents of Edgecomb.

It is hoped that this Historic Resource Survey will increase awareness of the historic character of Edgecomb and prove to be a resource for all residents of Edgecomb.

In Conclusion—

The rural character of Edgecomb is one of the town’s primary historic resources. The retention and preservation of Edgecomb’s rural and historic character—whether existing in Edgecomb’s remaining historic buildings dating from the mid-18th century through the mid-20th century; or in its clusters of historic dwellings; or its buildings showing historic settlement patterns; or in buildings providing a record of the town’s changing architectural styles over time; or in its cemeteries, old road patterns, farms, scenic views of fields, water views or sites of shoreline industry—all are vital to retaining the town’s very special qualities which have survived through these many years.

Some Recommendations for Further Study—

In work on the survey, questions arose and topics of further research became evident which could not be acted upon under the parameters of a reconnaissance level survey. Following are some suggestions for possible further study.

Early road patterns. (Where are they leading? Why were they there? Documentation of changes to early road system.)

Study of the settlement clusters. (What led to them? Why did people build in that area?)

Deed research.

Documentation of the cemeteries.

Study of the commercial, trades, industry, retail history for Edgecomb and how Edgecomb's buildings served that use.

Shoreline historic usage. (Buildings, piers, wharves, pilings etcetera that remain as evidence.)

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Acknowledgements—

I wish to thank and acknowledge the following—The staff members of The Maine Historic Preservation Commission: Earl G. Shettleworth, Jr. Director, for his willingness to supply photographic film and processing for the entire survey; Kirk F. Mohney, Assistant Director, for his kind assistance in locating and providing access to the 1979 architectural survey for Edgecomb; and Christi Mitchell, Architectural Historian, for her ongoing good spirited support, sound counsel, and willingness to handle the processing of the many rolls of film shot for this survey. The Edgecomb Historical Society—Suzanne Carlson, President, for her vision and perseverance in bringing this survey into being, for her support and good humor in helping with any number of problems arising during the duration of the survey; Roslyn Strong, Vice-President, for her generous sharing of her library's Edgecomb materials; Joanna Cameron for her careful review and editing of this report; and members of the Society who shared information about the individual properties and the history of Edgecomb throughout the survey. Nick Dean for sharing his experience in prior survey work and guidance in setting out the initial parameters of the survey. Lee Smith, Tax Assessor for Edgecomb and Claudia Coffin, Town Clerk, for their support, assistance with locating and copying public property information and willingness to answer my many questions about the town. Donaldson Boord who rescued my vehicle when it went "off-road" during field work on Cross Point Road. And the owners of many of the historic properties included in the survey who offered information, encouragement and hospitality during my work.

ADDENDA to the 2009 Edgecomb Comprehensive Plan

VOLUME II

**SUBMITTED OCTOBER 8, 2010
to the Maine Office of State Planning
by the Edgecomb comprehensive Plan committee
Suzanne Carlson, Chairman**

ADDENDA to the 2009 Edgecomb Comprehensive Plan

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FLORA AND FAUNA OF EDGECOMB

From the Management Plan for the Charles and Constance Schmid Preserve

Prepared by Janet McMahan, Barbara Brusila, Mitchell Kihn and the Schmid Preserve

Management Plan Group. Approved at Town Meeting, May 2000

TREES

Balsam fir
Striped maple
Red maple
Sugar maple
Yellow birch
Paper birch
Gray birch
Ironwood
Beech
White ash
Black ash
Tamarack
Apple
Eastern hophornbeam
White spruce
Black spruce
Red spruce
Pitch pine
Eastern white pine
Big-toothed aspen
White oak
Red oak
Black willow
American mountain ash
Eastern hemlock
American elm

SHRUBS and VINES

Mountain maple
Speckled alder
Shadbush
Spreading dogbane
European barberry
Bittersweet
Virgin's bower
Sweet fern
Alternate-leaved dogwood
Beaked hazelnut
Hawthorn

Bush-honeysuckle
Huckleberry
Witch hazel
Winterberry holly
Juniper
European honeysuckle
Fly honeysuckle

Bayberry
Black cherry
Choke cherry
Mountain holly
Virginia creeper
Staghorn sumac
Skunk currant
Pasture rose
Shining rose
Virginia rose
Black raspberry
Dewberry
Red raspberry
Silky willow
Elderberry
Lowbush blueberry
Highbush blueberry
Large cranberry
Maple-leaved viburnum
Wild raisin
Arrowwood
Hobblebush
Highbush cranberry

HERBS

Common yarrow
Baneberry
Common ragweed
Hog peanut
Wood anemone
Sarsaparilla
Common burdock
Jack-in-the-pulpit
Common milkweed
Broad-leaved aster
Devil's beggar ticks
Grass species
Field mustard
Blue-joint grass
Wild calla
Lake bank sedge
Sedge species
Tussock sedge
Pipsissewa
Water hemlock
Drooping wood reed
Enchanter's nightshade
Pasture thistle
Yellow clintonea
Field bindweed

Goldthread
Pink ladyslipper
Dewdrop
Queen Anne's lace
Wavy hairgrass
Trailing arbutus
Flat-topped aster
Fireweed
Daisy fleabane
Trout lily
wild strawberry
Rough bedstraw
Marsh bedstraw
Sweet-scented bedstraw
Creeping snowberry
Wintergreen
Field geranium
Water avens
Downy rattlesnake plantain
Large purple-fringed orchis
Devil's paintbrush
Field hawkweed
Bluet
Pennywort
Common St. Johnswort
Marsh St. Johnswort
Jewleweed
Blueflag
Rush species
Wild lettuce
Duckweed
Fall dandelion
Ox-eye daisy
Fall dandelion
Canada lily
Virginia water hore-hound
Whorled loosestrife
Canada mayflower
False solomon's seal
3-leaved false solomon's seal
Common mallow
Indian cucumber root
Spreading millet grass
Partridge berry
Pinesap
Indian pipe
Pond lily
Whorled aster
Common evening primrose
Yellow wood sorrel

Common plantain
 Bird-on-the-wing
 Pickeral weed
 Silverweed
 Common cinquefoil
 Tall rattlesnake root
 Selfheal
 Shinleaf
 Round-leaved pyrola
 Tall buttercup
 Yellow rattle
 Black-eyed susan
 Curled dock
 Common arrowhead
 Black bulrush
 Blue-eyed grass
 Deadly nightshade
 Silverrod
 Late goldenrod
 Large-leaved goldenrod
 Rough-stemmed goldenrod
 Field sow thistle
 Burreed
 Meadowsweet
 Lesser stichwort
 Rosybell
 Small-headed aster
 Wavy-leaved aster common
 dandelion
 Tall meadowrue
 Poison ivy
 Startflower
 Yellow clover
 Red clover
 Wake=robin
 Common cattail
 Little merrybells
 False hellebore
 Common mullein
 Cow vetch
 Early blue vetch

FERNS and CLUB MOSSES

Lady fern
 Hay-scented fern
 Silvery spleenwort
 Spinulose wood fern
 Marginal wood fern
 Long beech fern
 Meadow horsetail
 Woodland horsetail
 Oak fern
 Running pine
 Prickly tree clubmoss
 Tree clubmoss
 Sensitive fern

Cinnamon fern
 Interrupted fern
 Royal fern
 Rock polypody
 Christmas fern
 Bracken fern
 New York fern
 Marsh fern

MOSSES and LIVERWORTS

Three-lobed bazzania
 Cladonia lichens
 Mountain fork moss
 Fork moss
 Broom moss
 Feather moss
 Cushion moss
 Liverwort
 Red=stemmed moss
 Great goldilocks
 Hairy capped moss
 Liverwort
 Wood liverwort
 White-toothed peat moss
 Peat moss
 Delicate fern moss
 Curled fern moss

BIRDS that breed here, winter here, migratory, or resident

Pied-billed grebe
 American bittern
 Great blue heron
 Great egret
 Double-crested cormorant
 Canada goose
 Wood duck
 Green-winged teal
 American black duck
 Mallard
 Ringnecked duck
 Gadwall
 Hooded merganser
 Common merganser
 Red-breasted merganser
 Turkey vulture
 Osprey
 Bald eagle
 Northern harrier
 Sharp-shinned hawk
 Cooper's hawk
 Northern goshawk
 Broad-winged hawk
 American kestrel

Turkey
 Ruffed grouse
 Virginia rail
 Sora rail
 Killdeer
 Gsoliatry sandpiper
 Common snipe
 American woodcock
 Mourning dove
 Great horned owl
 Belted kingfisher
 Ruby-throated hummingbird
 Yellow=bellied sapsucker
 Downy woodpecker
 Hairy woodpecker
 Northern flicker
 Pileated woodpecker
 Eastern wood peewee
 Alder flycatcher
 Willow flycatcher
 Eastern phoebe
 Great-crested phoebe
 Great-crested phoebe
 Eastern kingbird
 Tree swallow
 Cliff swallow
 Barn swallow
 Blue jay
 American crow
 Common raven
 Black-capped chickadee
 Tufted titmouse
 Red-breasted nuthatch
 White-breasted nuthatch
 Brown creeper
 House wren
 Winter wren
 Marsh wren
 Golden kinglet
 Ruby-crowned kinglet
 Eastern bluebird
 Veery
 Hermit thrush
 Wood thrush
 American robin
 Gray catbird
 Bohemian waxwing
 Cedar waxwing
 Northern shrike
 European starling
 Solitary vireo
 Red-eyed vireo
 Northern parula
 Yellow warbler
 Chestnut-sided warbler
 Black-throated blue warbler

Yellow-rumped warbler
Canada warbler
Black-throated green warbler
Pine warbler
Palm warbler
Blackpoll warbler
Black-and-white warbler
American redstart
Ovenbird
Common yellowthroat
Scarlet tanager
Northern cardinal
Tree sparrow
Chipping sparrow
Savannah sparrow
Fox sparrow
Song sparrow
Swamp sparrow
Swamp sparrow
White-throated sparrow
Snow bunting
Dark-eyed junco
Bobolink
Red-winged blackbird
Eastern meadowlark
Common grackle
Brown-headed cowbird
Northern oriole
Gold finch
Purple finch
House finch
White-winged crossbill
Pine siskin
American goldfinch
Evening grosbeak
Rose-breasted grosbeak
House sparrow
Redpoll
Indigo bunting
Rufous-sided towhee

AMPHIBIANS

American toad
Lesser gray treefrog
Spring peeper
Wood frog
Green frog
Pickeral frog
Northern leopard frog
Spotted salamander
Eastern newt
Redback salamander

REPTILES

Eastern garter snake
Northern ribbon snake

Milk snake
Smooth green snake
Redbelly snake
Painted turtle
Snapping turtle

MAMMALS that have been documented or can be expected to be documented

Masked shrew
Smokey shrew
Short-tailed shrew
Star-nosed mole
Little brown bat
Northern myotis
Silver-haired bat
Big brown bat
Eastern red bat
Horary bat
Showshoe hare
Eastern chipmunk
Woodchuck
Eastern gray squirrel
Red squirrel
Northern flying squirrel
White-footed mouse
Southern red-backed vole
Meadow vole
Muskrat
Southern bog lemming
Meadow jumping mouse
Common porcupine
Coyote
Red fox
Common raccoon
Fisher
Ermine
Long-tailed weasel
Mink
Striped skunk
Northern river otter
Bobcat
White-tail deer

Lily Pond to Parsons Creek

Edgecomb



DESCRIPTION

This focus area encompasses approximately 2,440 acres, including the watershed of Lily Pond, the riparian habitat along Parsons Creek, and the large block of undeveloped forestland west of Parsons Creek. Lily Pond is a 67 acre pond that drains into Parsons Creek. The pond is shallow (12 feet or less) and partially impounded by an old rock dam at the pond outlet. Most of the shoreline is undeveloped and wooded with tall stands of hemlock, white pine, red oak, red maple, and red spruce. The pond's north shore is bordered by a twenty acre fen and wet meadow, which extend north of Route 27. Lily Pond and the surrounding wetlands provide habitat for waterfowl and loons.

Lily Pond is drained by the eastern branch of Parsons Creek, which flows for three quarters of a mile through a steep-sided valley before reaching the head of tide just above Mill Road. Over this distance, the creek drops 50 feet in elevation, cascading over a series of small falls and ledge drops. The western branch of Parsons Creek is fed by a complex network of intermittent streams and beaver flowages that drain a large area of unfragmented forest to the west. The largest of these headwater streams begins in a 15 acre beaver pond, flows for three quarters of a mile into an impoundment created by Mill Road, and empties into saltwater below the causeway. Below Mill

Road, most of Parsons Creek flats out at low tide. These flats provide important roosting and feeding habitat for wading birds and waterfowl. The freshwater portion of the Creek is undeveloped and, as of 2007, there were only eight residences on the three miles of saltwater frontage below Mill Road.

Cattail marshes, beaver flowages, sedge meadows, and vernal pools are abundant., particularly in the area drained by the western branch of Parsons Creek. Beautiful conifer stands grow on many of the steeper slopes west of Parsons Creek. These are part of 648 acre deer yard. The forests west of Lily Pond appear to be intact but are relatively young, perhaps 50 to 60 years old. There are several small areas of early successional forest (white birch, red maple) that appear to have originated from pasture.

The topography of the focus area is largely controlled by the underlying bedrock, which is composed of metamorphic rocks such as granofels, schist, and gneiss. Ledge outcrops are abundant, with beautiful exposures on the cliffs south of the Mill Road bridges and along stream valleys. The terrain is very uneven, with steep knolls rising 200 feet or more above V-shaped stream valleys. The highest point is a steeply sloping ridge west of Lily Pond, which rises to height of 251 feet. The many bedrock knolls, Parsons Creek, and Lily Pond all trend northeast-southwest, following the strike of the bedrock.

Most of the focus area is steeply sloping (greater than 15%). Upland soils are typically thin, somewhat excessively drained sandy loams of the Lyman Rock Outcrop-Tunbridge Complex). Rock outcrops are abundant, covering 20-30% of the land surface. There are small areas of arable land, primarily on gently slopes bordering stream valleys. Soils here are deep Boothbay or Buxton silt loams that tend to be used for hayfields or homes. Soils in stream valleys and associated wetlands are deep, poorly drained Scantic silt loams derived from marine clay. The fen north of Lily pond is underlain by peat.

Significant Natural and Cultural Features Summary Table

Name of Feature	State Status	S-Rank ¹	Location/habitat
<i>Natural Communities</i>			
None documented			
<i>Rare, Threatened, and Endangered Species</i>			
Bald eagle (<i>Haliaeetus leucocephalus</i>)	T		A historic nest site is located at High Head, just south of the focus area. The eagles are currently using a nest on Tibbets Island, but still forage in the Parsons Creek area.
Sea-blite (<i>Suaeda calceoliformis</i>)		SH	Historic occurrence on east shore of Parsons Creek; not found in 2001 site visit.
<i>Significant Wildlife Habitats*</i>			
Deer Wintering Area 020513 648 acres		I	Extends from Lily Pond shore two miles to the south. Looks intact on 2006 aerial photo.

¹ S-Rank = state rank, and is based on an objective analysis of a species' or natural community's known distribution or abundance in Maine. Ranks range from S1 (critically imperiled with five or fewer occurrences in the state) to S5 (demonstrably secure in Maine, with more than 100 occurrences).

Inland Wading Bird and Waterfowl Habitat			There are four important wading bird and waterfowl habitats, the largest includes Lily Pond and the surrounding shoreline.
Tidal Wading Bird and Waterfowl Habitat			Parsons Creek has 75 acres of mapped habitat
<i>Significant Cultural Features</i>			
MHPC Prehistoric site # 016-198			Aboriginal on National Register
MHPC Historic site # ME141-009			Parsons Creek saw mill
Old dam/mill site at mouth of Lily Pond			of possible local significance
six foot tall stone walls and shell midden			prehistoric and historic sites on R3L20 of interest to BRLT

* IFW ranks wetlands and deer wintering areas as high value (H), moderate value (M), and indeterminate (I). Indeterminate habitats have not been checked on the ground.

CURRENT USE

- Lily Pond has a cluster of 4 camps on the northeastern shore and two houses set back from the southwestern shore. None of these are prominently visible from the pond. The land around the Pond is in 11 ownerships. Parsons Creek is lightly developed, with 8 homes and 4 or 5 docks visible from water on approximately three miles of frontage. The upper branches of the Creek are the least developed. The mill pond north of Mill Road is undeveloped and surrounded by beautiful stands of white pine, hemlock, and spruce. These are part of the deer yard.
- Most of the focus area is forested. Different episodes of harvesting evident from aerial photos. Network of old woods roads on either side of Lily Pond.
- There are three properties (R2L98, R2L62.1, R3L30.1), totaling 274 acres, enrolled in Tree Growth. There are currently no protected properties in the focus area.
- Deck House School (Map R3 L 30.1) is a small private boarding school for high school age boys who haven't been successful in traditional school settings. The school property encompasses 188 acres in the southwestern portion of the focus area. This is the largest landholding in the focus area.
- There is no public access to the shore in Edgecomb. There is an unofficial hand carry access point from Mill Road bridge over west branch of Parsons Creek which is used by wormers and clammers who work the flats near High Head.
- A private road (Lily Pond Road) off Route 27 leads to the camps on the northern end of the Lily Pond. Cunningham Road (off Mill Road) turns into a 4WD trail that leads to small dock and shack on the southeast shore of Lily Pond. This trail and a network of smaller trails are used by ATVs.
- A foot path follows the perimeter of the east shore of the pond and connects with the 4WD road at the south end of the pond. The path continues across the outlet and along a portion of the west shore.
- Lily Pond supports a warmwater fishery, predominantly largemouth bass, which were introduced in 1948, and white perch. Lily Pond is a Great Pond that, along with the adjoining wetland to the north, are zoned Resource Protection.
- The lower portion of Parsons Creek receives some use by sailors and the entire creek is paddled by kayakers.

REASONS FOR SELECTION AS FOCUS AREA

- Edgecomb's only pond, which is extremely scenic and largely undeveloped.
- Three miles of lightly developed shoreline along Parsons Creek and Mill Pond north of Mill Road.
- Large intact block of forestland, with a network of wetlands, streams, and vernal pools. The forest includes beautiful mature conifer stands and an intact deer yard.

CONSERVATION GOALS

- Protect the undeveloped shoreline around upper Parsons Creek and Lily Pond.
- Provide public access to Parsons Creek and Lily Pond.
- Protect the large habitat block connecting these two areas.
- Establish a corridor that connects the 705 acre Lily Pond watershed (Route 27 bisects the watershed) to Schmid Preserve.

BOUNDARY DESCRIPTION AND JUSTIFICATION

Defined by Mill Road to south, Route 27 (Boothbay Road) to east, Cross Point Road to west, and the lots that incorporate the northern boundary of the watershed of Lily Pond. This boundary protects the watersheds of Lily Pond and Parsons Creek, includes the large roadless block of forestland between the two, and would prevent development along Route 27 from encroaching into the focus area.

CONSERVATION CONSIDERATIONS

Potential partnerships

- The town of Edgecomb is a potential partner for two reasons. The Comprehensive Planning Committee weighted natural areas in the town using indicators such as significant habitats, soil erodability, and distance from public roads. Lily Pond, Parsons Creek, and the corridor that connects them are among the five highest scoring areas in the town (along with Salt Marsh Cove, the Eddy area, the marshes north of Schmid Preserve, and Lower Dodge Cove). Second, the town has identified lack of public access as an important issue. Carefully managed access to Lily Pond and the Cross River, via Parsons Creek, would be beneficial to the town, which has an acquisition fund for this purpose.
- River-Link partnership is a logical one because of the proximity of the focus area to Schmid Preserve.
- Another potential partner is The Deck House School, which is the largest landowner in the focus area. Could eventually link this property to Schmid Preserve, but would need to cross Route 27.

Opportunities

- Much of the frontage on Lily Pond is "back land" of lots that extend to Route 27 and Cross Point Road. It may be possible to protect a buffer at relatively low cost.
- The Natural Resources Protection Act was revised in 2006 to strengthen protection in and around wading bird and waterfowl habitats. The new regulations require that all activities avoid and minimize impacts within 250 feet of high and moderate value habitats. Because

the rules are new, and the state database is incomplete, this is a good time to work with Edgecomb officials and the Comprehensive Planning Committee to ensure that the towns have up to date shoreland zoning maps and the capacity to enforce the new rules.

- Several large landholdings (fewer landowners to negotiate with).
- Potential to have a trail from Lily Pond to Parsons Creek along the outlet stream, and connecting trail to Schmid Preserve (would have to cross Route 27).

Potential management concerns

- There is an extensive system of ATV trails around Lily Pond and west of Parsons Creek. Portions are eroded, especially along Cunningham Road and the south shore of Lily Pond.
- Route 27 is a busy road and is zoned for commercial development. The portion that borders the focus area is currently lightly developed, but road encroachment into Lily Pond and surrounding forest land is a potential threat.
- Burning bush, an invasive species that occurs at Ovens Mouth Preserve, could spread to nearby areas. It is spread by birds.
- The deer yard south of Lily Pond appears to be in good condition. Have IFW wildlife biologists evaluate its quality encourage town to take steps to maintain this habitat.

