

**Edgecomb
in
2006**

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

PART 3

ECONOMIC RESOURCES

POPULATION AND DEMOGRAPHICS

CONDITIONS AND TRENDS

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

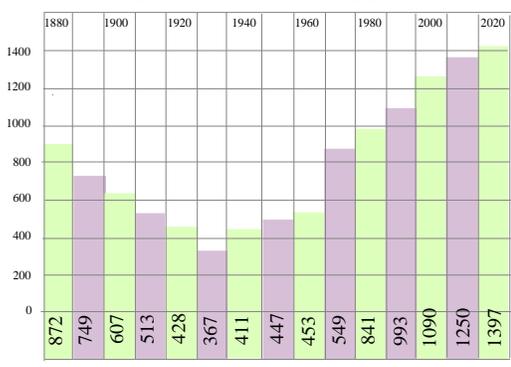
Edgecomb’s residents are primarily well educated, middle-aged, living in family units. With an aging population and the in-migration of retirees, death rates are higher than birth rates. This trend is expected to continue. ⁽²⁾ (* Embedded numbers refer to State Required topic items)

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⁾

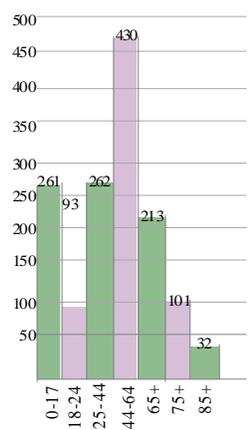
ANALYSIS AND KEY ISSUES

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



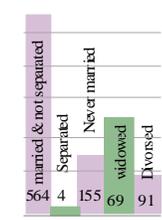
Age of people
(2000 U.S. Census)



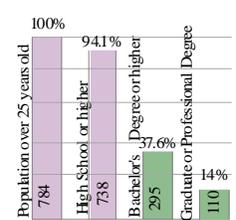
Percentage increase in age cohorts from 2000 to 2020
(State Planning Office, Housing facts for Edgecomb)

	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)



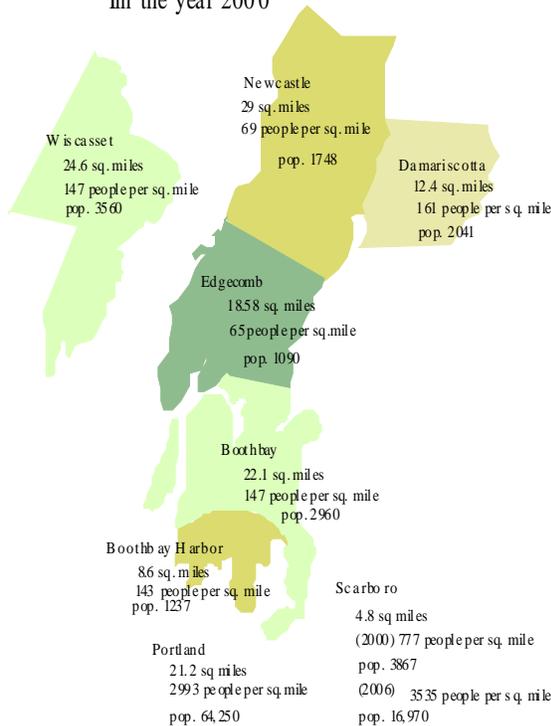
Marital Status
Population 15 years or older
(2000 U.S. Census)



Education
(2000 U.S. Census)

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

Regional Comparisons
in the year 2000



(Source U.S. Census Bureau Data Sheets)

PART 3

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

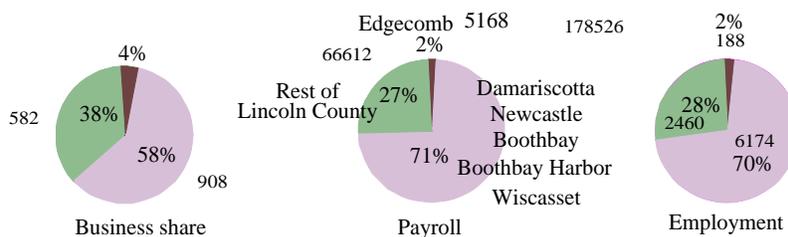
Since the arrival of the first settlers, Edgcomb's economy has been shaped by its topography. An isolated bridge between the Damariscotta River to the east and the Sheepscot River to the west, the Marsh River to the north and Oven's Mouth-Cross River to the south, Edgcomb has served as a transportation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

