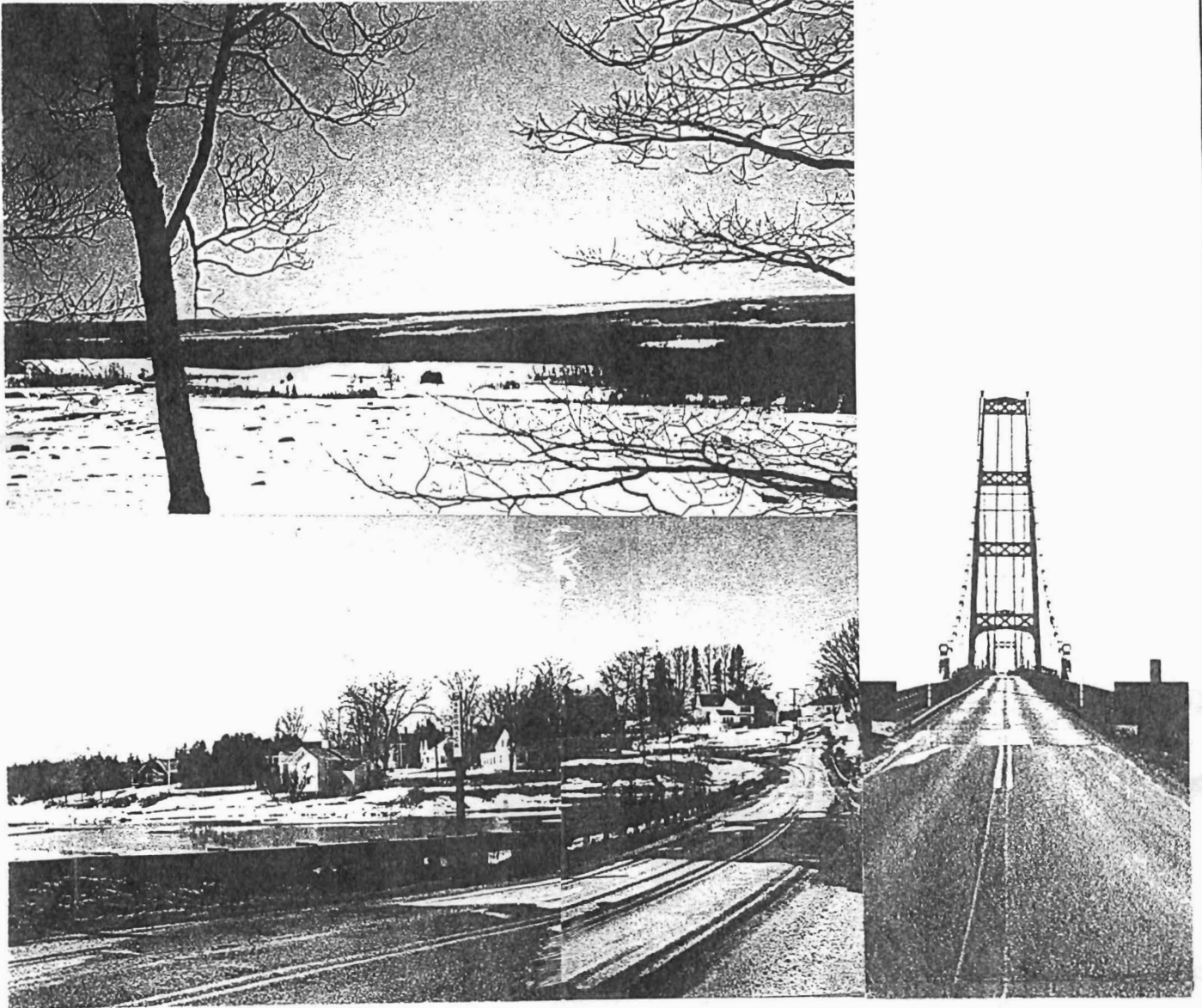


SEDGWICK
COMPREHENSIVE PLAN
1993



Prepared by the Sedgwick Comprehensive Plan Committee
with assistance from
Hancock County Planning Commission, April 1993

SEDGWICK COMPREHENSIVE PLAN

TABLE OF CONTENTS

Section	Page
I. Introduction & Summary	I.1
II. Inventory and Analysis	
II.A. Population	
1. Purpose	A.1
2. Key Findings and Issues	A.1
3. Links to other Inventory Sections	A.1
4. Year-round Population	A.2
5. Age Distribution	A.3
6. Number and Size of Households	A.4
7. Household Income	A.5
8. Seasonal Population	A.6
II.B. Economy	
1. Purpose	B.1
2. Key Findings and Issues	B.1
3. Links to Other Inventory Sections	B.1
4. Historical Commerce and Industry	B.1
5. Labor Force and Unemployment	B.3
6. Labor Force by Occupation and Industry	B.4
7. Major Employers, Location of Employment	B.6
8. Taxable Sales	B.7
9. Existing Economic Development Initiatives and Zoning	B.7
II.C. Housing	
1. Purpose	C.1
2. Key Findings and Issues	C.1
3. Links to Other Inventory Sections	C.1
4. Number, Vacancy, Tenure, Condition, Age, and Structure Type	C.2
5. Affordability of Year-Round Units	C.4
6. Subsidized Housing	C.7
7. Municipal Housing and Land Use Controls and Needs	C.7
8. Regional Housing Links	C.8
II.D. Transportation	
1. Purpose	D.1
2. Key Findings and Issues	D.1
3. Links to Other Inventory Sections	D.1
4. State, Municipal and Private Road System	D.1
5. Railways	D.5
6. Airports	D.5
7. Public Transportation	D.5
8. Public Parking Facilities	D.6
9. Sidewalks and Footpaths	D.6

- II.E. Public Facilities and Services
 - 1. Purpose E.1
 - 2. Key Findings and Issues E.1
 - 3. Links to Other Inventory Sections E.1
 - 4. Public Sewer and Water E.1
 - 5. Public Works and Road Maintenance E.2
 - 6. Solid Waste E.2
 - 7. Police E.2
 - 8. Sedgwick Volunteer Fire Department E.2
 - 9. Peninsula Ambulance Corps E.3
 - 10. Education E.3
 - 11. Sedgwick Public Library and Other Cultural Resources E.4
 - 12. Health Care E.4
 - 13. Town Buildings/Land E.4
 - 14. Administration E.5
 - 15. Other E.5

- II.F. Recreation, Scenic Resources, and Open Space
 - 1. Purpose F.1
 - 2. Key Findings and Issues F.1
 - 3. Links to Other Inventory Sections F.1
 - 4. Recreation and Cultural Sites F.1
 - 5. State Recreation Standards and Comparison to Other Towns F.3
 - 6. Open Space F.5
 - 7. Scenic Resources F.6
 - 8. Opinion Survey F.7

- II.G. Marine Resources
 - 1. Purpose G.1
 - 2. Key Findings and Issues G.1
 - 3. Links to Other Inventory Sections G.1
 - 4. Marine Water Quality and Protection G.1
 - 5. Worms, Shellfish, Fish, and Wildlife G.2
 - 6. Water Dependent Uses G.3

- II.H. Water Resources
 - 1. Purpose H.1
 - 2. Key Findings and Issues H.1
 - 3. Links to Other Inventory Sections H.1
 - 4. Lakes, Ponds, and Watersheds H.1
 - 5. Freshwater Wetlands H.3
 - 6. Streams H.3
 - 7. Flood Hazard Areas H.4
 - 8. Groundwater H.4
 - 9. Existing and Potential Threats H.4

- II.I. Critical Natural Resources and Wildlife
 - 1. Purpose I.1
 - 2. Key Findings and Issues I.1
 - 3. Links to Other Inventory Sections I.1
 - 4. Areas Identified by the State Critical Areas & Natural Heritage I.1
 - 5. Deer Wintering Areas I.2

	6. Bald Eagles	I.2
	7. Wetland Habitat	I.2
	8. Freshwater Fisheries	I.3
	9. Other Habitat	I.3
	10. Conflicts, Threats, and Existing Protection	I.3
II.J.	Agricultural and Forest Resources	
	1. Purpose	J.1
	2. Key Findings and Issues	J.1
	3. Links to Other Inventory Sections	J.1
	4. Forest Resources	J.1
	5. Agricultural Resources	J.2
II.K.	Historic and Archaeological Resources	
	1. Purpose	K.1
	2. Key Findings and Issues	K.1
	3. Links to Other Inventory Sections	K.1
	4. Historic Record	K.1
	5. Identified Historic and Archaeological Sites	K.2
	6. Existing Protection and Efforts	K.2
	7. Threats and Planning Implications	K.3
II.L.	Land Use	
	1. Purpose	L.1
	2. Key Findings and Issues	L.1
	3. Links to Other Inventory Sections	L.1
	4. Overview	L.1
	5. Existing Zoning and Regulation	L.2
	6. Existing Land Uses	L.2
	7. Changes in Land Use	L.3
	8. Land Needed for Development	L.3
	9. Suitability of Land for Development	L.3
	10. Regional Implications	L.4
II.M.	Fiscal Capacity	
	1. Purpose	M.1
	2. Key Findings and Issues	M.1
	3. Links to Other Inventory Sections	M.1
	4. Valuation and Tax Assessment	M.1
	5. Municipal Revenue and Expenditures	M.4
	6. Municipal Debt and Capital Financing	M.5
III.	Implementation of the Comprehensive Plan	III.1
III.A.	Key Issues and Findings from the Inventory & Analysis	III.1
III.B.	Goals, Policies and Summary of Implementation Measures & Responsibilities	III.3
III.C.	Town Growth and Development Strategy	III.8
III.D.	Capital Investments	III.14
III.E.	State and Regional Concerns	III.17
IV.	Appendix	
	Results of the Public Opinion Survey	IV.1

LIST OF TABLES

		Page
II.A.	Population	
A.1	Year–Round Population and Rates of Growth	A.2
A.2	Recent and Projected Year–Round Population Levels	A.3
A.3	Age Distribution and Age Group Rates of Growth	A.4
A.4	Number of Households and Rates of Growth	A.5
A.5	Household Size and Rates of Growth	A.5
A.6	Median Household Income and Rates of Growth	A.6
A.7	Distribution of Households by Income	A.6
A.8	Estimated Per Capita Income and Rates of Growth	A.6
II.B.	Economy	
B.1	Labor Force Size and Unemployment	B.4
B.2	Labor Force Size and Unemployment by Month	B.4
B.3	Occupation of Employed Civilians, Age 16 or Over	B.5
B.4	Distribution of Labor Force by Industry	B.5
B.5	Distribution of Non–Farm Labor Force by Industry	B.6
B.6	Employed Labor Force Distribution by Location of Employment	B.6
B.7	Major Employers (over 50 employees)	B.7
B.8	Consumer Sales and Rates of Growth	B.8
B.9	Consumer Sales by Quarter and Rates of Change	B.8
B.10	Consumer Sales by Sector and Rates of Change	B.9
B.11	Community Businesses	B.10
II.C.	Housing	
C.1	Number of Year–Round Housing Units and Rates of Growth	C.2
C.2	Number of Seasonal Housing Units and Rates of Growth	C.3
C.3	Housing Units by Structure Type	C.3
C.4	Mobile Homes, as Percent of Year–Round Units, and per Capita	C.3
C.5	Rental and Homeowner Vacancy Rates	C.4
C.6	Tenure of Occupied Year–Round Units	C.4
C.7	Distribution of Housing by Date of Construction	C.4
C.8	Value of Specified Owner–Occupied Units	C.5
C.9	Contract Rent of Specified Renter–Occupied Units	C.6
C.10	Average Selling Prices of Residential Units	C.6
C.11	Affordable Housing Rents and Selling Prices	C.6
C.12	Affordability Index for First–Time Home Buyers	C.7
II.D.	Transportation	
D.1	Sedgwick Town and State Roads	D.3
D.2	Annual Average Daily Traffic	D.4
II.F.	Recreation, Scenic Resources, and Open Space	
F.1	Recreation, Open Space and Cultural Resources	F.3
F.2	Guidelines for Recreation and Park Services	F.4

F.3	Estimated Recreation Facility Costs	F.5
F.4	Inventoried Scenic Sites: Town of Sedgwick	F.6

II.G. Marine Resources

G.1	Clam Harvest by Town	G.2
G.2	1989 Shellfish Harvest	G.2
G.3	1989 Fishing Vessels by Town of Anchorage	G.3

II.H. Water Resources

H.1	Characteristics of Ponds and Lakes	H.2
H.2	Amount & Distribution of Freshwater Wetlands	H.3

II.K. Historic and Archaeological Resources

K.1	Key Dates and Events in Sedgwick's History	K.4
K.2	Key Historic Sites in Sedgwick	K.5

II.M. Fiscal Capacity

M.1	Valuation, Mill Rate, and Tax Spending	M.2
M.2	Valuation and Tax Rates, Sedgwick and Region: 1991	M.2
M.3	Tax Spending, Sedgwick and Region: 1985-1990	M.3
M.4	Percentage of Total Valuation by Type, Sedgwick and Region: 1989	M.3
M.5	Tax Protected and Exempt Properties, Sedgwick and Region: 1989	M.3
M.6	Summary of Local Expenditures, Sedgwick: 1986-1990	M.4
M.7	Sources of Municipal Revenue, Sedgwick: 1986-1990	M.4
M.8	Capital Expenditures, 1986-1990	M.5

LIST OF MAPS

Transportation	II.D
Water and Marine Resources	II.H.5
Natural and Critical Resources	II.I.4
Soils Potential for Low Density Residential Development	II.L.5
Housing and Land Use	II.L.6
Possible Growth and Rural Areas	III.C

I. INTRODUCTION & SUMMARY

". . . As a member of the Sedgwick Comprehensive Planning Committee I have had to do some serious thinking as to what our job really is. I think it boils down to this: **we cannot spend out kids' inheritance.** We must carefully plan for the future of our town. What we leave our kids is not money, stocks, or bonds, but a long list of intangibles, such as scenic views, clean water, unpolluted harbors, protected eagles' nests, deer yards, and, one hopes a forward-looking property tax structure with a careful fiscal spending policy that will not bankrupt them . . ."

Section I: Introduction and Summary

The Town cannot stop growth but it can channel it to appropriate locations. The Town can also act to preserve those qualities and features that its citizens most value. The Community Opinion Survey indicated that:

62% of Sedgwick's residents wanted future development to be controlled by specific local ordinances to a degree that is greater than State requirements.

75% supported the protection of the Town's scenic vistas such as Caterpillar Hill.

67% of survey respondents liked the Town as it is and wanted the Town to remain essentially the same, and

the most important reason for living in Sedgwick was its rural character.

Because of its outstanding natural and historic qualities, Sedgwick will continue to act as a powerful magnet to people and development. Unless some action is taken, over time, those qualities that people find most valuable about the Town will disappear. The Town of Sedgwick has prepared a Comprehensive Plan assessing the resources of the Community, proposing recommendations for the protection of these resources and for directing Sedgwick's growth.

The Inventory and Analyses sections of the Comprehensive Plan resulted in several maps being prepared which characterize the Town's natural resources and development features. These soils and natural resources inventories of the Town and the existing patterns of development can be used as a guide for future development and growth in Sedgwick.

Based on the wishes of the citizens and the resource information collected, the Comprehensive Plan recommends that the Community be divided into the following districts for purposes of preparing a Town-wide zoning ordinance and for directing growth:

The Village Areas of Sedgwick and Sargentville

These two areas in large part define the character, serve as focal points, and provide an identity to the Community. They have historic value as well. Some limited growth in and around these areas should be allowed provided:

that new development is compatible with and supports existing historic and architectural character of these villages, and

that new development can be properly situated in accordance with site conditions and environmental limits.

Setbacks and architectural features for new buildings should be encouraged to fit with what exists, wherever possible. At this point and until more detailed information is available, one acre lot size is recommended in and around the village areas.

Residential uses and small-scale commercial uses would be allowed in the village areas, subject to health and safety requirements and site conditions, and in keeping with the existing pattern of development. In conjunction with its Village areas, the Town also needs a management plan for its harbors and the Comprehensive Plan recommends the formation of an active Marine Resources Committee to guide the preparation of such a plan and related ordinances.

Section I: Introduction and Summary

Important Town Agricultural and Forest Areas

Sedgwick's rural character and its valued open space qualities are in large part a result of the extensive areas devoted to blueberry cultivation and forestry. The Town already demonstrates its preference for these types of land uses through its tax policies. The bulk of these agricultural and forest areas are off-road lands. Large expanses of off-road lands are forest lands located on poorly drained soils. The forest products industry is Maine's largest providing thousands of jobs in Hancock County. A constant supply of trees located on large blocks of land are needed to sustain this important community economic base. Forest or agricultural land cut up for lots and subdivisions loses its value for resource production. Sedgwick has ample existing roadway to accommodate development for many years to come and there is no need to encourage development in presently inaccessible areas. What development does occur on inaccessible forest and blueberry production lands should only occur in a clustered fashion near existing roadways. Recommended lot size is 2 acres of buildable soils. Major subdivisions in forest and agricultural areas should not be allowed and smaller subdivisions encouraged in clustered fashion on smaller lots, so that 50% of the overall parcel would remain as open space.

Sedgwick's Roadside Rural Areas

All lands along Sedgwick's town roads (with the exception of land alongside roads in the designated village areas) would be classed as roadside rural area. Policies the Town will implement for these areas would seek to protect natural resources and rural character, and to that end, a minimum lot size of two acres of net developable soils would be required and 250 feet of road frontage. In addition the preservation of natural vegetation would be encouraged between road and building, ie., minimum site clearing between the road and new development and only for gardening and solar access. Any scenic area identified in the roadside rural areas would be protected with performance standards and design guidelines and incorporated in the site plan review process and as part of the Town-wide zoning ordinance.

Single and two family residential uses would be permitted in the rural areas and industrial uses would not. Commercial uses would be allowed provided that performance standards for such uses could be met. Performance standards would seek to assure that such enterprises be situated in an environmentally responsible manner and with careful attention to the impact on abutting property owners.

Sensitive Watershed Areas

The Sensitive Watershed areas include the watersheds of Frost, Black and Walker Ponds. These ponds have been identified by the Department of Environmental Protection as being particularly susceptible to possible eutrophication from additional phosphorous loading. There are now available reliable models and techniques for forecasting how much development the watersheds of such ponds can handle without creating water quality problems. A part of the proposed implementation of this plan is to prepare detailed watershed management plans to determine these threshold levels of development for each of the watersheds of the ponds involved. In addition, a cooperative effort with the Towns of Brooksville will also be pursued to conduct a similar analyses for Walker Pond and the watershed area which the towns share.

Section I: Introduction and Summary

Areas of Natural Resource Importance

There are many areas in the community where no development should be allowed, or only very limited development under carefully controlled circumstances. The eight types of 'areas of natural resource importance' which should be placed in some type of resource protection districts are:

areas adjacent to 'Class A' wildlife areas, productive clam habitats, floodplains, wetlands, stream, archaeologically important areas, deer yards, and sand and gravel aquifers.

The Sedgwick Comprehensive Plan also recommends working closely with the Town of Brooksville in particular, to cooperate in protecting the water quality of Walker's Pond and possibly to also collaborate in the acquisition of a public access site to Walker's Pond. Other recommendations made in the Plan include measures to protect Sedgwick's scenic qualities, in particular Caterpillar Hill. Also, the Plan supports the Town's tax policies which favor the Town's forest and agricultural industries and proposes that additional efforts be made to attract new environmentally compatible commercial/industrial development.

Roadside Commercial/Industrial Area

A limited area along Route 15 near the Ridge Road intersection would be designed for larger scale commercial and light industrial uses (building square footage in excess of 3,000 square feet of ground floor area). Sedgwick is a rural town. Ellsworth-type commercial/industrial development is unlikely in the near future. Yet the Town can begin to indicate its preference for the location of such activity should it become a reality. All industrial uses would be required to be well buffered from surrounding properties through vegetative plantings and stringent setbacks. Smaller scale commercial/industrial uses (building square footage less than 3,000 square feet) would be allowed anywhere in the rural and village areas of the community.

The Town has recommended a one acre minimum lot size for the designated growth areas and a two acre minimum lot size for its rural areas. A division of property into lot sizes of less than two acres, but more than one half an acre, would be allowed for persons related to the property owner by blood, marriage or adoption, unless the intent was to avoid the objectives of the two acre minimum lot size requirement.

The Town of Sedgwick has in its 1992 Comprehensive Plan laid out a solid, desirable direction for its future which will be useful in guiding the many public and private decisions that will need to be made over the coming years.

II. INVENTORY & ANALYSIS

". . . Over the past twenty months we have been trying to make heads or tails of all the information we have gathered – from the survey we had Sedgwick residents fill out to the 1990 census survey – from phosphorous counts in ponds to how big house lots should be . . .

. . . The comprehensive plan, contrary to some popular beliefs, is *not* an ordinance. It is a compilation of present and past statistics about the town. All these statistics draw a picture of the town, depicting our natural resources, i.e., marine, water, agricultural, and forest; areas of growth, i.e., land use, housing, population. By studying the past, and looking at the present we can make an educated prediction of the future of the town. A good comprehensive plan is like a good road map. You can't go on a successful vacation if you don't plan ahead . . ."

Section II.A: Population

1. Purpose

This section will:

- a. describe the population, changes, and patterns of Sedgwick, as they affect Sedgwick's character and influence future demand for housing, land, and community facilities;
- b. assess how these population characteristics of Sedgwick relate to those of the region and the State; and
- c. predict, for the next ten years, the size and significant characteristics of the population of Sedgwick, the region, and the State.

2. Key Findings and Issues

Sedgwick's year-round population grew at approximately 14% during the 1980's and nearly 40% in the 1970's. This rate of growth is higher than the State, county, or regional growth rates. Seasonal population has also increased rapidly, as shown from the growth rate of seasonal homes. Roughly one fourth of the dwelling units in Sedgwick are seasonal and the summer population in Sedgwick is estimated to increase to approximately 1200 persons at the peak of the season. There is little indication that there will not be similar increases of seasonal and year-round population in the 1990's. For purposes of this Plan the population of Sedgwick is projected to increase to 1030 an increase of 14% during the next decade. This means that an additional 125 year-round persons will be moving to Sedgwick by the year 2000.

Sedgwick's age distribution is also changing rapidly, reflecting both national and local trends. Trends in the growth rate of various age groups in Sedgwick suggests continuing growth in the population of school age children and the elderly. The 1950's baby boom generation, combined with Sedgwick's own 1980's baby boom and the town's attractiveness to retirees, will continue to place pressure on schools, housing, and elderly-oriented services.

Finally, the estimated per capita income in Sedgwick has been increasing at a much more rapid rate than elsewhere in the region and median household income in Sedgwick has now caught up with the County and the State median household incomes.

3. Links to Other Inventory Sections

Population and demographic patterns directly affect nearly every other topic addressed in this plan, but especially housing demand (Section II.C) and public service demand (II.E). Population levels have also affected, and been shaped by, the history and economy of the town.

Section II.A: Population

4. Year-round Population

Sedgwick grew rapidly between 1790 and 1840, growing from 569 to 1,922. Actually, the population in the area of what is now Sedgwick continued to increase through 1860; the incorporation of the Town of Brooklin in 1849 was responsible for a false decline in Sedgwick's population. In 1860, at the time the Penobscot Bay area was at its height of activity, the population in Sedgwick was 1,263. After 1860, the town's population began to decline, and continued to do so for 100 years until 1960, when it reached a low of 574 people. Since the 1960's, most towns in the area began to experience immigration, and the population continued to grow through the 1970's and 1980's.