Maps/photos:

Westport, Maine 7.5' topographic quadrangle

Bedrock Geology of the Westport Quadrangle, Maine Open File No. 92-59

2003 and 2006 MEOGIS aerial photography (available on line)

Soil Survey of Knox and Lincoln Counties, Sheets 61 and 67

2003 and 2006 MEOGIS aerial photography (available on line)

LILY POND AVAILABLE WATER QUALITY STATICS 9/20/2010

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Lily Pond
(Edgecomb, Maine)
MIDAS 5358.

Area (acres): 65
Perimeter (miles): 1.6
Mean Depth (feet): 8
Max Depth (feet): 13
Major Drainage: Coastal
Subdrainage: Sheepscot-dyer
County: Lincoln
Delorme Page: 7

Water Quality overview (click icon to view)

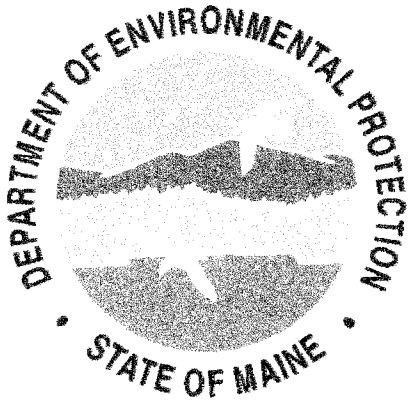


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Depth Map	Water Quality Summary	Graph Secchi	Graph DO & Temp	Documents & Data
MIDAS LAKE STATION				
Lily				
10				
7.05				
6.5				
6.5				
6.5				
18				
1997				

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MIDAS	LAKE STATION	ALKALINITY	CONDUCT-IVITY	PH	MIN_CHL	MAX_CHL	TPHOS_EC	TPHOS	ITEMS TESTED
5358	LILY POND St. 1	(mg/L) 10	uS 51	uS 7.05	(ug/L) 6.5	(ug/L) 6.5	(ug/L) 6.5	(ug/L) 18	1997



Water Quality Summary for the Sheepscot River

By Mark Whiting, Maine DEP

**In collaboration with the Sheepscot Valley Conservation
Association and the Sheepscot River Watershed
Council**

January 12, 2006

Introduction:

The DEP and the Maine salmon rivers watershed councils began a collaborative study of the water quality of the federally designated salmon rivers in the summer of 1999. The watershed councils provide volunteers that do the field work while the DEP provides logistic support, training, and some equipment. The purpose of the water quality monitoring program is to provide a broad-spectrum water chemistry profile of the rivers to (1) provide a baseline for the detection of trends, and (2) to help identify water chemistry problems that might be limiting salmon recovery. This is a progress report that summarizes all of the lab chemistry that is currently available from this monitoring program for the Sheepscot River.

General Characteristics and Background:

The Sheepscot River watershed is approximately 228 square miles in size. The watershed includes over 40 lakes and ponds and over 30 tributaries. The river flows for 34 miles from its headwaters to the head-of-tide in Alna. The average gradient is 11.6 feet per mile. For a more complete description of the river and its Atlantic salmon population see Meister (1982). Approximately 60% of the watershed is forested, another 17% is pasture and hay fields, 7% is wetland, 3.7% is clear cut or partially cut forest, 3.6% is shrub scrubland, 2.2% cropland, 2.1% open water, and 1.8% rural residential. For more detail about land use, salmon restoration efforts, other data and reports see KRIS website for the Sheepscot River.

Many different federal and state agencies and citizen groups (including the Sheepscot Valley Conservation Association (SVCA) and the Sheepscot River Watershed Council (SRWC)) collect water quality information in the Sheepscot. These efforts are described in the Sheepscot River Water Quality Strategic Plan written by Barbara Arter for Project SHARE (Arter, 2004). The US Geological Survey has a stream gauge in Whitefield with 67 years of river stage and flow data (see USGS website). Of the Maine salmon rivers, the Sheepscot has some of the best river coverage in terms of water quality data. SVCA has a historical baseline that includes 12 years and over 30 sites. The SVCA study was specifically focused on bacteria, temperature and dissolved oxygen problems which are used by the DEP to measure attainment of Water Quality Standards under Maine's Water Classification Program.

This report is a collaboration with the Maine DEP and the two watershed groups (the SVCA and the SRWC). We have a total of 16 sites on the two major river mainstems (the Sheepscot main stem and the W Branch) and principal tributaries (Table 1). Baseflow samples were taken on a monthly basis in the summer (June-September) when there had been no rain in the last 7 days. Stormwater samples were taken mostly in the spring or fall during high flow events and within 24 hours of a major storm (1 inch or more precipitation in a 24 hr period). Water temperature, pH, and dissolved oxygen (DO) were measured in the field. From 1999 to 2002 water samples were taken from the river and delivered to either the Maine Health and Environmental Testing Lab (HETL) in Augusta or to the George Mitchell Center (GMC) at the U of Maine. The lab analysis included pH, alkalinity, specific conductivity, dissolved organic carbon (DOC), major cations (Na, Ca, K, and Mg) and anions (Cl, SO₄, NO₃), and total phosphorus (TP). The lab pH was the initial sample pH of the alkalinity (Gran) titration. Alkalinity was measured as Acid Neutralizing Capacity (ANC). Carbonate alkalinity was not measured directly, but essentially all of the ANC is assumed to be from bicarbonate. Total suspended solids (TSS) and turbidity were generally measured in stormwater samples or whenever the river appeared to be turbid. There were 142 samples collected over the four year study period.

Table 1: Sample sites with river branch, subwatersheds, and location information are provided. Mainstem (MS), West Branch (WB) and tributary sites (Trib) are indicated along with subwatersheds (1) the lower mainstem, (2) the West Branch, (3) the upper mainstem (from the confluence of the West Branch to Sheepscot Pond), and (4) the headwaters (above Branch Pond or Sheepscot Pond) (Arter, 2004).

Branch	Subwatershed	Site Name	UTM	
			Easting	Northing
MS	1	Alna-Headtide	450245	4884773
MS	1	Long Rips	450054	4887079
MS	1	Rt 126 stream gauge site	452584	4896732
MS	1	Rt 17	456070	4900731
Trib	1	Trout Br	450697	4883727
WB	2	Branch L outlet	462204	4917366
Trib	2	Choat Br	455844	4906293
Trib	2	Dearborn Br	453622	4907794
Trib	2	Griffin Br	455053	4904332
Trib	2	Hewett Br	455026	4910050
WB	2	Howe Rd	454019	4899132
Trib	2	Meadow Br	456567	4911840
Trib	2	Wingood Br	454733	4903645
Trib	3	Sheepscot L outlet	464357	4909900
WB	4	Branch Pond Br (upper West Branch)	465597	4921920
Trib	4	Palermo Br (Prescott Pond Brook)	466449	4920392

General Water Chemistry:

pH and Alkalinity:

The acid-base balance of water is measured as pH, which ranges from 0-14. A pH of 7.0 is neutral, while values from 0-6.9 are acidic and values from 7.1-14 are alkaline. The Sheepscot has lab pH values that range from 6.05-8.15 and alkalinity values (ANC) that range from 3.6-47.6 mg/L (see Tables 2 and 3).

Table 2: Mean lab pH and ranges for the Sheepscot R and its basins.

River Basins (and no.)	No. of cases	pH mean	S.D.	Range
Sheepscot R all sites	107	7.04	0.46	6.05-8.15
Lower Sheepscot (1)	48	6.99	0.41	6.05-7.99
West Branch (2)	43	7.19	0.49	6.50-8.15
Upper Sheepscot (3)	10	6.79	0.29	6.18-7.01
Headwaters (4)	6	6.8	0.31	6.41-7.20

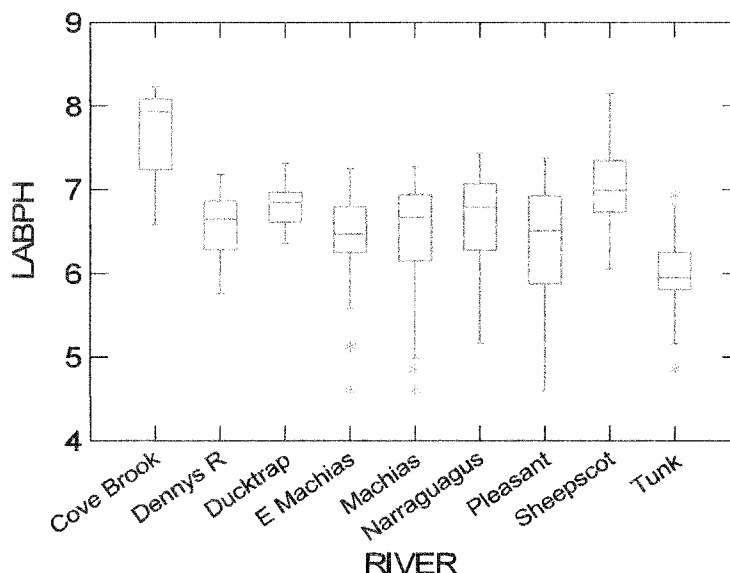
Table 3: Mean Acid Neutralizing Capacity (= Alkalinity) in mg/L for the Sheepscot R and its basins.

River Basins (and no.)	No. of cases	ANC mean	S.D.	Range
Sheepscot R all sites	120	15.5	10.6	3.6-47.6
Lower Sheepscot (1)	58	15	9	5.6-43.7
West Branch (2)	46	18.2	13.5	6.0-47.6
Upper Sheepscot (3)	10	10.3	4.3	3.6-17.7
Headwaters (4)	6	10.9	4.5	5.7-17.8

The average pH observed in the Sheepscot R for all sites including storm and baseflows is 7.04. There is very little difference in pH within the different subwatersheds. The average alkalinity is 15.5 mg/L. The West Branch has slightly more alkalinity than the other subwatersheds. For any Sheepscot subwatershed and sampled tributary, the alkalinity is always positive and is adequate to protect the river from the effects of acidic deposition. This strong buffering capacity is due to the carbonate-bearing rocks of the Vassalboro and Cushing Formations that underlies much of south-central Maine. However, the geology of the area is highly variable in its chemistry with a lot of local patchiness. The effect of this patchiness is seen in the differences in the headwaters and upper river as opposed to the West Branch and lower Sheepscot. It also shows up in comparisons with neighboring rivers like the Ducktrap (e.g., Figure 1 and Table 5).

The Sheepscot River is very different from the downeast salmon rivers (Figure 1). The downeast rivers (Tunk Stream, Narraguagus R, Pleasant R, Machias R, East Machias R, and the Dennys R) have very soft water, are slightly acidic (generally pH ranges 6-7), with low ANC (less than 10 mg/L) and are nutrient poor. Some of the downeast rivers have negative or very low alkalinity during the highest flow events in the spring and fall. In contrast to the downeast area, some of the tributaries to the Penobscot R (e.g., Cove Brook and Kenduskeag Stream) have some of the highest pH (greater than pH 8) and ANC values (greater than 100 mg/L) in Maine. The Sheepscot and Ducktrap have in-between values that are more typical of most of the surface waters of the state.

Figure 1: Median values and ranges for lab pH for all samples from each salmon river. The downeast rivers are the Dennys, East Machias, Machias, Narraguagus and Pleasant. Tunk Stream is also in the downeast area, but is not currently a river that supports salmon. Cove Brook is one of the lower tributaries to the Penobscot River and is located in Winterport and Hampden. The Sheepscot and the Ducktrap are located in central Maine. The SYSTAT graphic conventions are as follows: Each box represents the 25'th percentile (the bottom of the box) and 75'th percentile (top). The line across the box represents the median value. The bars on the boxes represent the 10'th percentile (bottom end of the bar) and the 90'th percentile (top). Outlier values are represented by stars.



Alkalinity is controlled primarily by bedrock characteristics and hydrology (especially precipitation and evapotranspiration), and to a lesser extent by watershed size, soil depth, and land use. Most agricultural lands receive some lime applications to promote soil fertility and to moderate soil pH.

Calcium, Aluminum and Chloride:

Calcium is an important nutrient that is used by fish to build healthy bone and soft tissue. Calcium is generally the dominant cation in freshwater and the main source of carbonate alkalinity. In turn, alkalinity buffers water from drastic and harmful pH changes. High calcium levels will protect fish from the toxic effects of aluminum by competing for salt-balancing membrane transport sites on fish gills. In the Sheepscot and its tributaries, the concentration of Ca ranges from 1.99-17.10 mg/L. The average Ca concentration for all samples is 6.74 mg/L. When evaluating freshwater for salmon health, values of 2.5 mg/L or less of Ca are considered critically low (Russell Danner, DIFW). When Ca levels are below 2.5 mg/L, fish pathologists expect nutrient deficiencies to weaken the fish and make them vulnerable to environmental stresses. The lowest Ca level observed on the Sheepscot mainstem was 2.96 mg/L located at Route 17 on 9/11/99. Otherwise all values below 3.00 occurred in just a few samples (N=5) in tributaries. The lowest values occur in Trout Brook (1.99 mg/L) and Wingood Br (2.38) which typically have the softest water in the Sheepscot data set. More than 95% of all samples have Ca levels that are greater than 3.00 mg/L. The minimum Ca concentration for salmon health is 5 mg/L, and “healthy ranges” are from 10-40 mg/L or more (Russell Danner, DIFW). Generally (57% of the time), the Ca concentration is greater than 5 mg/L in all Sheepscot and tributary samples.

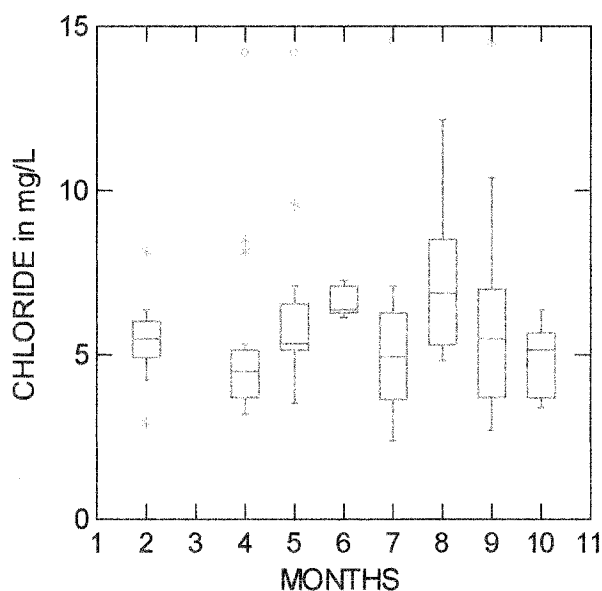
Aluminum in surface water comes from the watershed soils. It is not very soluble, but it can be toxic in very low concentrations (measured in parts per billion, or ug/L). Like other Maine rivers, the Sheepscot often has high concentrations of dissolved aluminum (range 10-140 ug/L) at all times of the year. The highest values are found in stormwater samples. Dissolved aluminum occurs in many chemical forms, but the free ionic forms are the ones that are toxic for fish (Brocksen et al, 1992). Fortunately, aluminum in circumneutral pH ranges is bound in organic complexes and in particulate forms that have very low toxicity.

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Chloride comes from bedrock, marine aerosols that are carried inland by the wind, and from winter salt sand applications on roads. During the winter, more than 100,000 tons of road salt (NaCl) is spread on Maine roads to improve traffic safety (DEP, 1998). A study of northeastern US streams (Kaushal et al, 2005) recently reported that road deicers are causing radical chemical changes in states from Maryland to New England. During the winter in New Hampshire some rural streams have in excess of 100 mg/L chloride. The report warns that many surface waters in the northern states may become toxic to freshwater life in the next 100 years if we cannot find alternative ways to manage winter road ice. Since the Sheepscot is one of the more developed of the salmon river watersheds, we evaluated potential chloride pollution. The average concentration in all Sheepscot samples was 5.8 mg/L chloride with a range of 2.4-14.5 mg/L. All values are well below the 250 mg/L recommended by EPA as the threshold to protect freshwater aquatic communities. In comparison with the downeast rivers (average chloride ranges from 3.0 in the Narraguagus and Pleasant to 5.73 in the East Machias) the Sheepscot does not appear to be enriched (Whiting, unpublished data). The downeast rivers have less development and fewer roads and road crossings than rivers in central Maine.

When our samples are arranged by month (Figure 2) we do not see a chloride winter maximum. In fact, the highest concentrations are in the later summer. This is due to the concentration of soil water and groundwater by evapotranspiration in the hot summer months. It is reassuring to not see a winter or spring flush of road salt, but the sample program was not oriented specifically to catch the first spring thaw. This might be worth doing in the future.

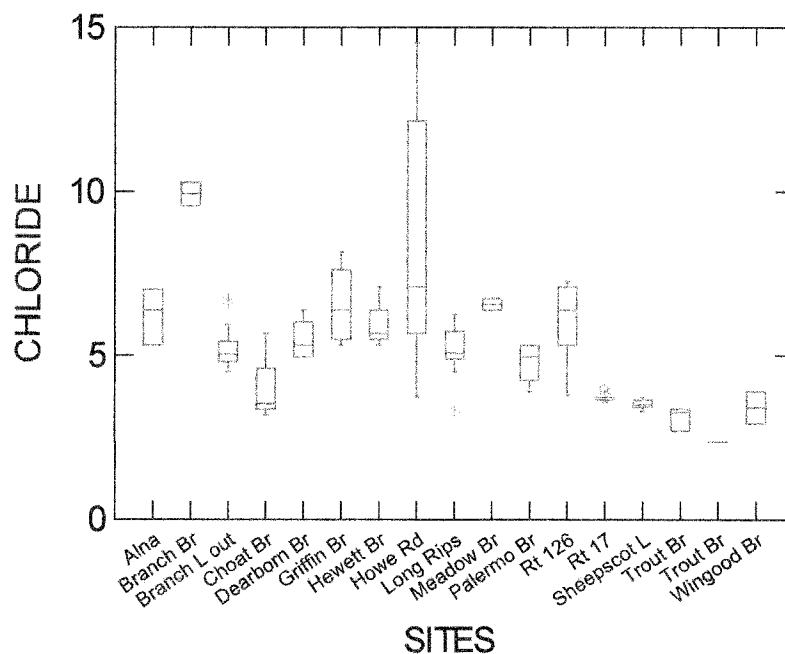
Figure 2: Summary of chloride in all Sheepscot and tributary samples by month. No samples were taken in December. The diagram conventions are the same as for Figure 1.



We also evaluated potential chloride enrichment near major roads. Actually, all of the road crossings in the freshwater part of the Sheepscot River are two lane rural roads. Naturally, some roads have more traffic than others. Figure 3 shows chloride concentrations by sample site. Numbered state roads are indicated in the site name. The Howe Road stands out in this analysis with a higher median and much greater range of

values. However, the Howe Road is not a busy road. Furthermore, because of the falls at this location all of our samples were taken upstream of the bridge. This indicates an upstream chloride source. There are state numbered roads in the area. The Howe Road crossing is approximately 2 miles below the Route 17 bridge and within 5 miles of the Route 105 bridge. Route 17 is particularly busy as an east-west connection between Augusta and the Rockland/Camden area on the coast. In addition, the Howe Road crossing is downstream of a cluster of tributaries that enter the West Branch in Windsor. Choat, Dearborn, Griffin, Hewett and Wingood Brooks all have road crossings on Route 17, Route 105, Route 32, or the Cooper Mill Road. None of these streams is enriched in chloride in comparison to the overall mean of 5.8 mg/L, but since the number of stormwater samples from tributaries is small (N = 2-8) the seasonal maxima (the first melt of spring?) may have been missed by our sample scheme. These streams may contribute to the large variation in chloride found at the Howe Road.

Figure 3: Chloride concentration in mg/L is arranged by sample sites. The diagram conventions are the same as for Figure 1.



Nutrients:

The Sheepscot and the Ducktrap both are located on the coast of central Maine. These rivers share the same underlying bedrock formations. However, the land-use history of the two rivers is very different. At least in the late 20th Century, the Ducktrap has remained very rural and lightly developed. Most of the land cover is forested, there are no large farms, and the Coastal Mountains Land Trust has obtained conservation easements on over 80% of the river frontage. In contrast, the Sheepscot River still has significant agriculture, including dairy farms and some tillage crops. Much of the river frontage has been at least partially cleared for agriculture, pasture, and suburban development.

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Due to the success of the conservation efforts in the Ducktrap R watershed, this watershed might be suitable as a "reference watershed" for evaluating potential NPS pollution impacts on the Sheepscot. Dominant anions and nutrients in both watersheds are compared in Table 4. In both watersheds, Cl comes primarily from bedrock sources, road salt, and marine aerosols. The chloride values are similar for both watersheds. Small differences in alkalinity and sulfate are presumably due to small differences in bedrock. However the biggest differences are in nutrient concentrations. The Ducktrap ranges 0-0.26 mg/L for NO₃ and 7.1-40 ug/L for total P. The Sheepscot ranges 0-2.11 mg/L NO₃ and 6.3-160 ug/L total P. If we can assume the difference is due primarily to land use, there is considerable enrichment in both NO₃ and TP in the Sheepscot.