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

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

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

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



Edgcomb's share of Lincoln County Business

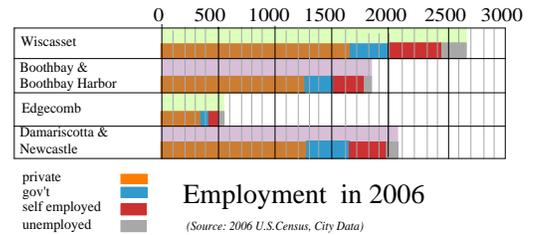
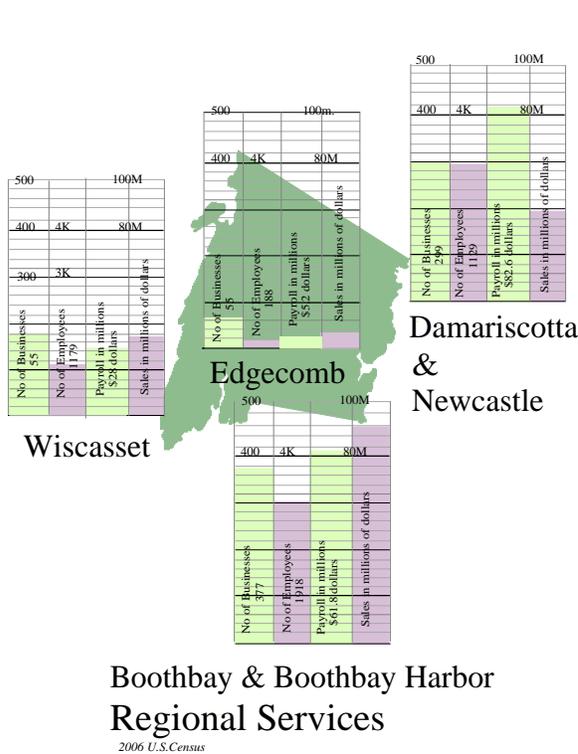
(2006 U.S. Census)

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

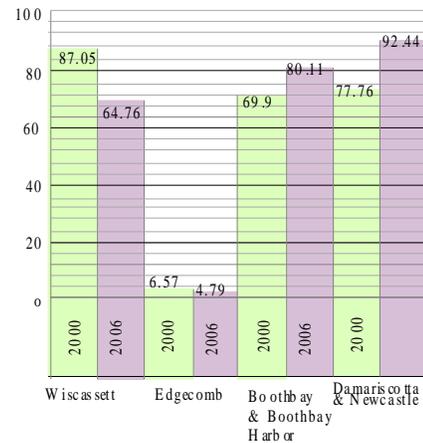
On average, economic growth has followed current patterns with slight oscillations in the three hub areas. For example, Wiscasset has gained in the number of businesses, but lost in number of employees, payroll and business sales. Damariscotta/Newcastle and the Boothbay region have thrived in all areas.

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

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



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



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

Refer to Vol. II for additional information and appendices

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

PART 3
ECONOMIC RESOURCES
EDGECOMB'S ECONOMY

MAINE'S GROWTH MANAGEMENT GOALS

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

TOWN VISION

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



CITIZENS' VIEW (SURVEY RESPONSE)

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

CONDITIONS AND TRENDS

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

Number of Businesses in 2005

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

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

Edgcomb Sales in thousands of dollars, 2000 - 2006

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

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

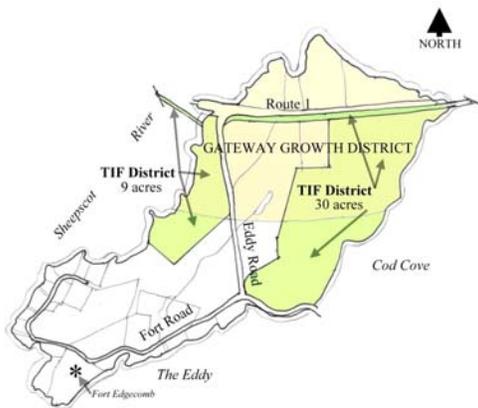
Since discussion of a bypass around Wiscasset began over fifty years ago, there has been little doubt that the growth of businesses needing ready access and visibility would occur along the Route 1 and 27 corridors connecting Edgecomb to its neighbors and the tourist destinations all along the coast.

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.