Figure A.1 shows the historic population and rate of growth of Sedgwick. Figure A.2 shows recent population estimates for Sedgwick, the Peninsula Region, Hancock County, and the State of Maine, along with projections to the year 2000. The Peninsula Region is an unofficial grouping of towns near Sedgwick, including: Blue Hill, Brooklin, Brooksville, Castine, Deer Isle, Isle au Haut, Penobscot, Sedgwick, and Stonington. This group of towns is used throughout this plan for the purpose of regional comparison. Sedgwick's growth has been higher than regional, county, and state growth rates, but has slowed significantly from the growth in the 1970's. Projections for the year 2000 are merely linear extrapolations, yet there is little reason to believe that Sedgwick's growth will be any different than the pace established during the last decade. The Public Opinion Poll of local residents however found that 67% of those who responded wanted to see the population of Town stay the same. A similar result was obtained from the Opinion Survey in 1979.

Figure A.1 Year-round Population and Rates of Growth Sedgwick: 1900-2000		
Year	Population	% Change
1900	902	
1910	909	+0.7
1920	830	-8.7
1930	699	-15.8
1940	718	+2.7
1950	614	-14.5
1960	574	-6.5
1970	578	+0.7
1980	795	+37.5
1990	905	+13.8
2000	1,030	+13.8

Source: US Bureau of the Census, year 2000 projections are linear extrapolations, see also MDHS projections in Figure A.3

Section II.A: Population

Figure A.2 Recent and Projected Year-round Population Levels and Rates of Growth Sedgwick, Peninsula Region, Hancock County, and State of Maine: 1970-2000		1970	1980	1990	2000
Sedgwick	population	578	795	905	1,030
	rate of growth		(37.5%)	(13.8%)	(13.8%)
Peninsula Region	population	7,629	9,041	9,810	10,644
	rate of growth		(18.5%)	(8.5%)	(8.5%)
Hancock County	population	34,590	41,781	46,948	52,769
	rate of growth		(20.8%)	(12.4%)	(12.4%)
State of Maine	population	993,722	1,125,043	1,227,928	1,339,669
	rate of growth		(13.2%)	(9.1%)	(9.1%)
Sources: US Census, year 2000 projections are linear extrapolations, see also MDHS projections in Figure A.3					

5. Age Distribution

Figure A.3 shows the age distribution and rates of growth for the Town and the County. Rapid increases in pre-school groups in the 1980's will lead to increased demand for classroom space in the next few years. Elderly populations have increased more rapidly than the population as a whole, perhaps reflecting retirees moving into the area. Another large population increase in the 1980's was of people aged 45-64, representing a mix of the "baby boom" and the "back to the land" trend in Sedgwick. Age-group projections for the year 2000 are low because they have not been adjusted to 1990 Census data, as explained in the table. Assuming that Sedgwick continues to grow at the rates of the last two decades, all age groups will continue to grow, placing increased demand on schools, housing, and elderly services.

Section II.A: Population

**Figure A.3
Age Distribution and Age Group Rates of Growth
Sedgwick and Hancock County: 1970-2000**

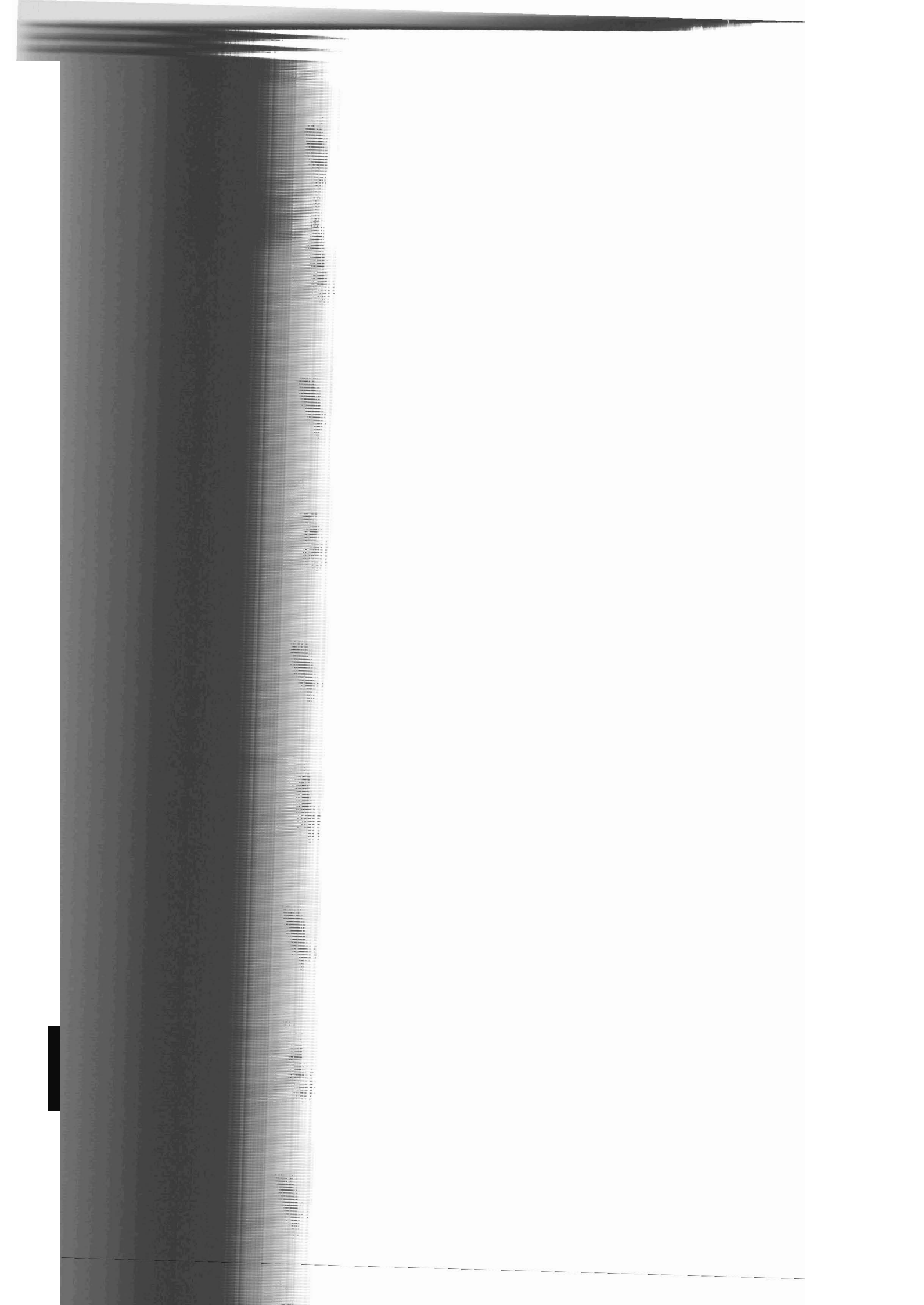
		1970	1980	1990	2000*
Sedgwick	0-4 years old	46	57 (+23.9%)	89 (+56.1%)	71* (-20.2%)*
	5-17 years old	132	155 (+17.4%)	127 (-18.1%)	174* (+37.0%)*
	18-44 years old	163	307 (+88.3%)	338 (+10.1%)	397* (+17.5%)*
	45-64 years old	126	157 (+24.6%)	206 (+31.2%)	201* (-2.4%)*
	65 years or more	111	119 (+7.2%)	145 (+21.8%)	167* (+15.2%)*
	Sedgwick Total	578	795 (+37.5%)	905 (+13.8%)	1,010* (+11.6%)*
	Hancock County	0-4 years old	2,652	2,610 (-1.6%)	3,205 (+22.8%)
	5-17 years old	8,491	8,409 (-0.1%)	8,130 (-3.3%)	8,786 (+8.1%)
	18-44 years old	10,912	15,865 (+45.4%)	19,057 (+20.1%)	20,182 (5.9%)
	45-64 years old	7,596	8,465 (+11.4%)	9,401 (+11.1%)	12,132 (+29.1%)
	65 years or more	4,939	6,432 (+30.2%)	7,155 (+11.2%)	8,550 (+19.5%)
	County Total	34,590	41,781 (+20.8%)	46,948 (+12.4%)	53,111* (+13.1%)*

Source: 1970, 1980, 1990: US Census; 2000: Maine Department of Human Services

*Note: MDHS projections for the year 2000 were released prior to the 1990 Census and have not been adjusted; rates of growth may therefore be distorted in last column; compare to linear projections in Figures A.1 and A.2.

6. Number and Size of Households

Figure A.4 shows the number of households in Sedgwick, the County and the State, as well as their rates of growth. Figure A.5 shows the size of households and rate of growth. The size of households is decreasing in all cases. This leads to more demand for housing than would be projected by population changes, and changing demand for types of housing (smaller units). These issues are discussed later in Section II.C: Housing.



Section II.A: Population

Figure A.4
Number of Households and Rates of Growth
Sedgwick, Hancock County, and State of Maine: 1970-2000

		1970	1980	1990	2000
Sedgwick	number	207	306	380	472
	growth		(47.8%)	(24.2%)	(24.2%)
Hancock County	number	11,334	15,442	18,342	21,790
	growth		(36.2%)	(18.8%)	(18.8%)
State of Maine	number	301,956	395,185	465,317	547,678
	growth		(30.4%)	(17.7%)	(17.7%)

Source: US Census, year 2000 is linear extrapolation; more accurate projection would consider household size and total population projections more directly.

Figure A.5
Household Size and Rates of Growth
Sedgwick, Hancock County, and State of Maine: 1970-2000

		1970	1980	1990	2000
Sedgwick	size	2.76	2.60	2.38	2.18
	growth		(-5.8%)	(-8.5%)	(-8.5%)
Hancock County	size	2.96	2.62	2.48	2.35
	growth		(-11.5%)	(-5.3%)	(-5.3%)
State of Maine	size	3.16	2.75	2.58	2.42
	growth		(-13.0%)	(-6.2%)	(-6.2%)

Source: US Census, year 2000 estimates are linear extrapolations

7. Household Income

Figure A.6 shows the median household income for 1969-1995 for the town, county and state. Sedgwick's income levels and its distribution is, at present, close to that of the county and state, yet it has historically been much lower. Figure A.8 suggests that Sedgwick's incomes in 1988 were low, yet increasing at a rapid pace, and thus likely to "catch up" eventually. These income patterns are of concern to the Town as they effect economic development and affordable housing issues, as discussed later. Income levels also affect the Town's economy and ability to raise revenues through taxes or fees, and may also imply increased municipal assistance expenditures. There is a sense among many in Town that per capita income may be lower than elsewhere. There is a large number of young marrieds moving in. In addition, Sedgwick has a breakfast free lunch program which requires a fairly high percentage of low to moderate income in order to qualify.

Peninsula Region	4,937	9,023	82.8
Hancock County	5,411	9,965	84.2
State of Maine	5,766	10,478	81.7

Section II.B: Economy

1. Purpose

This section will:

- a. describe the labor force, economic activity, and economic changes of Sedgwick and Hancock County;
- b. identify economic links between the Town and region; and
- c. project for the next ten years the outlook for the employment, vitality, and economic development of Sedgwick.

2. Key Findings and Issues

The economy of Sedgwick is largely dependent on jobs and services in the Blue Hill area, the fishing industry, and self-employment. The economy of Sedgwick is closely tied to the jobs, services and business prospects available in the Blue Hill area. Other than two light manufacturing businesses and many, small convenience stores, craft operations and service businesses, Sedgwick has a limited economic base. There are only minimal public efforts to attract, encourage, assist, or restrict businesses in Sedgwick. Sedgwick workers are primarily occupied outside of Sedgwick and a higher proportion than the County are engaged in the fishing, construction and building trades, blueberries, forestry, crafts and construction industries. As a result of these employment patterns there are large seasonal fluctuations in employment in Sedgwick.

3. Links to Other Inventory Sections

The economy and economic potential of Sedgwick have an important relationship to the demographics of the town (Section II.A) as well as the demand for and affordability of housing (II.C). The economic base is an important part of the tax base of the town (II.M) and is also integrally linked to the fields and forests, natural resources and environment (II.G to J), either through harvesting or processing natural resources, or through negative environmental impact balanced by a need for prosperity. The economy of the town has played a large role in forming the history of the town (II.K). Development of business, finally, plays a key role in the land use patterns and character of the town, and is influenced by land use controls and regulations (II.L).

4. Historical Commerce and Industry in Sedgwick and the Region

Many early settlers came to the area to find farmland as available land in Massachusetts was quickly diminishing. Although the majority of the land in Sedgwick was not suitable for farming, by clearing trees and rocks, families could produce enough to supply their own needs, with occasional surpluses providing a limited income. Farming was not a year-round operation. Except for plowing and planting in the spring and harvesting in the fall, the early settlers were free for other activities, most notably, fishing and coasting in the summer and wood cutting and boat building in the winter. Ship building was a major concern in the nineteenth century. The ships were used for coasting, trading with Rockland, Bangor, Portland, and Boston. They were also used in world trade, travelling to

Section II.B: Economy

the West Indies, Europe and Japan. Not only did the residents build the ships, but they also served as officers and as crew.

Fishing was also a major occupation for which a number of vessels were built. Cod was the primary fishery in the first half of the nineteenth century; it peaked around 1830 and then came to a halt with the repeal of the government bounty in 1866. Mackerel was increasing in importance throughout the nineteenth century, and replaced cod as the major fishery with the advent of purse seining. In the late 1800's, when the mackerel fishery began to decline, lobstering became an important source of income.

Another important, but short lived, fishery was that of menhaden or pogies. Pogies were caught and pressed for oil from 1860 to 1879, when the fish failed to return to Maine waters. Later, herring were caught in weirs and then packed at the numerous canneries that once existed along the coast. Clearly the fishing industry has been quite varied in response to changes in the demand for and supply of different fish.

Lumber was used for ship building and sold in trade. The first sawmill was built at Goose Falls, in what is now Brooksville, in 1767. The wood that was not cut for lumber was burned as fuel in local brick kilns and later in the lime kilns in Thomaston. Although by the late 1800's all but the most inaccessible timber had been harvested, second growth timber was still available for fuel. Shipping activity in the Penobscot Bay area began to decline after the 1860's ; however, quarrying for granite was beginning and would become the area's major industry by the late 1800's. Quarries in Brooksville and in Blue Hill undoubtedly provided employment for some residents of Sedgwick. The granite industry peaked around the turn of the century. Competition from inland sources served by the newly developed railroads and a diminishing market for granite building and paving material caused the decline in the industry along the coast.

Another industry in the area was the Maine Lake Ice Company. The company cut ice on Walker's Pond early in this century, between 1900 and 1916. The ice was pulled in a chute to the Reach, stored in sawdust, and then shipped as far south as Baltimore. There were also several other businesses in town in the late 1800's and early 1900's: blacksmith shops, dry goods, and grocery stores were all located in Sedgwick.

The Penobscot Bay area was at its heyday between 1840 and 1860. Economic activity was based on the exploitation of natural resources that were accessible to oceangoing vessels. The rugged coast with its many small harbors presented an ideal opportunity for water based transportation, while interior towns could only be traversed with difficulty. Forest, fish, and mining products were traded around the world. By the 1860's, however, the area was in decline due to new developments in transportation, such as railroads opening up the interior, and dependable iron-hulled steamboats. Population statistics reflect these changes. An out-migration began after 1860, when the population peaked at 1,263 people. The population continued to decline until 1960, with a low of 574 people. The people who left went west or to the cities to seek employment.

The Maine Central Railroad began service to Bucksport in 1883 and Ellsworth in 1844. With increasing reliance on the railroads, local areas began to change their orientation from Rockland-Boston to Ellsworth-Bucksport-Bangor. This reorientation became complete

Section II.B: Economy

when the steamer service was discontinued in the late 1930's. Immediately after World War II automobiles and trucks began to cut into the business of the railroads, particularly the passenger business, so that by the 1940's there was no passenger service in the area.

The development of the steamboat curtailed boat building in the area, but made the area more accessible to summer vacationers, sometimes known as rusticators. Although the first rusticators came as early as 1880, they did not appreciably affect the out-migration that was in progress. Just the same, first boarding houses then hotels and summer cottages were built to serve these people. By 1910, the "Traveler's Home" and the "Harbor View" were both operating in Sedgwick. The summer crowd supplied a seasonal, but important, source of employment for many people living in towns on the Blue Hill peninsula at a time when the economic base of the area was eroding.

More recently, there has been a new influx of people. retirees, finding the life style of Maine to their liking, have move in large numbers into the area. Young people have also moved into the area in what has been termed the "back-to-the-land movement". In the 1980's, the Blue Hill region has attracted independent professionals and craftspeople. These newcomers have had an appreciable affect on the community, contributing to the increase in population that has occurred since 1960.

Improved transportation, a growing number of people with time and money for summer travel, and the growth of industry and jobs in Bangor, Bucksport, and Ellsworth have all affected development in Sedgwick. Although some residents are still involved in fishing and cutting wood, Sedgwick's economy is more service oriented now. Many residents commute to work in Blue Hill or Ellsworth. Sedgwick's present character is as much the result of outside developments as of the town's unique character and location. Thus, for Sedgwick to maintain its highly valued characteristics, it must evaluate its present and future growth with an eye toward state, regional and even national developments. The health and growth of the Blue Hill area are very important to Sedgwick because of the jobs and services in those towns which benefit Sedgwick residents. The region is also very important to consider in terms of infrastructure and business service networks. The small businesses in Sedgwick must depend on wholesale suppliers in Blue Hill or Ellsworth, as well as financial and legal services which Sedgwick itself could not support.

5. Labor Force and Unemployment

Figures B.1 and B.2 profile the labor force size and unemployment statistics of Sedgwick and Hancock County. The labor force increases with population and as a larger percentage of the population works or looks for work. The labor force has increased significantly in Sedgwick and Hancock County. Sedgwick's unemployment rates are similar to those of the County. Figure B.2 demonstrates that there are large seasonal fluctuations in employment in the County, with significantly higher unemployment in winter. In addition, there are many craft and other small seasonal businesses located in Sedgwick that are not recorded in unemployment figures.

Section II.B: Economy

6. Labor Force by Occupation and Industry

Figure B.3 shows Sedgwick and Hancock County labor forces distributed by occupation. The distributions of the County and Sedgwick are similar, yet there is a larger percentage of professionals and salespeople in the County than in the Sedgwick, with a correspondingly larger percentage in production-type jobs in Sedgwick. Figure B.4 shows the distribution of the Sedgwick and County labor forces by industry, while Figure B.5 shows a more recent distribution of the non-farm workers of Hancock County and State by industry. As with occupation, Sedgwick's labor force by industry is heavily weighted toward fishing and construction, with a smaller percentage than the County in retail sales.

If the Town were to grow – and 67% of those responding to the Public Opinion Survey did not want it to – small commercial/industrial (eg. crafts, boat building, small research firms, etc) recreational and trades and services were the type of land uses Townspeople would be most willing to see increase (at least 40% of survey respondents supported increases).

**Figure B.1
Labor Force Size and Unemployment
Sedgwick and Hancock County: 1980, 1985, 1990**

		1980	1985	1990
Sedgwick	Labor force	371	353	453
	Unemployment	7.5%	5.7%	4.9%
Hancock County	Labor force	19,551	21,753	27,183
	Unemployment	8.2%	5.7%	4.9%

Source: Maine Department of Labor, Bureau of Employment Security

**Figure B.2
Labor Force Size and Unemployment by Month
Hancock County (LMA) and State of Maine: 1990**

	Hancock County Labor Force	Hancock County Unemployment	State of Maine Unemployment
January	24,210	7.0%	5.2%
February	23,960	7.2%	5.4%
March	24,540	7.2%	5.8%
April	25,280	5.1%	4.8%
May	25,860	4.1%	4.2%
June	28,870	3.4%	4.4%
July	30,860	2.6%	4.7%
August	33,760	2.5%	4.4%
September	28,720	3.1%	4.6%
October	27,820	3.9%	5.5%
November	26,190	6.9%	6.8%
December	26,150	7.7%	6.6%
Annual Average	27,190	4.9%	5.1%

Source: Maine Department of Labor, Bureau of Employment Security

Section II.B: Economy

Figure B.3
Occupation of Employed Civilians, Age 16 or Over
Sedgwick and Hancock County: 1980 & 1990

Occupation	Hancock County				Sedgwick			
	number		percent		number		percent	
	1990	1980	1990	1980	1990	1980	1990	1980
Managerial and Professional	5,161	3,116	24.6%	20.2%	68	49	17.5%	18.5%
Technicians, Sales, Administrative	5,410	3,627	25.8%	23.6%	75	34	19.3%	12.8%
Service Occupations	3,167	2,414	15.1%	15.7%	73	41	18.8%	15.5%
Farming, Forestry, Fishing	1,206	1,460	5.7%	9.4%	22	40	5.7%	15.1%
Precision Production	3,351	2,552	16.0%	16.6%	76	61	19.5%	23.0%
Operators, Transportation, Laborers	2,705	2,217	12.9%	14.4%	75	40	19.3%	15.1%
Total	21,000	15,386	100.0%		389	265	100.0%	

Source: US Census

Figure B.4
Distribution of Labor Force by Industry
Sedgwick and Hancock County: 1980 & 1990

Industry	Hancock County				Sedgwick			
	number		percent		number		percent	
	1990	1980	1990	1980	1990	1980	1990	1980
Agriculture, Forestry, Fishing, Mining	1,130	1,054	5.4%	6.9%	14	26	3.6%	9.8%
Construction	2,297	1,468	10.9%	9.7%	58	42	14.9%	15.8%
Manufacturing	2,660	2,421	12.7%	15.7%	77	43	19.8%	16.2%
Transportation and Utilities	1,080	762	5.1%	5.0%	8	7	2.1%	2.6%
Wholesale Trade	636	455	3.0%	3.0%	14	1	3.6%	0.3%
Retail Trade	3,799	2,617	18.1%	17.0%	64	20	16.5%	7.5%
Finance, Insurance, and Real Estate	913	466	4.3%	2.9%	12	4	3.1%	1.5%
Business and Repair Services	801	524	3.8%	3.4%	13	11	3.3%	4.2%
Personal Serv's, Entertainm't, Recreat'n	1,264	1,061	6.0%	6.9%	15	16	3.9%	6.0%
Professional and Related Services	5,604	3,778	26.7%	24.6%	97	77	24.9%	29.1%
Public Administration	816	806	3.9%	5.2%	17	18	4.4%	6.8%
Total	21,000	15,386	100.0%		389	265	100.0%	

Source: US Census

Section II.B: Economy

Figure B.5
Distribution of Non-farm Labor Force by Industry
Hancock County (LMA) and State of Maine: 1989

Industry	County Number	County Percent	State Percent
Manufacturing	3,030	16.4%	19.6%
Construction	1,610	8.7%	6.1%
Transportation & Public Utilities	660	3.6%	4.0%
Wholesale Trade	350	1.9%	4.8%
Retail Trade	4,520	24.4%	20.7%
Finance, Insurance, & Real Estate	600	3.2%	4.7%
Services	5,230	28.2%	22.7%
Government	2,530	13.7%	17.4%
Total	18,530	100.0%	100.0%

Source: Maine Department of Labor, Bureau of Employment Security

Major Employers, Location of Employment

Figure B.6 shows that most residents are employed outside of Sedgwick. Many are also self-employed, perhaps in fishing, construction, or crafts. Other sources of employment in Sedgwick are small stores and the school system. Boat building and fish processing in Brooklin and Stonington are also sources of employment. Figure B.7 shows the major manufacturers and employers in Hancock County, none of which are located in Sedgwick. There is a feeling among many in Town that newcomers are bringing their own jobs with them to Sedgwick.

