



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

**MAINE STATE GOALS**

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

**TOWN VISION**

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



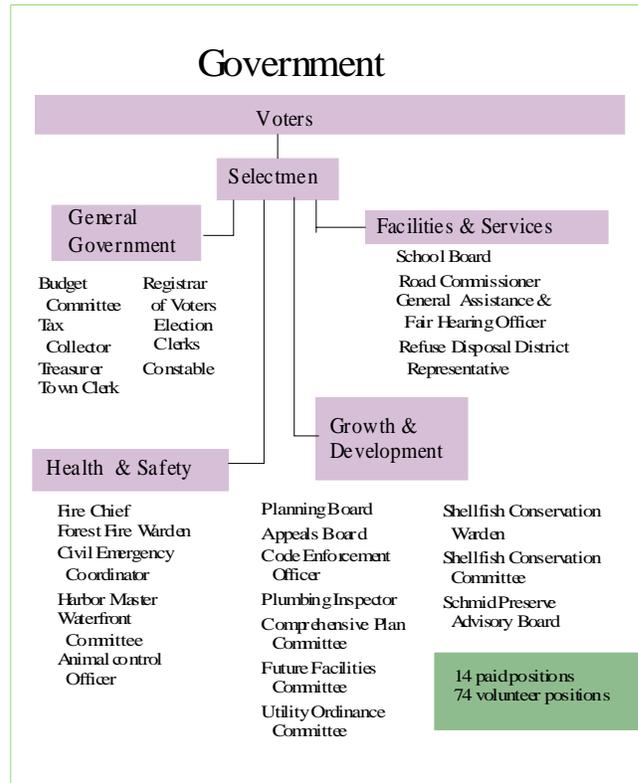
**CITIZENS' VIEW (SURVEY RESPONSE)**

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

**Conditions and Trends**

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

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



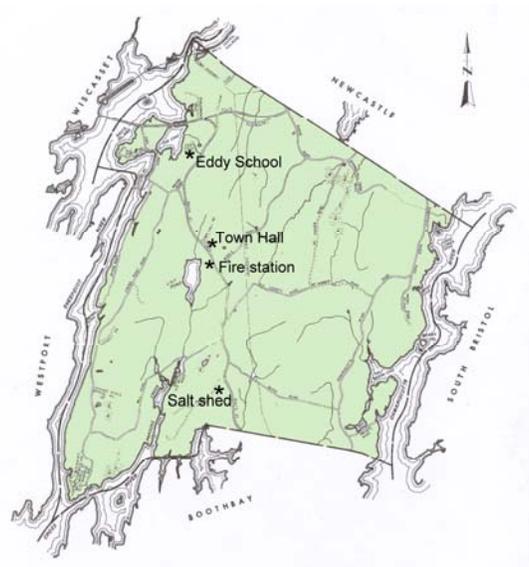
(Source: Edgecomb annual reports)

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

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

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

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



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

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

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

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

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

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

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

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

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

### **Analysis and key issues**

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

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

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

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

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

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

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

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

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

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

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

### **Edgecomb, ME 04556**

#### **Table of Contents**

<i>Section</i>	<i>Page</i>
Table of Contents	2
Distribution	2
Emergency Proclamation & Emergency Powers	3
Plan Approval	3

BASIC PLAN	4-9
FUNCTIONAL ANNEXES	
A. Direction and Control	10-17
B. Communications	18-20
C. Warning	21-22
D. Public Information	23-24
E. Evacuation	25-26
F. Mass Care	27-28
G. Public Health & Medical	29
H. Resource Management	30-37
I. Damage Assessment	38-44
J. Homeland Security	45-46
K. Continuity of Operations	47-49
HAZARD ATTACHMENTS	
1. Severe Winter Storms	50
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.<sup>(10)</sup>

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

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

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

Refer to Capital Investment Plan.

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

State Planning Office Data Sets

Applicable Maps

Useful links

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



Roads in Edgecomb (Source: Courtesy of Tay Vaughan)

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

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

**TOWN VISION**

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

**CITIZENS’ VIEW (SURVEY RESPONSE)**

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

## CONDITIONS AND TRENDS

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

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

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

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

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

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

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

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

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

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

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

See Page 48 for Evacuation Routes under Public Facilities

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

See Part 5 for Historic and Scenic Resources.