Table 4: Average concentrations for ANC, Cl, SO₄, NO₃ and Total P are given for all Sheepscot and all Ducktrap samples.

	Alkalinity mg/L	Chloride mg/L	Sulfate mg/L	Nitrate mg/L	Total P ug/L
All Sheepscot Samples	15.5	5.77	6.22	0.28	26.8
All Ducktrap Samples	10.1	4.35	3.01	0.09	16.4

Another approach to evaluating NPS pollution is to compare nutrient concentrations in the Sheepscot watershed with national regional means (Table 5). Based on a study of 63 minimally impacted small watersheds in the US, the glaciated upper Midwest and northern New England (Ecoregion VIII, Smith et al, 2003) has an expected background of 0.25 mg/L for Total N (including atmospheric deposition) and 15 ug/L TP. We do not have Total N values, but we did measure NO₃, which is typically about 50% of Total N in unpolluted waters in our area (John Cangelosi, Sawyer Environmental Chemistry Research Lab and Tom Danielson, Maine DEP). The EPA document uses data from a collection of studies. These reference values make the Sheepscot watershed look significantly enriched in nitrogen and TP.

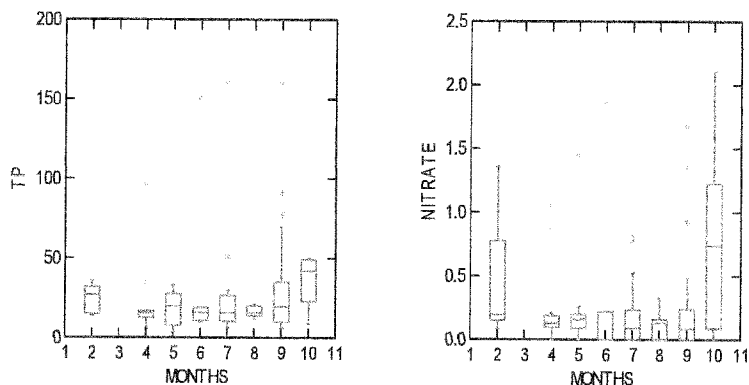
Table 5: Sheepscot NO₃ and TP concentrations are compared with regional means based on two different documents. The EPA and Smith et al studies use nitrogen values are Total N, not NO₃. The Sheepscot value is in brackets to remind us that it probably needs to be doubled to compare to Total N.

	Total N or NO ₃ mg/L	Total P ug/L
Sheepscot Watershed Measured Means	(0.28)	26.8
Smith et al, 2003 study Background Conditions	0.25	15
EPA recommended nutrient criteria (EPA 2001)	0.38	10

There appears to be a seasonal pattern in the export of nutrients from the Sheepscot watershed (Figure 4). Late summer and early fall have the highest TP values, while nitrate is shifted somewhat later in the season with a maximum in the fall and in the first thaw weather in late winter. The highest flows in Maine rivers are typically in March and April.

Figure 4: Seasonal pattern in TP and NO₃ found in all Sheepscot samples. Diagram conventions are as in Figure 1. TP is in ug/L while NO₃ is in mg/L.

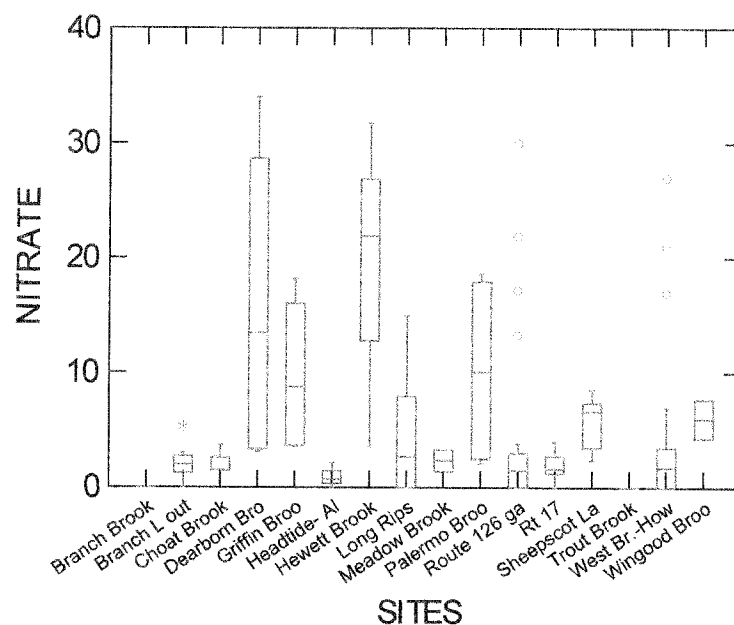
Sheepscot R All Samples and Flows



The spatial pattern of NO₃ and TP were also plotted (Figures 5 and 6). Nitrate is the most dramatic with large medians and ranges in some tributaries. Palermo Brook (also called Prescott Pond Brook) is a headwater stream above Route 3. Dearborn, Griffin, Hewett, and Wingood Brooks are in Windsor, in the middle of the watershed. There may be disturbances or fertilizers that are used around these tributaries that are contributing to the much higher medians and ranges. Long Rips is on the Mainstem near the Alna-Whitefield town lines in the lower river. The median is about the same as the mainstem at Rt 126 in North Whitefield and as the West Branch at the Howe Road, but the range is much greater. This suggests there is some lower tributary influences that was missed by our sample scheme. The low median and range at Alna is due to the small sample size (N=5) and because all the samples at this location are baseflow samples.

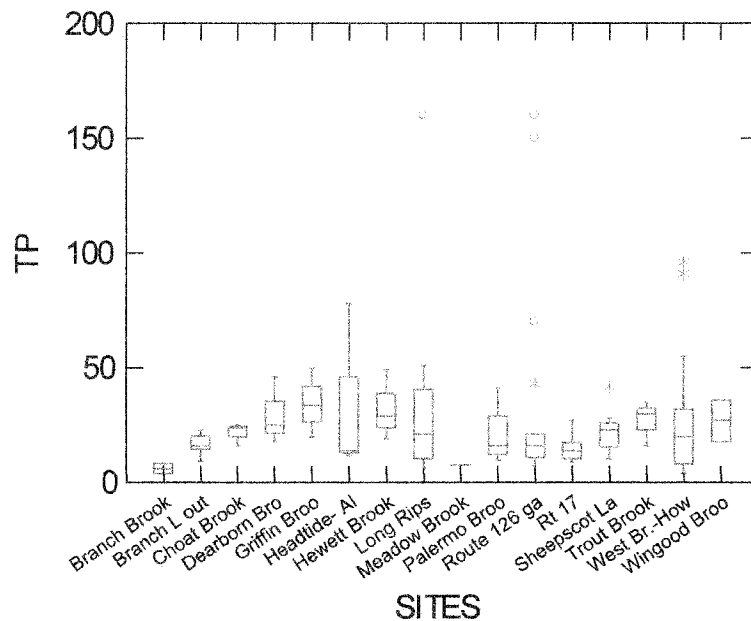
High nitrate in the fall might represent agricultural runoff when there is little to no cover on fields where there is tillage agriculture. Nitrate is soluble in water, while phosphorus binds to organic or inorganic particles. Intact soils and vegetation recycle nutrients efficiently, but nutrients will run off when there is enough warmth for bacterial decomposition but the plant and microbial community that would use these nutrients have been removed or disrupted. The association of nitrate with seasonal high flows is due to the fact that NO₃ is soluble in water. High nitrate in February and March may represent the flush of acidic deposition stored in snow and ice during the first thaws of the year.

Figure 5: Nitrate concentrations in mg/L are arranged by sample sites. The diagram conventions are as in Figure 1.



The spatial patterns in TP are less obvious (Figure 6). Some of the upper watershed sites (Branch Pond Brook (also known as the upper West Branch), Branch Pond outlet, Meadow Brook, and Palermo Brook have relatively low medians. Some of the largest ranges are found in lower river sites like Headtide at Alna, Long Rips (Alna), and the West Branch at the Howe Rd. Lower sites and large rivers receive all the water from all tributary and upstream activities, resulting in larger ranges. As noted above, TP is generally attached to particles, although it can be soluble when attached to dissolved organic matter (DOC).

Figure 6: Total P in ug/L is arranged by sample sites. The diagram conventions are as in Figure 1.

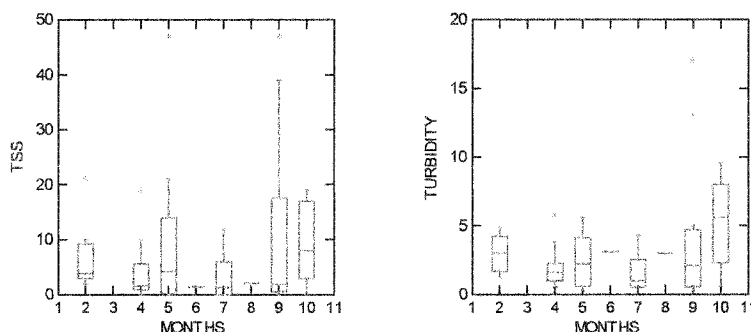


Sediment and Turbidity:

Suspended sediments are evaluated by TSS, a weight of the suspended materials that have been filtered and dried. Turbidity is a measure of the cloudiness of the water and is an indirect measure of visibility. The Sheepscot River and its tributaries experience some moderate sediment loads and turbidity during the spring (range 0-47 mg/L TSS and 0-17 NTU turbidity, Figure 7). The averages are 7.3 mg/L and 3.11 NTU respectively. TSS and turbidity are generally loosely correlated (for all Sheepscot and tributary samples the $R^2=0.464$). High TSS and turbidity generally occur together, but the smallest particles (clay sized) have the most effect on turbidity, while silt and sand have the greatest influence on TSS weights.

Figure 7: TSS and Turbidity medians and ranges for all Sheepscot R sites by month. TSS is in mg/L and turbidity is in NTU. Diagram conventions are as in Figure 1.

Sheepscot R, All Sites, in mg or NTU



The highest TSS and turbidity values occur in the spring and fall during the highest flows of the year. In a typical year, the turbidity remains modest (1-5 NTU) for most of the year. The worst TSS and turbidities are short lived but they have strong effect the means and ranges. Newcombe & Jensen (1996) show in a review article on the effects of suspended sediments, that even moderate turbidity (TSS 1-3 mg/L) will be a moderate stress to juvenile and adult salmonids if the conditions last for more than two weeks. We have these conditions in the spring and salmon are visually oriented predators. In addition, the timing may be particularly unfortunate, as salmon will be subjected to turbidity during a period when they are trying to recover from winter stresses and need to be putting on weight.

Spring and fall peaks in TSS and turbidity probably have different origins. Winter frost heave of the stream banks and/or winter salt sand may be the principal causes of spring TSS/turbidity. Disturbance of fields during harvest and fallow fields without winter cover crops may contribute to fall peaks. High flows also resuspend sediments already in the river. Notice that the seasonal highs in TSS and turbidity correspond to a September-October peak in TP concentrations. A regression of TP with TSS yields a very good relationship ($R^2=0.866$). The transport of phosphorus with suspended particles is expected, although TP can also be transported in soluble form with dissolved organic carbon (DOC). A correlation of TP with DOC is poor ($R^2=0.091$). In this case, there is essentially no relationship with DOC. Phosphorus is apparently traveling in the river primarily attached to particulates.

In order to help identify sources of TSS and turbidity, these variables were plotted by sample sites (Figures 8 and 9). Both the Sheepscot mainstem (sampled primarily at Route 126 during storm events) and the West Branch (sampled primarily at the Howe Rd) are seasonally turbid. The two headwater streams are not turbid (i.e., Branch Pond Brook (also called the upper West Branch) and Palermo Brook (also called Prescott Pond Brook)); while a number of the tributaries in the middle of the watershed are seasonally turbid. Maine has a state-wide Mandatory Shoreland Zoning Act (38 MRSA §435-449), which is administered by towns. Set backs for new construction are 100 feet for lakes, and 75 feet on rivers and "tributary streams." A tributary stream is defined as any stream within the Shoreland Zone (250 ft) of a lake, river, or tidal water. Riparian vegetation within the set back is protected by clearing restrictions. However, smaller streams which are not located in the Shoreland area of another water body and are not specifically zoned by the town are not protected. In addition, there are many "grandfathered" areas along the Sheepscot River and its tributaries where most trees have been removed. This legal loophole may provide a pathway for silty runoff to enter the river system.

Figures 8: TSS median and ranges, in mg/L, for all Sheepscot River sites with TSS data. Diagram boxes and bars are as in Figure 1.

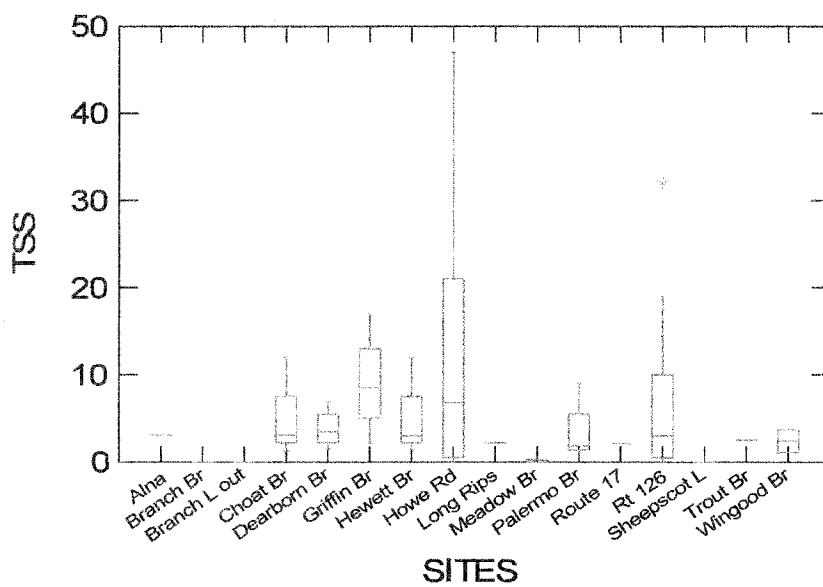
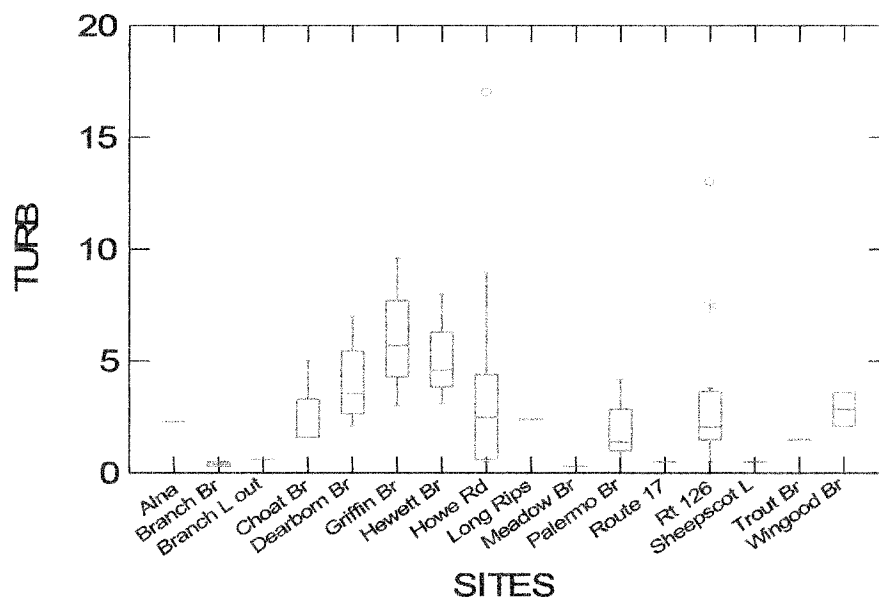


Figure 9: Turbidity medians and ranges, in NTU, for all sites with turbidity data. Diagram conventions are as in Figure 1.



Oxygen, Bacteria, Water Quality Classification, and TMDL Determinations for the West Branch:

Maine's Water Classification Program is designed to protect water quality by assigning a water classification for each body of water in the state and by setting up a regulatory program that prevents water from being degraded so that it no longer meets its classification. The assessment of whether a body of water meets its classification is based on dissolved oxygen (DO) and bacteria concentration thresholds, habitat criteria, and aquatic community evaluations. In freshwater, the bacteria evaluations are generally *Escherichia coli* (*E. coli*). Different bacteria are evaluated in tidal waters. The aquatic communities are generally evaluated using fish and/or macroinvertebrate collections. A water body that does not meet its classification will undergo a TMDL (Total Maximum Daily Load) evaluation to identify what stressors are causing non-attainment and what pollution load reductions are needed to restore the stream or stream section. The classification system is presented in Table 6.

Table 6: Maine Water Quality Criteria for Classification of Fresh Surface Waters (38 MRSA §465, MDEP 2001). Table is adapted from Barbara Arter's Water Quality Monitoring Plan (Arter, 2004).

Class	Dissolved Oxygen Criteria	Bacteria (E coli) Criteria	Habitat Narrative Criteria	Aquatic Life (Biomonitoring) Criteria
AA	as naturally occurs	as naturally occurs	free flowing and natural	no direct discharge of pollutants; as naturally occurs
AA	7 mg/L or 75% saturation	as naturally occurs	natural	as naturally occurs
B	7 mg/L or 75% saturation	64 colonies/100 ml as a geometric mean or 427 colonies/100 ml for instantaneous result	unimpaired	discharges shall not cause adverse impacts to aquatic life in that the receiving waters shall support all indigenous species
C	5 mg/L or 60% saturation	142 colonies/110 ml as a geometric mean or 494 colonies/100 ml for instantaneous result	habitat for fish and other aquatic life	discharges may cause some changes to aquatic life, provided the receiving waters shall be of sufficient quality to support all species of fish indigenous to the receiving waters and maintain the structure and function of the resident biological community

In general, the Sheepscot River has water quality that is healthy for fish and other aquatic organisms. However there are exceptions. The current water classification for the Sheepscot is given in Table 7. Many of the West Branch and lower mainstem river sites have oxygen levels or other problems that do not meet state standards (Table 8).

Table 7: Current classification of the Sheepscot and its tributaries. This table was adapted from the Sheepscot River Water Quality Monitoring Strategic Plan (Arter, 2004).

Class	Locations	Notes
AA	Mainstem from Route 17 to tidewater West Branch from Branch Pond to the confluence with the Mainstem	West Branch is currently listed as non-attainment
A	Mainstem from its origins in Montville to Sheepscot L Tributaries: Trout, Choat Weaver, Ben, Finn, Hewitt, Dearborn, and Culvert Pond Brooks	
B	Mainstem from Sheepscot Lake to Route 17 All other tributaries which are not listed as Class A	
C	No waters in the Sheepscot watershed are Class C	

Table 8. Summary of river segments and tributaries currently listed as impaired (DEP, 2004). Table adapted from Arter (2004).

Segment name	Segment size (mi)	Class	Monitor date	Impaired Use	Causes	Probable Sources
W Branch below Halls Corner	4.0	AA	2000	Aquatic life recreation	low DO bacteria	Agricultural NPS
Mainstem below Sheepscot Pond	4.0	B	2000	Aquatic life	low DO	Hatchery effluent
Dyer River below Rt 215	5.0	B	2000	Aquatic life recreation	low DO bacteria	Agricultural NPS
Trout Brook (Alna)	2.3	A	2000	Aquatic life	low DO	NPS
Meadow Brook (China)	5.0	B	2000	Aquatic life	low DO	NPS
Carlton Brook (Whitefield)	2.8	B	2000	Aquatic life	low DO	NPS
Choat Brook (Windsor)	1.3	A	2000	Aquatic life	low DO	NPS

The Dyer River, Trout, and Carleton Brooks are tributaries to the lower mainstem of the Sheepscot. Choat and Meadow Brooks are tributaries to the West Branch. Many of the problems are related to low dissolved oxygen (DO) levels. DO should be greater than 7 mg/L (or parts per million) for Class B waters. Class C, Maine's lowest classification, requires a minimum of 5 mg/L and a monthly average of at least 6.5 mg/L to ensure protection of cold water fisheries. The DO problem sites on the West Branch are given in Table 9 copied from the draft DEP TMDL report (DEP 2005a).

Table 9: Dissolved Oxygen (D.O.) water monitoring results are from the Sheepscot R Conservation Association (SVCA). Table copied from DEP TMDL report (DEP, 2005a).

Sites (upstream to downstream)		Number of		
SVCA ID	Location	Sampling Years	D.O. Measurements	
			All	< 7 mg/L (% and range)
WB005-F	Outlet of Branch Pond	10 (1995-2004)	115	46 (40%, 4.2-6.9)
WB004.5-F	Above Dirigo Road	5(2000-2004)	56	15 (27%, 5.8-6.8)
WB004-F	Below Tyler Road	10 (1995-2004)	106	12 (11%, 6.1-6.9)
WB003-F	Below Choat Road	3 (1994-1996)	34	18 (53%, 4.2-6.8)
WB002-F	Above Rt 105	10 (1994-96, 1998-04)	113	54 (48%, 4.4-6.9)
WB001.5-F	Below Maxcy's Mills Rd	9 (1996-2004)	85	38 (45%, 5.0-6.9)
WB001-F	Below Howe Rd	11 (1994-2004)	108	6 (6%, 5.9-6.9)

Our project shows less of these DO problems than the data collected by the SVCA volunteers. Our DO data is generally above 7 ppm. However, our sampling scheme is also different. In our study, a single volunteer samples several sites, so that DO determinations are not always done in the early morning (the lowest DO reading for the day). Instead, the DO determinations are taken in sequence as the volunteer arrives at each sample site. The SVCA program tests DO prior to 8:00 am. Because the SVCA DO data is more directed at water quality criteria, no analysis of our DO data will be presented at this time.