Figure B.6
Employed Labor Force Distribution by Location of Employment
Sedgwick: 1980

Location of Employment	Number	Percent
Blue Hill	64	21.9
Sedgwick	75	25.7
Brooklin	30	10.3
Deer Isle	8	2.7
Stonington	13	4.5
Ellsworth	16	5.5
Penobscot	14	4.8
Castine	5	1.7
Brooksville	2	0.6
Out of County	13	4.5
Not Reported	52	17.8
Total	292	100.0%

Source: US Census

Section II.B: Economy

Figure B.7
Major Employers (over 50 employees)
Hancock County: 1991

Maine Coast Memorial Hospital, Ellsworth
Allen's Blueberry Freezer, Ellsworth
Merrill Blueberry Company, Ellsworth/Hancock
Ellsworth American, Ellsworth
Maine Shellfish, Ellsworth
Champion International Corporation, Bucksport
Ellscott Corporation, Gouldsboro/Ellsworth
Stinson Canning Corporation, Gouldsboro
G.M. Allen & Son, Orland
H.R. Hinckley & Co, Southwest Harbor
Stonington Canning Company, Stonington
Jackson Laboratory, Bar Harbor
Blue Hill Memorial Hospital, Blue Hill
Maine Maritime Academy, Castine
Penobscot River Greens, Inc, Blue Hill
U.S. Navy, Winter Harbor
Municipal, County, State Governments
School Departments
Banks, retail stores, service establishments

Source: Maine Manufacturing Directory, 1991; Hancock County Planning Commission

8. Taxable Sales

The State of Maine monitors local and regional economic activity through records of sales taxes. Figures B.8 through B.10 show taxable sales information for Sedgwick and Hancock County, along with data on the Blue Hill "Economic Summary Area" (ESA), which includes the towns of: Blue Hill, Stonington, Brooklin, Brooksville, Sedgwick, Deer Isle, Isle au Haut, Castine and Penobscot. (Note that the ESA is the same group of towns as the Peninsula region used in Sections II.A and II.B). Figure B.8 shows strong to moderate sales growth from 1985 to 1988 in Sedgwick and the region, changing to stabilization or decline in 1989 and 1990.

Distribution of sales by sector and quarter is not available at the municipal level for Sedgwick because of its small size. Figure B.10 shows the rates of growth and proportional make-up of Blue Hill ESA and County sales for the last five years by sector. Compared to the County, the ESA is heavily dependent on building supply sales and food sales, and building supply sales have performed poorly in recent years. All sectors slowed significantly in 1989, and some began to decline.

Figure B.9 shows the rates of growth by quarter for Blue Hill ESA and the County. The County and the ESA have similar distributions by quarter, with approximately 40% of all sales occurring in the 3rd quarter (summer), and only 15% of sales in the 1st quarter (winter). Summer sales have continued to increase slightly in the past years while other quarters have fallen.

9. Existing Economic Development Initiatives and Zoning

There are few or no municipal incentives, initiatives, or restrictions on commerce and industry in Sedgwick except as regulated through Shoreland Zoning (Section II.L), Site Plan Review and Subdivision Review Ordinances. Table B.11 lists most of the major businesses located in the Town of Sedgwick. In general there has been an increase

Section II.B: Economy

overall and a significant growth in the number of service-oriented businesses locating in Sedgwick, since the 1979 Comprehensive Plan was prepared.

**Figure B.8
Consumer Sales and Rates of Growth
Sedgwick, Blue Hill ESA, and Hancock County: 1985-1990 (thousands of dollars)**

		1985	1986	1987	1988	1989	1990
Sedgwick	sales	580	670	710	770	800	n/a
	growth		15.5%	6.0%	8.5%	3.9%	
Blue Hill ESA	sales	21,355	25,270	29,247	31,141	30,811	31,396
	growth		18.3%	15.7%	6.5%	-1.1%	1.9%
Hancock County	sales	217,300	255,330	284,150	320,380	325,230	320,768
	growth		17.5%	11.3%	12.7%	1.5%	-1.4%
State of Maine	sales	5.71b	6.36b	7.18b	7.82b	7.74b	7.49b
	growth		11.4%	12.9%	8.9%	-1.0%	-3.2%

Source: Maine Bureau of Taxation, Sales Tax Division

**Figure B.9
Consumer Sales by Quarter and Rates of Change
Blue Hill ESA, Hancock County: 1985-1990 (thousands of dollars)**

		1985	1986	1987	1988	1989	1990	1990 quarter as % of whole
Blue Hill ESA	1st Quarter	n/a	3,244	3,953	4,251	4,685	4,305	13.7%
	2nd Quarter	n/a	5,599	6,892	7,343	7,115	7,537	24.0%
	3rd Quarter	n/a	10,184	11,542	11,201	12,328	12,671	40.4%
	4th Quarter	n/a	6,263	6,862	7,534	6,683	6,883	21.9%
				9.6%	9.8%	-11.3%	3.0%	
Hancock County	1st Quarter	31,159	35,318	37,626	45,328	47,612	48,305	15.1%
	2nd Quarter	49,406	57,468	65,421	72,808	78,115	75,087	23.4%
	3rd Quarter	85,529	101,793	111,449	126,428	127,703	128,101	40.0%
	4th Quarter	51,204	60,749	69,659	75,816	71,800	69,276	21.6%
			18.6%	14.7%	8.8%	-5.3%	-3.5%	

Source: Maine Bureau of Taxation, Sale Tax Division

Section II.B: Economy

Figure B.10
Consumer Sales by Sector and Rates of Change
Blue Hill ESA, Hancock County: 1985-1990 (thousands of dollars)

		1985	1986	1987	1988	1989	1990	1990 sector as % of whole
Blue Hill ESA	Building Supply	5,994	8,062	9,914	9,746	9,801	9,381	29.9%
			34.5%	23.0%	1.7%	0.6%	-4.3%	
	Food Stores	5,019	5,105	5,494	6,140	6,325	6,494	20.7%
			1.7%	7.6%	11.8%	3.0%	2.7%	
	General Merchandise	709	584	692	678	716	1,093	3.5%
			-17.6%	18.5%	-2.0%	5.6%	52.7%	
	Other Retail	2,597	3,025	3,466	3,965	3,709	3,479	11.1%
		16.5%	14.6%	15.1%	-6.5%	-6.2%		
Automobile	2,865	6,607	4,360	4,617	4,285	4,622	14.7%	
		130.6%	-34.0%	5.9%	-7.2%	7.9%		
Restaurant & Lodging	4,169	5,189	5,320	5,995	5,974	6,327	20.2%	
		24.5%	2.5%	12.7%	-0.4%	5.9%		
Total Consumer Retail	21,355	25,270	29,247	31,141	30,811	31,396	100.0%	
		18.3%	15.7%	6.5%	-1.1%	1.9%		
Hancock County	Building Supply	32,373	41,029	48,830	53,151	56,323	54,166	16.9%
			26.7%	19.0%	8.8%	6.0%	-3.8%	
	Food Stores	30,690	31,471	35,690	38,336	40,723	41,850	13.0%
			2.5%	13.4%	7.4%	6.2%	2.8%	
	General Merchandise	34,017	25,754	41,166	43,362	43,489	41,255	12.9%
			5.1%	15.1%	5.3%	0.3%	-5.2%	
	Other Retail	24,000	27,727	30,951	35,434	36,800	37,952	11.8%
		15.5%	11.6%	14.5%	3.9%	3.1%		
Automobile	50,035	61,721	63,039	75,036	69,665	64,005	20.0%	
		23.4%	2.1%	19.0%	-7.2%	-8.1%		
Restaurant & Lodging	46,182	57,626	64,477	75,060	78,230	81,570	25.4%	
		24.8%	11.9%	16.4%	4.2%	4.3%		
Total Consumer Retail	217,298	255,328	284,154	320,379	325,230	320,768	100.0%	
		17.5%	11.3%	12.7%	1.5%	-1.4%		

Source: Maine Bureau of Taxation, Sale Tax Division

Section II.B: Economy

Table B.11 Sedgwick Comprehensive Plan Community Businesses	
Business	Location
Carter's Garage	Ridge Road
Old Cove Antique Store	Sargentville
Main Frame Lumber & Building Supply *	Rte 172
Country View Restaurant *	Rte 15 (seasonal)
Sedgwick Store	Sedgwick
Flagpole Factory (wood)	Sargentville
Flagpole Factory (fiberglass)	Sargentville
Four Winds Girls Camp	Walker's Ponds
Hale's Sail Loft	Old School Building – Sargentville
C & G Grocers	West Sedgwick
Robin Hood Boy's Camp	Herrick Road, Walker Pond
Wardwell Oil Co.	Rte 175, Sargentville
L. Byard & Son	Beech Road, Near Old High School
Hitchcock Machine (aircraft equipment)	Reach Road, Sargentville
Gray's Farm Stand & Greenhouses *	Rte 176
Barlow's Lantern Lane B & B	Rte 172
Bullfrog Junction (Benoit's) Gift Shop	Rte 172
Reindeer Wreaths and Crafts	Rte 172
Parkard's Rent-Tool	Rte 172
ECS (Eggmoggin County Store) includes bakery, store, art gallery, day care center *	Sargentville
Imprint Communications Art	North Sedgwick
Barlow Dental Lab	Rte 172
Nelson Grindle & Son Contractors	Sargentville
Navaho Rugs	Old County Road
Donnell's Clapboard Mill	Old County Road
Mayari Goat's Milk Products	Old County Road
Burt's Upholstery	Old County Road
* Major Community Employer	

Section II.C: Housing

1. Purpose

This section aims to:

- a. describe the characteristics and changes of the housing stock and its demand and affordability in Sedgwick and the region;
- b. identify the relationship between housing characteristics and demand in Sedgwick and the region; and
- c. predict the size, characteristics, and affordability of housing needed to meet the demands of the future population.

2. Key Findings and Issues

The number of year-round homes in Sedgwick increased rapidly in the 1980's, and will probably continue to increase in the 1990's. If year-round growth continues at the same rate, there could be as many as 90 new homes in Sedgwick in the next decade. Year-round home growth in Sedgwick was 28% over the decade, more rapid than growth experienced in the region, county, or state. The number of seasonal units increased at nearly the same rate, yet 27% growth in seasonal housing is much lower than other towns in the Blue Hill/Peninsula region. If year-round and seasonal housing increases at the same rate in the coming decade as the past decade, there will be approximately 121 (90 year-round and 31 seasonal) new units. The town has no ordinances which currently direct the location of new housing of any structure type.

Vacancy, structure type, and affordability of housing in Sedgwick do not significantly deviate from state and county norms. Although the data on housing for the area indicates that there is a gap between housing prices and income levels, affordable housing is not perceived by residents to be any more of a problem in Sedgwick than anywhere else. The Benjamin River Project presently provides 17 subsidized housing units and the proposed Community Covenant Land Trust Housing Project will soon provide 12 additional affordable housing units in Sedgwick.

3. Links to Other Inventory Sections

Housing stock characteristics are most directly linked to demographic characteristics (Section II.A) and land use patterns (Section II.L). Housing growth also affects the construction sector and other aspects of the economy (II.B). Residences are also an important contributor to valuation and tax assessments (II.M). Finally, homes and the nature or location of their construction interact directly with the environment (II.G-J) and the need to provide public services (II.E) and improve roadways (II.D).

Section II.C: Housing

4. Number, Vacancy, Tenure, Condition, Age, and Structure Type of Housing

Figures C.1 through C.7 describe the growth of Sedgwick and the region's housing stock over the past decades. Sedgwick's seasonal housing has grown less rapidly than county or regional averages. While seasonal homes are an important factor of Sedgwick's housing, the town is not nearly as seasonal as neighboring towns because it has less waterfront property. The ration of seasonal to year-round housing has not changed in recent decades. There are some seasonal conversions, particularly in the West Sedgwick area. Year-round housing has increased more quickly than county and regional averages. Figures C.1 and C.2 project that there will be 90 new year-round homes in the next decade, and 31 new seasonal homes. These linear projections are limited due to changing vacancy, population rates of growth, household characteristics, and other factors. Multi-variate projections could be more accurate, yet are not necessary for the purposes of this plan.

There are no outstanding differences between the town and region in terms of the number of mobile homes, rental units, or vacancy. Town and county patterns reflect an increasing trend toward rental units and mobile homes with low vacancy rates. Mobile homes are more frequent along the Ridge Road area of town. The age of housing in Sedgwick is also similar to county patterns. Significant variations would be cause for concern in future planning, or would be indicators of potential affordability or housing condition problems. There are no recent assessments of housing condition in Sedgwick. In general, away from the shore, houses are more likely to need some repair. The trend is also toward restoration and improvement of old buildings as demand for housing increases. The condition of housing stock is very important to the health and welfare of the community. Low quality housing is more expensive to heat, more likely to burn, unhealthy for occupants, and often unsightly.

Figure C.1				
Number of Year-Round Housing Units and Rates of Growth				
Sedgwick, Peninsula Region, Hancock County, and State of Maine: 1970-2000				
	1970	1980	1990	2000
Sedgwick	321*	325 (1.2%*)	415 (27.7%)	530 (27.7%)
Peninsula Region	3,585	3,758 (4.8%)	4,428 (17.8%)	5,216 (17.8%)
Hancock County	14,037	17,057 (21.5%)	20,260 (18.8%)	24,069 (18.8%)
State of Maine	339,440	427,377 (25.9%)	464,719 (8.7%)	505,150 (8.7%)
Source: US Census; projections for year 2000 are linear				
*Note: 1970 Sedgwick figures include 114 "vacant" units which are probably actually seasonal				

Section II.C: Housing

Figure C.2
Number of Seasonal Housing Units and Rates of Growth
Sedgwick, Peninsula Region, Hancock County, and State of Maine: 1970-2000

		1970	1980	1990	2000
Sedgwick	number	20*	115	146	185
	growth		(*)	(27.0%)	(27.0%)
	% of total units	6%*	26%	26%	26%
Peninsula Region	number	1,001	2,069	3,030	4,436
	growth		(106.7%)	(46.4%)	(46.4%)
	% of total units	22%	36%	44%	46%
Hancock County	number	5,918	8,005	10,136	12,832
	growth		(35.3%)	(26.6%)	(26.6%)
	% of total units	30%	32%	34%	35%
State of Maine	number	57,727	73,716	122,326	202,939
	growth		(27.7%)	(65.9%)	(65.9%)
	% of total units	14%	15%	21%	29%

Source: US Census, projections for the year 2000 are linear
***Note:** 114 "vacant" housing units were included in the 1970 count of year-round units, probably understating the level of seasonal units

Figure C.3
Housing Units by Structure Type
Sedgwick and Hancock County: 1970-1990

		1970	1980	1990*
Sedgwick	single unit	305**	284	464*
	two or more units	4	9	24*
	mobile home	11	32	73*
Hancock County	single unit	12,135	13,261	23,412*
	two or more units	1,120	2,261	2,721*
	mobile home	617	1,535	4,263*

Source: US Census
***Note:** 1970 and 1980 information includes year-round units only while 1990 information includes both year-round and seasonal units; analysis of growth and distribution over time is therefore limited. **See also note in Figure C.1 on 1970 vacant units

Figure C.4
Mobile Homes, Mobile Homes as Percent of Year-round Units, and Mobile Homes per Capita
Sedgwick, Peninsula Region, Hancock County, and State of Maine: 1970-2000

	1970			1980			1990		
	#	%	MH/cap	#	%	MH/cap	#	%	MH/cap
Sedgwick	11	3%	.019	32	10%	.040	73	18%	.081
Peninsula Region	100	3%	.013	255	7%	.028	726	16%	.074
Hancock County	668	5%	.019	1,450	9%	.035	4,263	21%	.091
State of Maine	16,357	5%	.016	35,105	8%	.031	68,019	15%	.055

Source: US Census (interpretive)

Section II.C: Housing

Figure C.5 Rental and Homeowner Vacancy Rates Sedgwick, Hancock County, and State of Maine: 1990		
	Rental Vacancy	Homeowner Vacancy
Sedgwick	5.3%	1.9%
Hancock County	8.5%	2.1%
State of Maine	8.4%	1.8%

Source: US Census

Figure C.6 Tenure of Occupied Year-Round Units Sedgwick, Hancock County, and State of Maine: 1970-2000					
		1970	1980	1990	2000
Sedgwick	Owner occupied	90%	86%	81%	77%
	Renter occupied	10%	14%	19%	23%
Hancock County	Owner occupied	80%	78%	76%	74%
	Renter occupied	20%	22%	24%	26%
State of Maine	Owner occupied	70%	71%	71%	72%
	Renter occupied	30%	29%	29%	28%

Source: 1970-90: US Census; projections are linear

Figure C.7 Distribution of Housing by Date of Construction Sedgwick, Hancock County, and State of Maine: 1990			
Date of Construction	Sedgwick	Hancock County	State of Maine
prior to 1940	44%	44%	44%
1940 to 1959	5%	11%	16%
1960 to 1980	28%	30%	32%
1980 to 1990	23%	16%	8%

Source: 1980 Census and MDHS

5. Affordability of Year-Round Units

Affordability of housing is a difficult concept to quantify, yet is an important issue in Sedgwick and the region. Because of variations in standards, incomes, and housing units, it can be frustrating to attempt to define exactly how critical the problem of affordable housing is, yet an effort must be made. Affordable housing has often come to be synonymous with substandard housing, mobile homes, or apartments, yet any long term approach must consider affordable housing in a broader context which considers permanent, equitable, and quality housing alternatives for all citizens. Figures C.8 through C.12 provide important data on the affordability of housing in Sedgwick and the region.

The State of Maine, for comprehensive planning purposes, defines affordable housing as decent, safe, and sanitary living accommodations that are affordable to lower and moderate income households. "Lower" and "moderate" are defined in comparison to the county median household income, and affordable housing is defined as that which costs less than 30% of income for renters, and less than 33% of income for owners. The State encourages all towns to assure that ten percent of all new housing is affordable to low and moderate income groups.

Section II.C: Housing

Household income levels for Sedgwick and the County are presented in Section II.A: Population. Sedgwick's incomes are approaching State and County averages yet most likely still a bit lower. Based on current income estimates, the Office of Comprehensive Planning has compiled estimates of affordable prices for Hancock County, outlined in Figure C.11. Sedgwick and Hancock County housing prices are available from Real Estate Transfer Tax information from the Maine State Housing Authority, shown in Figure C.10. Considering that Sedgwick's income is lower than the County, yet housing sales prices are also lower, Sedgwick most likely has affordability concerns similar to those of the county. 1990 Census data in Figures C.8 and C.9 also show that Sedgwick's housing is less expensive, perhaps enough to partially offset lower than county-average incomes. Availability of affordable housing for low and very low income families is a problem by almost any definition, although rentals in Sedgwick are as low as \$200 to \$400 per month. The trend toward mobile homes as an affordable alternative reflects these pressures.

The USM Affordability Index, shown in Figure C.7 for 1986 to 1990, shows a decline in affordability of homes in Hancock County since housing prices have recently risen faster than incomes, improving only slightly in 1990 with the nation-wide housing slump. The index for Hancock County has fallen below the State-wide index. (The index represents the proportion of income earned relative to the income needed for a first-time homeowner to purchase a median-priced home. An index of 100.00 represents that the median household earns exactly what is needed to afford a first-time purchase of a median-priced home, including mortgage, utility, and closing costs. In Hancock County, the median household in 1990 earned only 71% of what would be necessary to afford a median priced home.)

It is likely that affordability will become more of a problem in the future unless many current trends are reversed. The current slump in housing prices may improve the affordability index for the county, but may also be countered by stable or falling recession-time incomes. A short term slump in housing prices can not be used to substitute for long term provision of affordable housing. Without changes in incentives or regulations, it is likely that affordable new housing in Sedgwick will continue to be synonymous with mobile homes in the coming years.

House lots in Sedgwick remain relatively inexpensive with a one acre lot on a back road area selling for between \$10,000 - 12,000. Currently, there are vacancies in Benjamin River Apartment, and so that segment of the market for affordable housing is, apparently, currently being met.

Figure C.8				
Value of Specified Owner-Occupied Units				
Sedgwick, Hancock County, and State of Maine: 1990				
Value of Unit	Sedgwick		Hancock County	State of Maine
	number	percent	percent	percent
less than \$50,000	48	30.8	17.9	17.5
\$50,000 to \$99,999	51	32.7	45.5	44.3
\$100,000 to \$149,000	21	13.5	18.4	23.0
\$150,000 to \$199,999	17	10.9	8.4	8.4
\$200,000 or more	19	12.2	9.7	6.8
Total	156	100.0	100.0	100.0
Median	\$78,100		\$85,200	\$87,400

Source: 1990 Census

Section II.C: Housing

Figure C.9
Contract Rent of Specified Renter-Occupied Units
Sedgwick, Hancock County, and State of Maine: 1990

Contract Rent	Sedgwick		Hancock County	State of Maine
	number	percent	percent	percent
less than \$250	25	54.3	30.7	24.6
\$250 to \$499	20	43.5	61.6	55.7
\$500 to \$749	1	2.2	7.2	17.4
\$750 or more	0	0.0	0.5	2.2
Total	46	100.0	100.0	100.0
Median	\$233		\$325	\$358

Source: 1990 Census

Figure C.10
Average Selling Prices of Residential Units
Sedgwick, Peninsula Region, Hancock County, and State of Maine: 1986-1989

	1986		1987		1988		1989	
	urban	rural	urban	rural	urban/rural	waterfront	urban/rural	waterfront
Sedgwick	57,000	50,750	0	70,732	67,833	82,500	154,227	295,000
Peninsula Region*	68,033	72,230	89,913	92,232	94,413	189,325	121,089	328,079
Hancock County	67,035	59,799	85,074	70,417	82,744	132,844	94,948	197,618
State of Maine	72,976	59,111	83,216	69,465	86,305	111,642	91,142	142,227

Source: Maine State Housing Authority, Real Estate Transfer Tax

*Note: Does not include Isle au Haut

Note: Average selling prices at the municipal level are calculated with as few as one sale per year

Figure C.11
Affordable Housing Rents and Selling Prices
Hancock County: 1990

Income Group	Income Range	Percent of Total Households	Affordable Monthly Rent	Affordable Selling Price
Very Low	up to \$13,250	26%	up to \$250	up to \$23,500
Low	\$13,250 to \$21,200	20%	up to \$460	up to \$42,800
Moderate	\$21,200 to \$39,750	33%	up to \$890	up to \$83,900

Source: State of Maine, Office of Comprehensive Planning, 1990

Section II.C: Housing

Figure C.12 Affordability Index for First-Time Home Buyers Hancock County and State of Maine: 1986-1989		1986	1987	1988	1989	1990
Index (see text)	County	86.83	78.23	70.08	67.72	70.83
	State	71.68	75.37	68.59	74.17	77.69
Median Household Income	County	\$20,625	\$22,600	\$24,000	\$26,000	\$26,500
	State	23,036	26,237	27,700	30,100	\$31,100
Median Purchase Price (MLS)	County	\$55,000	\$65,000	\$73,375	\$85,000	\$83,000
	State	69,250	78,900	87,000	90,000	\$89,000
Source: University of Southern Maine Institute for Real Estate Research and Education						

6. Subsidized Housing

There is one subsidized housing project in Sedgwick. The Benjamin River elderly housing project provides 17 apartment units. The Town government will assist residents with housing payments and coordinates state and federal subsidies. Subsidized housing complexes also exist in the neighboring towns of Blue Hill and Deer Isle.