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

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

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

## **ANALYSIS AND KEY ISSUES**

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

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

Light pollution is governed by the Land Use Ordinance.

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

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

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

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

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

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

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

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

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

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

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

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

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

### Sensible Transportation Policy Act

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

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

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

### Edgecomb Public Roads

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

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

### EDGECOMB PRIVATE ROADS

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

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

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

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

**MAINE STATE GOALS**

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

**THE TOWN VISION**

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

**CITIZENS' VIEW (SURVEY RESPONSE)**

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

**CONDITIONS AND TRENDS**

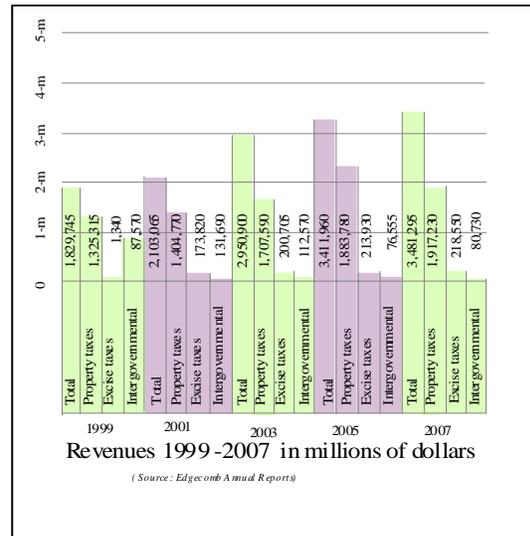
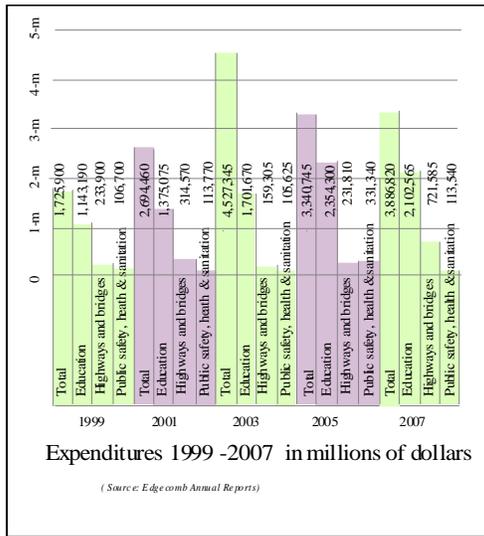
Edgecomb is a town with a small population consisting primarily of single family homes, small businesses, minimum public infrastructure, services and facilities. Its fiscal capacity remains steady and secure. Income and expenditures have risen steadily over the past ten years, increasing 300 % since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

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

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

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

## Revenues and expenditures 1999- 2009



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

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

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

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

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

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

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

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

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

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

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

## **ANALYSIS and KEY ISSUES**

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

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

Other identified needs are:

### Short Term

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

### Long term

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

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

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

**CAPITAL INVESTMENT PLAN**

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

Capital expenditures may be funded in several ways:

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

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

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

**CAPITAL INVESTMENT PLAN TABLE 1**

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

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

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

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

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

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

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

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

**CAPITAL IMPROVEMENT PLAN (CIP)**

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

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

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



1857 Map of Edgcomb  
(Source: Edgcomb Historical Society)

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

**MAINE’S GROWTH MANAGEMENT GOAL**

To preserve the State’s historic and archaeological resources

**TOWN VISION**

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

**CITIZENS’ VIEW (SURVEY RESPONSE)**

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



**CONDITIONS AND TRENDS**

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

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

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

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

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



1776 DeBarre map  
(Source: Maine Historical Society)

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

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

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

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

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

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

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

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

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

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

## **ANALYSIS AND KEY ISSUES**

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

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

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

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

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

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

## **SCENIC EDGECOMB**

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

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

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

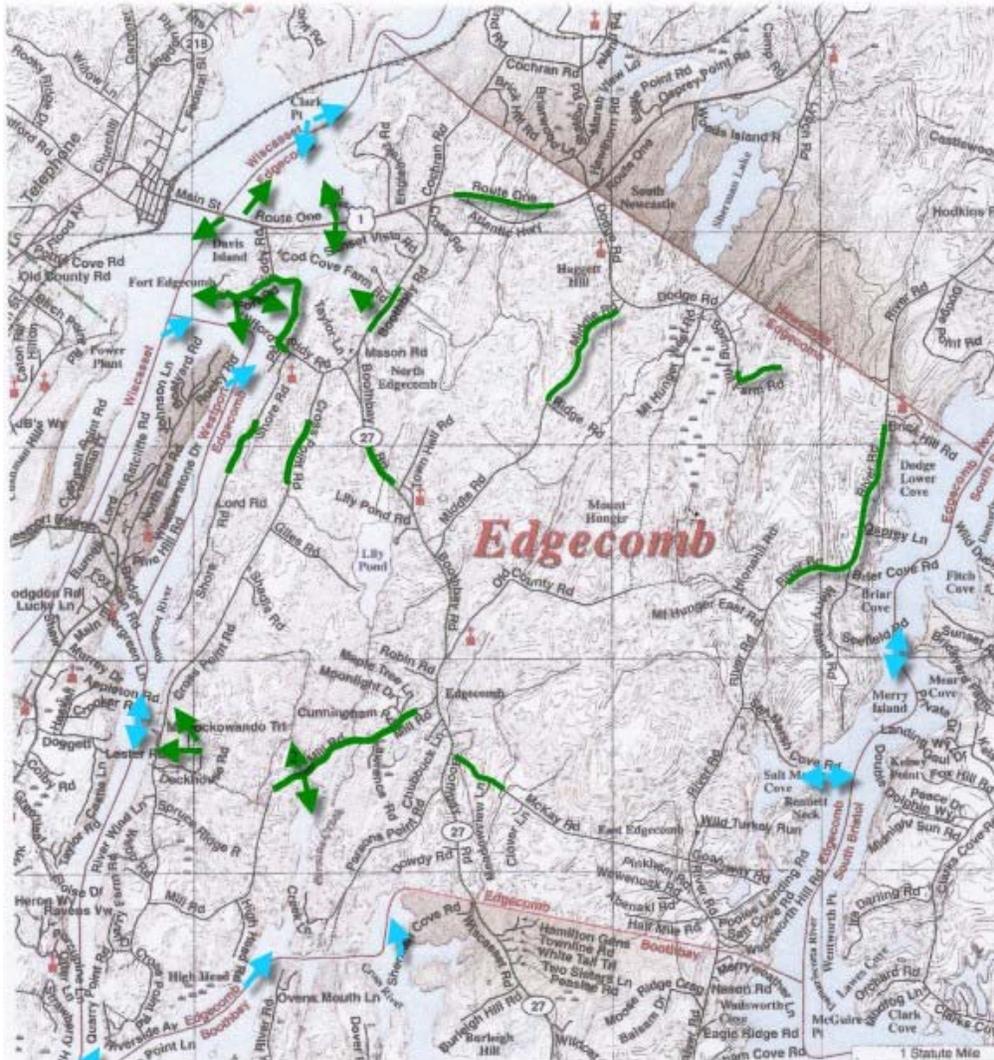
Coastal Heritage Areas Maps combine the center of Wiscasset with a section of Edgcomb beginning at a point where Cochran Road crosses the Edgcomb/Newcastle town line to Merrill Ledge on the Sheepscot River. This area is given the third highest rating in Region II (Cape Elizabeth to South Thomaston) for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

*Fields and pastoral views:*

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

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

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



*Picturesque areas of wooded roads:*

Most side roads in Edgcomb 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 Edgcomb 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 Edgcomb Town Hall and North Edgcomb 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 Edgcomb with its panoramic views, east toward Edgcomb, south down river and west toward Wiscasset.

Perhaps the best scenic views, of and from Edgcomb, 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 Edgcomb, Maine* in 3 volumes, Katherine Chase Owen  
*Edgcomb Historic Resource Survey*, Rose Marie Ballard Boak