Low dissolved oxygen can be caused by many different circumstances, including interactions between causes. In unpolluted waters, running water in a riffle environment generally has high DO due to contact with the atmosphere and due to vigorous mixing. Low DO in unpolluted waters can be due to warm temperatures, low flow conditions, and slow or stagnant water. Low DO can also be due to pollutants such as organic or nutrient enrichment. Organic matter or high nutrient levels that lead to algal blooms that can promote microbial activity that uses up oxygen. This is called "biological oxygen demand" or BOD. BOD can be evaluated by incubations of stream water for 5 days in the dark (to exclude photosynthesis). A BOD value of 2 mg/L of oxygen, or less, is considered "natural" for unpolluted water. Organic or nutrient enrichment can also be evaluated by bacteria samples (such as *E. coli*) and chlorophyll analysis.

We do not monitor bacteria in the Sheepscot, because bacteria are monitored by the SVCA program and by the Dept. of Marine Resources shellfish safety program. The river is generally safe for recreation, except that some sites have *E. coli* levels that exceed EPA recommendations for water contact sports. According to EPA, the geometric mean value should be less than 120 *E. coli* colonies per 100 ml sample, and the bacteria must be of human or domestic animal origin. Sites with high bacteria levels also exceed Maine standards for Class AA rivers (where bacteria levels should be "as naturally occurs" or less than 30 colonies per 100 ml) (Arter, 2004). As with public safety thresholds, Class AA rivers with high bacteria levels must be of human or domestic animal origins or else it is considered a natural occurrence.

On August 11, 2004 the DEP took samples from several W Branch sites to evaluate Biological Oxygen Demand and Chlorophyll-a levels for the TMDL determination. The results are given in Table 10. Note that all of the BOD levels are below the reporting threshold, and thus do not indicate organic enrichment of the West Branch. Chlorophyll can respond to either organic or inorganic enrichment of surface waters. These values from the West Branch are lower than typical values for urbanized streams (DEP, 2005b), but are also higher than average natural conditions. EPA has a suggested chlorophyll value for northern New England (Region VIII) for the development of nutrient criteria for state water classification programs (EPA, 2001). The range of values in this reference set was 0.2-5.9 ug/L. The suggested value of 0.63 ug/L is based on data from 36 reference streams. Based on this reference, the Sheepscot appears to have some enrichment of algal growth.

Table 9. Results of BOD and chlorophyll samples from W Branch sites on August 11, 2004. BOD levels below 2.0 mg/L are below the reporting limit for 5-day BOD incubations.

SVCA ID	Site Name	5-Day BOD mg/L	Chlorophyll-a ug/L
WB005-F	Below Branch Pond	<2.0	6.0
WB004.5-F	Above Dirigo Rd	<2.0	1.8
WB003-F	Below Choat Rd	<2.0	1.5
WB002-F	Above Rt 105	<2.0	1.9
WB001.5-F	Below Maxcy's Mill Rd	<2.0	1.3
	Above Rt 17	<2.0	lost
WB001-F	Above Howe Rd	<2.0	2.1

Maine DEP published a draft TMDL for the West Branch (DEP, 2005a). The DEP considered DO, bacteria, temperature, BOD, turbidity, nutrients and macroinvertebrate biomonitoring data. In considering nutrient data, the Department used a slightly different approach than the ones we used. The TMDL study used Footman Brook and Allen Brook (both in Exeter, Maine) as reference streams. Both are in attainment of Class A standards and are rural streams with some farming and residential development. Based on computer models, the DEP concluded that the Sheepscot is not grossly polluted, although it has some cumulative NPS issues (Table 11). The report recommended a reduction of 16% of the total nitrogen load and 80% of the sediment load. Based on two reference watersheds, the report found that reductions in total P are not required to meet water quality attainment standards. Thus, the TMDL report concludes that the low DO appears to be due to multiple factors and not to severe nutrient enrichment. However, sediment loading was a significant problem.

Table 11. Recommendations on NPS pollution loading from draft DEP TMDL report (DEP, 2005a). Loading is expressed in terms of pollutant per acre per year.

TMDL Pollutant Loads	Existing Loads in W Branch of Sheepscot River	Numeric Target Load (Average of Footman and Allen Brooks)	TMDL Recommended Reductions
Annual Unit Area Loads			(percent)
Phosphorus Load (lb/acre/yr)	0.30	0.31	0
Nitrogen Load (lb/acre/yr)	3.46	2.90	16
Sediment Load (lb/acre/yr)	0.276	0.057	80

Summary:

The Sheepscot River is clearly impacted by non-point source pollution, especially inputs from agriculture, roads, and suburban development. However, these problems predate any baseline data collection. Different approaches have been used to compare the Sheepscot watershed data to various reference conditions. We used the Ducktrap River as a reference river, regional nutrient means from EPA and USGS, and BOD and chlorophyll data from the TMDL report. We concluded that there is some enrichment of NO₃ and total P during high flows in the spring and fall. Sediment loads and turbidity are a problem during high flows. DEP independently observed nutrient enrichment and some elevation of chlorophyll concentration for a TMDL determination. However, BOD incubations suggest that the oxygen

demand is within normal ranges. Thus, the TMDL report concludes that the nutrient enrichment *per se* is not presently a problem for aquatic life in the West Branch. Our analysis tells us essentially the same thing. The unacceptable low DO values probably have multiple causes including possible changes in river morphology that promote solar heating, seasonal low flows, and habitat degradation. While algae and microbial decomposition are not causing the low DO, we agree that reductions in nutrients and algal growth would help improve water quality.

While the Sheepscot is not badly degraded by current levels of nutrients, these nutrients are expected to have long-term consequences for the health of downstream lakes, estuary, and the coastal environment. Lakes and estuaries collect and recycle nutrients and are likely to be negatively affected before their associated rivers are. Lakes are especially sensitive to phosphorus inputs, while estuaries may react negatively to either nitrate or phosphorus enrichment. In contrast, rivers are flow-through ecosystems that tend to clean themselves of excess nutrients and pollutants. However, it is prudent to manage river systems with a holistic point of view given that ecosystems do not function in isolation of each other, and given that migratory fish like salmon use or pass through all of these bodies of water.

Nutrients come from numerous documented and undocumented non-point source sites in the watershed. The Kennebec Soil and Water Conservation District, SVCA, and SRWC have been especially active in promoting better agricultural practices and in implementing riparian restoration projects. The only point source for nutrients in the watershed is the state fish Hatchery in Palermo near the outlet of Sheepscot Lake. The Palermo Fish Hatchery is presently an important source of nitrate and total phosphorus. This enrichment of Long Pond will influence downstream water quality. Fortunately, the hatchery is in the process of implementing an improved wastewater treatment program to address this issue. The Sheepscot and its tributaries have more riparian disturbance than the other salmon rivers. The restoration of riparian forests might be an efficient approach to addressing low DO, high summer water temperatures, high sediment loading, salmon habitat degradation, and nutrient enrichment.

Future Plans:

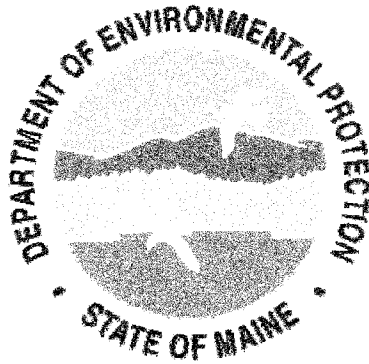
Some future needs include the following:

1. Sample for total N to round out the water chemistry profile of the river.
2. Look for nitrogen and sediment sources in the Windsor area.
3. Improve riparian buffers, especially with large canopy trees.
4. Sample the first flush of meltwater in the spring to look for sediment and nutrient sources such as acid deposition components (NO₃ and SO₄) and salt sand (chloride and turbidity).
5. Do more BOD determinations, especially those sites where low DO is common.
6. Obtain DNA or some other identification of *E. coli* sources so that human and domestic animal inputs can be distinguished from wildlife inputs.
7. Do more macroinvertebrate sampling with volunteers to get a better picture of the factors that govern fish productivity in the mapped salmon habitat.
8. Do rainy day surveys with a portable turbidity meter or turbidity tube to trace sediment sources upstream to their sources.
9. Tie sediment loads and turbidity to land use, especially number of acres in tillage, number of road crossings, miles of unzoned unprotected streams, etc.

Water Quality Summary for the Sheepscot River
By Mark Whiting, Maine DEP
January, 12, 2006

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Sheepscot River Turbidity Study, Report on the 2008 Field Season

A Progress Report for the Maine Department of Environmental Protection's (DEP) Salmon River Program and Stream Team Program

By Mark Whiting
Maine DEP, Eastern Maine Regional Office
106 Hogan Road, Suite 6
Bangor, ME 04401

Final Report 4/14/2009

DEPLW-0975

Introduction

Maine Department of Environmental Protection (DEP) and the Sheepscot Valley Conservation Association (SVCA) collaborate in water quality monitoring on the Sheepscot River. SVCA is a grass-roots citizen organization devoted to better land and water management. The SVCA has a volunteer-base water quality monitoring effort that is now at least 15 years old. In addition, DEP has two programs that have assisted in these efforts by helping to train and equip volunteers, pay for some analyses, and organize some ancillary studies such as the on-going turbidity studies. The two DEP programs are the Salmon Rivers Program and the Stream Team Program (see DEP website for details <http://www.maine.gov/dep/blwq/stream.htm>).

The Sheepscot River is one of Maine's salmon rivers with a federally listed Distinct Population Segment of endangered Atlantic salmon. One of the purposes of the water monitoring programs on the Sheepscot River is to aid in salmon management and recovery. Two reports by DEP are available on the DEP website (Whiting 2006, 2007). A water quality monitoring strategic plan (Arter 2006) reviewed the available water quality data and determined that cumulative non-point source (NPS) pollution was one of the important stressors in this watershed. This study was designed to fill some of the identified data gaps.

The 2008 field season was the third year of the DEP-SVCA collaboration to better quantify and describe the turbidity problem in the river. This year, we wanted to have better coverage within the watershed (i.e., more volunteers at more sites on a given sample day) and to obtain more detailed time series (i.e., use automated environmental recorders logging hourly turbidity measurements).

From experience (Whiting 2006, 2007), we know that the Sheepscot River and many of its tributaries can experience moderate turbidity for weeks at a time in the spring time. Turbidity also occurs in the summertime, but is typically less than during the spring. Conditions in the fall are similar to the spring, i.e., soils can become saturated and generate runoff during storms. Sometimes turbidity events can be related to specific events or causes (Figure 1). But most of the time, it appears to be due to cumulative NPS pollution from multiple sources. In 2008, we wanted to document the intensity and duration of these turbidity events with the use of the automated recorders (called “data sondes”). On the basis of published fisheries data (Newcomb & Jensen 1996), we know that turbidity values commonly observed in the Sheepscot River can interfere with fish feeding, respiration, and habitat quality. Turbidity can be a moderate to severe stress for fish depending both on the intensity and the duration, and it has to be understood in relationship to the life stages of fish that are exposed (Newcomb & Jensen 1996). A sonde is an ideal tool for this kind of study.



Figure 1. Aerial photograph of turbid water in the Sheepscot River due to beaver dam removal by a town road crew. This photo shows the confluence of the West Branch of the Sheepscot (the muddy water) with the mainstem of the Sheepscot. This photo was made available to us courtesy of the Maine Forest Service, summer 2007.

The purpose of this study was four fold. We wanted to document turbidity in the mainstem and principal tributaries. By examining spatial patterns, we wanted to try to identify reaches or tributaries that are sources of sediment. If sediment sources can be identified, the SVCA and their partners (such as the Kennebec County Soil and Water Conservation District) can focus restoration efforts to fix problems. We also wanted to relate turbidity patterns to seasons, weather and river flows in order to better understand how natural processes affect NPS pollution in our watershed. And

finally, we wanted to document the intensity, duration, and extremes in order to evaluate the severity of the impacts on salmon and other wildlife.

Methods

We used two approaches to our study of turbidity. One method was to use a large number of volunteers distributed among many different sites to sample after a given storm. This provides insight into spatial relationships. The SVCA provided the volunteers, managed the volunteer notification, coordinated the synchronous sampling, sample collection, and delivery to DEP. The other approach was to use automated data sondes to gather a lot of information, in this case at hourly intervals, at one site. This gives us temporal details. DEP staff managed the data sonde. We used the USGS stream gauge site at Whitefield to provide flow data for the mainstem. Weather data was gathered irregularly by volunteers or was taken from the National Climatic Data Center website (see NCDC in references section) for Augusta, the closest data source.

The volunteers used 500 ml Nalgene bottles to collect water for turbidity analysis. Since the river is in flood stage during sampling, the samples were typically taken from the shore at constrictions in the river channel. The samples were stored on ice and were delivered to DEP for analysis. DEP used a Hach 2100 turbidity meter for analysis. The meter was calibrated using a three point calibration in the spring, and the meter was checked against 3 standard solutions prior to each use.

Spatial results were examined by placing turbidity results on maps of the watershed. The data sondes were calibrated and managed according to USGS protocols (USGS 2000). Sonde data was

examined graphically and was superimposed with USGS flow data (Figure 2) to explore how turbidity varies by flow.

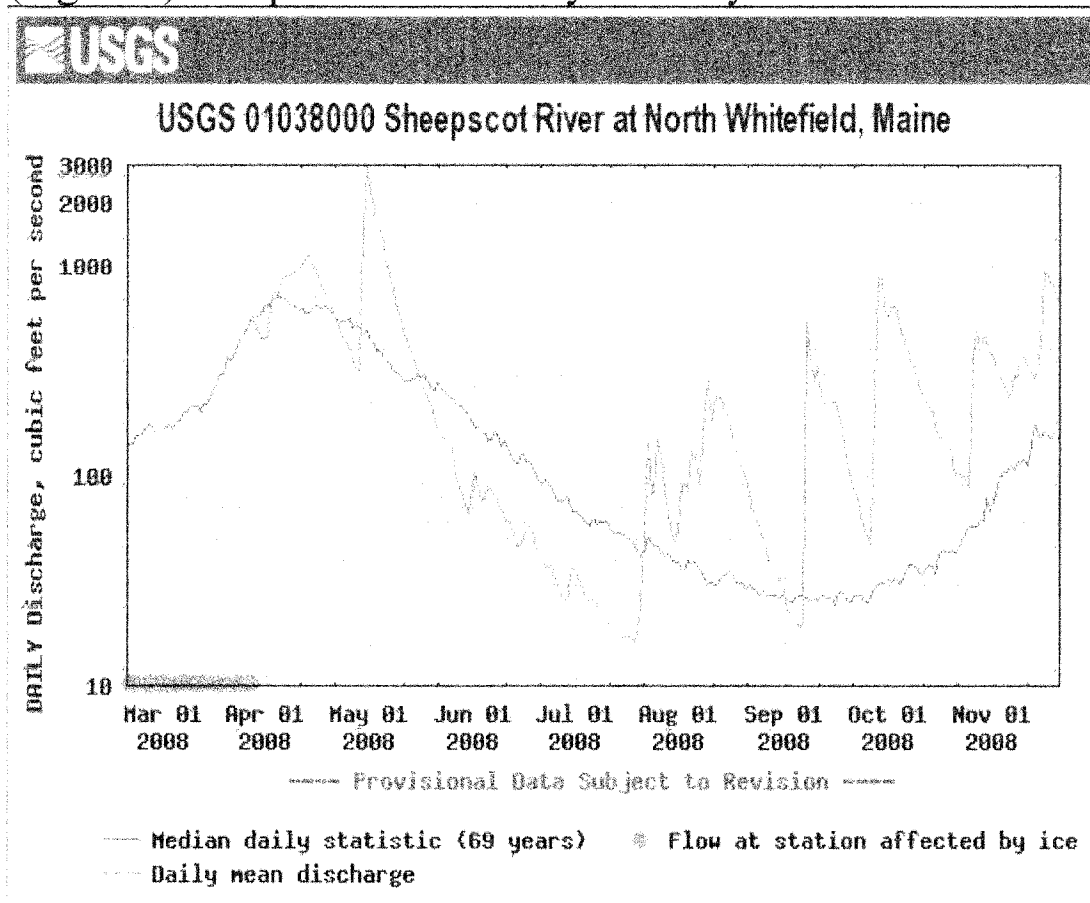


Figure 2. Flow data in from the USGS gauge on the mainstem of the Sheepscot River at North Whitefield. Data is in cubic feet per second (cfs). Weather is inferred from the gauge data and field logs.

We measured turbidity (an easily measured optical property due to suspended sediments) but the impact of dirty water is often evaluated in terms of total suspended solids (TSS) a weight of the suspended particles (in mg/L). Thus, our observed turbidities were converted into suspended solids by use of a regression equation based on Sheepscot River data from 2006. The environmental impact of suspended sediment on fish was interpreted using published data on TSS for different life stages (adult, juvenile, fry,

and eggs) for salmonids (Newcomb & Jensen 1996). For a good literature review of the effects of suspended sediments on salmonids, see Bash et al (2001).

Weather Summary

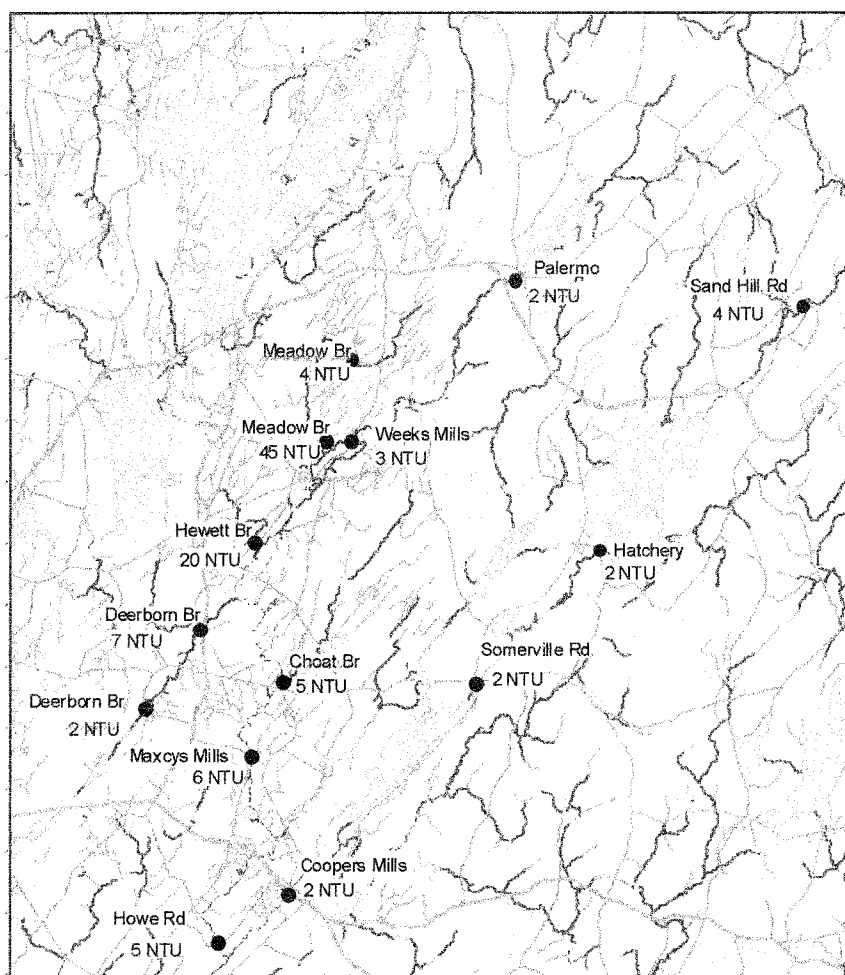
The winter-spring of 2008 was characterized by heavy snow cover, which melted off gradually in April and was accompanied by very little precipitation. High flows during this period (Figure 2) are due to snow melt. The dry spring was interrupted with a large rain storm on April 29. Light rain began the day before and then 3-6 inches of rain was recorded at different locations within the watershed on April 29th. The resulting flows were the highest for the year. Subsequently, the spring and early summer remained dry until July 20 when one large storm after another swept through the area. Rainfall and river discharge remained above average through the fall.

Results

The SVCA volunteers gathered 28 turbidity samples from around the watershed on July 27 after a major storm on July 24-25, 2008 (with a total of 1.24 inches). On our sample date, the mainstem experienced mild turbidity. For 12 mainstem sites the average was 3.2 NTU and the range was 2-6 NTU. To put this in perspective, a value of 2 NTU appears essentially clear to the eye. The West Branch was similarly mild. With 4 sites on the West Branch the average was 4 NTU and the range was also 2-6 NTU.