7. Municipal Housing and Land Use Controls and Needs

According to projections suggested in this section, the Town of Sedgwick may need to accommodate, in the next ten years, demand for 115 year-round homes and 39 seasonal homes. Some of the year-round units will be multi-family units. Growth at these rates could continue to alter the character of the town and provide a strong argument for directing housing toward areas which are suitable from a number of perspectives and priorities, especially environmental, scenic, neighborhood character, and public service provision concerns.

The State goal that 10% of all new housing be affordable will likely be met under existing regulations because of the current trends toward mobile homes. Sedgwick may wish to encourage alternate forms of affordable housing, however, including appropriately sized elderly or family apartments and homes on small or clustered lots.

In addition, there is the Community Covenant Land Trust proposal now underway to construct 12 low income housing units in Sedgwick. A representative of Home and the Community Covenant Land Trust (CCLT) confirms that there are few rentals available in the \$250 range in the area. Those few that are available are run down, borderline dwellings. CCLT is well underway towards developing a 12 unit housing project in Sedgwick, on the Sedgwick-Blue Hill Town line. The target payment for housing for those accepted for the project is \$200 - \$250 per month. A large 'Sweat Equity' component is required from applicants (65% of entire house construction). CCLT has reviewed a Phase 1 grant/loan from MSHA for predevelopment costs. CCLT is also applying to FmHA for assistance in setting up the 'Sweat Equity' Program. The Town of Sedgwick should offer what support it can for this much needed project.

Section II.C: Housing

8. Regional Housing Links

Housing demand and price in Sedgwick is closely linked to the Blue Hill peninsula, and will continue to attract seasonal and year-round populations who are attracted to the cultural and scenic resources of the area, especially as available land and housing in Blue Hill and other towns becomes more and more limited.

Housing affordability may become a much more regionalized problem, as more and more of the available land and housing in the Blue Hill area becomes attractive to more wealthy people moving in from other areas. Towns or sections of towns which were previously unaffected by summer/shorefront price inflation will increasingly become less affordable to working residents. Because Sedgwick has less shorefront land, it may increasingly become the more affordable option for Deer Isle or Blue Hill residents who just can not afford land or homes in those towns. Any serious efforts to encourage or direct affordable housing possibilities in the region should consider the efforts and concerns of all of the towns, to avoid imbalanced growth or burden on any one town.

Section II.D: Transportation

1. Purpose

This section will:

- a. determine the extent, capacity, and use of Sedgwick's roadway and transportation systems;
- b. assess the adequacy of those systems in handling current demands;
- c. predict whether transportation improvements will be needed to adequately accommodate the demands generated by projected increases in population and development within Sedgwick and Hancock County;
- d. estimate the general costs of providing the needed transportation system improvements.

2. Key Findings and Issues

Sedgwick's roads are generally in good condition with the Town maintaining an active program of repairs and reconstruction. Sixty percent of those responding to the Town's public opinion survey considered the Town's road maintenance efforts either "excellent" or "good". No major road construction is envisioned over the next five years. There are no major traffic problems in Sedgwick. The bulk of the traffic flow is through Sedgwick, to Deer Isle, and that traffic has increased by 35% in the last several years. The few accident locations in Sedgwick are concentrated on the Ridge Road and its intersection with Route 15.

3. Links to Other Inventory Section

Municipal road expenditures are discussed in Section II.D: Public Services and Section II.M: Fiscal Capacity. Highway scenic turnouts and views are discussed in Section II.F. Road quality, capacity, and demand are directly affected the land use, houses, and other developments located alongside the roads (Sections II.B,C,L).

4. State, Municipal and Private Road System

a. Road Type and Transportation

There are approximately 39 miles of roads in Sedgwick which are publicly maintained. Additionally, there are several short seasonal private roads with no public maintenance. Figure D.1 show the names, mileage, and pavement type of all municipal and state roads. The State of Maine Department of Transportation (MDOT) is responsible for 19 miles of roads in Sedgwick, including Routes 15, 175, 172, and 176. The State's jurisdiction includes control of curb cuts, summer and winter maintenance, and traffic flow decisions such as location of lights, widening, and signs. There are approximately 20 miles of municipal roads in Sedgwick, both paved and unpaved.

The State classifies roads in Sedgwick as collector roads or local roads, depending on their function. Collector roads accommodate traffic en route to Deer Isle or Blue Hill at moderate speeds. Local roads are used at low speeds for residential and are high access roads. Functional classifications are useful to conceptualize potential problem areas due to conflict of

Section II.D: Transportation

use in a road. Many traffic problems are due to such conflicts. For example, extensive residential or commercial development along Route 15 would result in the road serving a double function as a local road and a collector. This could produce traffic problems based on conflicts of access (cars turning in and out of driveways) and speed (cars hoping to go 45 mph towards Blue Hill). Similarly, heavy through traffic on a residential street designed for a low rate of traffic (such as County Road or Ridge Road) could increase the chance of accidents.

The Maine Department of Transportation (MDOT) currently has traffic count records for the Town of Sedgwick for 1979 and 1988, shown in Figure D.2. More detailed counts and locations are available from MDOT. Changes in traffic counts according to the season or month are not available. Traffic is heavier in the summer, yet congestion is never as serious problem in Sedgwick, nor is it likely to be soon.

MDOT also maintains accident records using a "Critical Rate Factor" which considers the construction of the road, comparable sites, and a variety of other factors. For the three year period from 1986 to 1988 several intersections and segments were identified by DOT as of concern. MDOT labels segments of concern if the Critical Rate Factor is greater than 1.00 and there were more than seven accidents at the site over three years. There are no dangerous road segments in Sedgwick by this measurement. The Ridge Road and the intersection of Route 15 and Ridge Road were the only two locations within the Community where a few accidents have occurred.

b. Bridges

The Town of Sedgwick owns a bridge on a State roadway (Rte 176). This bridge crosses Camp Stream Brook and is considered in 'poor to fair' condition. Soon the bridge will need improvement and Hancock County will be responsible for Sedgwick's cost share under the Local Bridge Program. If these improvements meet Department of Transportation guidelines, the bridge will then be eligible to be maintained by the State. At present, the Town is responsible for maintenance of the bridge. Average daily traffic at the bridge is estimated as 1040 vehicles per day.

c. Maintenance and Plowing

Sedgwick has a reputation for having good quality plowing, sanding and maintenance of its roads. 60% of those responding to the Town's Public Opinion Survey considered the Town's road maintenance efforts either "excellent" or "good." The Town owns very little equipment relying almost entirely on the elected road commissioner to supply needed equipment. No major road construction is envisioned over the next five years. The Maine Department of Transportation has undertaken a reconstruction project along Route 15, between Gray's Corner and the Ridge Road. A sand/salt storage shed may be needed within the next five years however, and a new Town truck is planned for purchase in 1991. Currently the Town has its salt/sand piles, stored outdoors in Route 172 and Route 15. Further discussion of issues related to the provision of public services and facilities is provided in Section 11.E: Public Facilities and Services.

Section II.D: Transportation

Figure D.1 Sedgwick Town and State Roads Mileage, Classification Pavement Type, Concerns						
DOT #	Road Name	Mileage	Pavement	Maint	Class	Concerns
Rt 15	Deer Isle Road/Blue Hill Road	8.28	paved	state	collector	
Rt 172	Route 172	3.75	paved	state	collector	
Rt 175	Sargentville Road	3.75	paved	state	collector	
Rt 175	Brooksville Road	0.64	paved	state	collector	
Rt 175	Snow's Cove Road	0.22	paved	state	collector	
Rt 176	Snow's Cove Road	2.41	paved	state	collector	
424	Camp Stream Rd	1.00		town	local	
427	Walker Pond Road	0.67		town	local	
431	Walker Pd Rd ext. off Rt 15	0.20		town	local	
430	Ridge Road	4.11		town	collector	
432	Poker Valley Road	0.88		town	local	
436	County Road	3.51	gravel	town	local	
438	Christie Road	1.58		town	local	
439	M Carter Road	1.23		town	local	
441	McLellan Road	0.39		town	local	
442	Mill Road	0.57		town	local	
446	Carter's Point Roads (S)	0.87		town	local	
447	(N)	1.29				
1750	(end)	0.41				
1072	Wharf Road	0.40		town	local	
2728	Harding's Lane	0.07				
1266	three roads from Sargentville	0.10				
1811	to shore	0.40				
2729		0.40				
1074	Punchbowl	0.50		town	local	
1812	off Punchbowl Road	0.14		town	local	
1473	off Rt 172 at Blue Hill line	0.12		town	local	
1687	Pertville Road	1.06		town	local	
422	off Rt 15 at Rt 176	0.33		town	local	
2659	off Rt 15 below Caterpillar Hill	0.10		town	local	
Total miles of town roads, local classification:				16.22		
Total miles of town roads, collector classification:				04.11		
Total miles of state roads, all collector:				19.05		
Total miles of public roads:				39.38		
Source: MDOT, Road Commissioner, Comprehensive Plan Committee						

Section II.D: Transportation

Figure D.2 Annual Average Daily Traffic Selected Sites, Sedgwick: 1979 and 1988				
Location	1979	1986	1988	Percent Increase 1979-1988
Intersection of Rt 15 & County Rd, Sedgk/Bksvle Line: N	1390	n/a	2070	48.9
S	1329	n/a	1970	48.2
E	62	n/a	n/a	n/a
W	566	n/a	1050	85.5
Deer Isle/Sedgwick Bridge	1374	1420	1860	35.4
Rt 172 North of Sedgwick Village	594	n/a	n/a	n/a
Rt 15 North of Sargentville Village	1354			
Rt 175 in Sargentville Village	719			
Rt 15 near Blue Hill Line	1482			
Source: Maine Department of Transportation				

The roads in Sedgwick are primarily rural and residential in character. A great deal of the traffic in Sedgwick is pass-through traffic on its way to and from Deer Isle. Roadways are not of sufficient size or quality to attract much commercial traffic or to support heavy industry in Town. Because commercial and industrial development are not priorities for the Town, roadway planning is primarily limited to residential concerns.

It is important to any town that its roads be safe and of good quality in order to protect the citizens, their cars, and the quality of life in the town. The roads in Sedgwick are generally safe and in good condition, with only specific maintenance projects needed. The Sedgwick Subdivision Ordinance, furthermore, assures that future roads built for subdivisions will be constructed in a safe and aesthetic manner. This Ordinance also makes provisions for assessing the development's impact on existing roads.

The location of roads also plays a significant role in determining where future growth can and should be located. Planning efforts should take into consideration the impact of development on congested intersections or increased demands for plowing and paving due to new construction and traffic. Because of Sedgwick's roads are used well below capacity, they can accommodate expanded residential and seasonal development in all areas of town for the foreseeable future.

Road maintenance and construction, finally, plays a large role in the budget of the Town of Sedgwick. The finance of transportation projects plays a significant role in the town's fiscal structure, and proper management can lead to more stable tax, debt, and expenditure levels. Impact fees on new developments to cover the costs of new roads and maintenance are another way to offset transportation costs. Many of these issues are further discussed in Section 11.M: Fiscal Capacity and Section III.D: Capital Investments.

Section II.D: Transportation

5. Railways

Freight service for area business is available in Bucksport. It is unlikely that there will be any major change in freight service to the area in the coming decade.

6. Airports

The Stonington Municipal Airport is a non-commercial airport with 5,900 yearly take-offs and landings in 1988. There is currently on 2100 x 60 foot runway with a proposal for a new runway included in the airport's master plan. The airport was built in 1950, with major improvements in 1980. Airport expansion is being debated by the Town of Stonington.

The Hancock County Airport at Trenton, 30 miles from Sedgwick, is owned by the County and provides regularly scheduled commercial service. Yearly commercial airline enplanements and deplanements increased from 7,559 in 1970 to 20,017 in 1986 yet have fallen from that peak to 12,022 in 1989. 40,000 take-offs and landings in 1989 reflect heavy use by charter, private, and scenic flights. The primary runway is 5796 by 150 feet; the secondary is 3363 by 75 feet. Navigation is aided by a CAT I ILS system (landing for visibility of one half mile).

Bangor International Airport, 50 miles from Sedgwick is a major commercial and cargo airport. An 11,000 foot runway serves three commercial airlines and refuels flights from Europe. With over 100,000 take-offs and landings in 1989, the airport has seen steady growth in enplanements and deplanements from 170,000 in 1970 to 817,000 in 1989.

7. Public Transportation

The closest scheduled Greyhound Buslines service is in Bangor, fifty miles from Sedgwick, with regular service to Portland and Boston and connecting routes to Aroostook County and other locations. Greyhound runs busses seasonally to Mount Desert Island with a stop in Ellsworth. St Croix Buslines runs a daily (excluding Sundays) year-round bus from Machias to Bangor, also with a stop in Ellsworth.

Downeast Transportation, based in Ellsworth, provides bus service from Ellsworth to Sedgwick once per week. The Washington Hancock Community Agency provides demand-response transportation for eligible Sedgwick residents referred to them by the Maine Department of Human Services. Limited taxi services are available in Blue Hill.

Public and private transportation services reflect the number of social services and opportunities for mobility available to citizens. While Sedgwick residents rely primarily on personal autos for transportation, public transportation is an important issue when considering aging populations, increasing traffic congestion, and the long distances travelled by Hancock County residents for jobs and shopping. Future endeavors in public transportation in Hancock County are sure to be most effective if coordinated on a regional level with interlocal communication.

Town of Sedgwick

TRANSPORTATION

TOWN MAINTAINED UNPAVED ROADS

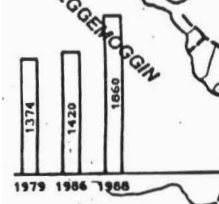
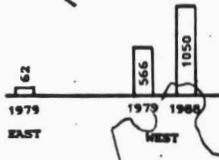
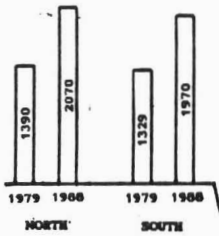
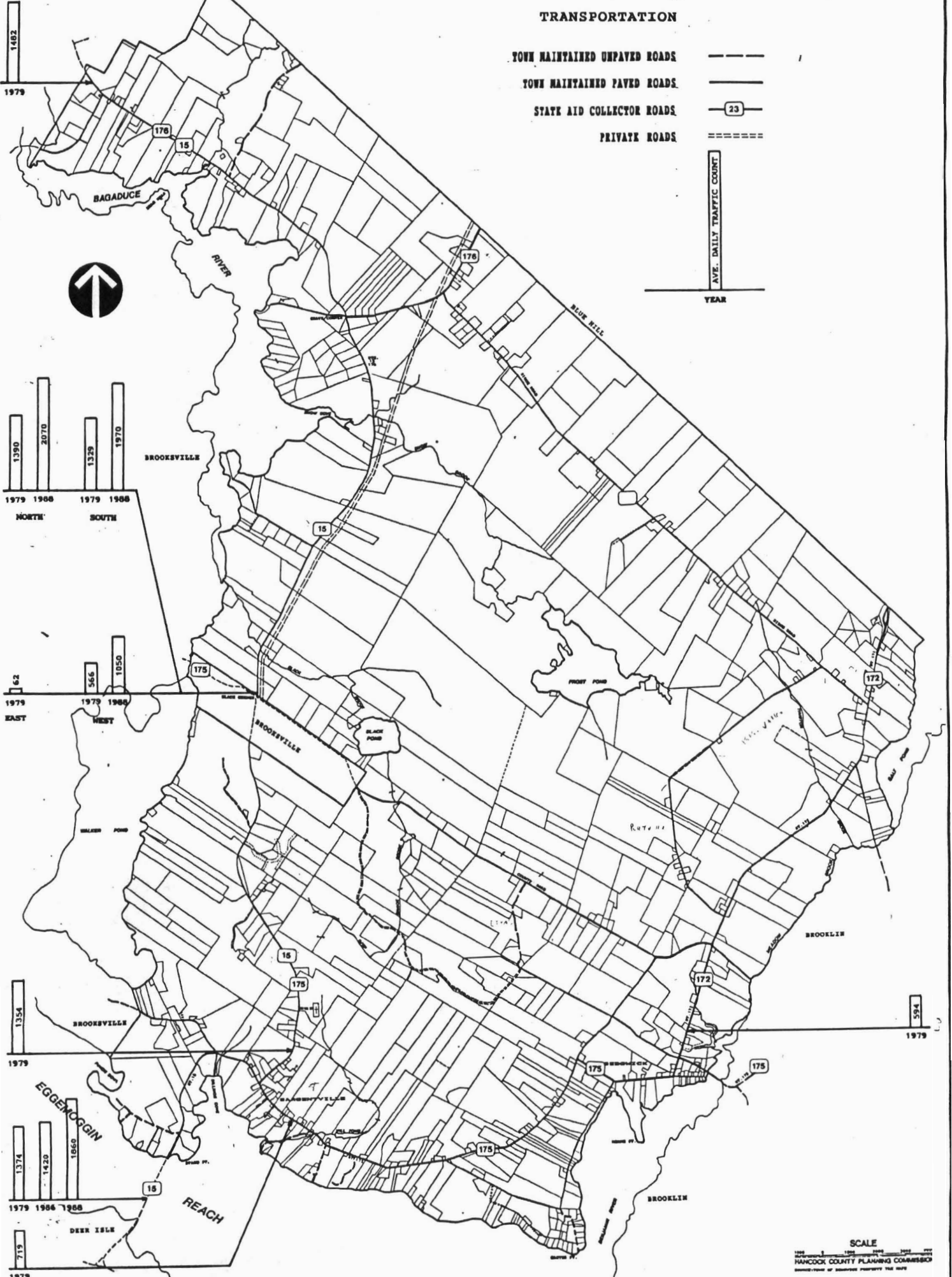
TOWN MAINTAINED PAVED ROADS

STATE AID COLLECTOR ROADS

PRIVATE ROADS

AVE. DAILY TRAFFIC COUNT

YEAR



SCALE
 HANCOCK COUNTY PLANNING COMMISSION
 DIVISION OF LAND USE PLANNING

Section II.D: Transportation

8. Public Parking Facilities

There are no public parking facilities in the Town of Sedgwick. Existing and future businesses are expected to provide parking for customers, and the few existing business own adequate land area to provide or expand parking facilities. The Sedgwick and Sargentville Village areas sometimes become congested with roadside or lawn parking due to activities at the library, stores, church, or fire station.

The area around the Boat Ramp sometimes becomes congested due to roadside parking. The Town had hopes to receive State funds to build a parking area and other facilities in this area, but Townspeople rejected the project at a special Town Meeting. A grass roots effort to accomplish this project, at least cost, without state funding is underway.

9. Sidewalks and Footpaths

Sedgwick has no sidewalks or footpaths. Pedestrian traffic is minor, and of little concern to the town.

Section II.E: Public Facilities and Services

1. Purpose

This section will:

- a. identify and describe Sedgwick's public facilities and services;
- b. assess their adequacy in meeting demand;
- c. determine whether additions or improvements to public facilities or services will be needed to adequately accommodate the demands of the projected population; and
- d. estimate the general costs of providing needed improvements or additions to Sedgwick's public facilities and services.

2. Key Findings & Issues

Town facilities and services are in generally good shape and well regarded by Townspeople. A salt-sand shed, improvements at the Town landing and a new Town truck are the major needs anticipated over the next five years. Use and disposition of Town land and buildings remain a concern. Title, public right and responsibilities with respect to several parcels, and the future use of several properties may need clarification. Town administrative requirements are well taken care of by the present arrangement with the Town's first selectman assuming a larger role. Clearer delineation of administrative responsibilities among the selectmen would likely be helpful.

3. Links to Other Inventory Sections

Public service and facility issues are also raised or linked to issues in Section II.M: Fiscal Capacity, Section II.F: Recreation, and Section II.D: Transportation. Demand for expanded public facilities and services is heavily shaped by increasing population (II.A) and housing (II.C) as well as commercial development (II.B). Concern for marine and surface water quality (II.G and II.H) often leads to septic, sewer, or disposal site improvements, and the need for services is also shaped by the land use patterns and densities of the community (II.L).

4. Public Sewer and Water

There are no public sewer systems in Sedgwick. All waste disposal is handled by private septic systems. There are two areas in Town which are known to have problems with malfunctioning septic systems: the Sedgwick village area where several septic systems have malfunctioned, contributing to pollution of the small streams draining the area. A few of these systems have been improved recently, and other improvements to malfunctioning systems are planned by individuals involved. The second area of concern is in the Salt Pond area. There, as a result of financial assistance provided by the Department of Environmental Protection, several septic systems have been replaced and/or repaired and some of the contamination of that section of Salt Pond has been alleviated.

Section II.E: Public Facilities and Services

5. Public Works and Road Maintenance

There are 39.38 miles of public roads in Sedgwick. Of these, 19.05 miles are state roads, and 20.33 are town roads. The repair and maintenance of all town roads is charged to the Road Commissioner who is elected annually at Town meeting (all except for snow removal which is a selectmen's duty). Approval of all expenditures for road work, based on what is approved at town meeting, rests with the Selectmen. The road commissioner supplies some of the equipment required for road work. The Town has traditionally had a town truck, used for sanding and maintenance. The existing town truck is over twenty years old. It is being considered for replacement in 1991, at a projected cost to the Town of approximately \$25,000. In addition the Town has a 1988 loader, in good condition, three plow-head gears and three sanders. All of the roads in town are considered in good condition. There are no major road projects envisioned over the next five years.

The Town has two small sand pile lots, located on Route 172 and Route 15. Although the State mandate to cover sand-salt piles has been postponed, the Town will probably need to undertake the construction of a salt-sand shed sometime in the near future.

6. Solid Waste

Sedgwick has recently capped its dump and the quality of water in a nearby well is being checked to determine the effect of the measure. Sedgwick is a PERC contract community. A transfer station facility was built jointly by the towns of Surry and Blue Hill in 1987. Surry and Blue Hill are the owners and operators of the facility. Three other communities – Brooklin, Brooksville and Sedgwick – are contracting with Surry and Blue Hill to handle their solid waste. They are charged on a per capita basis for operating and capital costs.

In 1990 as a result of the efforts of Peninsula Recycling Committee a recycling grant was obtained in the amount of \$101,000 was awarded. Additional land for the transfer station facility has recently been purchased and a recycling program established. The town of Sedgwick is a participant in what is primarily a voluntary drop off program, although Donald Hale, a local contractor, operates a solid waste and recycling pickup business that serves many of Sedgwick's residents.

7. Police

Police services in Sedgwick are provided through the Hancock County Sheriff's Department. Part of the county tax which the Town pays goes to support the Sheriff's Office. There are no current plans or anticipated needs for municipal police protection. There is a dog control officer/constable appointed by the selectmen each year.