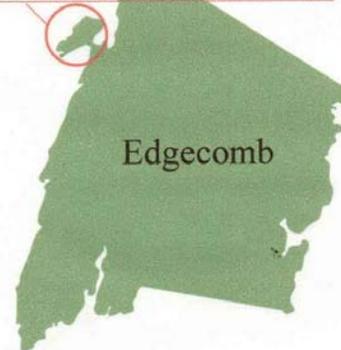
Davis Island

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

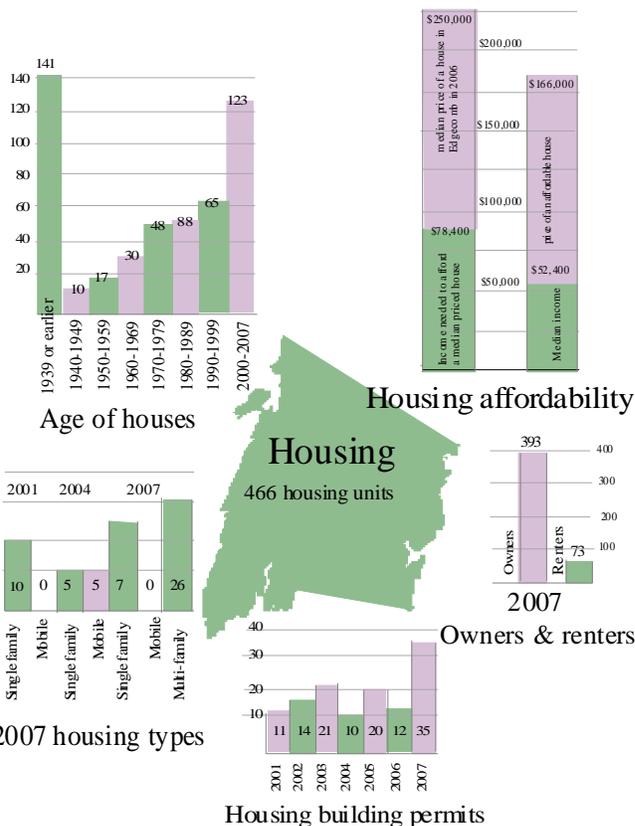
To encourage and promote affordable, decent housing opportunities for all Maine citizens.

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.)

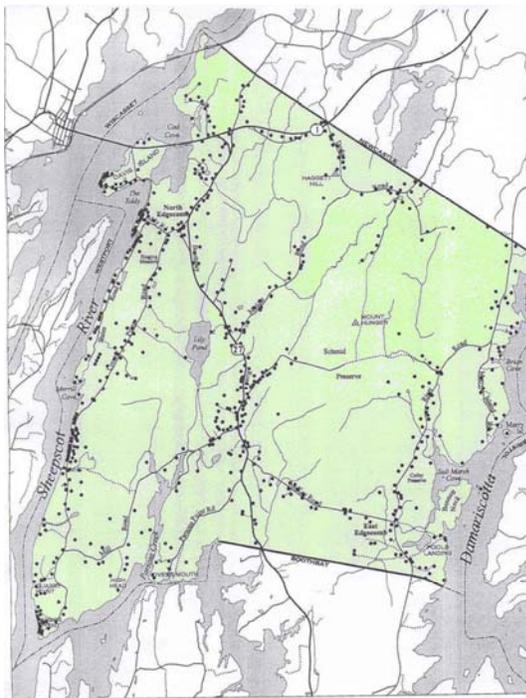
The median home price in Edgecomb in 2006 was \$220,000, requiring an annual family income of \$73,000. Approximately 69% of the population could not afford this home price, the median income in Edgecomb being \$50,500. The construction of the Townhouses at Davis Island in 2007

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⁾

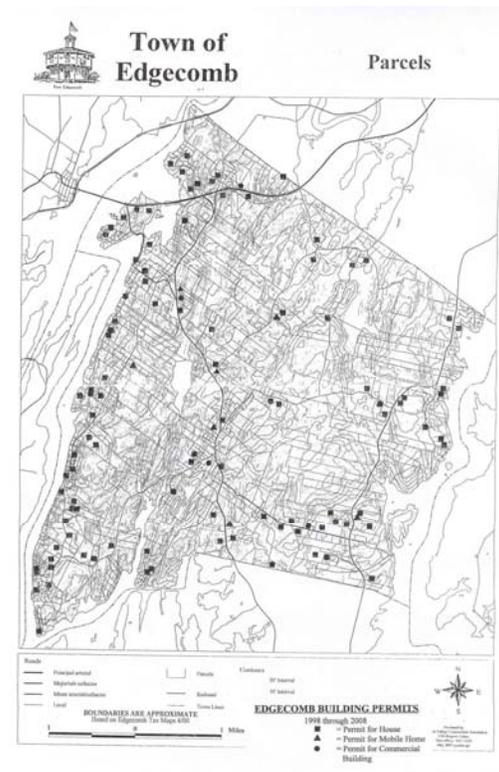
The former Eddy School has been converted into eight units of assisted and independent living. Several of the units are Medicaid subsidized. Assisted living facilities are being encouraged by the State.

Edgecomb has minimal substandard housing. There are no regulations against affordable housing.^(5,6)



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

Buildings 2004 (601)
(Source: SVCA)



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

Refer to Vol. II for additional information and appendices

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