The tributary streams were sometimes much more turbid than the mainstems (Figure 3). In the upper watershed, Meadow Brook (45 NTU) and Hewett Brook (20 NTU) were strong sources of turbidity. A comparison of the two Meadow Brook sites, shows

that the turbidity originates below the upper site. A comparison of our sample times on July 27 with the USGS flow data, shows that the samples were taken well past the peak flows on July 25th. Based on experience, we know that peak turbidities typically occur on the Sheepscot River just before the peak flow (Whiting 2007, also see discussion of sonde data below).



Sheepscot River Turbidity Pilot Study
Upper River Sites July 27, 2008

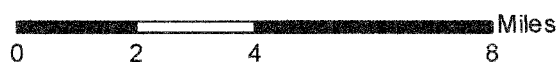
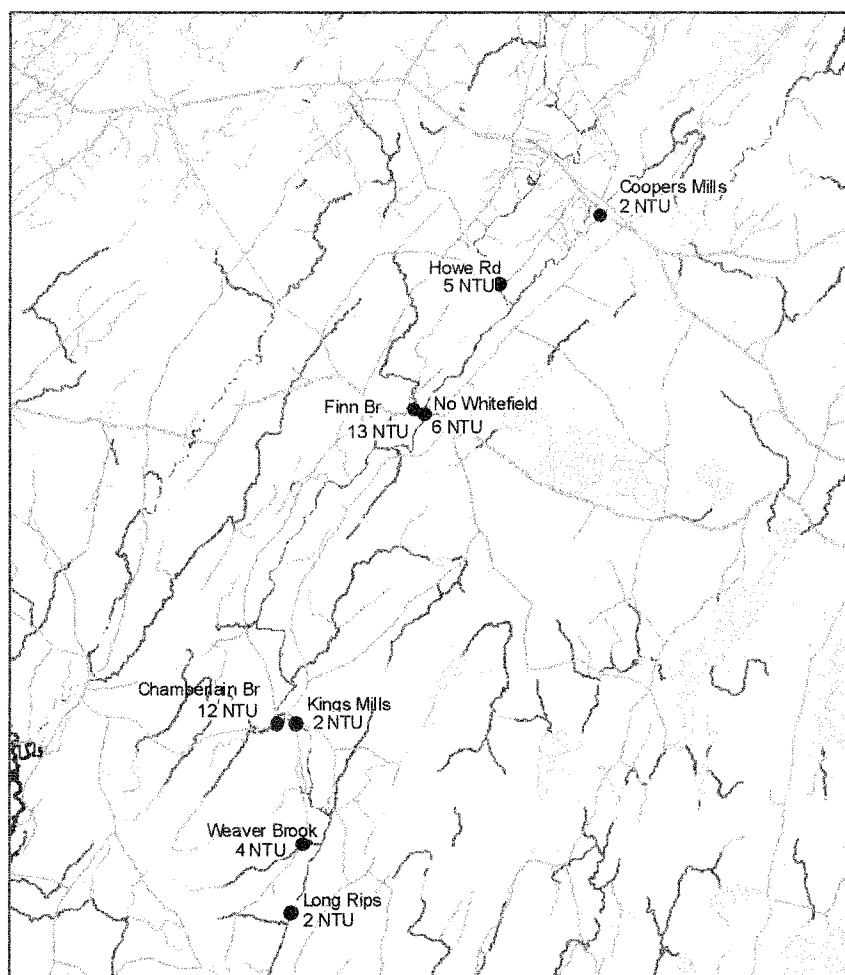


Figure 3. A map of the upper Sheepscot River watershed showing the West Branch with the uppermost sample site in Palermo below Branch Pond. The uppermost site in the mainstem of the

Sheepscot River is in this study on the Sand Hill Rd above Sheepscot Lake. The turbidity data is given in NTUs.

In the middle of the watershed, the West Branch and the mainstem flow parallel to each other before they combine below the Howe Road bridge (Figure 4). Here the most important turbidity sources are Finn Brook (13 NTU) and Chamberlain Brook (12 NTU). The muddy water in the West Branch in Figure 1 is thought to have originated when the town of Whitefield road crew was removing beaver dams on Finn Brook in order to prevent damage to local roads. Beaver activity and human reactions to it, are important sources of short term turbidity in Maine rivers. In the lower river, the mainstem turbidity remains mild, while Trout Brook (15 NTU) was a strong turbidity source during this storm (Figure 5).



Sheepscot River Turbidity Pilot Study
Middle River Sites July 27, 2008

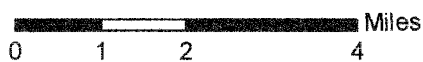
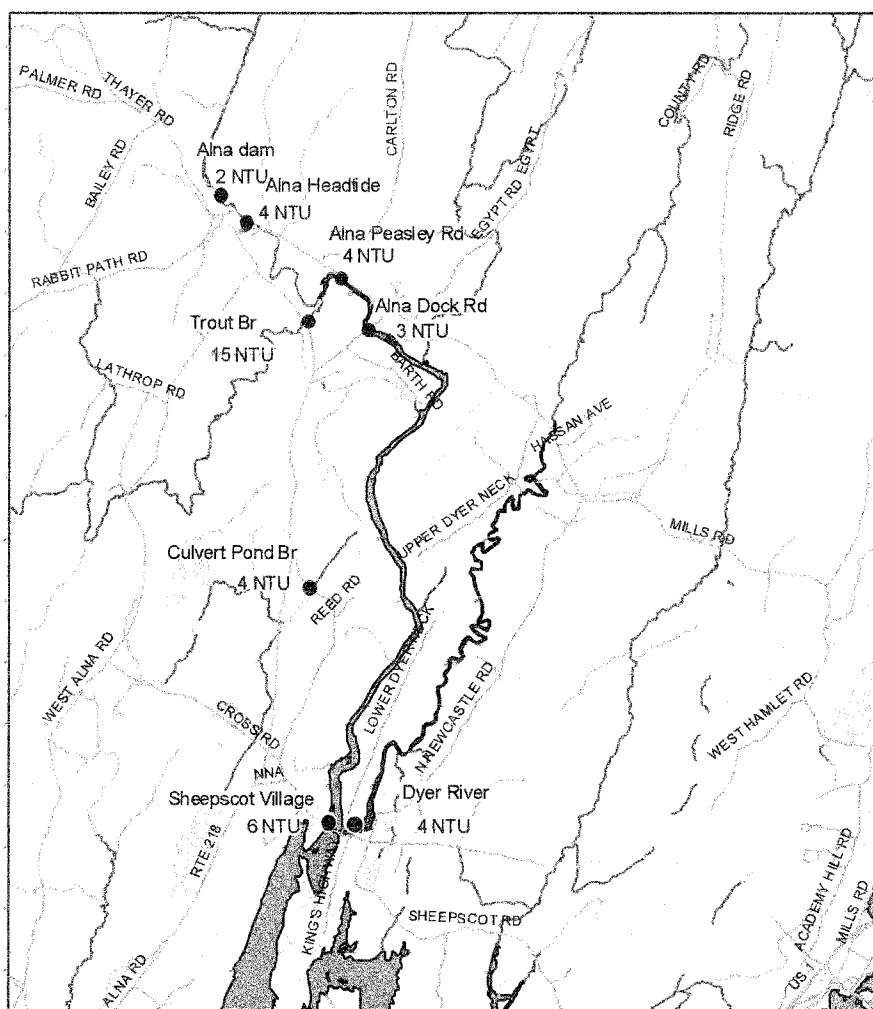


Figure 4. A map of the middle watershed. The West Branch and the mainstem of the Sheepscot River combine below the Howe Road crossing on the West Branch. The USGS gauge site is located in North Whitefield near the confluence with Finn Brook. Turbidities are given in NTU.



Sheepscot River Turbidity Pilot Study
Lower River Sites July 27, 2008

0 0.5 1 2 Miles

Figure 5. A map of the lower watershed. The Sheepscot River is tidal to the town of Alna near the sample site labeled “Alna Headtide.” The Dyer River is also tidal in the lower reaches. Turbidities are in NTU.

For the sonde study, DEP first deployed the sonde in early April anticipating rain-on-snow flooding. However, no such storms occurred. Instead, the heavy snow pack wasted away gradually. Then on April 29, a major storm dropped between 3-6 inches of rain (depending on the location) within the watershed. This was the highest flow for the year.

The results from this April sonde deployment are shown in Figure 6. As we have observed before, the highest turbidities occurred on the rising flood stage and lasted for short periods of time. Since each data point was taken at hourly intervals, we can tell the turbidity spikes all lasted 1-2 hours or less. The highest value was 345 NTU (at 9 pm on April 29) and was still at 326 NTU an hour later; these are the highest turbidities that we have ever recorded in the river. An earlier peak also lasted for 2 hours with 275 NTU at 9 am and 267 NTU at 10 am also on April 29. In comparison, some grab samples taken by volunteers during this storm (late afternoon on the 29th) ranged from 51-68 NTU for three different sites on the lower mainstem, Finn Brook and the Dyer River. This is within the same approximate range as the majority of the sonde records for April 29-30. The peak turbidities lasted about 31 hours during the rising and peak flood stages. On the falling river stage, turbidity rapidly decreased to around 20 NTU and decreased gradually over the following two weeks.

Sheepscot R. Turbidity Study Spring 2008 Sonde

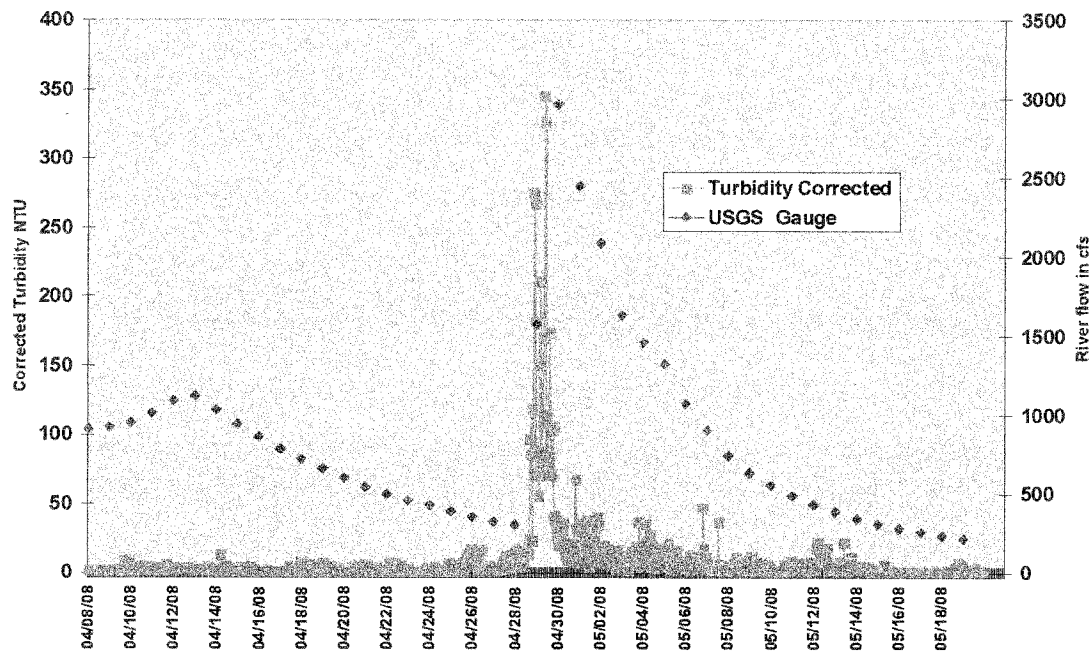


Figure 6. Sonde record for the Sheepscot River at Route 126 (just above the USGS gauge site). The sonde record is based on hourly recordings (each data point represents an hour or less) and is given in NTU. The USGS flow data is a daily mean in cubic feet per second.

The sonde was recovered in late May and was not immediately redeployed due to dry weather and prevailing clear water. A weather change in late July caused the river stage to rise again and turbidity was reported. Because more rain was expected, the sonde was deployed on July 25th. The river was already in a recovery phase from a rain event (0.88 inches as measured locally) from the day before (Figure 7). Subsequent rains fell on July 27-28 (0.24 inches), July 31 (1.12 inches as measured in Augusta), August 4 (0.29 inches), August 8 (1.20 inches) and August 14 (0.64 inches). Thunderstorm activity can be very localized. In this case, a storm that measured 1.20 inches of rain in Augusta on July 31, resulted in

only light rain in the Sheepscot watershed. Otherwise, we saw that the larger storms, especially August 8 and 14, led to relatively strong turbidity events. Again, summer turbidities were mild in comparison to what we saw in the spring.

Sheepscot R Turbidity Study August 2008

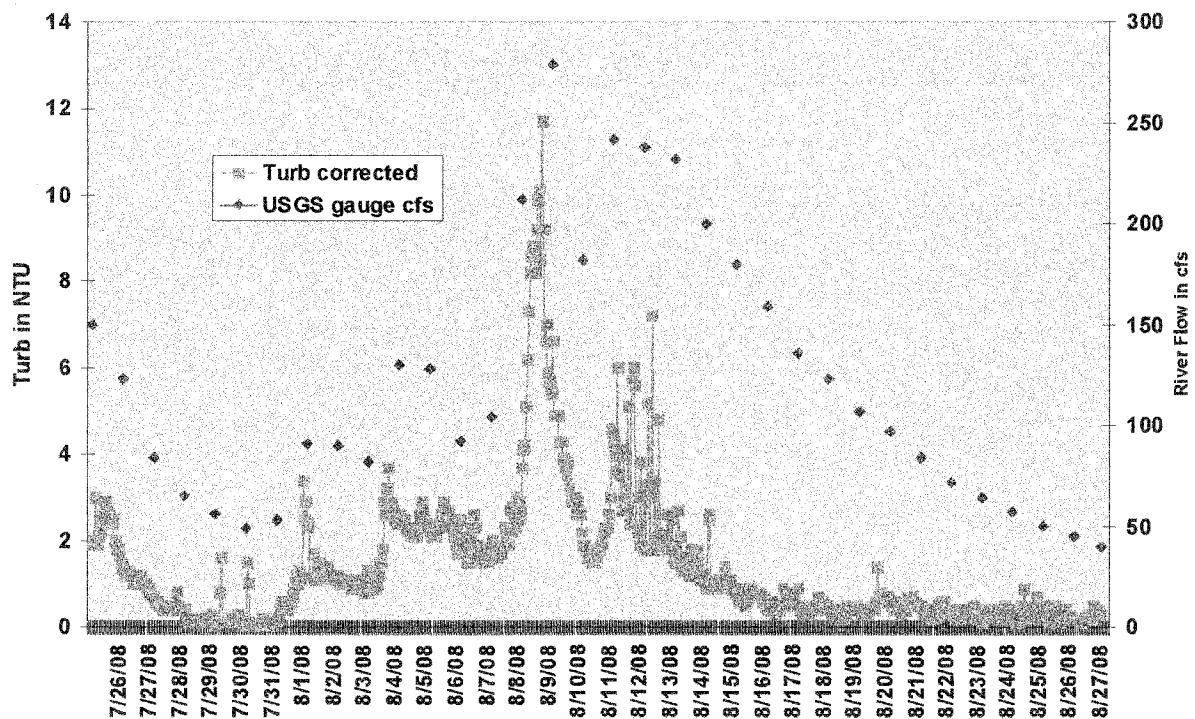


Figure 7. Sonde record for second deployment of the season. The storm of July 24-25 was also sampled by SVCA volunteers on July 27 on the falling flood stage. Sonde turbidities were recorded hourly and are given in NTU. The USGS flow data are daily means and are given in cubic feet per second.

In order to interpret turbidity as a stressor using the Newcomb & Jensen (1996) report, we had to convert turbidity to total suspended solids (TSS). Fortunately, we have turbidity and TSS data from the 2006 field season. A scatter plot from this 2006 data is provided in Figure 8. Based on the regression equation, our

most extreme volunteer grab sample with 45 NTU translates to about 48 mg/L suspended solids. If we assume that lower Meadow Brook was at least that turbid since the July 24-25 storm, that amounts to at least 3 days with at least 48 mg/L suspended solids. This is a “moderate” physiological stress for adult and juvenile salmonids. In this case, moderate physiological stress is defined by the authors as including disrupted feeding, increased respiration, and some gill obstruction. However, for salmonids and non-salmonid eggs and fry, this same exposure is a “paraethal effect” with reduced growth, delayed hatching, and resulting in reduced fish densities.

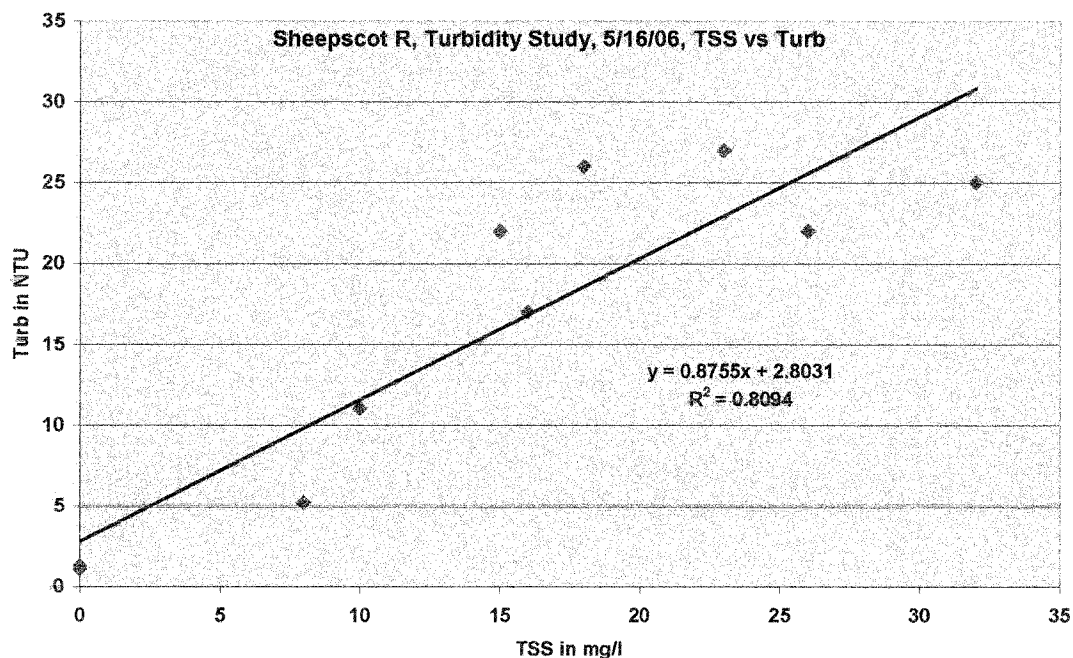


Figure 8. Regression of turbidity and TSS from the Sheepscot River and tributaries, based on volunteer grab samples from the 2006 field season. The R^2 is 0.8094. The equation was used to convert our turbidity values into TSS in order to determine environmental effects on different life stages for salmonids.

Unfortunately, in order to interpret the sonde data we are extrapolating well beyond the range of the data used to generate our regression. So acknowledging that uncertainty, and using the same criteria and methods for the sonde data, a maximum turbidity of 326-345 NTU translates to about 400-422 mg/L TSS for two hours. This is a “moderate physiological stress,” for salmonid adults and juveniles as well as for fry and eggs. The more complicated case of variable turbidity where the median was 86 NTU translates to about 103 mg/L TSS for 31 hours. This would be a slightly worse “moderate physiological stress with moderate habitat degradation and impaired homing ability” for adults and juvenile salmonids and a “major physiological stress” resulting in poor physical condition for eggs and fry. By way of perspective, our highest recorded turbidities (about 400-422 mg/L TSS) would have to last for 6 days (instead of the observed 2 hours) to cause “para-lethal” conditions such as reduced growth rates and reduced adult and juvenile fish density. Six days at this TSS level would result in 20-40% mortality for eggs and fry.

Conclusions:

Atlantic salmon in Maine are currently not doing well. Both freshwater and ocean survival are critically low. In freshwater, the contribution to the next generation is measured in smolt production. A recent report by Sweka et al (2007) concluded that the greatest constraint in smolt production on the Sheepscot River was the fry to juvenile (parr) transition. While multiple stressors are clearly involved (i.e., predation, temperature, habitat quality, etc.), turbidity/suspended sediments are just as clearly another important factor. The worst turbidities are observed in the spring, a critical time for Atlantic salmon, as eggs are hatching and fry are dispersing. These life stages are the most vulnerable to suspended sediments.

Turbidity and total suspended solids are two different measurements of dirty water. Turbidity is an optical property due to the scattering of light by particles. Its primary effect on fish is to obstruct vision and interfere with feeding. Mild turbidity can be beneficial to fish that tolerate the physical effects of the suspended particles (Bash et al 2001). For instance, cloudy water can hide fish from prey species. We use turbidity because it can be easily measured by a turbidity meter, while TSS is a lab measure that incurs some expense. Lab costs are a problem for most volunteer organizations and are even an important concern for state agencies. TSS on the other hand, often has the most direct effect on aquatic organisms. The amount of sediment in water is generally closely related to habitat embeddedness (the amount of filling in of spaces between rocks and gravel by sand and silt), obstruction of gills, physical scouring of the stream bottom, and suspended organic matter can deplete oxygen levels. Thus, the smothering of eggs, fry, and macroinvertebrates (i.e., fish foods) is due to the mass of suspended particles. We used turbidity in part as a surrogate measure of TSS.