8. Sedgwick Volunteer Fire Department

The Sedgwick Volunteer Fire Department has 30 members. Approximately 20 are considered 'active' members. The fire department has two stations, one in North Sedgwick and the other in Sargentville. The North Sedgwick station is the largest, having four bays and housing most of the Town's fire fighting equipment. This station is considered to be in 'fair' condition. A section of the building needs a new roof, and according to the fire chief, a meeting room attached to the back of the structure would be a great benefit for the Department. This station has the following major equipment:

Section II.E: Public Facilities and Services

- 1953 REO, a 1200 gal. tanker, in fair condition;
- 1972 International, a 500 gal. pumper, in fair condition;
- 1974 Chevrolet, a 1600 gal. tanker, in good condition;
- 1988 International, a 1000 gal. pumper, in excellent condition.

The Sargentville station is considered in good shape and houses a 1976 GMC combination tanker-pumper truck. All the fire department vehicles have low mileage and are presently very serviceable. It is possible that the 1953 REO tanker may need to be replaced within the next five years (projected cost: \$100,000). within the next three years a community investment in new radios and hoses for the Department may be necessary (projected cost: \$6000).

9. Peninsula Ambulance Corps

Ambulance service for Sedgwick is provided by the Peninsula Ambulance Corps which serves nine towns in the area and operates out of Blue Hill fire station. The Corps is made up of volunteers, several of whom are registered emergency medical technicians. The Corps now has a full-time paid person who calls in volunteers on an as needed basis. The organization has also recently had to hire day-time personnel because of a dwindling supply of volunteers. A charge is now assessed for calls for service.

10. Education

Sedgwick, Stonington, Brooklin and Deer Isle form School Union 76. the School Union provides shared administrative services (ie superintendent and some specialty staff). Sedgwick has just completed a new school for grades K - 8. The new school is located on a 19 acre site, on Route 15, in West Sedgwick. Until September of 1991 the 'Red School House' (aka primary school) on Route 172 in Sedgwick and the old high school building on the Reach Road were used as elementary schools in Sedgwick. The 'Red School house' is now utilized as a Town Office and meeting space, and the old high school building will be leased to the Blue Hill food co-op.

Student enrollments in Sedgwick had not shown much growth until last year when enrollment went up by 12% (see Table below).

		K-8	Deer Isle/Stonington HS	George Stevens Academy	Total
Oct	1991	120	7	35	162
	1990	102	9	34	145
	1989	100	6	35	141
	1988	87	6	40	133
	1987	90	10	49	149
	1986	94	9	49	152
	1977	105	5	40	145

Section II.E: Public Facilities and Services

Although there are no anticipated, additional capital expenditures for educational purposes projected for the next five years, educational cost will likely increase as a result of the debt service required for the school constructed in 1989, the increased cost to maintain and operate a larger facility and likely reductions in the amount of support available from the State.

11. Sedgwick Public Library and Other Cultural Resources

There are two public libraries in Sedgwick: one located in Sedgwick, owned by the Sedgwick Public Library Assoc., contains about 500 books and is open only in the summer; the other is in Sargentville, is owned by the Sargentville Library Assoc., contains about 6,000 books and is open year-round. The Town appropriates \$500.00 yearly for the Sargentville Library. The Merrill House Museum is run by the Sedgwick-Brooklin Historical Society, discussed in Section II.K.

12. Health Care

In addition to the ambulance services, the Town is one of eleven in the Blue Hill Peninsula area which is served by Four Town Nursing Services, Inc., which provides home health aid, social services, physical and occupational therapy and home nursing care. The Town appropriated \$1200.00 last year for the service. Community Health and Counseling and Hancock County Mental Health, which are located in Ellsworth, also provides counseling services for Sedgwick's citizens. The Town appropriated a total of \$1146.00 for these services in 1990. Hospitals in the area include Blue Hill Memorial, Maine Coast Memorial in Ellsworth, Eastern Maine Medical and St. Joseph's in Bangor.

13. Town buildings/land

The Town of Sedgwick owns considerable real estate for a town its size. The following is a list of the known parcels and buildings held by the town.

- * Town House, Route 172, 1½ acres, valuation: \$65,700.00, condition: fair
- * 'Red School House', Route 172, 3.05 acres, valuation: \$77,900, condition: fair
- * Old high school, Reach Road, 1.8 acres, valuation: \$72,550, condition: fair
- * Sargentville Fire House, 0.5 acres, 1000 sq.ft., condition: good
- * North Sedgwick fire station, 10,000 sq.ft., condition: fair
- * Storage building (old school house # 6) Ridge Road, 0.2 acres condition: poor
- * New school building, Route 15, 19 acres, 22,000 sq.ft., condition: excellent
- * Herse House (grounds of Merrill House) 484 sq.ft., condition: good
- * Town landing – right of way easement – 100 year lease
- * #8 School House (currently Hale's Sail Loft) – land owned by Town
- * Sedgwick Ballfield, Rte 172, 2 acres
- * sand piles sites, each 1/4 acre, located on route 172 to Town and Route 15

Section II.E: Public Facilities and Services

14. Administration

The Town is administered by a Board of three Selectmen elected at Town Meeting. The Selectmen work part-time as the Town's administrators. The first selectman receives \$5000.00 annually. The other two selectmen each receive \$2000.00 annually. In addition the Town currently spends \$10,000.00 for the services of a treasurer, town clerk and tax collector. At the annual town meeting in March of 1991 townspeople authorized an investigation of the feasibility of hiring a full-time administrative assistant to carry out the administrative responsibilities of the Town. Based on this analyses it was decided that this arrangement would not be feasible in Sedgwick. There is an identified need however for more clearly spelling out the responsibilities of each of the selectmen.

15. Other

Sedgwick has 4 major cemeteries and 16 burying grounds in Town. Some are maintained by related organizations, others by individuals and still others receive minimal or no care.

The Town cooperates with surrounding communities on solid waste and recycling programs, some educational and health program services. It is likely that regional cooperation will increase in years to come. Most public opinion survey respondents were positive about the services the Town provides. Fire protection, road maintenance, ambulance service received the highest marks. For example, 83% of those responding indicated they felt fire protection services were either 'excellent' or 'good'. 70% considered the ambulance service either 'excellent' or 'good', and 60% were similarly satisfied with road maintenance in Town. The Town's dock facility also received high marks, with 54% of those responding indicating that they considered it either 'excellent' or 'good'.

The community services or facilities that Townspeople felt were not up to par were services for youth (35% had a 'poor' opinion of what was available in the Community), recreation facilities (32% had a 'poor' opinion), and public transportation (28% had a 'poor' opinion). Town services for which citizens indicated a stronger willingness to spend more tax dollars for fire protection (52% indicated they would commit more tax dollars for the purpose), road maintenance (36% would spend more) ambulance service (32% would spend more).

Section II.F: Recreation, Scenic Resources, and Open Space

waterfront than currently exists. The Town did adopt a Site Plan Review Ordinance in March, 1990, with the stated intent of "reducing the impact of substantial development or major changes in land use" on the Town's "aesthetic and visual characteristics [and] water quality..." Since this ordinance excludes single family development and subdivisions, it effectively eliminates its protective, since the predominant development in Sedgwick would not be covered. The ordinance would have to be broadened if it's to protect scenic areas such as Caterpillar Hill, Sedgwick Ridge, and Sargent Mountain.

In 1982, Sedgwick undertook a thorough Public Access Study of the shoreline, with the intent of ensuring that all of its residents would be able to utilize the Town's greatest natural asset. The report analyzed nine sites, including Sedgwick's legal status regarding ownership or easement rights to each, and the costs of improving them, etc. In 1988, as a result of this study the Town voted to continue the road to the shore of Eggmoggin Reach at the site of the steamboat wharf.

Figure F.1. lists many of the recreation, open space and cultural resource sites in town. In addition, the Merrill House is the headquarters of the Sedgwick-Brooklin Historical Society and is a museum; the site also includes the old Town Cattle Pound, and the old Sedgwick District #5 schoolhouse which was moved there and is being restored as funds permit. There are also two town libraries, which might be considered part of the public facility inventory, but should be included in recreational facilities as well. The library in Sargentville, with about 6,000 books, is open year round and is owned by the Sargentville Library Association; while the one in Sedgwick Village with only about 500 books, owned by the Sedgwick Public Library Association, is open summers only.

There are currently three principal rights of way – points of access to the shore and these are:

The Town dock located off the Carter Point Road and on the Benjamin River, which is an excellent harbor in bad weather.

The Town Landing in Sargentville (Old Steamboat Wharf area) where a boat can be launched although turn around and parking facilities are lacking and users often must encroach onto private property.

The Town Landing on the Bagaduce (Ferry Point), once the site of a small ferry crossing, now where a footpath exists and canoes are sometimes launched.

The Town's selectmen are currently actively pursuing an expansion to the Sargentville (Billings Cove Site) where title to a 1½ acre parcel of land located there may in fact belong to the Town. Initial indications are very favorable for the Town acquiring this site for public access.

Informal access to freshwater ponds exist but no guarantee that such access will be allowed to continue. The town needs to acquire clearly established public rights to its freshwater ponds, particularly Walker Pond.

Section II.F: Recreation, Scenic Resources, and Open Space

**Figure F.1
Recreation, Open Space, and Cultural Resources
Sedgwick, 1991**

Jurisdiction	Name	Description
State	Caterpillar Hill Rest Area	two picnic tables
School	Sedgwick Elementary School	one little league field, playground
Town	Sargentville Steamboat Wharf	dock, ten parking spaces, 40 moorings, (different than town dock and beach?) see 1982 study
	Reach Road School	playground, ballfield
	Town dock, off Carter's Point Road	existing Town dock area with gravel ramp and some parking
	Town ballfield, adjacent to Red School House (Town Office)	ballfield
	Green's Landing (Sargentville)	see 1982 study - existing Town Landing
	Carter's Point	see 1982 study - Town has legal basis for providing access
	Ferry Point/ Gray's Corner	see 1982 study - good access point
	Camp Stream	see 1982 study - weak legal basis for public use
	North Sedgwick/Salt Pond	see 1982 study - right of way may have been abandoned
	Sara Stover's Billings Cove	see 1982 study - right of way may have been abandoned
	Beach Arc Subdivision	see 1982 study - right of way may have been abandoned
Silvermine near Waterman's	see 1982 study - not considered a desirable public access point	

Source: Sedgwick Comprehensive Plan Committee and Maine Bureau of Parks and Recreation

5. State Recreation Standards and Comparison to Other Towns

The State of Maine has published standards for recreational resources to be used for planning purposes (SCORP, 1988). Although many do not apply to towns of Sedgwick's size, such standards suggest that the Town should consider further expansion of its recreational resources. Figure F.2. details the standards for communities with populations under 1,000 (and 1,000-1,500 for comparative purposes).

Section II.F: Recreation, Scenic Resources, and Open Space

Figure F.2. Guidelines for Recreation and Park Services		
Criteria	Population under 1,000	Population 1,000-1,500
A. Recreation/Park Committee	X	X
II. Leadership		
A. Summer Program		
1. Swim instructor	X	X
2. Swim Recreation Director		X
III. Programs		
A. Swim Instruction	X	X
B. Supervised Playground		X
C. Skiing Instructor		X
D. Ice Skating	X	X
E. Community-wide Special Events	X	X
F. Arts and Crafts Program		X
G. Evening Adult Ed.		X
IV. Facilities (includes School area)		
A. Outdoor		
1. Neighborhood playground: 2-10 acres		X
2. Community rec area: 12-25 acres	X	X
3. Special facilities		
a. softball diamond	X	X
b. basketball court	X	X
c. tennis court		X
d. multi-purpose field		X
e. ice skating	X	X
f. playgrounds	X	X
g. horseshoe court		X
h. shuffleboard		X
i. picnic areas	X	X
1. School - for public use	X	X
2. gym/multi-purpose room	X	X
3. assembly hall/auditor.	X	X
V. Finances (operations and maintenance)		
A. min. of \$6/capita for part-time program	X	X
Source: Recreation and Open Space Planning Workbook: Office of Community Planning, May 1991		

Section II.F: Recreation, Scenic Resources, and Open Space

The Community Parks and Recreation Division of the Office of Comprehensive Planning in May, 1991 published estimates of the costs of implementing several of these items:

Facility	Low	High	Weighted Avg.
1. Baseball field	30,000	75,000	40,000
2. Basketball Court	12,000	14,000	13,000
3. Park Areas	7,000	25,000	16,000
4. Playground (neighborhood)	7,000	12,000	9,000
5. Playground (town-wide)	35,000	72,000	40,000
6. Softball field	35,000	55,000	43,000
7. Tennis Court	19,000	22,000	20,000

6. Open Space

Open space is a concept related to recreation which is important for a community. Open space is land which contributes to the character of the community or a neighborhood merely being undeveloped. In some cases the advantage is that the land is particularly scenic, or used for recreation and access, or merely provides a natural break in the landscape. A number of techniques can be used to protect open space. Government acquisition, non-profit ownership, voluntary deed restrictions, and the Tree Growth Tax Law program currently serve to protect open space in Sedgwick. Sedgwick's land use ordinances do not contain mechanisms for open space or cluster development, yet incentives or requirements for preservation are common in the ordinances of other towns.

There are currently no parcels in Open Space tax protection, as described in Section II.J. This program would give tax breaks to landowners with important open space who agree not to develop it. As with the Tree Growth program, this program may lead to controversy because it does not encourage public access to these subsidized private lands.

Access easements could guarantee greater accessibility to important recreation areas if the Town were to require them as part of subdivision approvals. This could be one way of improving resources at minimal cost.

Section II.F: Recreation, Scenic Resources, and Open Space

7. Scenic Resources

In 1990 the State of Maine Planning Office produced the Scenic Inventory of Mainland Sites of Penobscot Bay. The findings of this document may be used in the future to designate Scenic Critical Areas or Scenic Areas of State or National Importance. All Sedgwick sites are listed in Figure F.4 along with a rating. Recommendations for protection are also included below. Areas of "State-wide" rating levels are suggested to be considered for State Critical Areas designation. Readers interested in the methodology of the survey should refer to the original document.

The Town has no ordinance or other provisions in place to give real protection to any of these resources. The Site Plan Review Ordinance will provide only a minimal measure of protection.

Figure F.4 Inventoried Scenic Sites: Town of Sedgwick			
Site	Description	SPO Rating	SPO Recommendation
Caterpillar Mountain	view from hilltop	77: State-wide	Improve safety and condition of rest area, protect blueberry fields from development
Deer Isle/ Sedgwick Bridge	bridge, view of water	70: State-wide	Improve pull-off areas. Continued high level of maintenance.
Sargent (Christie) Hill	view from hilltop	68: high	Protection of open blueberry plains through conservation easements and/or local ordinance.
Sedgwick	village, moorings, water	67: high	Site plan review standards which address visual access to the water, architectural compatibility, and preservation of open space. Viewshed shared with Town of Brooklin.
Sedgwick Ridge	view from hilltop	66: high	A landscape highly vulnerable to development pressure. Open, flat land with panoramic views can offer a quick monetary return. Protection at a local level should include open space and clustering provisions in the subdivision and site plan ordinances, and recognition of the scenic value and sensitivity of the ridge line in the Comprehensive Plan.
Sargentville	view of reach, village	61: high	Protection of shoreline through land use ordinances and/or conservation easements. Vegetation management to maintain view corridors.
North Sedgwick	village	50: high	Maintenance of open fields and low hills on the opposite shoreline of Salt Pond through conservation easements, open space/clustering provisions in local ordinances.
Sources: Scenic Inventory of Mainland Sites of Penobscot Bay, 1990, State Planning Office			

Section II.F: Recreation, Scenic Resources, and Open Space

8. Opinion Survey

The Town's dock facility received a good review in the Community Opinion Survey undertaken for this plan, with 54% of respondents indicating that it was either "good" or "excellent". Other recreational facilities and activities did not fare as well with 32% of respondents saying the Town was "poor" in meeting these needs and that 35% said that Sedgwick was "poor" in meeting the service needs of its youth in general.

There was strong support as well for expanding hiking and biking trails (40%); acquiring a beach area (40%); and to purchase property on Walker Pond to assure public access (67%). In addition, 75% voiced strong support for the protection of scenic vistas, Caterpillar Hill in particular.

Section II.G: Marine Resources

1. Purpose

It is the purpose of this section to:

- a. describe Sedgwick's marine resource areas, harbor, and water-dependent uses in terms of access, uses, and importance to the economy of Sedgwick and the region;
- b. assess the adequacy of existing harbor basins, facilities, and public access points to handle current and projected use demands;
- c. assess the effectiveness of existing measures to protect and preserve marine resource areas and important water-dependent uses; and
- d. determine whether the viability or productivity of marine resource areas, or the viability of commercial fishing and other important water-dependent uses will be threatened by the future impact of growth and development;
- e. estimate the general costs of providing any needed harbor improvements.

2. Key Findings and Issues

Sedgwick has a very low dependency on its waterfront compared to other nearby, coastal communities. The Town's relatively small amount of shore frontage and lack of a major harbor also appears to have played a role in influencing the reduced competitive status of the shell fish industry with other nearby towns. Coastal development may well be impacting the closure of the shellfish beds and without adequate land use controls, this problem will only become worse. The Benjamin River estuary is a high desirable mooring location offering good protection with potential for expansion. A harbor management plan to sort out detrimental and competing uses and priorities may be needed.

3. Links to Other Inventory Sections

Marine Resources have a direct link with the Economy and its changing patterns as described more thoroughly in section II.B. There is also an interconnection with Recreation and Scenic Resources in F.1.; if there is limited public access to Marine Resources, whether for economic or recreational purposes, the community can not expect to maximize the economic potential from the waterfront. Additionally, the waterfront should be considered a Critical Natural Resource as discussed in greater detail in Section II.I; if the tidal flats and waterfront is not protected, its economic viability, even if accessible, for commercial or tourist use, is reduced if not destroyed.

4. Marine Water Quality and Protection

Coastal water quality is currently mixed, at best. Two of the major shellfish harvesting areas are closed due to the existence of overboard discharges: specifically, the area near Billings Cove, and the entire area along the Benjamin River has been closed to shellfishing harvesting due to an unidentified pollutant and source. A section of Salt Pond has recently

Section II.G: Marine Resources

been reopened to shellfishing although most of this area in Sedgwick remains closed. Unless pollution sources are identified and checked, there will be no possibility of improving the Town's shellfish industry as an economic resource.

5. Worms, Shellfish, Fish, and Wildlife

Shellfish harvesting is the dominant commercial, water related activity. However, the annual harvest fluctuates widely and is far less than in any of the nearby communities (see Figure G.1) and, as discussed above, is subject to restrictions resulting from pollution.

The Bagaduce River is also a resource for Alewife and the American Eel.

The tidal flats off Billings Cove are identified as important feeding grounds for waterfowl.

Figure G.1: Clam Harvest by Town*						
Town	1988	1987	1986	1985	1980	1977
Sedgwick	242	10	19	337	0	119
Blue Hill	582	244	412	628	2,058	1,158
Brooklin	2,249	1,689	2,431	4,458	2,630	12,803
Deer Isle	3,986	5,792	13,602	11,508	5,622	27,767

source: Maine Dept. of Marine Resources; Certified Shellfish Dealer Purchase Reports

*** bushels**

Figure G.2: 1989 Shellfish Harvest *	
Sedgwick	200
Blue Hill	2,175
Brooklin	52,340
Deer Isle	200

*** bushels: source – Maine Dept. of Marine Resources; Shellfish Dealer Purchase Reports**

Additional discussions regarding water dependent wildlife may be found in Section II.I.

Section II.G: Marine Resources

6. Water Dependent Uses

Water Dependent uses are defined by the State of Maine as "...those that require direct access to, or location in coastal waters and which therefor cannot be located away from these waters. Those uses include, but are not limited to, commercial and recreational fishing and boating facilities, finfish and shellfish processing, storage, and retail and wholesale marketing facilities, waterfront dock and port facilities, shipyards and boat building facilities, marinas, navigation aids, basins and channels, industrial uses dependent upon water-borne transportation or requiring large volumes of cooling or processing water that cannot reasonably be located or operated at an inland site and uses which primarily provide general public access to marine or tidal waters." (38 MRSA 436 [1-D])

The Town has two publicly owned access sites: 1) Byard Pt., on Eggmoggin Reach, adjacent to the bridge, originally accepted in 1912; 2) Carter's Pt., at the mouth of the Benjamin River. In 1988 the Town voted to continue the road to the shore of Eggmoggin Reach at the site of the steamboat wharf. There is also a publicly owned boat ramp on the Benjamin River.

There are two water dependent uses identified on the accompanying map located on Billings Cove and along the Benjamin River respectively. These are former commercial piers, which have at least some potential for future economic use. The Benjamin River has a fairly deep channel, although quite narrow at the mouth. The channel's deepest areas are also fairly narrow with shallow water close to either side. The River is a better harbor area than the Cove, and has attracted more moorings as well.

There are only a limited number of fishing boats registered in Sedgwick, a fact which further highlights the lack of economic importance given the waterfront and water related industries in this town.

Sedgwick	9
Brooklin	39
Deer Isle	78
Blue Hill	34
Source: Maine Dept. of Marine Resources	

Section II.H: Water Resources

1. Purpose

It is the purpose of this section to:

- a. describe the characteristics, uses, and quality of Sedgwick's significant water resources;
- b. predict whether the quantity or quality of significant water resources will be threatened by the impact of future growth and development; and
- c. assess the effectiveness of existing measures to protect and preserve significant water resources.

2. Key Findings and Issues

A few small streams in Sargentville and Sedgwick Village are polluted as a result of septic systems malfunctioning; Walker Pond, a non-attainment pond, suffers from high levels of organic enrichment and is sensitive to additional phosphorus loading; Sedgwick also has many high value wetlands (265 acres) needing additional protection.

3. Links to Other Inventory Sections

marine water quality II.G
recreation II.F

4. Lakes, Ponds, and Watersheds

There are two major ponds or lakes which are entirely or partially located in the Town of Sedgwick – Frost Pond (154 acres) and Black Pond (41 acres) – and six (6) other smaller ponds ranging in size from 1 – 2 acres in size. In addition, the east shore of Walker Pond is located in Sedgwick. Watersheds are an important concept to use when protecting water quality. The watershed of a lake or river is the land area which drains into that lake or river. Many different levels of watersheds can be mapped, with smaller watersheds contained within those of a larger body of water. Sedgwick has two major watersheds. The larger of the two drains into the Bagaduce River and encompasses the central and norther sections of Town. The smaller watershed drains directly into either Salt Pond or Eggemoggin Reach and includes the southern and eastern sections of Town.

The Maine Department of Environmental Protection (DEP) classifies all lakes and ponds with over ten acres of surface area as Great Ponds and classifies their water quality as GPA. They are considered to be high quality fish habitat and excellently suited to wildlife, swimming, and water contact recreation. The water is potable but the DEP does recommend minor treatment before drinking. Great Ponds which are not high quality are listed as "non-attaining" or "threatened". Walker Pond is considered a "non-attaining" pond. It has low dissolved oxygen content as a result of organic enrichment. Small ponds are not monitored by DEP. DEP Great Pond status is described below with descriptions of each water body, according to the 1990 Maine DEP Water Quality Assessment.

Section II.H: Water Resources

Figure H.1 lists drainage and phosphorous water quality information for all lakes and ponds where either a portion of or all of the watershed is in the Town of Sedgwick.