For our 2008 field season, we found that there is a big difference in environmental impact based on the duration of the event. The very highest turbidities were only mild or moderate stresses because they lasted only for an hour or two. The longer events, lasting for days or a week, with variable turbidities with mostly moderate values were a moderate stress for adults and juveniles resulting in some predicted habitat loss and impaired homing ability. Even more important, the longer exposures were a severe physiological effect on eggs and fry and can be expected to result in delayed hatching, reduced growth, poor physical condition, and reduced fish densities (Newcomb & Jensen 1996). If poor fry survival is the critical limiting factor for freshwater salmon production in this watershed, then turbidity/TSS is a contributing factor.

Some selected tributaries are important sources of turbidity in the Sheepscot River. Meadow Brook, Hewitt Brook, Finn Brook, Chamberlain Brook, and Trout Brook have been previously identified as turbidity sources (Whiting 2007, Whiting 2008). Meadow, Chamberlain, Trout, Carleton, and Choat Brooks are currently listed by DEP as “impaired waters” due to non-point source pollution in the most recent “305(b)” Water Quality Monitoring and Assessment report (DEP 2008). But we also know that the mainstem and other tributaries can be strong sediment sources depending on the season and rain distribution in the watershed. In other words, each storm is different and there are many sediment sources within the watershed.

Weather and season play a large role in sediment transport. The highest values are generally seen in the spring time, with lower values in the fall, and the lowest values for a given storm intensity occur in the summer. This is due to the often saturated soils in the spring and fall generating more surface runoff. Surface runoff occurs in the summer, but generally only for the largest and most intense storms. Another factor is that soil cover tends to be best in the summer. However, runoff is not the only problem. There also appears to be a combined winter frost and ice scour effect that loosens sediment on stream banks during the winter. This material is apparently mostly flushed out of the river in the spring.

The extent of development in the watershed is also important. The extent of development is often expressed in landscape analysis by percentages of impervious cover (pavement), agriculture, residential, etc. or by the number of road crossings or linear measure of roads (see KRIS website for land use summaries and maps). Land use, weather and river water quality are linked by runoff (NPS pollution). Good water quality during dry spring weather is something that we also observe in Maine lakes (VLMP 2006). With minimal runoff, there is less NPS pollution. In lakes, this is mostly about nutrients, especially phosphorus, and

subsequent development of plankton blooms. Because rivers and streams are flow-through systems with short water retention times, they are less vulnerable to nutrient pollution. However, turbidity problems are often a seasonal problem in flowing water. The Sheepscot River and Cove Brook are the most developed of the officially designated salmon rivers and both have turbidity problems that are severe enough to affect fish health.

Other human activities are important. Individual logging events or beaver dam removals by road crews have been documented to cause turbidity events in the Sheepscot River watershed. Road salt sand is important and road crossings are important access points for road sand. However, we have not studied salinity/conductance to date. Farming is probably important, but is much less of a problem than in the past. The Natural Resources Conservation Service, Kennebec County Soil and Water Conservation District, and SVCA have been very successful in enlisting local farmers in conservation programs.

Other studies on the Sheepscot seem to confirm our findings. For instance, Maine Department of Marine Resources (DMR personal communication) reports that Atlantic salmon fry stocking in the lower mainstem and lower West Branch have not been able to produce viable populations. But relating to the sensitivity of different life stages to turbidity, parr (juvenile salmon) stocking in the lower river has had some success. Also, the Eastern Brook Trout Joint Venture, a multi-state and multiagency collaboration working on brook trout conservation in the Eastern U.S. put out a report in 2006 (EBTJV 2006) with state-by-state reports. Maps show the results broken down by watersheds. The Sheepscot River (and the neighboring Eastern River and lower Kennebec River watersheds) have brook trout habitat that is listed as “greatly reduced” due primarily to “poor land management” and “habitat fragmentation.” While brook trout and salmon use habitat somewhat differently, the land use practices that degrade trout

habitat are the same as those that degrade salmon habitat. The “poor land management” referred to in the EBTJV report is the same as the non-point source pollution that we mentioned in this paper.

Our 2008 field season was mostly successful. We were able to mobilize a large number of volunteers and got the best coverage so far on turbidity patterns within the watershed. The sonde deployments were only partially successful. We got good records for one spring and several summer storms. However, long-term turbidity events did not happen in 2008, so we are prevented from attaining one of our goals. We will continue to use sondes and other resources on hand to evaluate turbidity in terms of severity of impact on fisheries. Maine DEP and the SVCA are in the process of re-evaluating our Stream Team program goals for the Sheepscot River for the 2009 field season.

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DEP website resources can be found at <http://www.maine.gov/dep/blwq/stream.htm>. See “Citizen Groups (Stream Teams)” for Maine’s Stream Team Program and see “Atlantic Salmon Rivers Information” for water quality reports.

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study_2006.pdf)



WQ Annual Review
Effective Date: 6/12/08
Revision No. 2

**GROWING AREA WQ
Damariscotta River
Boothbay, Edgecomb, Newcastle and Damariscotta**

ANNUAL REVIEW for 2007

Report Date: 06-12-2008

Anna Bourakovsky

APPROVAL

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The attached draft is for your evaluation and comment. Suggested changes should be concise and reasons specific. Return to sender.

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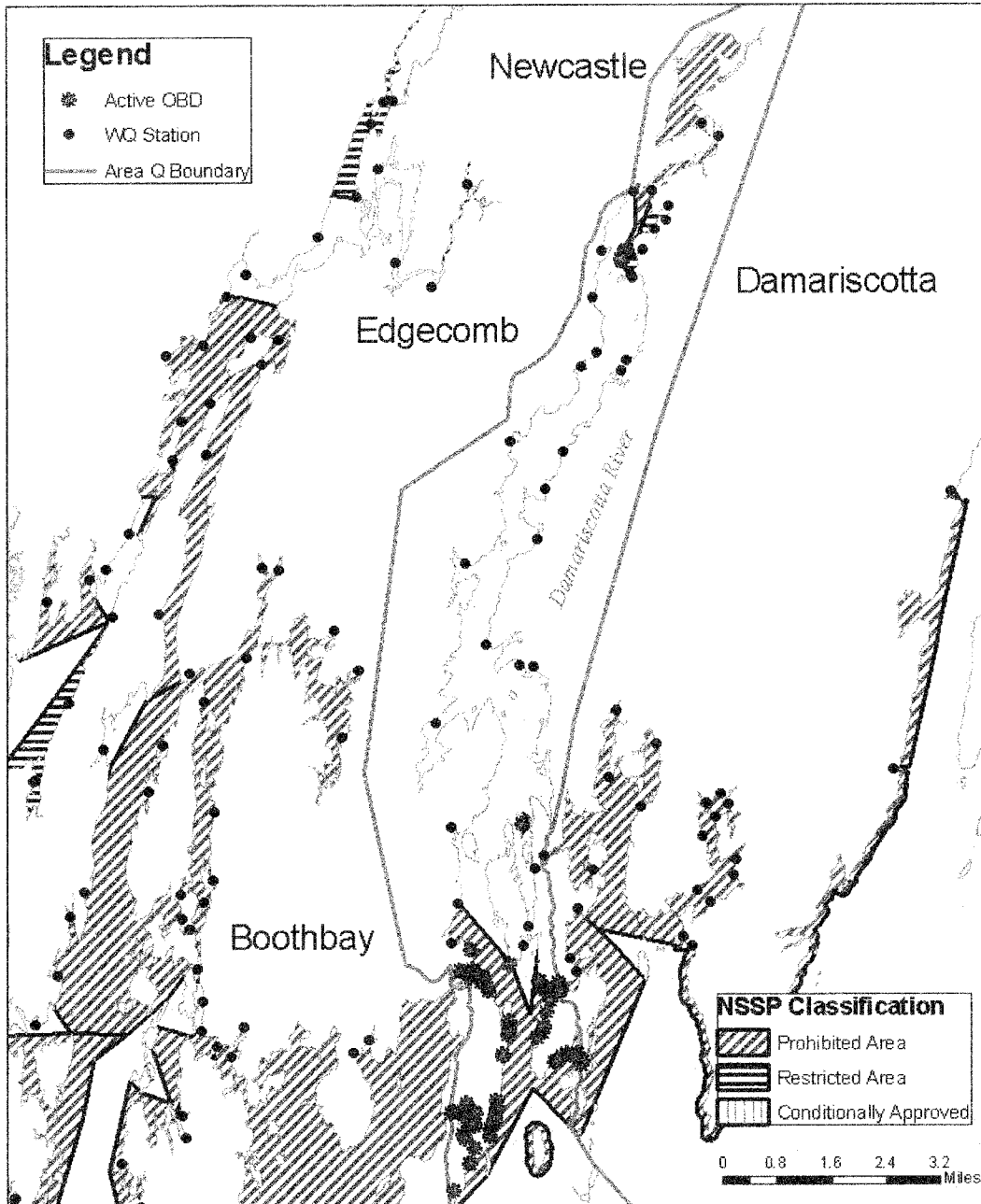
Figure 1. Growing Area WQ



Maine Department of Marine Resources
Growing Area WQ - Damariscotta River



05/12/08





Executive Summary

Growing Area WQ is the Damariscotta River estuary, located in Lincoln County along the midcoast region of Maine. The growing area boundary begins at Linnekin Neck, East Boothbay; includes the Gut, South Bristol and ends at the southeast tip of Rutherford Island, South Bristol (including Turnip and Thrumcap Islands). A description of the upland boundary can be found in the central files of the Department of Marine Resources in West Boothbay Harbor. The river flows through the following towns: Nobleboro, Damariscotta, Newcastle, South Bristol, Lincolnville, Bristol and Boothbay. The growing area's head of tide is located below the outlet of Damariscotta Lake on the town line between Newcastle and Nobleboro and the river empties into the Atlantic Ocean 15 miles south of the head of tide. A comprehensive map of the growing area can be found on page 8. Pollution sources in the growing area include municipal sewage treatment plants, two marinas, two boatyards, and multiple public access to recreation and fishing. In 2007, there were 34 permit applications submitted (100%) to the DEP for activities that occurred during the review period.

During the review period, no significant changes in pollution sources were reported. Existing pollution sources include two municipal waste water treatment plants, two marinas, two boatyards, and multiple public access to recreation and fishing. In 2007, there were 34 permit applications submitted (100%) to the DEP for activities that occurred during the review period.

In 2007, no sampling was conducted in the growing area WQ. In 2006, two reclassifications occurred: 1) station 12.5 was reclassified from approved to prohibited in order to allow for more strict water quality standards (WQ 12.5 was previously approved) and 2) station 12.5 was reclassified from approved to prohibited in order to allow for more strict water quality standards (WQ 12.5 was previously approved). Overall, there were no changes noted in the water quality of the WQ during the review period, and no significant changes in pollution sources.

The next biennial review of the growing area WQ is due in 2009; the next review will be due in 2011.

Current Classifications

Location: growing area WQ (growing area) is located on the coast of Maine.

- Middle Damariscotta River, 20 sample stations

Conditionally Approved

- Station 23.5-A, Area 23-A, Area between the Damariscotta and the Damariscotta River (Damariscotta), due to the presence of the Damariscotta River Sewage Treatment Plant (Damariscotta), 4 sample stations

Restricted

- Area 23-A, Days Cove, (Damariscotta), 3 sample stations
- Area 23-A, Huston Cove, (Damariscotta), 3 sample stations



Prohibited

- Area 23-A, Great Salt Bay, (Newcastle, Nobleboro, Damariscotta), due to Great Salt Bay Sewage treatment plant (STP); 1 sample station
- Area 23-A, Damariscotta River south of Route 1 bridge (Newcastle, Damariscotta); 2 sample stations
- Area 23-C, Farmers Island, (South Bristol), due to OBD; no sample stations associated
- Area 23-C, Lower Damariscotta River (Boothbay and South Bristol); due to OBDs and excessive boat activity; 2 sample stations

For a complete list of Legal Notices, please visit Maine DMR website:

http://www.maine.gov/dmr/rm/public_health/closures/closedarea.htm#Q

Activity During Review Period

Based on the recommendation made in the 2006 Triennial report for area WQ, the closure boundary line in Pollution Area 23-C (formerly 24-A) was moved in order to monitor the extent of the restricted water quality impact in an area which is currently classified as prohibited due to a presence of over board discharges (OBDs), marinas and boatyards. As a result of this boundary line move, station WQ 12.50 was reclassified from approved to prohibited on March 5, 2007.

Based on a recommendation made in the 2006 triennial report for area WQ, the conditionally restricted area, located in Pollution Area 23-A (formerly 24-A), has been reclassified to conditionally approved based on the proper function of the Great Salt Bay Waste Facility. The reason for this reclassification was based on improved water quality scores at station WQ 12.50 and WQ 22.0. Due to this change, sample station WQ 22.0 has been reclassified from conditionally restricted to conditionally approved. The text of the rule was amended on March 1, 2007.

On August 14, 2007, the restricted and conditionally approved areas in Pollution Area 23-A (formerly 24-A) was closed due to a sewage spill from a pump station for the Great Salt Bay

On July 5, 2007, the restricted and conditionally approved areas in Pollution Area 23-A



Current Management Plan for Conditional Area

There is one conditional area located in growing area WQ.

Pollution Area 23-A: Damariscotta River Conditional Area; due to Great Salt Bay Sewage Treatment Plant.

A copy of the management plan for this conditional area can be found in DMR central files.

Current Annual Review of Management Plan for Conditional Area

On April 6, 2007, the conditionally approved area (Pollution Area 23A) closed due to an overflow at a pump station. A re-opening sample was collected on April 30, 2007. The sample met approved criteria (as did the shellfish sample) and the rule was amended on May 2, 2007.

For a complete review, please see appendix D.

Water Quality Review and Discussion

Table 1 lists all active stations in Growing Area WQ, with their respective Geomean and P90 calculations for 2007. Data for conditionally approved station WQ 32 reflects only the open status. Please refer to Appendix E for a key to interpreting the headers on the columns of Table 1. The approved and restricted standards for each station are also displayed in Table 1. MPN standards will fluctuate yearly as a result of the DMR transition from a most probable number (MPN) to a most likely number (MLN) standard. Station P90 values and associated open and restricted standards are also displayed in Table 1. The total number of data points used in the calculations is displayed in the Count column and includes both MPN and MF values. The total number of data points for each station is displayed in the Count column. A detailed explanation of this transition can be found in Appendix F.

Table 1. Growing Area WQ Geomean and P90 Calculations

Station	Class	Count	MPN	Geomean	MLN	MPN	P90	APPR STD	RESTR STD
WQ012.00	P	30	10	3.0	0.30	1200	100.0	42	245
WQ012.50	P	30	9	4.0	0.30	460	17.1	43	250
WQ015.00	A	30	9	5.7	0.51	460	25.6	43	250
WQ015.00	A	30	9	6.3	0.61	460	38.4	43	250
WQ017.00	A	30	9	5.2	0.60	460	30.6	43	250
WQ018.00	A	30	10	3.0	0.27	43	6.6	42	245
WQ020.00	A	30	10	2.9	0.16	9.1	4.6	42	245
WQ021.00	A	30	10	2.9	0.19	9.1	5.2	42	245
WQ022.00	A	30	10	3.9	0.30	23	9.5	42	245
WQ023.00	A	30	10	4.3	0.35	23	12.3	42	245
WQ024.00	A	30	10	4.9	0.43	43	17.4	42	245
WQ031.50	P	30	14	4.1	0.36	23	11.9	40	226
WQ032.00	CA	30	14	6.4	0.47	93	25.4	40	226
WQ034.00	P	30	9	12.9	0.64	460	84.3	43	250



Station	Class	Count	MFCNT	Geo Mean	SDV	MAX	P90	APPD STD	RESTR STD
WQ035.00	R	30	10	8.9	0.57	140	48.4	42	245
WQ036.00	R	30	10	9.4	0.73	1200	79.2	42	245
WQ037.00	R	30	10	8.0	0.72	1100	66.5	42	245
WQ039.00	P	30	9	4.2	0.30	23	10.0	43	250
WQ040.00	R	30	11	6.6	0.64	1200	43.7	41	240
WQ041.00	R	30	10	5.4	0.38	43	16.7	42	245
WQ042.00	R	30	9	3.7	0.42	240	12.7	43	250
WQ043.00	A	30	9	3.0	0.26	43	6.3	43	250
WQ044.00	A	30	9	3.7	0.28	43	8.4	43	250
WQ045.00	A	30	9	2.9	0.20	23	5.1	43	250
WQ046.50	A	30	9	3.0	0.27	68	6.6	43	250
WQ047.00	A	30	9	3.2	0.28	36	7.3	43	250
WQ048.00	A	30	9	2.9	0.15	12	4.5	43	250
WQ049.00	A	30	9	2.8	0.16	9.1	4.5	43	250
WQ051.00	A	30	9	2.6	0.10	3.6	3.5	43	250
WQ052.00	A	30	9	5.3	0.52	150	24.2	43	250
WQ054.00	A	30	9	2.9	0.14	9.1	4.3	43	250
WQ055.00	A	30	9	3.3	0.40	240	10.9	43	250
WQ057.00	A	30	9	2.7	0.11	5.5	3.8	43	250
WQ058.00	P	30	9	2.8	0.15	9.1	4.3	43	250

All active stations in approved and restricted areas were sampled 6 times in 2007, following the systematic random sampling standard. All stations classified as prohibited were sampled at least 6 times throughout the review year. Additional samples were collected for selected flood stations under adverse pollution conditions, and the fecal coliform scores obtained under these conditions were not used for calculating the station's P90 scores. Station WQ 32.00, located in the conditionally approved area, was sampled 8 times in the open status (see Conditional Area Management Plan Review section for more details). Table 2 shows the number of samples taken during the 2007 sampling year, appendix G shows all data collected in 2007 for all active stations during both open and closed status.

Table 2. Sample Collection Counts for 2007 Review Year for Growing Area WQ

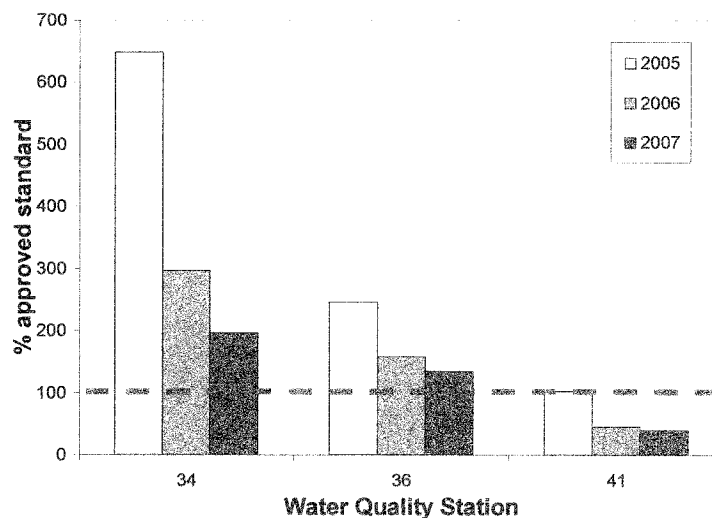
Station	Area Classification	Status		Total	Comments
		Open	Closed		
WQ012.00	P		6	6	
WQ012.50	P	4	2	6	Reclassified from A to P on 3/17/07
WQ013.00	A	6		6	
WQ015.00	A	6		6	
WQ017.00	A	6		6	
WQ018.00	A	6	7	13	Flood station
WQ020.00	A	6		6	
WQ021.00	A	6		6	
WQ022.00	A	6	9	15	Flood station
WQ023.00	A	6	2	8	2 Adverse condition samples
WQ024.00	A	6	2	8	2 Adverse condition samples
WQ031.50	P		10	10	
WQ032.00	CA	9	1	10	Reclassified from CR to CA on 3/1/07



Station	Area Classification	Status		Total	Comments
		Open	Closed		
WQ034.00	P		14	14	Flood station
WQ035.00	R	5	1	6	Sampled once during closed status
WQ036.00	R	5	1	6	Sampled once during closed status
WQ037.00	R	5	1	6	Sampled once during closed status
WQ039.00	P		6	6	
WQ040.00	R	5	1	6	Sampled once during closed status
WQ041.00	R	5	1	6	Sampled once during closed status
WQ042.00	R	4	2	6	
WQ043.00	A	6	2	8	2 Adverse Samples
WQ044.00	A	6		6	
WQ045.00	A	6	2	8	2 Adverse Samples
WQ046.50	A	6		6	
WQ047.00	A	6		6	
WQ048.00	A	6		6	
WQ049.00	A	6	8	14	Flood Station
WQ051.00	A	6		6	
WQ052.00	A	6		6	
WQ054.00	A	6		6	
WQ055.00	A	6		6	
WQ057.00	A	6		6	
WQ058.00	P		6	6	

In 2007, all active stations continued to meet the NSSP classification criteria currently assigned to them. Over the past three years, there has been no notable change in water quality at all stations, except WQ 34, 36, and 41, where water quality has improved (Figure 2 and Appendix H). No classification changes are required at this time.

Figure 2. Water quality trends at stations with improving water quality scores. Stations with scores above 100 percent do not meet approved standard.





Shoreline Survey Activity

Growing Area WQ has had no significant changes in pollution sources during the review period. Field observations were made during regularly scheduled random sampling runs, as well as during volunteer site certifications, new staff training runs, and flood sampling. A drive through survey was conducted by DMR on May 7, 2008 and the following items of interest were noted:

A new 5 lot subdivision off River Road, Newcastle is called Dodge Cove Landing. The site plan includes a waterfront common area on the Damariscotta River with a 250' dock with floats and moorings. This is a deep water (4.5' at low tide) mooring area. There are 3 lots which have direct water frontage. The maximum number of households that will go in this subdivision is eight. There are no houses in the subdivision at this time. The drainage for half of the property at the Y in the road flows towards the Damariscotta River to an approved area and it is a steep slope. There is a perennial stream that flows down the hill to the water south of the dock. The groundwater runoff has been channeled to the water via culverts.

A second new 4 lot subdivision, called River Run, is going in River Run Road, Edgecomb. The road leading to the construction site was accessible, but there were no signs to give more information regarding the subdivision.

Currently there are no sample stations that monitor the new subdivisions. Since the stormwater and groundwater has been channeled into culverts to the shore, we will evaluate the need to add new stations once the construction of houses begins to take place.

Aquaculture/Wet Storage Activity

Currently, there are 30 active aquaculture lease sites on the Damariscotta River: 22 are shellfish leases, and 8 are limited purpose leases (Appendix I). One experimental lease expired on 6/15/2007.

There are 6 wet storage sites on the Damariscotta River. A list of current permit holders can be accessed on the DMR website:

http://www.maine.gov/dmr/rm/public_health/wetstorage_bulktagging_permits.htm.

Classification Changes Required

No classification change is required.



Summary

Water quality in growing area WQ continues to support the current classification under the NSSP. At most stations, P90 scores have remained steady over the past three review years. No evident upward trends in fecal coliform scores have occurred, while at three stations, improving water quality has been observed over the past three review years. As a result of water quality review in this report, no classification changes are necessary at this time.



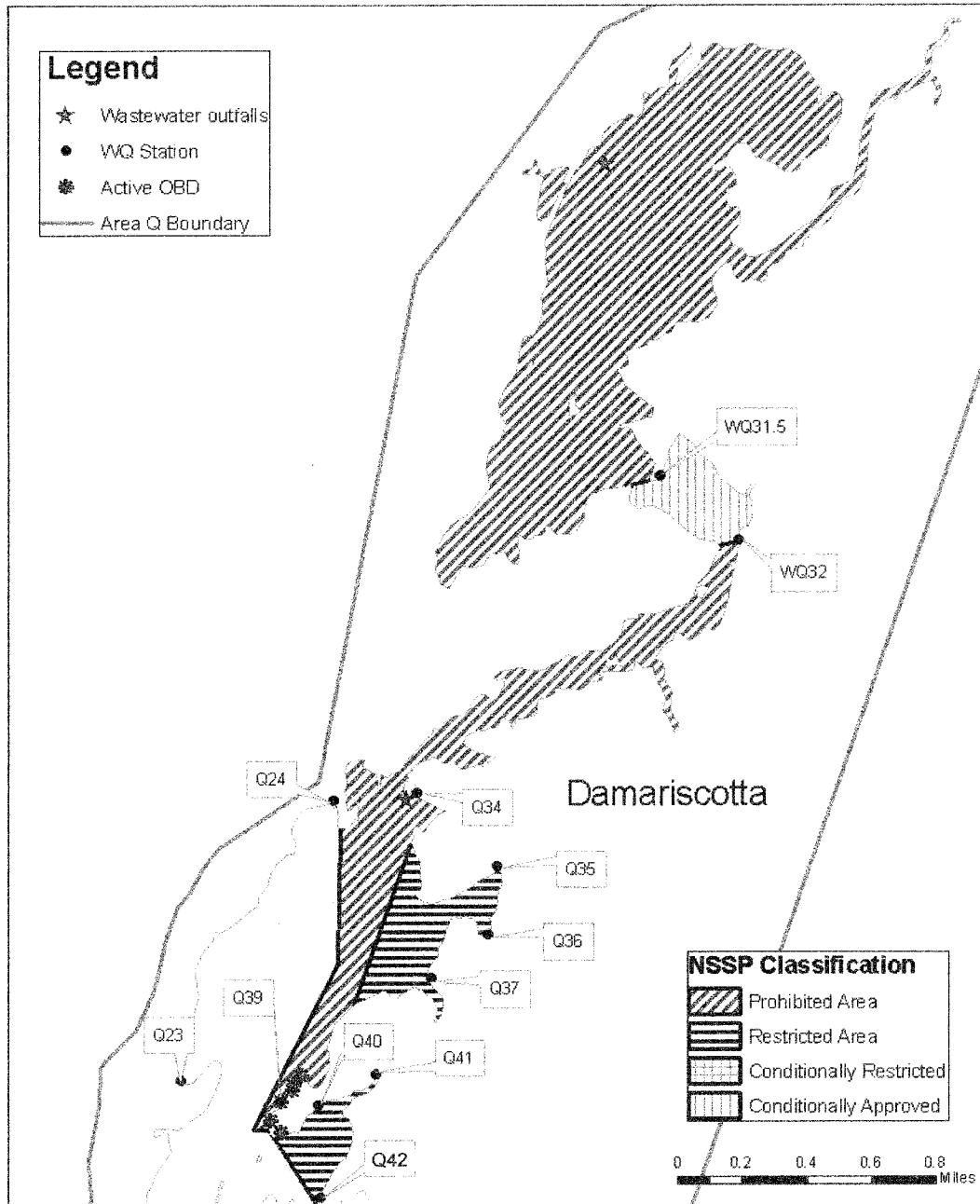
Appendix A. Upper Damariscotta River



Maine Department of Marine Resources Upper Damariscotta River



05/20/08





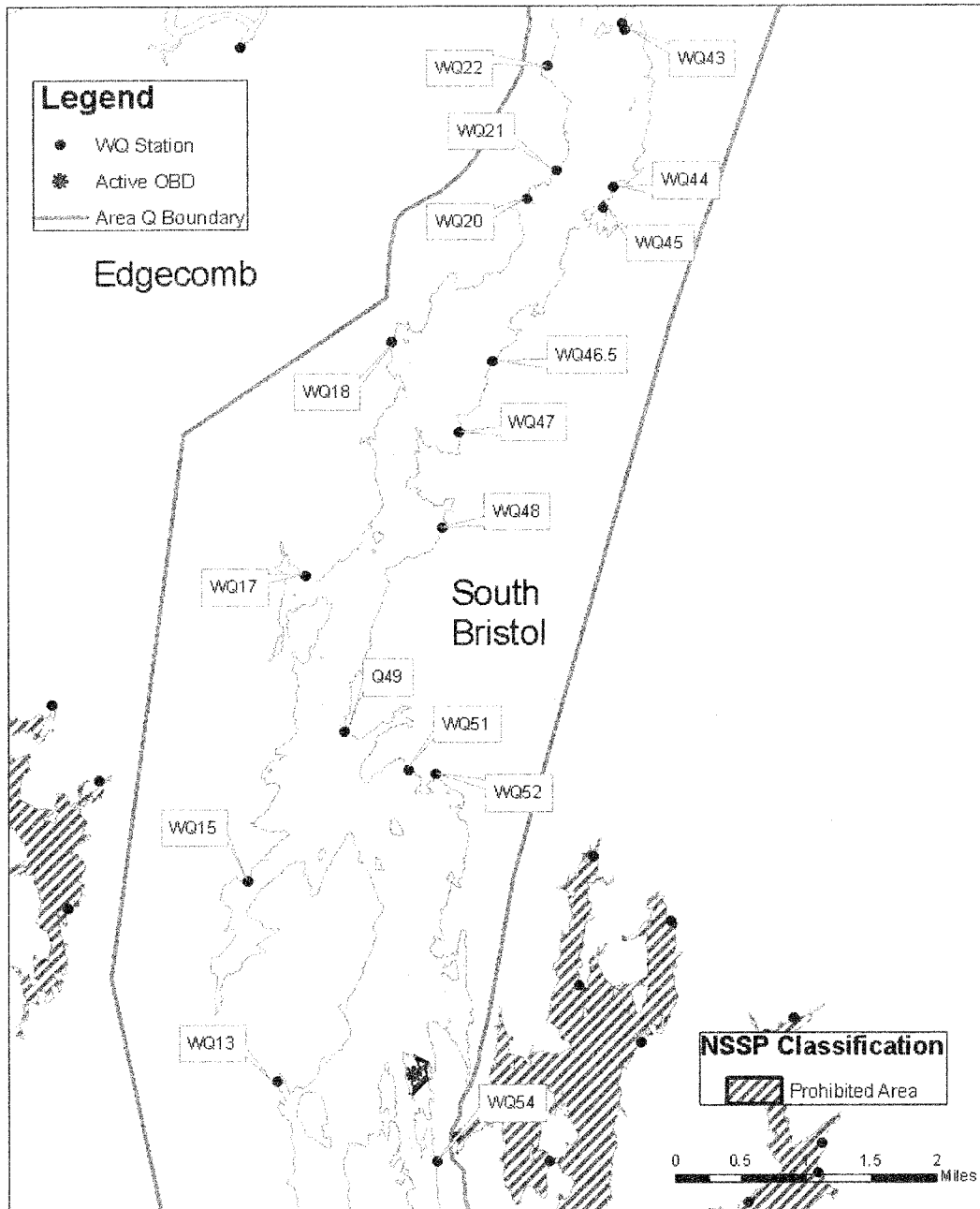
Appendix B. Middle Damariscotta River



Maine Department of Marine Resources Middle Damariscotta River



05/20/08





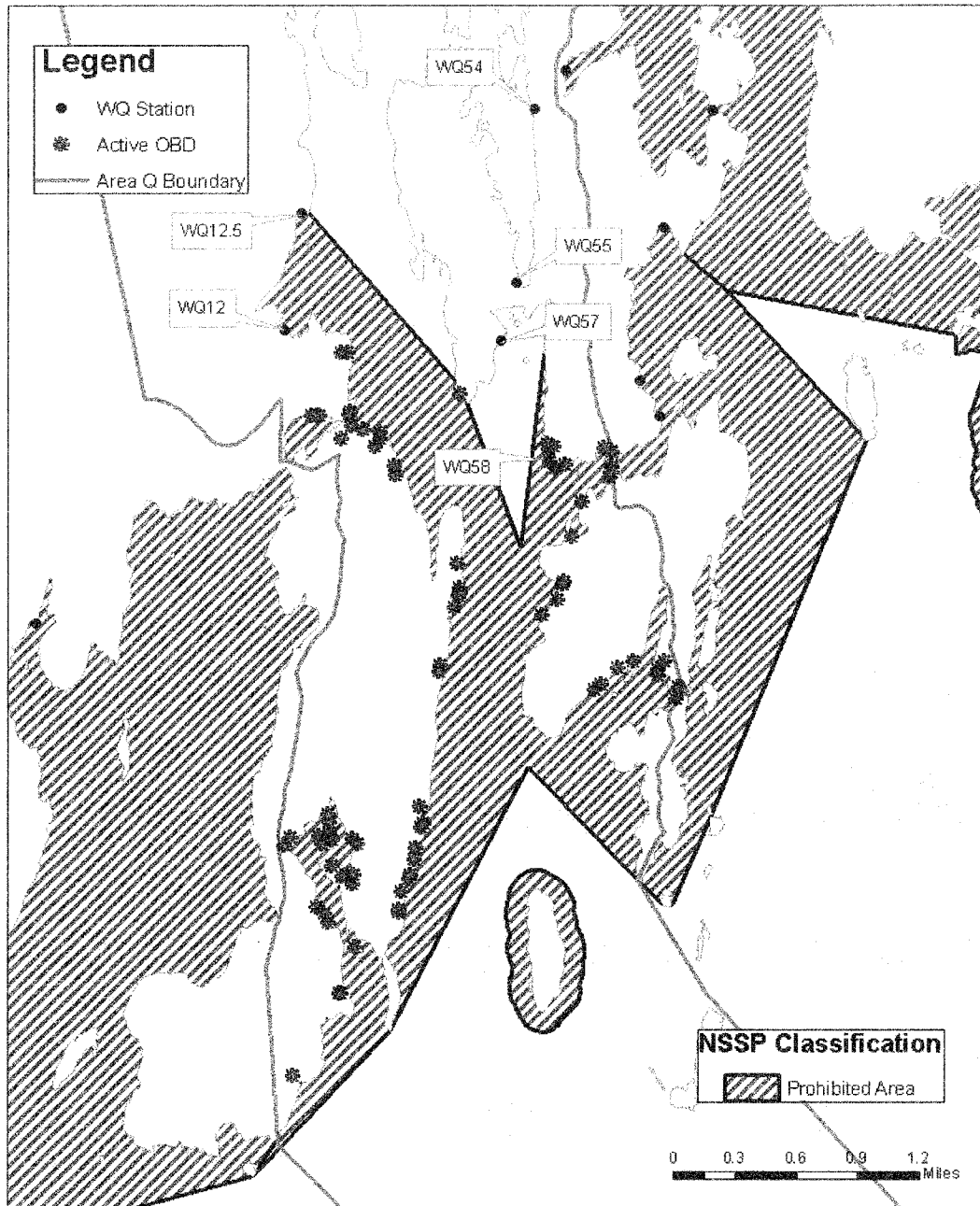
Appendix C. Lower Damariscotta River



Maine Department of Marine Resources Lower Damariscotta River



05/20/08





Appendix D. Annual Review of Conditional Area Management Plan

Damariscotta River Conditional Area C23-A Growing Area WQ

Scope

A portion of Growing Area WQ is conditionally approved, based on the proper functioning of the Great Salt Bay STP. The area shall be closed during any failure event at the Great Salt Bay STP (Mills Facility). Water quality at this conditional area is currently monitored by stations, WQ 31.5 and 32, and must be sampled monthly throughout its open status. Based on improved water quality scores, the area was reclassified from conditionally restricted to conditionally approved on March 1, 2007.

Compliance with management plan

On April 6, 2007, DMR was notified of a sewage spill at a pump station the conditionally approved area (Pollution Area 23A) closed due to an overflow at a pump station. A re-opening sample was collected on April 30, 2007. The sample met approved criteria (as did the shellfish sample) and the rule was amended on May 2, 2007. No sample was collected in May 2007; monthly samples were collected June through December. DMR has noted this issue and will monitor the conditional area monthly, while in the open status, in 2008.

Adequacy of reporting and cooperation of involved persons

In the event that a conditional area closure must be implemented, the management plan for this conditional area requires immediate reporting by the Great Salt Bay Sanitary District treatment plant. In 2007, the cooperation between all involved parties was excellent and all necessary notifications were received at appropriate times.

Compliance with approved growing area criteria

The annual review of the water quality for all active stations in this conditional area met approved standards in the open status.

Water sampling compliance history

After the reclassification from conditionally restricted to conditionally approved on March 1, 2007, station WQ32.0 was sampled seven times in the open status. The station was not sampled during the month of May. DMR has noted this issue and will sample the conditional area stations monthly, while in the open status, in 2008.

Analysis-Recommendations

No recommendations for changes to the current management plan or conditional area classification status are needed at this time.



Appendix E. Key to water quality table headers

Station = water quality monitoring station

Class = classification assigned to the station; prohibited (P), restricted (R), conditionally restricted (CR), conditionally approved (CA) and approved (A).

Count = the number of samples evaluated for classification, must be a minimum of 30.

MFCNT = the number of samples evaluated with the MTec method (included in the total Count column)

Geo_Mean = means the antilog (base 10) of the arithmetic mean of the sample result logarithm (base 10).

SDV = standard deviation

Max = maximum score of the 30 data points in the count column

P90 = 90th percentile

APPD_STD = the 90th percentile, at or below which the station would meet approved criteria in the absence of pollution sources or poisonous and deleterious substances.

RESTR_STD = the 90th percentile, at or below which the station would meet restricted criteria.



Appendix F. Transitioning to Membrane Filtration for Seawater and Pollution Source Samples

The Maine Department of Marine Resources has switched to a Membrane Filtration (MF) method for Fecal Coliforms using mTEC agar with a two hour resuscitation step. The geometric mean and the 90th percentile are calculated on 30 data points extending over a five year period. During the transition from MPN to MF, we will be accumulating MF data points. The statistical calculations will be a combination of MPN and MF data points.

During this transition, the P90 standard for approved and restricted classification will migrate from the MPN standard to the MF standard. The FDA has determined that the best way to handle the data is to perform the calculations as always for the data set, but to compare the data set to a hybrid weighted 90th percentile. This hybrid standard is calculated by weighting the relative contributions of each method to the database. This will mean that as the number of MPN data points reduce and the number of MF data points increase the 90th percentile standard that the sample site is compared to will change over time. Once all 30 data points are analyzed using MF, the 90th percentile for approved classification will be 31 and for restricted (for depuration) will be 163. The geomean approved standard of 14 fecal coliforms per 100 ml and geomean restricted standard of 88 fecal coliforms per 100 ml will remain the same for both methods.

Reports that display 90th percentiles will show the number of data points derived from MF analysis and will show the appropriate 90th percentile standard for that MPN/MF combination for approved and restricted classifications. It must be remembered that this weighted standard is only used for data sets encompassing data from the two different test methods, MF and MPN (3 tube/3 dilution). If decisions are to be made on a single test result analyzed by the MF method or a multiple number of test results all exclusively analyzed by the MF method, the 90th percentile standard is 31 fecal coliforms per 100 ml.

This was the first year the water quality program documented, in the database, the inability to collect a sample based on the following parameters: if the tide stage was too low to collect the sample, there was a safety issue with collecting the sample, the location was inaccessible or "other" which was accompanied by a comment on the data sheet. Stations that were unable to be sampled due to any of these parameters show 999 in the salinity column and have no data recorded in any of the columns except the time which is recorded so the actual tide stage can be computed. Stations that were missed due to the above parameters were required to be made up to assure that each station would receive the required six samples during the sampling season.