**Figure H.1
Characteristics of Ponds and Lakes
Sedgwick**

	Surface area (acres)	DDA/town (acres)	% of total DDA	WQC	F (lbs/ppb/yr)	Other towns in watershed
First Pond	123.5	965.77	30%	mod/sensitive	.051	Blue Hill
Walker Pond	652.08	1538.81	55%	mod/sensitive	.016	Brooksville
Second Pond	70.94	29.64	3.0%	mod/sensitive	.085	Blue Hill
Frost Pond	154.0	674.31	100%	mod/sensitive	.014	
Black Pond	41.0	1341.21	97.3%	mod/sensitive	.030	

Source of Baseline Data: Maine Department of Environmental Protection, Lakes Division
Interpretation of data and phosphorus control calculation: HCPC

Surface area: Surface area of the water body in acres

DDA/town: Direct drainage area (watershed) of the water body in acres in Sedgwick

% of DDA: Percent of total DDA located within Sedgwick

WQC: Water Quality Category based on the water bodies' vulnerability to phosphorus levels. This rating is derived from many variables such as flushing and growth and development rates. "Good" indicates greater than average water quality. "Moderate/Stable" means average water quality, not declining under present phosphorus loading. "Moderate/Sensitive" means average water quality but high potential for phosphorus recycling from lake bottom sediments. Moderate/Sensitive ratings in Sedgwick were assigned for its ponds.

F: DEP phosphorus coefficient for Sedgwick's share of the watershed. For Walker Pond, for example, DEP estimates that the lake can handle 24.4 pounds of phosphorus runoff from the town's share of the watershed per year. For each acre in the Walker Pond watershed, only .016 pounds of phosphorus should be "exported" each year. The phosphorus coefficient is not a measure of water quality, but rather an indicator of the lake's capacity to accept phosphorous based on the acreage of the watershed. This coefficient can be used as a planning guide for allocating or limiting development in the town.

There is some concern by Townspeople in Sedgwick regarding the disposition of several large parcels of land on Walker's Pond. A major subdivision on this area could cause a major impact on water quality.

Section II.H: Water Resources

5. Freshwater Wetlands

Freshwater wetlands are defined as those areas commonly referred to as swamps, bogs, marshes, or heaths, which are ten or more contiguous acres, and inundated or saturated by surface or ground water at a frequency and for a duration sufficient to support, and which under normal circumstances do support, a prevalence of wetland vegetation typically adapted for life in saturated soils.

Wetlands in Sedgwick have been inventoried and mapped based on the medium intensity soil survey conducted by the USDA/SCS, by inventories conducted by the Maine IF& W, and most recently by Maine DEP. These various inventories are by no means complete and additional ground surveys will expand the number and sizes of wetlands as defined by the state and federal governments.

Wetlands are important because of their impacts on water quality, drainage, aquifer recharge, wildlife habitat, and recreation. Wetlands in Sedgwick are mapped on Map Series #7 and #10, and further discussed in Section II.I: Critical Natural Resources. The general location, size and ratings of various wetlands is provided in Figure H.2.

Figure H.2. Amount & Distribution of Freshwater Wetlands Sedgwick		
Location/General Area	Rating	
	High/Moderate Value Wetlands	Low & Indeterminant Value Wetland
<u>North Sedgwick</u> /Frost Pond/Snow Brook/Gray's Corner Area	93 acres	190 acres
<u>West Sedgwick</u> /Thurston Brook/Meadow Brook Area	69 acres	45 acres
Black Pond Brook Area	103 acres	35 acres
Sedgwick Village Area	-	16 acres
Total	265 acres	286 acres

Source: Inland Fish & Game, Wetlands Inventory, 1972

6. Streams

In addition to the Bagaduce and Benjamin River tidal areas, there are several major streams located in Sedgwick. In North Sedgwick there is Thurston Brook which drains into meadow brook and then towards Salt Pond. Associated with the Black Pond area are Deep Bridge Brook and Black Brook and in the Sargentville area is the Mill Pond stream and outlet.

Section II.H: Water Resources

Connected with Frost Pond is the Snow Brook Complex which empties into Snow Cove on the Bagaduce River. Camp Stream also empties into the Bagaduce River area. Practically every brook in Sedgwick was at one time or other dammed for water power, water storage and related uses. Leachate from the dump is known to have affected the Black Pond area and the small streams associated with it.

Sargent Brook, in Sargentville Village, empties into Billings Cove and from tidewater to a point 500 feet upstream is in 'Class C,' indicating problems with water quality in this area. In addition there are a few small streams immediately north of Sedgwick Village, that flow into the Benjamin River, which are also 'Class C'.

7. Flood Hazard Areas

Flood hazard areas, mapped by the federal government, are available with the Code Enforcement Officer. While Sedgwick does not experience serious flooding problems, there is 1 building that is covered by Flood Insurance and thus is considered in the Flood Zone.

8. Groundwater

Ground water is defined as subsurface water found in the saturated soils and water bearing bedrock of the earth's surface. Its upper level, which rises and falls seasonally, is called the water table. An aquifer is a soils deposit or porous rock formation which contains recoverable volumes of ground water. All ground water is important to a community as a source of drinking water, and aquifers are especially important, while also especially vulnerable to pollution from surface and subsurface sites. There is an aquifer, approximately 100 acres in size located south of Black Pond. There is considerable sand/gravel extraction in this area recently, which if not carefully monitored could affect ground water quality.

9. Existing and Potential Threats

There are two different types of water pollution: point source, and non-point source. Point source pollution is that which comes from a specific source, such as a pipe, and can easily be identified, measured, licensed, or removed.

Nonpoint pollution is much broader and less simple to identify. It ranges from storm water runoff to leaking gasoline tanks to agricultural, lawn, and forestry runoff. Faulty septic systems, illegal or unintentional disposal, landfills, and salt piles are additional sources of surface and ground water pollution. Intentional alteration of wetlands and shoreline also significantly affect both water quality and the very nature of the water body. DEP maintains lists of underground storage tanks, waste oil handlers, and other facilities which may potentially threaten water quality.

Town of Sedgwick

WATER AND MARINE RESOURCES

PRIME SITE FOR WATER DEPENDENT USE

EXISTING WATER DEPENDENT USE

PUBLICLY OWNED ACCESS SITE

PUBLICLY OWNED BOAT RAMP

SAND AND GRAVEL AQUIFERS

100 YEAR FLOOD PLAINS

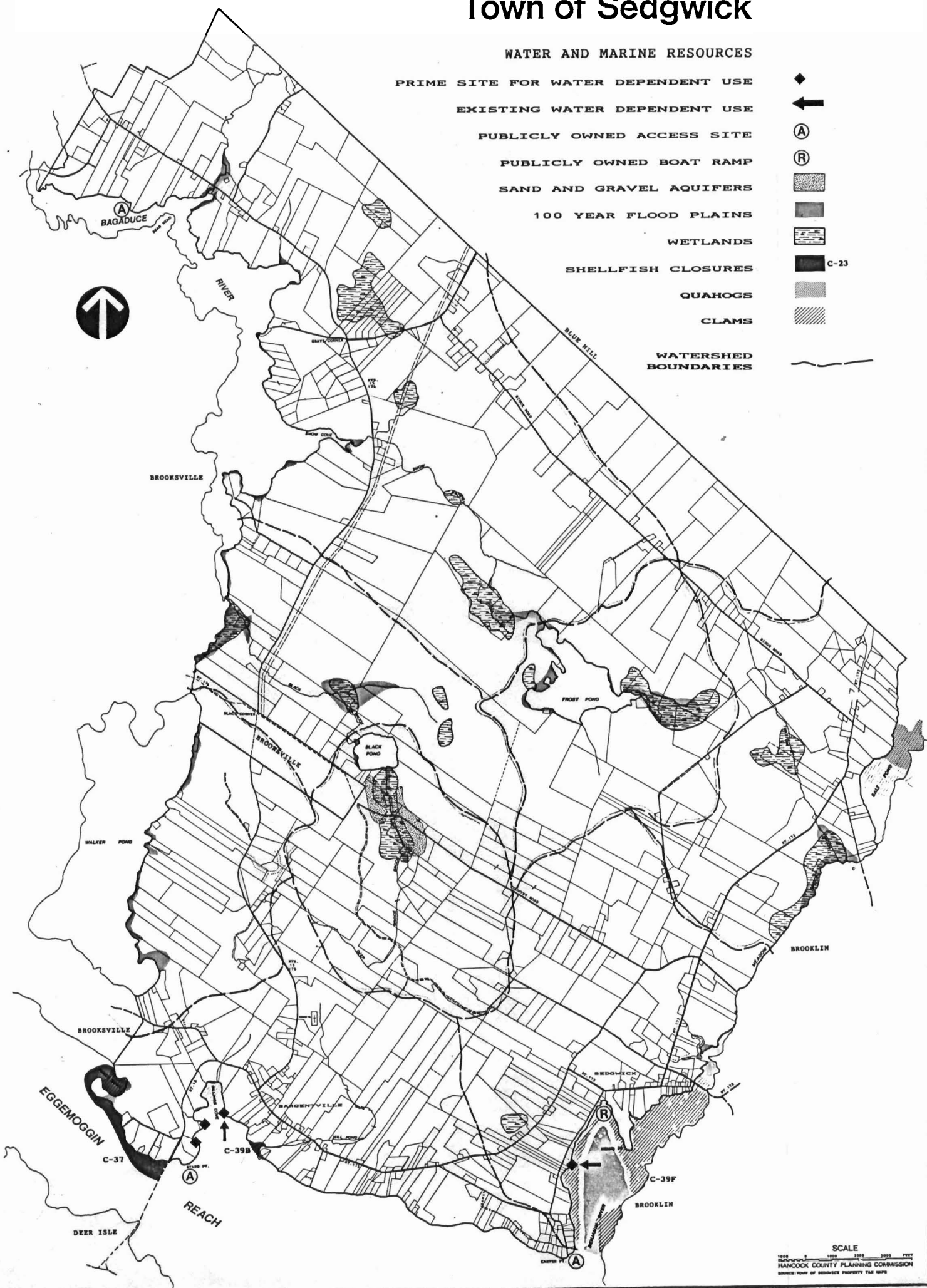
WETLANDS

SHELLFISH CLOSURES

QUAHOGS

CLAMS

WATERSHED BOUNDARIES



SCALE
 1928 1932 1936 1940 1944
 HANCOCK COUNTY PLANNING COMMISSION
 SOURCE: TOWN OF SEDGWICK PROPERTY TAX MAPS

Section II.I: Critical Natural Resources

1. Purpose

This section will:

- a. describe Sedgwick's critical natural resources in terms of their extent, characteristics, and significance;
- b. assess whether the existence, physical integrity, or quality of critical natural resources will be threatened by the impacts of future growth and development; and
- c. determine the effectiveness of existing measures to protect and preserve critical natural resources.

2. Key Findings and Issues

- a. The Town has many critical natural areas of major importance to the Town and State. Some of these, such as the three eagles nests, receive protection through state and federal programs, but many other areas such as Caterpillar Hill and Sedgwick's unique geological areas, are not at present protected.
- b. Deer Yards, some streams, buffers around wetlands, the Class 'A' wildlife areas of the Bagaduce and Salt Pond areas are also, at present, largely unprotected.

3. Links to Other Inventory Sections

Scenic areas are discussed in Section II.F. Marine wildlife resources are also discussed in Section II.G. Wetlands are also discussed in Section II.G. Land preserved for recreation and open space is discussed in Section II.F. Shoreland zoning and other land use protection ordinances are discussed in Section II.L.

4. Areas Identified by the State Critical Areas and Natural Heritage Programs

The Town of Sedgwick has one area registered by the Critical Areas Program. It is the Salt Pond area (# 336) because of its population of red-bearded sponge, an animal species which is rare in Maine. There are at present no areas identified or registered as part of the State Natural Heritage Program. Further study and investigation may reveal areas that qualify for nomination. The Maine Critical Areas Program, which encompasses the Natural Heritage Program, was created by the legislature in 1974. Critical areas are defined as naturally occurring phenomenon of statewide significance which, because of their uniqueness, rarity or other critical factors, are deemed important enough to warrant special planning and management consideration. The Critical Areas and Natural Heritage Programs provide no protection of the sites, but merely serve to identify and inventory such sites.

In the late seventies the State planning office conducted a natural areas inventory (see Natural Areas Inventory of Maine, Critical Areas Program, State planning Office, Augusta Me. 1978) and identified six important natural areas in Sedgwick, three of which are of geologic importance. The areas identified in this Study are:

Section II.I: Critical Natural Resources

Snow Cove eagle nest (now historical)
Caterpillar Mountain scenic view
The great meadow, a fresh water wetland meadow at the head of Salt pond
Shell's Cove Road boulder (reportedly the second largest boulder in the State)
Bluff Head boulder field
Sedgwick Boulder field

5. Deer Wintering Areas

Fish and wildlife habitat is officially classified as essential, significant, or of concern. Essential habitat is heavily protected by the State. Significant habitat is protected by the State, largely through State mandates such as municipal shoreland zoning. Habitat of concern is largely unprotected.

Deer Yards are examples of 'habitats of concern.' The primary behavioral mechanism for deer to conserve energy during winter is to move to traditional wintering areas or "yards". These wintering areas provide deer with shelter from radiant heat loss as well as improved mobility in snow. The Maine Department of Inland Fisheries and Wildlife (IF & W) has identified 2 deer wintering yards in Sedgwick, not yet rated as to quality or use. The two sites (mapped) are located near Punch Bowl and the Deep Bridge Brook area. At the time of this writing, IF & W has not established the necessary rule-making to protect significant deer yards, but recommends, as a minimum, that towns consider adopting measures to limit timber harvesting in such areas.

6. Bald Eagles

There are three active bald eagle nest sites (mapped) in Sedgwick, two in the Bear Head area and one in the Salt Pond area. In addition there is another historic nest site located in the Snow Cove Area.

IF&W recommends for protecting eagles' nests consists of three concentric buffer zones which are less restrictive as the distance from the nest increases. Zone A (0 – 330 feet from the nest) should be maintained as an undisturbed nesting sanctuary. Zone B (330 feet – 660 feet) should be limited to light land use activities allowed only during non-critical periods (fall and winter). Any timber harvesting should be limited to no more than 20% of the available stand volume in the zone. Zone C (660 feet – 1320 feet) should exclude new construction of roads and buildings.

7. Wetland Habitat

All wetlands are protected by the Maine Natural Resources Protection Act, as discussed in Section II.H: Water Resources. Wetlands which are rated of moderate or high value are considered significant for wildlife by IF & W and are additionally protected by mandatory 250 foot buffers under Resource Protection zoning. Of the 15 wetlands mapped in Sedgwick by IF & W, 5 are rated of high or moderate value and total 265 acres. In addition there are 10 wetlands that are either rated low or have not yet been rated by IF & W.

Section II.I: Critical Natural Resources

8. Fresh Water Fisheries

The ponds and streams of Sedgwick provide habitats for fish. Sedgwick's fisheries have not been rated by IF & W, and are not protected per se. IF & W does regularly maintain, however, surveys of fish inventory and habitat characteristics. According to a survey undertaken by IF & G during the late sixties, only Walker Pond offered even marginally suitable cold water game fish habitat. Sedgwick's other small ponds provide habitat primarily for warm water species such as white and yellow perch, hornpout, eel and white sucker. Of the many small streams and brooks located in Sedgwick is only one known by IF & G to be a moderate value fishery habitat, a small unnamed stream on the east shore of Walker Pond. Fisheries are indirectly protected through shoreland zoning, watershed protection, and other State natural resource protection initiatives.

Marine fisheries are discussed elsewhere in this report (see Section II.G).

9. Other Habitat

The Department of Inland Fisheries and Wildlife has identified both the Bagaduce River area and the Salt Pond area in Sedgwick as "Class A Coastal Wildlife Concentration Areas". Such areas are considered important because of the high species diversity and abundance of wildlife that they support, and because of their importance to rare, endangered or threatened species. "Class A" areas are considered important on a national or state level. Recognition of these values should be reflected in local shoreland zoning provisions.

10. Conflicts, Threats, and Existing Protection: Fish and Wildlife Habitat

Protection and management of fish and wildlife and their habitat falls mostly on the shoulders of IF & W. Fisheries, water quality, wetlands, and shorelands are all protected through state regulation and monitoring, as with essential habitat such as eagles' nests. State regulations are often embodied in the form of required municipal ordinances, and, as the Town is required to update its shoreland zoning it will be required to protect significant habitats.

In addition to state protection and state-mandated municipal protection, the Town does have the option to provide additional protection. Wildlife resources identified in this plan should be considered by the Town when deciding zoning districts and boundaries, and when reviewing development proposals.

According to the results of the Public Opinion Poll, people in Sedgwick strongly supported protecting the Town's abundant natural resources. The protection of wildlife habitat was supported by 64% of those responding to the Public Opinion Survey.

Town of Sedgwick

NATURAL/CRITICAL RESOURCES

CLASS A COASTAL WILDLIFE CONCENTRATION AREA

CLASS B COASTAL WILDLIFE CONCENTRATION AREA

HISTORIC AND ARCHAEOLOGICAL RESOURCES

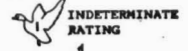
WATERFOWL AND WADING BIRD HABITAT



HIGH RATING



MODERATE RATING



INDETERMINATE RATING

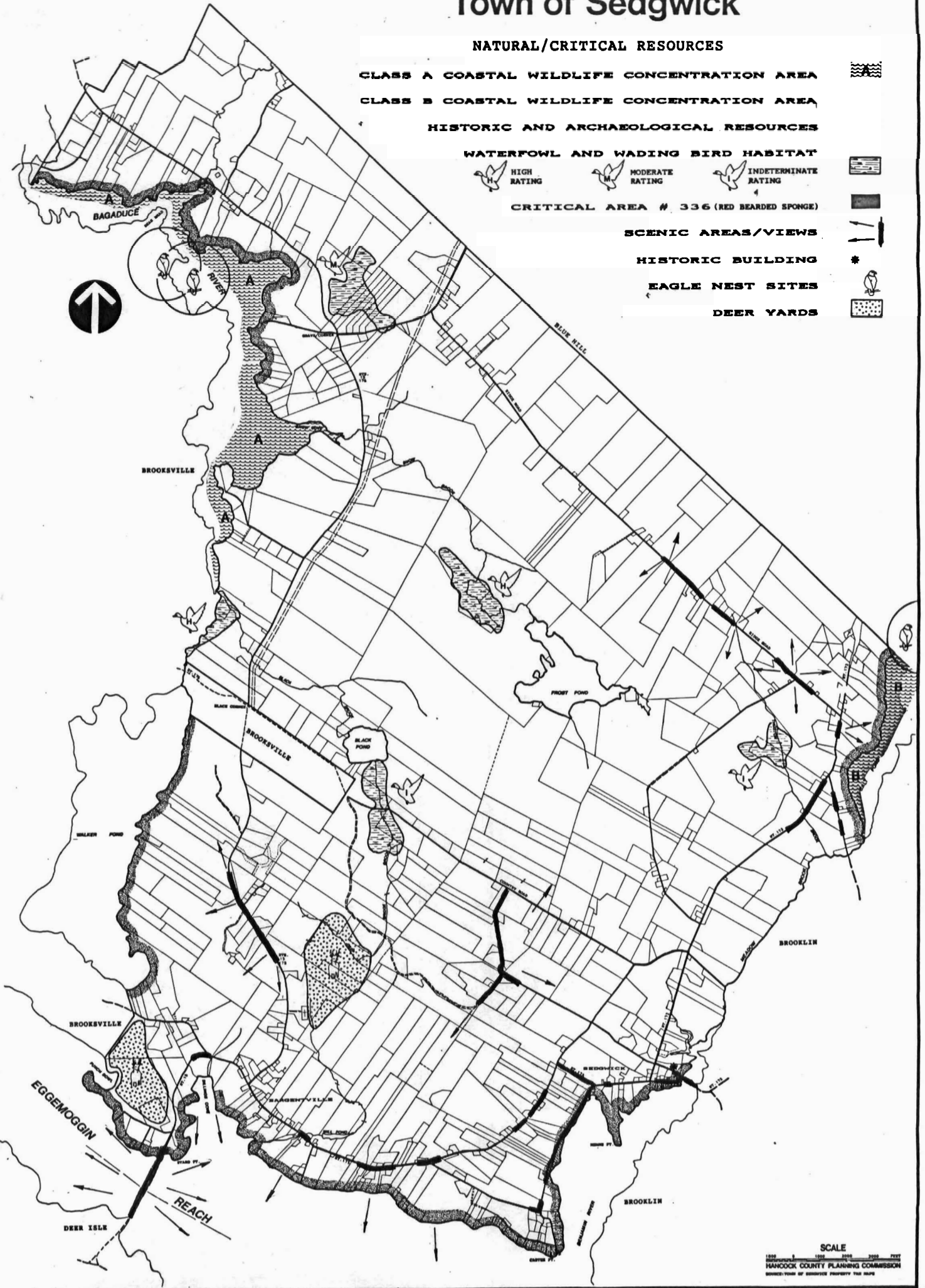
CRITICAL AREA # 336 (RED BEARDED SPONGE)

SCENIC AREAS/VIEWS

HISTORIC BUILDING

EAGLE NEST SITES

DEER YARDS



SCALE
 1000 0 1000 2000 3000 FEET
 HANCOCK COUNTY PLANNING COMMISSION
 SOURCE: TOWN OF SEDGWICK PROPERTY TAX MAPS

Section II.J: Agricultural and Forest Resources

1. Purpose

This section will:

- a. describe Sedgwick's farmlands and forestlands in terms of extent, characteristics, and importance to the economy and character of the Town and region;
- b. predict whether the viability of important farmlands and forestlands will be threatened by the impacts of future growth and development; and
- c. assess the effectiveness of existing measures to protect and preserve important farmlands and forestlands.

2. Key Findings and Issues

Forestry and agriculture are major contributors to the economy and tax base of Sedgwick, especially blueberry fields and wood lots. These resources are directly threatened by taxation pressures, and the development pressure on certain areas of town which are currently agricultural, especially the Caterpillar Hill area.

3. Links to Other Inventory Sections

Agriculture and forest resources are part of the land use patterns of the town (Section II.L), the economy (II.B) and have a direct impact on the scenic resources and open space (II.F) as well as the tax base (II.M).

4. Forest Resources

The Maine Legislature has declared in the Tree Growth Tax Law that it is "...the public policy of this state that the public interest would be best served by encouraging forest landowners to retain and improve their holdings of forest lands upon the tax roles of the state and to promote better forest management by appropriate tax measures in order to protect this unique economic and recreational resource." Landowners with parcels over 10 acres may apply for decreased municipal property taxes if they follow a forest management plan. Landowners who decide to develop protected land must pay significant penalties to compensate for tax payments forgone.

Sedgwick has many small private wood lots or undeveloped forest parcels. A moderate percentage of this land is held in tax law protection to reduce property taxes for forest land owners. In 1990 Sedgwick had 31 parcels in Tree Growth protection, totalling 1,931 acres. This is large decrease from 3,232 acres in 1985 (see also Figure M.5).

The forest resources of Sedgwick are used to provide firewood or lumber for residents, and sent to small sawmills in Sedgwick and the county. Small woodworking shops in Sedgwick may also use local wood, although they typically import specialty wood. In the late fall, Christmas wreaths made from Balsam Fir tips from Sedgwick and the region are produced in locations Sedgwick, Blue Hill and other sites. "Tipping" is a significant source of employment

Section II.J: Agricultural and Forest Resources

and home occupation activity, and access to private forest parcels to collect tips may become a contentious issue as tax levels, land posting, and ownership patterns continue to challenge traditional customs in Sedgwick.

Mandatory shoreland zoning is the most direct form of protection and/or control of forest resources, beyond the tax law program. Buffer zoning around wetlands, the coast, and water bodies often serves to limit tree harvesting in those zones. Such zoning can be an important tool to allow for sustained harvest and environmental and visual controls, yet ordinances can at times be so restrictive as to excessively limit landowners' ability to cut or log, especially if buffer zones are very wide or overly restrictive.

5. Agricultural Resources

The Maine Legislature has also declared in the Farm and Open Space Tax Law that "...it is in the public interest to encourage the preservation of farmland and open space land in order to maintain a readily available source of food and farm products close to the metropolitan areas of the state..." and "...to prevent the forced conversion of farmland and open space land to more intensive uses as a result of economic pressures caused by the assessment thereof...". Farmland is eligible for this program if that farm consists of at least 5 contiguous acres in a single town, and has shown gross earnings from agricultural production of at least \$2,000 during one of the last two years, or three of the last five years. Scenic or important "open" land which meets certain criteria is also eligible for this program. The tax savings to the landowner and the minimal state compensation to municipalities under this program is similar to the Tree Growth program described above.

Sedgwick in 1990 has no land in farmland protection or Scenic and Open Space protection (see also Section II.F). There are, however, large blueberry fields in town, most noticeably on Caterpillar Hill. The Caterpillar Hill area is discussed in much more detail throughout this plan. In 1979 Sedgwick had 2243 acres of blueberries from a rough tabulation made as part of this plan. There has been a small increase in blueberry acreage according to the experience of the many growers in Sedgwick. G.M. Allen, and it's principals, own roughly 300 acres of blueberry fields, in Sedgwick. The size of their holdings has not decreased during the last ten years. Another grower, Dave Webb also reports little decline in crop land. G.M. Allen, located in Orland, is the major processor for Sedgwick blueberries. They process approximately 3 million pounds of blueberries a year, a third of which are from Sedgwick. A number of small farms today are maintained and produce berries and livestock, primarily for local consumption or specialty marketing. Several small businesses in Sedgwick process farm products such as fresh vegetables, berries, or goat products. These farms and farm-related businesses are a small but vibrant part of Sedgwick's economy.

Agriculture is a primary contributor to surface and ground water pollution, and also has both positive and negative impacts on neighboring lands and the character of the area. Zoning or development restrictions must balance the need to limit agricultural pollution in sensitive areas and maintain the character of residential or commercial neighborhoods which could be threatened by odorous or chemical agriculture, with the need to encourage an agricultural sector which contributes to the diversity, culture, and open space needs of the town.

Section II.J: Agricultural and Forest Resources

The U.S. Department of Agriculture, Soil Conservation Service (SCS) maintains lists and maps of prime farm soils and productive forest soils, available at SCS offices. There is no general pattern to the distribution of prime agricultural soils in Sedgwick. Small patches here and there of the Herman–Monadnock and Dixfield–Colonel soils series are found, mostly in the southwest sections of Town. These soils are identified on the Soil Potential for Low Density Residential Development Map as 'very high'.

Section II.K: Historic and Archaeological Resources

1. Purpose

This section will:

- a. outline the history of the Town of Sedgwick;
- b. identify and profile the historic and archaeological resources of Sedgwick in terms of their type and significance;
- c. assess current and future threats to the existence and integrity of those resources; and
- d. assess the effectiveness of existing measures to protect and preserve those resources.

2. Key Findings and Issues

- a. The Town has a very active local Historical Society that has done much to identify key historic sites and build public awareness for protection.
- b. The First Baptist Church in Sedgwick is the only building listed on the National Registry of Historic Places. The Sedgwick Town Meeting House may also be eligible for nomination to the Registry for Historic Places.
- c. At present the Town has no means for protecting archaeological sites in the Town and thus disturbance of these important areas cannot easily be prevented.
- d. There may be a prehistoric site of considerable importance in Sedgwick that is as yet unrecognized, ie, Old Grist Mill on the Old County Road.

3. Links to Other Inventory Sections

Historic patterns in demographics, economic development, land use, and other issues are discussed throughout this plan. Some of the historic sites identified in this section are also discussed under sections on scenic resources (II.F) and public cultural resources (II.E).

4. Historic Record

Sedgwick's history has been well documented through a number of publications. Most recently, *Life and Times in a Coastal Village: Sedgwick, Maine, 1789-1989* was released by the Bicentennial Committee of Sedgwick. This booklet contains numerous excellent photographs and descriptive paragraphs about key buildings, sites, and events. The 1979 Sedgwick Comprehensive Plan also contains a historical summary of the history of the town. Much of the history of commerce, excerpted from the 1979 Plan, has been reproduced in Section II.B: Economy, of this document.

Section II.K: Historic and Archaeological Resources

5. Identified Historic and Archaeological Sites

A number of documents and organizations provide an inventory of important historical sites in Sedgwick, most of which are listed below. The Bicentennial report, referenced above, (Life and Times...) lists and roughly maps several sites, most of which are described in more detail in the text. The Maine Historic Preservation Commission (MHPC) also maintains an inventory of important sites in Sedgwick, including buildings or sites on the National Registry of Historic Places (NRHP). The MHPC inventory includes twenty-two prehistoric archaeological sites located along the coastline, and one NRHP building (First Baptist Church). Five of the twenty-two archaeological sites located in Sedgwick have been determined not to be of major significance. The rest of the sites have not been completely surveyed.

6. Existing Protection and Efforts

The vast majority of the identified sites in Sedgwick receive little or no formal protection or preservation efforts. Programs and efforts which currently provide protection include:

a. National Registry of Historic Places (NRHP)

Sites with national, state, or local significance are eligible for nomination to the National Registry of Historic Places. This registry protects sites only from intervention or development by a federal agency. Highway projects with federal funding, for example, may be challenged if they impact on registered sites. NRHP status is often erroneously assumed to protect the building from alteration or destruction. Only the First Baptist Church in Sedgwick has been registered. The Baptist Church was designed by Tom Bullfinch, the same person who designed the Maine State Capital Building.

b. Maine Historic Preservation Commission (MHPC)

MHPC coordinates the National Registry as it affects Maine. MHPC also maintains an inventory of historic, archaeological, and coastal heritage sites in Maine, although the agency has no direct authority to protect sites. MHPC does, however, coordinate the distribution of available funds for preservation, restoration, and inventory. Such funds are currently extremely limited, but may be more available with future appropriations or bonds. Archaeological sites are also protected by the Maine State Antiquities Legislation.

c. Private or Nonprofit Efforts

Private individuals and groups play an important part in preserving Sedgwick's historic resources. The Sedgwick-Brooklin Historic Society, for example, plays an active role in identifying sites and promoting public awareness and protection, especially through the Merrill House museum. The museum is open to the public on Sunday afternoons in July and August, 2-4 pm. The local Historic Society is currently actively involved in the restoration of one of the Town's old school houses. The goal of the project is to restore, as closely as possible, a one room school house on the grounds of the Merrill House museum. The historic structures and facilities available in this area (Townhouse - Merrill House - Town Pound - Schoolhouse #5 - rural cemetery area) could form the core for a

Section II.K: Historic and Archaeological Resources

Seventy six percent of those responding to the Public Opinion Survey indicated they would like to see the Town encourage the preservation of its historic and archaeological sites and buildings. Thus, there is considerable local support for protecting these resources.

**Figure K.1
Key Dates and Events in Sedgwick's History**

Native American settlements and activities: up to mid 1700's
Verrazzani explores area: 1524
King Phillip's War: 1675, beginning of genocide of Native Americans in area
French and Indian War, ending in 1760, virtual annihilation of Native Americans in area
Some French settlers and British soldiers in temporary settlements: mid 1700's
First permanent settler: Andrew Black, 1759
Township 4 surveyed: 1762
Other english settlers arrive (John Daniel Black, Goodwin Reed, Robert Byard, Shadrock Watson): 1763
Town of Sedgwick Incorporation (named after english army officer Robert Sedgwick): 1789
Brooksville set off and incorporated: 1817
Brooklin set off and incorporated: 1849
Milling and Shipping Era: 1800–1860
Population peak of 1,922 in 1840 (includes Brooklin)
Population peak of 1,263 in 1860 (after Brooklin separated)
Ice Era: 1890–1916
Steamboat Era: 1860–1934
Mining and Quarrying boom: 1870–1890
Sedgwick–Deer Isle bridge constructed and opened: 1939
Population low of 574 in 1960

Section II.K: Historic and Archaeological Resources

Figure K.2 Key Historic Sites In Sedgwick	
Sedgwick Town House, erected 1794 as a church, altered 1849, currently town offices	
Joab Black Settlement Home currently owned by Barry Snow	
The Anchorage, Sargentville, John Billings Homestead	
The Samuel Billings Settlement Home, currently owned by Mrs. Louise Billings Webb, a descendent	
Byard Homestead, Sargentville	
Maynard Grant Homestead, currently Pierce home	
The Isaac Allen House, pre-1790	
The Eaton Homestead, currently Hunneman home	
Home of Mrs. Kenneth Allen on the Ridge Road, awarded National Bicentennial Farm award in 1987 by USDA, farm has been in same family since the signing of the US Constitution	
Sedgwick Custom House owned by Debbie Marshall	
Whitney Grindell Homestead, currently Bushnell home	
Chatto Homestead	
Sedgwick First Baptist Church, NRHP, MHPC, erected 1837	
North Sedgwick Baptist Church, erected 1845	
Sargentville Chapel, erected 1889	
No. 1 Schoolhouse, currently North Sedgwick Fire House, converted 1949	
No. 2 Schoolhouse, burned and replace with current Sedgwick Primary School in 1923	
No. 3 Schoolhouse, second building, currently residence of Mrs. Anne Perrigo	
No. 3 Schoolhouse, first building, currently No. 3 Chapel on Reach Road used as church	
No. 5 Schoolhouse, currently being reassembled on Merrill House property as museum	
No. 8 Schoolhouse, currently Hale's Sail Loft (business)	
J.W.Paris Store, currently the Sedgwick Store	
Wyer G. Sargent's Maplehurst, currently owned by Ann Tobin: site of first telephone communication in Maine, home of entrepreneur and community leader after whom Sargentville was named	
20 Cemeteries or burial sites, mapped and described in bicentennial book	
Deer Isle Sedgwick Bridge, built 1938	
Sargentville Library, erected 1905, open year-round	
Sedgwick Library, erected 1929, open in summer	
Sedgwick Grange #244, organized 1882, built 1891, still active	
Masonic Hall, erected 1872, sold in 1981 to a private concern	
Merrill House, Route 172 near Sedgwick Village, built by the town in 1795 as a parsonage for the first minister, now headquarters and museum of the Sedgwick-Brooklin Historical Society, restored beginning in 1965	
Ten archaeological sites on shore, inventoried by MHPC, specific locations not released to public	
Sources: <i>Life and Times in a Coastal Village: Sedgwick, Maine, 1789-1989</i> . Sedgwick Bicentennial Committee with Glenith and Almon Gray, 1989; Maine Historic Preservation Commission.	
Key: NRHP - National Registry of Historic Places MHPC - Maine Historic Preservation Commission inventory files	

Section II.L: Land Use

1. Purpose

It is the purpose of this section to:

- a. describe, identify and understand the uses of land in the town of Sedgwick in terms of the amounts and location of land generally devoted to various land use classifications;
- b. determine the changes in Sedgwick's land use patterns and how they might reflect future land use patterns; and
- c. identify the land areas suitable and unsuitable for the growth and development predicted for the next ten years.

2. Key Findings and Issues

The land in Sedgwick consists of relatively inhospitable soils; however the town has undergone increased residential growth over the past ten years, primarily along major roadways and in the coastal areas. The growth, for the most part, has been spread out, rather than concentrated in one or two particular areas of Town.

The Town has made efforts to place some control on unrestricted development through compliance with the State mandated subdivision laws and the adoption of a site plan review ordinance. In 1991, Sedgwick drafted a revised Shoreland's zoning ordinance to also comply with State requirements; however, the proposal was defeated by the electorate.

3. Links to Other Inventory Sections

Land Use is interconnected with all sections of the Comprehensive Plan; each directly impacts and is impacted by the manner in which property is utilized. For example, economic growth occurs in areas that are accessible to their markets, suppliers, resources, etc., whether they are service oriented or manufacturing. Wetlands and valuable natural resource areas create natural barriers to development, but often help make a community or region more attractive to residential and/or commercial growth in those geographic sectors are appropriate.

4. Overview

Sedgwick consists of 17,676 acres, of which 204 are water surface. Since there were 905 persons noted as resident of town in the 1990 U.S. Census, there are 19.3 acres of land per person; and with a total of 561 housing units there are 31.1 acres of land per housing unit.

Sedgwick has gently rolling low lands in the central and northeastern sections of town, a northwest-southeast trending ridge along the town's border with Blue Hill, and low coastal mountains in the southern section of town along Eggemoggin Reach. Elevations in town range from 0 feet (sea level), to 460 feet atop Caterpillar Mountain. The steeper slopes and less accessible areas of town act as natural development controls. Most development has occurred along existing routes and rights-of-way such as Routes 172, 175 and the Ridge Road. If development pressure becomes great enough, the costs associated with building in less

Section II.L: Land Use

desirable areas may not be as prohibitive and, if left without adequate legislative controls, could lead to broader, scattered, development throughout Sedgwick.

Bedrock is predominantly granite; hard, impermeable and often near the surface. Surficial deposits are mostly glacial, with till (mixture of sand, silt, clay and rock) predominating. Soils are mostly shallow, rocky and well-drained. In areas where bedrock is near the surface, excavating is more difficult and therefore more expensive and can act as a constraint on development. These areas are also poorly suited for septic disposal systems.

The vegetative ground cover is mostly forest, with stands of soft, hard and mixed woods. There were also approximately 2,243 acres of blueberry land in 1979, which comprised nearly all of the cultivated lands in town. There are approximately 1,300 acres of blueberry growth in 1990, representing a 42% decrease.

Large wetlands are located to the south of the 41 acre Black Pond, to the southeast of 154 acre Frost Pond and at Great Meadow at the southeast end of Salt Pond.

Historically, Sedgwick evolved into the four distinct sub-communities that still exist today. One, around the mouth of the Benjamin River, became known as Sedgwick Village; another at North Sedgwick was called that; a third, near Billings Cove was named Sargentville; and the fourth, bordering on the Bagaduce River, in the northwestern corner of the town was originally known as Graytown, but is now referred to as West Sedgwick. As roads and communications improved, the isolation and self-reliance of each section diminished somewhat with more of a town-wide identity evolving; however, until fairly recently nearly all residential development was concentrated in one or the other of the various villages.

The last two decades saw more of sprawl beginning to occur in land development. Undoubtedly, much of this spreading out was due to improved roads, increased seasonal home growth, and more stringent septic requirements than previously existed.

5. Existing Zoning and Regulation

Sedgwick has a Shoreland Zoning Ordinance which it adopted in 1974 and amended in 1983. The Ordinance establishes a minimum lot size of 50,000 square feet for development requiring septic. An attempt to modify the Ordinance and bring it into conformity with State mandate was defeated by voters in September, 1991.

Sedgwick adopted revised Subdivision Ordinances and a new Site Plan Review Ordinance in March, 1990. As of January 1992, the Site Plan Review Ordinance had been used to review three projects, one of which is still pending.

6. Existing Land Uses

The dominant non-agricultural land use in Sedgwick is residential. The town owns several parcels of land including the town landings at Byard Pt. and Carter's Pt., the new school building, the old high school and school house #6, the Town House, two fire stations (Sargentville and North Sedgwick), Town ballfield, land at #8 schoolhouse, Red School House site, and miscellaneous other sites.

Section II.L: Land Use

There are 1,391 acres, or 8% of the town's total land area, under the Tree Growth Tax Law and 0 acres in Farmland Protection, or in Open Space.

Residential developments are generally single-family with mobile homes increasing in popularity. As noted above, most development is fairly well dispersed along the public roads. To the extent that concentrations of development exist, there is somewhat more of a concentration of year round homes in Sedgwick Village and Sargentville. Seasonal properties tend to be closer to the shore and are often further from the main roads along ways that are not maintained in the winter.

The town wide land use surveys undertaken by residents for the Comprehensive Plan of 1980 and those done for this plan, show that there has been a trend of new lot formation and house construction just to the rear of existing structures.

The dominant agricultural land use is for blueberry growth. As noted above, there are approximately 2,400 acres of land dedicated to blueberry production in 1990.

7. Changes In Land Use

Both seasonal and year-round housing have increased over the past ten years, however, proportionally, there are somewhat fewer seasonal homes in 1990 (30%) than there were in 1980 (37%).

The public opinion survey indicated that two thirds of the survey respondents wanted the town to remain unchanged. If changes had to occur there was a definite preference expressed for small commercial growth with a willingness to accept designated areas for nearly all uses with the specific exclusion of single-family homes. Additionally, nearly two thirds of the respondents expressed support for specific local ordinances which would direct and control the projected growth.

8. Land Needed for Development

The population is projected to grow by 125 people, or 13.8%, over the next decade. If, as anticipated, household size drops from the current 2.38 persons per household to 2.18 (-8.5%), 92 new housing units will be required.

Assuming that, due to the poor characteristics of the soil in Sedgwick and that there is no public sewerage, the average new house lot will be a minimum of one acre and that most development will not occur in the Shorelands, nearly 100 acres of currently undeveloped land will be converted to residential use in the next 10 years. If seasonal homes continue to be added at an equal rate, and assuming that these are mostly shoreland at over an acre per dwelling unit, nearly 45 acres will be devoted to meet this need.

9. Suitability of Land for Development

The quality of land in Sedgwick for development was addressed above in overview. However, it should be noted that as shown on the accompanying soils map, a very large percentage of town has soils which fall in the very low, low and medium categories as appropriate for even

Section II.L: Land Use

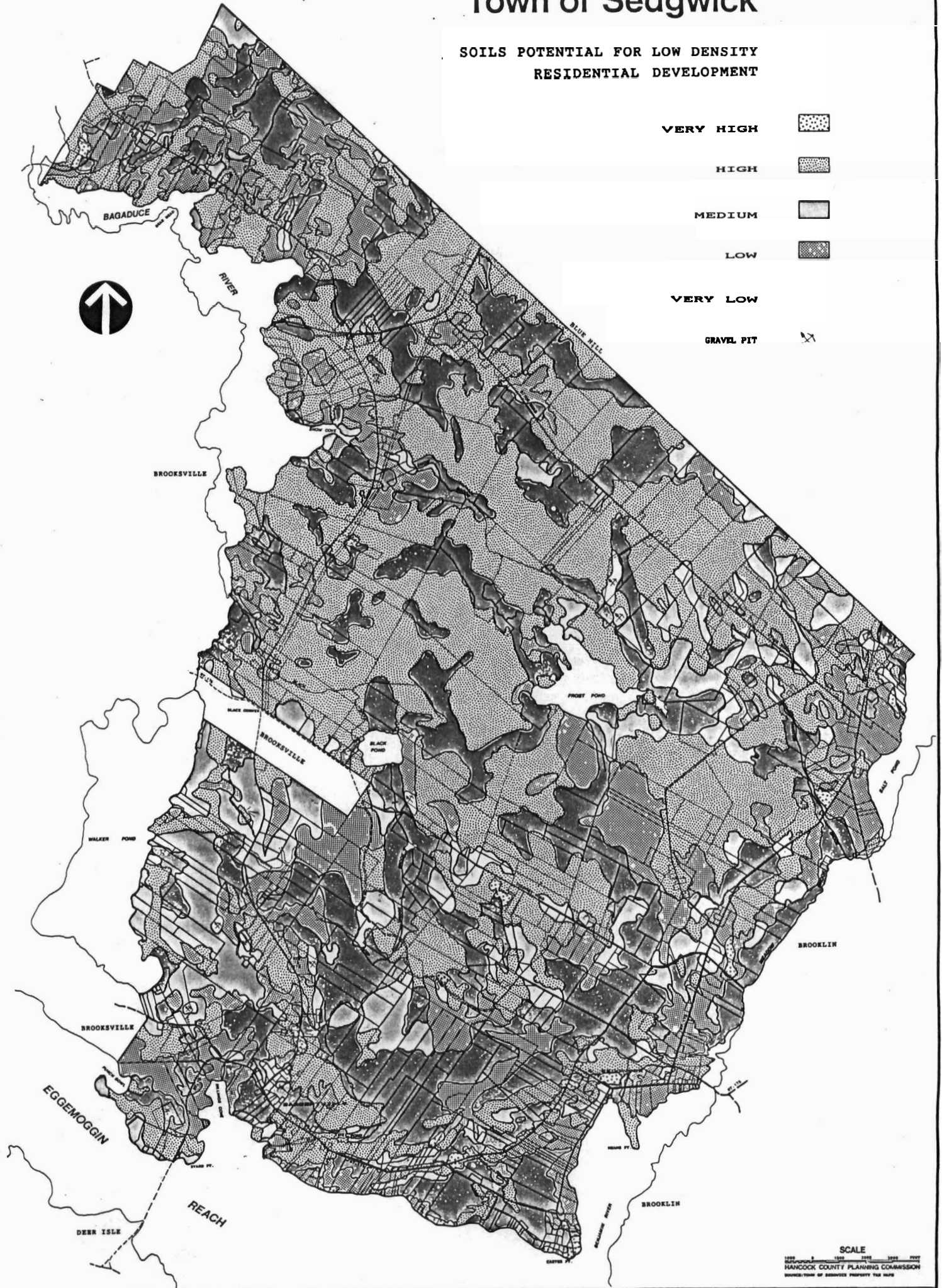
low density residential development. The areas that qualify as high in potential already have a certain degree of concentrated development. The only part of town that remains relatively undeveloped, but has reasonably decent soils is just northwest of Frost Pond and is interspersed with segments of very low quality soils.

10. Regional Implications

It would appear that Sedgwick is encountering growth pressure in at least two areas which impact land use patterns: a – seasonal homes for people who are not otherwise local residents; b – economic expansion and growth in the Blue Hill region which, in turn, is causing a spill over effect of housing demand in Sedgwick.