Appendix G. Data collected for all active water quality sample station in 2007

Station	Date	Collector	Tide	Water Temp	Sample Strategy	ADV	Status	Class	FECOL	A1COL
WQ012.00	1/22/2007	LL	F	2	R	-	C	P	-	<2.0
WQ012.00	3/26/2007	LL	E	3	R	-	C	P	-	<2.0
WQ012.00	5/8/2007	JB	LF	6	R	-	C	P	-	<2.0
WQ012.00	7/10/2007	EXT	E	11	R	-	C	P	-	104
WQ012.00	8/27/2007	EXT	E	18	R	-	C	P	-	110
WQ012.00	10/22/2007	RMO	L	13	R	-	C	P	-	<2.0
WQ012.50	1/22/2007	LL	F	2	R	-	O	A	-	<2.0
WQ012.50	3/26/2007	LL	E	3	R	-	O	A	-	<2.0
WQ012.50	5/8/2007	JB	F	10	R	-	O	A	-	<2.0
WQ012.50	7/10/2007	EXT	E	11	R	-	O	A	-	6
WQ012.50	8/27/2007	EXT	E	12	R	-	C	P	-	2
WQ012.50	10/22/2007	RMO	L	10	R	-	C	P	-	<2.0
WQ013.00	1/22/2007	LL	F	2	R	-	O	A	-	<2.0
WQ013.00	3/26/2007	LL	E	3	R	-	O	A	-	28
WQ013.00	5/8/2007	JB	F	10	R	-	O	A	-	<2.0
WQ013.00	7/10/2007	EXT	E	12	R	-	O	A	-	8
WQ013.00	8/27/2007	EXT	E	16	R	-	O	A	-	14
WQ013.00	10/22/2007	RMO	LE	13	R	-	O	A	-	2
WQ015.00	1/22/2007	LL	F	-1	R	-	O	A	-	<2.0
WQ015.00	5/8/2007	JB	F	13	R	-	O	A	-	<2.0
WQ015.00	5/30/2007	JB	F	11	R	-	O	A	-	<2.0
WQ015.00	7/10/2007	EXT	E	14	R	-	O	A	-	9.1
WQ015.00	8/27/2007	EXT	E	17	R	-	O	A	-	2
WQ015.00	10/22/2007	RMO	LE	16	R	-	O	A	-	2
WQ017.00	1/22/2007	LL	F	0	R	-	O	A	-	2
WQ017.00	5/8/2007	JB	F	12	R	-	O	A	-	<2.0
WQ017.00	5/30/2007	JB	F	11	R	-	O	A	-	<2.0
WQ017.00	7/10/2007	EXT	E	14	R	-	O	A	-	8
WQ017.00	8/27/2007	EXT	E	18	R	-	O	A	-	<2.0
WQ017.00	10/23/2007	MHE	H	12	R	-	O	A	-	8
WQ018.00	1/22/2007	LL	F	-2	R	N	O	A	-	<2.0
WQ018.00	3/19/2007	EXT	E	-2	A	F	C	A	-	<2.0
WQ018.00	3/20/2007	EXT	F	-2	A	FW	C	A	-	5.5
WQ018.00	3/21/2007	EXT	F	0	A	FN	C	A	-	<2.0
WQ018.00	3/26/2007	LL	E	3	R	-	O	A	-	<2.0
WQ018.00	4/19/2007	EXT	F	1	A	F	C	A	-	2
WQ018.00	4/20/2007	EXT	F	7	A	F	C	A	-	<2.0
WQ018.00	5/7/2007	APO	LE	9	R	-	O	A	-	<2.0
WQ018.00	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ018.00	8/27/2007	EXT	E	19	R	-	O	A	-	<2.0
WQ018.00	10/15/2007	EXT	L	10	A	F	C	A	-	<2.0



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WQ018.00	10/16/2007	EXT	L	9	A	F	C	A	-	<2.0
WQ018.00	10/22/2007	APO	HE	12	R	-	O	A	-	2
WQ020.00	1/22/2007	LL	F	-1	R	-	O	A	-	2.7
WQ020.00	3/26/2007	LL	E	3	R	-	O	A	-	<2.0
WQ020.00	5/8/2007	JB	F	20	R	-	O	A	-	<2.0
WQ020.00	7/9/2007	DBA	E	15	R	P	O	A	-	2
WQ020.00	8/27/2007	EXT	E	18	R	-	O	A	-	9.1
WQ020.00	10/22/2007	APO	HE	12	R	-	O	A	-	<2.0
WQ021.00	1/22/2007	LL	F	-1	R	-	O	A	-	2
WQ021.00	3/26/2007	LL	E	3	R	W	O	A	-	<2.0
WQ021.00	5/7/2007	APO	LE	9	R	-	O	A	-	<2.0
WQ021.00	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ021.00	8/27/2007	EXT	E	19	R	-	O	A	-	2
WQ021.00	10/22/2007	APO	H	12	R	-	O	A	-	<2.0
WQ022.00	3/19/2007	EXT	E	-3	A	FN	C	A	-	<2.0
WQ022.00	3/20/2007	EXT	F	0	A	FN	C	A	-	<2.0
WQ022.00	3/21/2007	EXT	F	-1	A	FNW	C	A	-	<2.0
WQ022.00	4/19/2007	EXT	F	1	A	F	C	A	-	<2.0
WQ022.00	4/20/2007	EXT	F	6	A	FN	C	A	-	2
WQ022.00	4/24/2007	JB	E	7	A	N	C	A	-	<2.0
WQ022.00	4/30/2007	JB	E	6	A	P	C	A	-	2
WQ022.00	5/7/2007	APO	LE	11	R	-	O	A	-	<2.0
WQ022.00	5/30/2007	JB	F	13	R	-	O	A	-	<2.0
WQ022.00	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ022.00	7/25/2007	EXT	HE	20	R	-	O	A	-	<2.0
WQ022.00	8/27/2007	EXT	E	21	R	-	O	A	-	11
WQ022.00	10/15/2007	EXT	H	10	A	F	C	A	-	<2.0
WQ022.00	10/16/2007	EXT	HF		A	F	C	A	-	<2.0
WQ022.00	10/22/2007	APO	H	12	R	-	O	A	-	<2.0
WQ023.00	4/24/2007	JB	E	7	A	N	C	A	-	4
WQ023.00	4/30/2007	JB	E	6	A	P	C	A	-	<2.0
WQ023.00	5/8/2007	JB	F	15	R	-	O	A	-	2
WQ023.00	5/30/2007	JB	F	15	R	-	O	A	-	2
WQ023.00	7/9/2007	DBA	E	17	R	P	O	A	-	<2.0
WQ023.00	7/25/2007	EXT	HE	20	R	-	O	A	-	<2.0
WQ023.00	8/27/2007	EXT	HE	21	R	-	O	A	-	<2.0
WQ023.00	10/22/2007	APO	H	12	R	-	O	A	-	2
WQ024.00	1/22/2007	LL	HF	-1	R	W	O	A	-	<2.0
WQ024.00	3/26/2007	LL	LE	3	R	W	O	A	-	2
WQ024.00	4/24/2007	JB	E	8	A	-	C	A	-	<2.0
WQ024.00	4/30/2007	JB	E	6	A	PW	C	A	-	4
WQ024.00	5/7/2007	APO	LE	8	R	-	O	A	-	<2.0
WQ024.00	7/9/2007	DBA	E	17	R	P	O	A	-	<2.0
WQ024.00	8/27/2007	EXT	HE	21	R	-	O	A	-	12
WQ024.00	10/22/2007	APO	H	12	R	-	O	A	-	2



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WQ031.50	1/9/2007	EXT	L	3	R	-	C	P	-	6
WQ031.50	4/10/2007	EXT	LF	1	R	-	C	P	-	<2.0
WQ031.50	4/30/2007	EXT	H	6	R	P	C	P	-	<2.0
WQ031.50	6/5/2007	JB	F	15	R	P	C	P	-	4
WQ031.50	7/31/2007	LL	F	28	R	-	C	P	-	<2.0
WQ031.50	8/27/2007	FP	HF	21	R	-	C	P	-	2
WQ031.50	9/18/2007	EXT	L	16	R	-	C	P	-	<2.0
WQ031.50	10/22/2007	EXT	L	11	R	-	C	P	-	2
WQ031.50	11/5/2007	EXT	E	7	R	P	C	P	-	12
WQ031.50	12/6/2007	EXT	F	0	R	W	C	P	-	<2.0
WQ032.00	1/9/2007	EXT	L	3	R	-	O	CR	-	18
WQ032.00	4/10/2007	EXT	F	1	R	-	C	CA	-	<2.0
WQ032.00	4/30/2007	EXT	H	6	R	P	C	CA	-	4
WQ032.00	6/5/2007	JB	F	15	R	P	O	CA	-	38
WQ032.00	7/31/2007	LL	F	25	R	-	O	CA	-	11
WQ032.00	8/27/2007	FP	H	21	R	-	O	CA	-	5.7
WQ032.00	9/18/2007	EXT	LE	15	R	-	O	CA	-	4
WQ032.00	10/22/2007	EXT	L	14	R	-	O	CA	-	<2.0
WQ032.00	11/5/2007	EXT	E	7	R	P	O	CA	-	22
WQ032.00	12/6/2007	EXT	HF	-1	R	-	O	CA	-	2
WQ034.00	3/19/2007	EXT	F	-3	A	F	C	P	-	4
WQ034.00	3/20/2007	EXT	F	-3	A	F	C	P	-	14
WQ034.00	3/21/2007	EXT	F	-4	A	F	C	P	-	<2.0
WQ034.00	4/10/2007	EXT	LF	0	R	-	C	P	-	<2.0
WQ034.00	4/19/2007	EXT	F	0	A	F	C	P	-	<2.0
WQ034.00	4/20/2007	EXT	L	0	A	F	C	P	-	<2.0
WQ034.00	4/30/2007	EXT	H	6	R	P	C	P	-	6
WQ034.00	6/5/2007	JB	F	13	R	P	C	P	-	16
WQ034.00	7/31/2007	LL	HE	25	R	-	C	P	-	12
WQ034.00	9/18/2007	EXT	L	15	R	-	C	P	-	6
WQ034.00	10/15/2007	EXT	LF	10	A	F	C	P	-	<2.0
WQ034.00	10/16/2007	EXT	L	10	A	F	C	P	-	2
WQ034.00	10/17/2007	MHE	L	10	A	F	C	P	-	<2.0
WQ034.00	12/6/2007	EXT	HE	-1	R	-	C	P	-	6
WQ035.00	4/10/2007	EXT	F	5	R	N	C	R	-	2
WQ035.00	4/30/2007	EXT	H	6	R	P	O	R	-	35
WQ035.00	6/5/2007	JB	F	18	R	P	O	R	-	140
WQ035.00	7/31/2007	LL	H	26	R	-	O	R	-	12
WQ035.00	9/18/2007	EXT	F	18	R	-	O	R	-	2
WQ035.00	12/6/2007	EXT	HE	-1	R	-	O	R	-	<2.0
WQ036.00	4/10/2007	EXT	F	2	R	N	C	R	-	380
WQ036.00	4/30/2007	EXT	H	7	R	P	O	R	-	15
WQ036.00	6/5/2007	JB	F	16	R	P	O	R	-	5.5
WQ036.00	7/31/2007	LL	H	27	R	-	O	R	-	<2.0
WQ036.00	9/18/2007	EXT	F	18	R	-	O	R	-	<2.0
WQ036.00	12/6/2007	EXT	HE	-2	R	-	O	R	-	8



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WQ037.00	4/10/2007	EXT	LF	3	R	-	C	R	-	<2.0
WQ037.00	4/30/2007	EXT	H	7	R	P	O	R	-	2
WQ037.00	6/5/2007	JB	F	13	R	P	O	R	-	16
WQ037.00	7/31/2007	LL	H	26	R	-	O	R	-	50
WQ037.00	9/18/2007	EXT	F	17	R	-	O	R	-	<2.0
WQ037.00	12/6/2007	EXT	HE	-2	R	-	O	R	-	<2.0
WQ039.00	4/10/2007	EXT	F	1	R	-	C	P	-	<2.0
WQ039.00	4/30/2007	EXT	HE	6	R	P	C	P	-	6
WQ039.00	6/5/2007	JB	F	13	R	P	C	P	-	13
WQ039.00	7/31/2007	LL	HE	23	R	-	C	P	-	10
WQ039.00	9/18/2007	EXT	F	16	R	-	C	P	-	2
WQ039.00	12/6/2007	EXT	HE	-2	R	-	C	P	-	<2.0
WQ040.00	4/10/2007	EXT	F	4	R	-	C	R	-	<2.0
WQ040.00	4/30/2007	EXT	HE	6	R	P	O	R	-	<2.0
WQ040.00	6/5/2007	JB	F	15	R	P	O	R	-	10
WQ040.00	7/31/2007	LL	HE	24	R	-	O	R	-	4
WQ040.00	9/18/2007	EXT	F	22	R	-	O	R	-	4
WQ040.00	12/6/2007	EXT	HE	-2	R	-	O	R	-	<2.0
WQ041.00	4/30/2007	EXT	H	6	R	P	O	R	-	7.3
WQ041.00	6/5/2007	JB	F	18	R	P	O	R	-	15
WQ041.00	6/25/2007	LL	HE	16	R	-	O	R	-	2
WQ041.00	7/31/2007	LL	HE	28	R	-	O	R	-	2
WQ041.00	9/18/2007	EXT	F	23	R	-	O	R	-	8
WQ041.00	12/6/2007	EXT	HE	-2	R	-	O	R	-	<2.0
WQ042.00	4/10/2007	EXT	F	1	R	-	C	R	-	<2.0
WQ042.00	4/30/2007	EXT	HE	6	R	P	O	R	-	9.1
WQ042.00	6/5/2007	JB	HF	13	R	P	O	R	-	10
WQ042.00	7/31/2007	LL	H	23	R	-	O	R	-	<2.0
WQ042.00	9/18/2007	EXT	LF	15	R	-	O	R	-	<2.0
WQ042.00	12/6/2007	EXT	E	0	R	-	O	R	-	<2.0
WQ043.00	1/22/2007	LL	H		R	-	O	A	-	<2.0
WQ043.00	3/26/2007	LL	LF	3	R	-	O	A	-	<2.0
WQ043.00	4/24/2007	JB	E	7	A	-	C	A	-	<2.0
WQ043.00	4/30/2007	JB	E	5	A	P	C	A	-	<2.0
WQ043.00	5/8/2007	JB	F	13	R	-	O	A	-	<2.0
WQ043.00	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ043.00	8/27/2007	EXT	HE	18	R	-	O	A	-	2
WQ043.00	10/22/2007	APO	E	12	R	-	O	A	-	<2.0
WQ044.00	5/7/2007	APO	L	9	R	-	O	A	-	<2.0
WQ044.00	5/30/2007	JB	E	13	R	-	O	A	-	<2.0
WQ044.00	7/9/2007	DBA	E	15	R	P	O	A	-	2
WQ044.00	7/25/2007	EXT	HE	18	R	-	O	A	-	<2.0
WQ044.00	8/27/2007	EXT	HE	18	R	-	O	A	-	2
WQ044.00	10/22/2007	APO	HE	11	R	-	O	A	-	<2.0



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WQ045.00	3/26/2007	LL	LE	3	R	-	O	A	-	<2.0
WQ045.00	4/24/2007	JB	E	7	A	N	C	A	-	34
WQ045.00	4/30/2007	JB	E	5	A	P	C	A	-	4
WQ045.00	5/7/2007	APO	L	9	R	-	O	A	-	<2.0
WQ045.00	5/30/2007	JB	E	13	R	-	O	A	-	<2.0
WQ045.00	7/9/2007	DBA	E	15	R	P	O	A	-	2
WQ045.00	8/27/2007	EXT	H	17	R	-	O	A	-	2
WQ045.00	10/22/2007	APO	HE	11	R	-	O	A	-	<2.0
WQ046.50	1/22/2007	LL	H	-1	R	-	O	A	-	<2.0
WQ046.50	3/26/2007	LL	L	3	R	-	O	A	-	68
WQ046.50	5/7/2007	APO	L	9	R	-	O	A	-	<2.0
WQ046.50	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ046.50	8/27/2007	EXT	H	16	R	-	O	A	-	<2.0
WQ046.50	10/22/2007	APO	HE	11	R	-	O	A	-	<2.0
WQ047.00	1/22/2007	LL	H	0	R	-	O	A	-	<2.0
WQ047.00	5/7/2007	APO	L	9	R	-	O	A	-	<2.0
WQ047.00	5/30/2007	JB	E	15	R	-	O	A	-	<2.0
WQ047.00	7/9/2007	DBA	E	15	R	P	O	A	-	<2.0
WQ047.00	8/27/2007	EXT	H	16	R	-	O	A	-	36
WQ047.00	10/22/2007	APO	HE	12	R	-	O	A	-	<2.0
WQ048.00	3/26/2007	LL	L	3	R	-	O	A	-	<2.0
WQ048.00	5/7/2007	RMO	LF	7	R	-	O	A	-	<2.0
WQ048.00	5/30/2007	JB	E	11	R	-	O	A	-	<2.0
WQ048.00	7/9/2007	MFI	E	14	R	-	O	A	-	<2.0
WQ048.00	8/27/2007	EXT	H	16	R	-	O	A	-	12
WQ048.00	10/22/2007	RMO	LE	13	R	-	O	A	-	<2.0
WQ049.00	1/22/2007	LL	H	2	R	-	O	A	-	<2.0
WQ049.00	3/19/2007	EXT	HF	-3	A	F	C	A	-	<2.0
WQ049.00	3/20/2007	EXT	F	-3	A	F	C	A	-	<2.0
WQ049.00	3/21/2007	EXT	F	-4	A	F	C	A	-	98
WQ049.00	3/26/2007	LL	LF	3	R	-	O	A	-	<2.0
WQ049.00	4/19/2007	EXT	F	0	A	F	C	A	-	<2.0
WQ049.00	4/20/2007	EXT	LF	1	A	F	C	A	-	<2.0
WQ049.00	5/7/2007	RMO	LF	7	R	-	O	A	-	<2.0
WQ049.00	7/9/2007	MFI	E	13	R	-	O	A	-	<2.0
WQ049.00	8/27/2007	EXT	F	16	R	-	O	A	-	<2.0
WQ049.00	10/15/2007	EXT	LF	10	A	F	C	A	-	<2.0
WQ049.00	10/16/2007	EXT	LF	10	A	F	C	A	-	4
WQ049.00	10/17/2007	MHE	LF	10	A	F	C	A	-	<2.0
WQ049.00	10/22/2007	RMO	E	14	R	-	O	A	-	<2.0
WQ051.00	1/22/2007	LL	HE	2	R	-	O	A	-	<2.0
WQ051.00	3/26/2007	LL	LF	3	R	-	O	A	-	2
WQ051.00	5/7/2007	RMO	LF	7	R	-	O	A	-	<2.0
WQ051.00	7/9/2007	MFI	E	13	R	-	O	A	-	<2.0
WQ051.00	8/27/2007	EXT	HF	14	R	-	O	A	-	<2.0
WQ051.00	10/22/2007	RMO	E	14	R	-	O	A	-	2



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WQ052.00	1/22/2007	LL	HE	0	R	N	O	A	-	<2.0
WQ052.00	5/7/2007	RMO	LF	7	R	N	O	A	-	<2.0
WQ052.00	5/30/2007	JB	E	15	R	-	O	A	-	2
WQ052.00	7/9/2007	MFI	E	14	R	N	O	A	-	22
WQ052.00	8/27/2007	EXT	HF	15	R	-	O	A	-	9.1
WQ052.00	10/22/2007	RMO	E	14	R	-	O	A	-	<2.0
WQ054.00	1/22/2007	LL	HE	0	R	-	O	A	-	<2.0
WQ054.00	3/26/2007	LL	LF	3	R	W	O	A	-	<2.0
WQ054.00	5/7/2007	RMO	F	8	R	-	O	A	-	<2.0
WQ054.00	7/9/2007	MFI	E	12	R	-	O	A	-	2
WQ054.00	8/27/2007	EXT	HF	14	R	-	O	A	-	4
WQ054.00	10/22/2007	RMO	E	13	R	-	O	A	-	<2.0
WQ055.00	5/7/2007	RMO	F	9	R	-	O	A	-	<2.0
WQ055.00	5/30/2007	JB	HE	15	R	-	O	A	-	<2.0
WQ055.00	7/9/2007	MFI	E	13	R	-	O	A	-	<2.0
WQ055.00	7/25/2007	EXT	HE	16	R	-	O	A	-	<2.0
WQ055.00	8/27/2007	EXT	HF	17	R	-	O	A	-	25
WQ055.00	10/23/2007	MHE	E	11	R	-	O	A	-	<2.0
WQ057.00	1/22/2007	LL	HE	1	R	-	O	A	-	<2.0
WQ057.00	3/26/2007	LL	LF	3	R	W	O	A	-	<2.0
WQ057.00	5/7/2007	RMO	F	7	R	-	O	A	-	<2.0
WQ057.00	7/9/2007	MFI	E	11	R	-	O	A	-	<2.0
WQ057.00	8/27/2007	EXT	HF	13	R	-	O	A	-	2
WQ057.00	10/22/2007	RMO	E	13	R	W	O	A	-	<2.0
WQ058.00	1/22/2007	LL	HE	1	R	-	C	P	-	<2.0
WQ058.00	3/26/2007	LL	F	3	R	-	C	P	-	<2.0
WQ058.00	5/7/2007	RMO	F	6	R	-	C	P	-	<2.0
WQ058.00	7/9/2007	MFI	E	11	R	-	C	P	-	<2.0
WQ058.00	8/27/2007	EXT	H	16	R	-	C	P	-	6
WQ058.00	10/22/2007	RMO	E	11	R	-	C	P	-	<2.0



Appendix H. Water quality P90 scores (expressed as percent of approved standard) for all active stations in growing area WQ, 2005-2007. Any station with water quality scores over 100 percent is not meeting approved standards.

STATION	CLASS	2005	2006	2007
WQ012.00	P	231.02	250.65	257.14
WQ012.50	P	46.12	42.98	39.77
WQ013.00	A	57.55	54.47	60.00
WQ015.00	A	58.78	97.66	89.30
WQ017.00	A	60.61	62.77	71.16
WQ018.00	A	13.47	18.48	15.71
WQ020.00	A	8.37	9.13	10.95
WQ021.00	A	14.90	13.70	12.38
WQ022.00	A	41.43	19.13	22.62
WQ023.00	A	32.65	30.22	29.29
WQ024.00	A	35.10	37.17	41.43
WQ031.50	P	81.63	58.44	29.75
WQ032.00	CA	92.45	40.00	63.50
WQ034.00	P	648.57	296.38	196.05
WQ035.00	R	91.25	84.35	114.76
WQ036.00	R	245.42	158.04	133.57
WQ037.00	R	189.58	162.17	158.33
WQ039.00	P	22.45	20.85	23.26
WQ040.00	R	113.54	114.44	106.59
WQ041.00	R	102.29	44.57	39.76
WQ042.00	R	39.59	29.57	29.77
WQ043.00	A	16.12	17.02	14.65
WQ044.00	A	22.65	21.06	19.53
WQ045.00	A	10.41	14.26	11.86
WQ046.50	A	9.80	9.15	15.35
WQ047.00	A	10.61	11.49	16.98
WQ048.00	A	6.73	7.66	10.47
WQ049.00	A	9.39	10.85	10.47
WQ051.00	A	6.53	7.45	8.14
WQ052.00	A	48.98	64.68	56.28
WQ054.00	A	8.37	8.94	10.00
WQ055.00	A	26.53	21.49	25.35
WQ057.00	A	6.94	8.09	8.84
WQ058.00	P	8.16	10.00	10.00



Appendix I. Active Aquaculture Lease Sites in the Damariscotta River



Maine Department of Marine Resources Aquaculture Lease Sites



05/20/08