Town of Sedgwick

SOILS POTENTIAL FOR LOW DENSITY RESIDENTIAL DEVELOPMENT



SCALE
1000 0 1000 2000 3000 FEET
HANCOCK COUNTY PLANNING COMMISSION
SOURCE: TOWN OF SEDGWICK PROPERTY TAX MAPS

Town of Sedgwick

HOUSING AND LAND USE

PRIMARY STRUCTURES

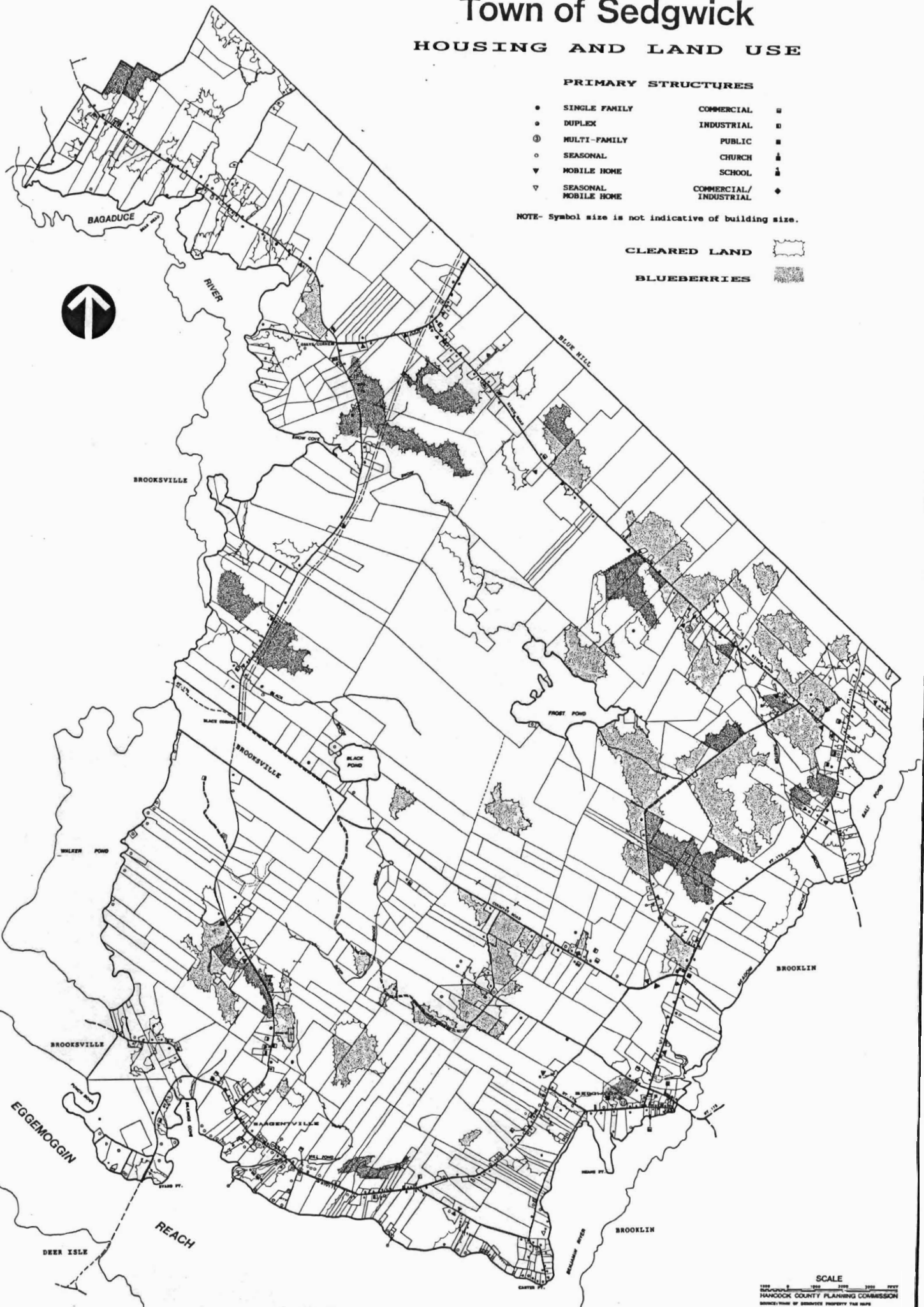
- | | | | |
|---|----------------------|-----------------------|---|
| • | SINGLE FAMILY | COMMERCIAL | ■ |
| • | DUPLEX | INDUSTRIAL | ■ |
| ⊙ | MULTI-FAMILY | PUBLIC | ■ |
| ○ | SEASONAL | CHURCH | ■ |
| ▽ | MOBILE HOME | SCHOOL | ■ |
| ▽ | SEASONAL MOBILE HOME | COMMERCIAL/INDUSTRIAL | ◆ |

NOTE- Symbol size is not indicative of building size.

CLEARED LAND



BLUEBERRIES



SCALE
 1920 1940 1960 1980 2000
 HANCOCK COUNTY PLANNING COMMISSION
 SOURCE: YEAR OF DISTRICT PROPERTY TAX MAP

Section II.M: Fiscal Capacity

1. Purpose

This section will:

- a. assess Sedgwick's fiscal condition;
- b. identify recent trends in patterns of municipal expenditures and revenues;
- c. assess Sedgwick's capacity to finance any needed capital expenditures over the next ten years.

2. Key Findings and Issues

Sedgwick has been able to keep its tax spending per capita at low levels. Unfortunately its state-adjusted valuation is also comparatively low. The result is a fairly high full value (adjusted) tax rate when compared with surrounding communities. The construction of a new school in 1989 will require a continued, fairly high level of property taxes in Sedgwick for many years. Although the Town has from time to time established reserve accounts for major municipal expenditures, it is not as yet organized a capital improvement program.

3. Links to Other Inventory Sections

Land valuation, taxation, revenue, and expenditure issues are related to several other topics addressed in this plan. Municipal expenditures on recreation, public services, or transportation (Sections II.D,E,F) must be balanced by the town's ability to raise revenue through property taxes or other means. Decisions to protect important pieces of land (II.F,I,J) through acquisition or tax protection also may remove that property from the tax rolls and in effect raise the taxes on other properties. Fiscal capacity and valuation, finally, are directly linked to growth rates to the extent that growth increases the tax base and also increases the need to raise revenue; and also to the extent that increasing taxes often encourages landowners to subdivide or develop in order to earn money to pay taxes (II.L).

4. Valuation and Tax Assessment

Sedgwick's ability to raise tax revenue is dependent largely on its tax base, or valuation. Sedgwick's growth in valuation is shown in Figure M.1. A major reassessment in recent years realigned the local valuation with the State valuation. This revaluation, typical of those in other towns in the region, was a painful readjustment of the tax burden, reflecting the rapidly increasing value of downeast shorefront properties. Although town mill rates fell with the reassessment, state-adjusted mill rates show a stable tax rate for Sedgwick in recent years. The increasing valuation of the town is principally market driven, and does not necessarily reflect an increase in the ability of residents to pay high tax bills on properties that were purchased at much lower values.

Figures M.2 and M.3 compare Sedgwick's assessment and valuation to those of neighboring towns. These figures show some interesting patterns. Sedgwick has a much lower state valuation than neighboring towns, largely due to its limited shore frontage (ie Sedgwick: 16.75 miles of shorefront, Blue Hill: 42.1, Brooksville: 55.5, Brooklin: 37.4, Deer Isle: 125.65). Sedgwick has kept its tax spending per capita at low levels, yet its relatively low valuation has force state-adjusted tax levels much higher than neighboring towns. In addition, even though the levels of recent spending per capita are moderate, total expenditures in recent years have increased much more rapidly than neighboring towns. These figures reflect the strain on local governments which find themselves forced to be very

Section II.M: Fiscal Capacity

conscious of taxation and spending levels, in times of rising municipal costs and dwindling outside (state and federal) support.

Figure M.4 compares various components of Sedgwick's valuation to those of other towns in the area. Column 1, Personal Property, measures the percent of total municipal assessment which is commercial and industrial machinery and equipment. This column is an indicator of how much of the tax burden falls on business versus residences. Note, however, that this column does not include commercial or industrial lands and buildings, and should therefore be used only for general comparison. Sedgwick has higher levels of personal property than neighboring towns, although less than the county average. Column 3 measures the percentage of property which is exempt (government, churches, schools, etc). Sedgwick and all neighboring towns have very low levels of both exempt and industrial properties. Figure M.5 shows the amount of tax protected land in Sedgwick and the region (see also Section II.J: Agricultural and Forest Resources). These state taxation programs do not have a major impact on the tax base of Sedgwick. Sedgwick's tax base, indeed, is almost entirely residential, both year-round and seasonal.

Figure M.1
Valuation, Mill Rate and Tax Spending
Sedgwick: 1985-1990

Year	Assessed Value		Tax Rate (per \$1000)		Tax Assessment
	Local Reported	State Full Value	Local Reported	State Full Value	
1990	\$64,979,233		9.45	10.05	\$614,054
1989	63,094,610	\$61,100,000	9.20	9.50	580,470
1988	21,674,284	46,000,000	18.00	8.48	390,137
1987	21,360,171	35,200,000	19.50	11.83	416,523
1986	20,842,042	30,000,000	17.50	13.63	364,735
1985	20,200,310	26,750,000	13.50	11.60	272,704

Source: Maine Bureau of Taxation

Figure M.2
Valuation and Tax Rates
Sedgwick and Region: 1991

	1990 Census Population	1991/89 State Valuation	1991/89 Valuation per capita	1989 Full Value Tax Rate	1989 Tax Spending (assessment)	1989 Tax Spending per capita
Blue Hill	1,941	243,450,000	125,296	0.0065	1,591,362	819
Brooklin	785	116,950,000	149,171	0.0057	670,243	855
Brooksville	760	129,650,000	171,042	0.0051	657,910	868
Deer Isle	1,829	184,700,000	101,261	0.0057	1,045,182	573
Sedgwick	905	61,100,000	67,514	0.0095	580,570	641
Stonington	1,252	105,800,000	85,117	0.0079	832,972	670
County Average/Total			83,746	0.0089		791

Source: Maine Bureau of Taxation, US Census

Section II.M: Fiscal Capacity

be raised from local property tax assessments. Construction of the new school in 1989 and 1990 has required another 45 % increase in total property taxes raised by the Town in 1990.

It is likely that the cost of education will dominate the pattern of municipal expenditures over the next five years as well, as a result of debt service and increased operating costs for the new school.

6. Municipal Debt and Capital Financing

Although there has not been a practice of separating capital expenditures from operating costs in Sedgwick, Table M.8 summarizes some of the major capital expenditures that have been made by the Town during the last five years. Capital expenditures are costs typically in excess of \$5000.00, and are usually one time, non-reoccurring expenses. The Town has had a practice of anticipating and planning for major capital expenditures by establishing capital reserve accounts. The Town currently has one such account established:

fire department equipment reserve.....annual contribution: \$3000
total available (1991):

The Town currently carries two debts – the school and the fire truck purchased in 1988 – and has paid a total of \$37,036 in debt service in fiscal year 1990–91. The total amount of Town indebtedness as of June 1990 amounted to \$1,581,570. The statutes of the State of Maine limit the Town's debt to 15 % of total state valuation, which in 1989 was \$61,100,000. Thus the Town's maximum debt limit would be \$9,165,000.

Figure M.8 Capital Expenditures, 1986–1990 Sedgwick	
1986 Sis Porter Road reconstruction	\$13,056
1987 Power Grader Architectural fees (new school)	10,000 6,808
1988 Fire Truck chassis	29,254
1989 Backhoe Loader Property tax re-evaluation Fire Truck (pumper)	12,063 24,750 52,522
1990 Boat facility design & engineering Loader Capital for new school construction	10,401 12,203 277,243

Section III: Implementation of the Comprehensive Plan

safe sealing of the dump site, a salt sand shed, municipal landing improvements, town public works equipment (truck).

- * Sedgwick needs a strategy for use and/or disposition of the many town owned properties.
- * The town's scenic areas (in particular, Caterpillar Hill) constitute some of its most prized assets. At this time there is no plan for protecting the public interest in these areas.
- * There is a lack of varied recreational facilities and public access to the shore of the town. Such facilities as hiking trails, picnic areas, town park as well as paths to fresh water ponds are identifiable needs.
- * According to the public opinion survey conducted as part of the Plan, the most important reason people lived in Sedgwick was because of its rural character and scenery. Sixty-two percent of townspeople wanted to see future development controlled by specific local ordinances stricter than State requirements, 75 % wanted scenic areas like Caterpillar Hill protected, and 67 % wanted increased public access to places like Walker Pond.

Section III: Implementation of the Comprehensive Plan

B. Goals, Policies and Summary of Implementation Measures & Responsibilities

<p>NATURAL RESOURCES</p> <p>It is the goal of the Town of Sedgwick to preserve and protect the natural resources of the Community.</p>	
<p><u>Policies & Implementation Measures</u></p> <p><u>It is recommended that:</u></p> <ul style="list-style-type: none"> -The Town protect its significant wetlands, wildlife concentration areas and threatened waterbodies. The Sedgwick Shoreland Zoning Ordinance should be revised, in two stages: first, the existing ordinance should be brought up to date to meet current legal requirements; second, the ordinance should be revised again to take into consideration these valuable resources identified as needing protection in the Comprehensive Plan. -The Town protect its fresh water resources by incorporating phosphorus control measures in its ordinances in order to protect the water quality of Black, Frost and Walker Ponds -The Town approach the neighboring town of Brooksville to develop an interlocal watershed management plan for Walker pond, where water quality is particularly threatened. -The Town continue to work with landowners to correct malfunctioning septic systems, particularly those known to be causing problems in the small streams in the village of Sedgwick and Sargentville and near productive clam flats. -The Town investigate alternatives for controlling the removal of sand and gravel in an environmentally safe and economically viable manner. 	<p><u>Responsibility & Time Frame</u></p> <ul style="list-style-type: none"> -Town accepts State mandated Shoreland Zoning Ordinance, Summer – Fall 1992 -Second revision of Shoreland Zoning Ordinance to be undertaken as part of the Planning Board's proposal to implement the Comprehensive Plan, to be presented at annual Town Meeting, March 1994. -undertaken as part of ordinance revisions described above. -Selectmen formally contact Brooksville town officials ,1993 -On-going -Selectmen request Planning Board undertake as part of ordinance revisions discussed above.

Section III: Implementation of the Comprehensive Plan

HISTORIC & CULTURAL RESOURCES

GOAL

To preserve and protect the rural, architectural, historic and scenic character of the Community.

Policies & Implementation Measures

It is recommended that:

- The Caterpillar Hill scenic area be studied carefully and in detail and recommendations prepared to creatively preserve the vista for the town, as well as preserving public access to the turn out.
- The Town also be receptive to ways and means for protecting other, identified scenic areas in Sedgwick.
- The Town consider the feasibility of getting the Town Meeting House included on the Registry of Historic Places, or as an alternative that the area around the Meeting House be designated an historic district.
- The Town require that an archaeologist review any development plan in or near areas designated as being of potential archaeological importance.
- The Town enact a general, town-wide zoning ordinance, and performance standards, which would seek to protect the character of Sedgwick's village areas, encourage growth as well as protect its rural areas.

Responsibility & Time Frame

- Before the end of 1993, Selectmen request that the Planning Board in cooperation with other groups, such as the Blue Hill Heritage Trust undertake this effort, and in particular investigate with affected landowners, the potential of conservation easements and tax concessions, as necessary.
- on-going
- areas of archaeological concern to be incorporated on Town's resource base maps and used in reviewing shoreland zoning applications - March, 1992
- Within a year after passage of the Comprehensive Plan (July 1993), the Planning Board would prepare and present for the Town's consideration appropriate zoning provisions.

Section III: Implementation of the Comprehensive Plan

PUBLIC SERVICES & FACILITIES

GOAL To protect the health, safety and welfare of the residents of the Community.

Policies & Implementation Measures

It is recommended that:

-The Selectmen and Planning Board continue their efforts in attempting to obtain potential areas of public access to the shore (particularly along fresh water shores) in as inexpensive a manner as possible.

-The Town continue to investigate the cooperative purchase of a beach area - freshwater access point on Walker's Pond with the Town of Brooksville. If there continues to be no interest in Brooksville, the Town of Sedgwick should pursue access to Walker's Pond on its own.

-In order to maximize the town's investment in its school, the School Committee should consider any and all means for Community use of the school's recreational facilities.

-Townspople interested in expanding recreational opportunities in Town form committees and work with town selectmen to accomplish any such goals or projects.

-Whenever major road improvements are made that the Town request DOT consider adjacent bike trails as well.

-The Town continue its efforts to arrange for additional parking at the Sargentville landing area.

-The Town set aside funds for repair and reconstruction of the Steamboat Wharf Road, i.e., granite cribbing needs repair

Responsibility & Time Frame

-Selectmen, working with the Hancock County Planning Commission, seek all possible techniques and grant funding sources to support Sedgwick's efforts to expand public access opportunities for its citizens - 1993

-The selectmen write an official letter to the selectmen and townspeople of Brooksville requesting that a joint committee be appointed to investigate a cooperative effort at expanding public access to Walker's Pond - 1993.

- on-going

- on-going

- on-going

- on-going

-Board of Selectmen/Town Meeting 1993-1995

Section III: Implementation of the Comprehensive Plan

LAND USE AND DEVELOPMENT

GOAL

To provide for the anticipated growth of the Community.

To procure, maintain and enhance the local control powers of the residents of the Community.

Policies & Implementation Measures

It is recommended that:

-The Town prepare revisions to its ordinances as necessary to implement the Comprehensive Plan and to direct growth in appropriate and desirable locations.

-Additional affordable housing be encouraged and supported in appropriate locations in Sedgwick, provided town ordinances are followed.

-Zoning measures should be considered which require new construction in the villages of Sedgwick and Sargentville consistent with the existing character of these areas.

-Mobile homes be allowed anywhere in the Community, (in the villages of Sedgwick & Sargentville subject to design and additional health and safety standards) and that mobile home parks be permitted near the main roads (State maintained) in Town and possibly near the new school where environmentally compatible.

-Non agricultural uses of the prime agricultural lands located in West Sedgwick be discouraged.

Responsibility & Time Frame

-Proposed revisions to be presented and prepared by the planning board for the Annual town meeting, March 1994

-on-going

-Undertaken as part of planning board's proposals for revised ordinances, annual town meeting, 1994.

-Undertake as part of planning board's proposals for revised ordinances, annual town meeting, 1994.

-Undertake as part of the planning board's proposals for revised ordinances, annual town meeting 1994.

Section III: Implementation of the Comprehensive Plan

ECONOMIC GROWTH

GOAL

To encourage appropriate economic growth in the Community.

Policies & Implementation Measures

It is recommended that:

-The Town appoint a Marine Resource Planning Committee to prepare a Plan for multiple use of the Benjamin River area, and for better utilization of the Town's property at the Sargentville landing.

-In conjunction with this effort the Committee should consider, the preparation of rules to regulate use of the Town's marine facilities, and the assessment of mooring fees should also be considered.

-The Town designate areas within Sedgwick where small commercial/industrial development would be allowed, and that the Town support efforts to attract environmentally sound industry to Sedgwick.

-The Town continue its tax policies which favor the agricultural and forest-based industries of the area, and the consequent preservation of open space land for the town of Sedgwick.

Responsibility & Time Frame

-Selectmen appoint a Marine Resource Committee by July of 1992.

-Committee proposes plan and harbor ordinance at Town Meeting, March 1993.

-undertaken as part of Planning Board's proposal for revising ordinances, annual town meeting, March 1994.

-Formal policy promulgated by the Board of Selectmen, 1992.

Section III: Implementation of the Comprehensive Plan

C. Town Growth and Development Strategy

The Town cannot stop growth but it can channel it to appropriate locations. The Town can also act to preserve those qualities and features that its citizens most value. The Community Opinion Survey indicated that:

62% of Sedgwick's residents wanted future development to be controlled by specific local ordinances to a degree that is greater than State requirements;

75% supported the protection of the Town's scenic vistas such as Caterpillar Hill;

67% of survey respondents liked the Town as it is and wanted the Town to remain essentially the same; and the most important reason identified in the survey for living in Sedgwick was its rural character.

Because of its outstanding natural and historic qualities, Sedgwick will continue to act as a powerful magnet to people and development. Unless some action is taken, over time, those qualities that people find most valuable about the Town will disappear.

The Inventory and Analyses sections of this Comprehensive Plan resulted in several maps being prepared which characterize the Town's natural resources and development features. These soils and natural resources inventories of the Town and the existing patterns of development can be used as a guide for future development and growth in Sedgwick.

On this basis the Community can be divided into the following districts for purposes of directing growth:

Town Growth Areas

The Village Areas of Sedgwick and Sargentville

These two areas in large part define the character, serve as focal points, and provide an identity to the community. They are of historic value as well. Some limited growth in and around these areas should be allowed provided:

that new development is compatible with and supports existing historic and architectural character of these villages, and

that new development can be properly situated in accordance with site conditions and environmental limits.

Most of the existing village areas of Sedgwick and Sargentville are already limited to additional development. The village area as defined for purposes of this plan and as a basis for zoning are much larger than the existing village areas – see accompanying map – and include areas, based on medium intensity soils maps which appear suitable for new development.

Layout and design features for new buildings in the designated village area should be encouraged to fit with what exists in the existing village area, wherever possible. At this point and until more detailed information is available, one acre lot size is recommended in and around the village areas, as shown on the accompanying map.

Section III: Implementation of the Comprehensive Plan

Residential uses and small-scale commercial uses (less than 3,000 square feet of ground floor area) would be allowed in the designated village areas, subject to health and safety requirements and site conditions, and in keeping with the existing pattern of development.

Near the designated village areas there are as many as 100 – 200 boats moored during the summer months. The demand for moorings and public access points to Sedgwick's coastline is high. There is a need for an active Marine Resources Committee in Sedgwick which in the next few years should undertake the following:

- prepare a Harbor Ordinance to be presented for approval at the 1993 Town Meeting
- obtain approval at Town Meeting to dedicate boat excise fees and mooring permit fees for harbor improvements and facilities
- improve ramp and launching facility
- help to obtain a parking area at the Sargentville landing
- conduct an inventory of moorings and locations (partially completed)
- prepare a detailed, specific Village/Harbor Management Plan
- help identify potential and existing sources of coastal pollution in Sedgwick and pursue methods for resolving such pollution problems

Funds should be requested by the Town of the State's Coastal Program to prepare a harbor management plan and this should be initiated in 1993. An analysis should also be included as part of the plan, to determine the advantages and disadvantages of harbor development to the Town in general and the Village specifically. Eventually, the Town may be faced with a proposal to develop a marina in the area and the Town should be prepared for that probability. Finally, the study should look closely at what it will take to support and maintain a marine commercial and adequate walking opportunities within and between the Village and harbor areas of Town.

Roadside Commercial/Industrial Area

A limited area along Route 15 near the Ridge Road intersection would be designated for larger scale commercial and light industrial uses (building square footage in excess of 3,000 square feet of ground floor area). Sedgwick is a rural town. Ellsworth-type commercial/industrial development is unlikely in the near future. Yet the Town can begin to indicate its preference for the location of such activity should it become a reality. All industrial uses would be required to be well buffered from surrounding properties through vegetative plantings and stringent setbacks. Smaller scale commercial/industrial uses (building square footage less than 3,000 square feet) would be allowed anywhere in the rural and village areas of the community.

Any light industry to be encouraged in the Town of Sedgwick would need to adhere to strict environmental requirements. In addition, the intensity of development would be limited by establishing a maximum lot size, 2 acres, a height limit of 2 stories, and a maximum floor area to lot size ratio of .5 or less.

Town Rural Areas

Important Town Agricultural and Forest Areas

Sedgwick's rural character and its valued open space qualities are in large part a result of the extensive areas devoted to blueberry cultivation and forestry. The Town already demonstrates its preference to these types of land uses through its tax policies. The bulk of these agricultural and forest areas are off-road lands. Large expanses of off-road lands are forest lands located on poorly drained soils. The forest products industry is Maine's largest providing thousands of jobs in Hancock County. A constant supply of trees located on large blocks of land are needed to

Section III: Implementation of the Comprehensive Plan

sustain this important community economic base. Forest or agricultural land cut up for lots and subdivisions loses its value for resource production. Sedgwick has ample existing roadway to accommodate development for many years to come and there is no need to encourage development in presently inaccessible areas. What development does occur on inaccessible forest and blueberry production lands should be that which relates directly to the industry itself. Major subdivisions in forest and agricultural areas should not be allowed and smaller subdivisions encouraged in clustered fashion on smaller lots, so that 50% of the overall parcel would remain as open space.

Two acres of buildable soils will be the required lot size in all the Town's rural areas. Finally the Town as part of the implementation of the Comprehensive Plan will prepare a specific policy to discourage widenings and major improvements on certain rural roads to further discourage land use development in Town agricultural and forest areas.

Roadside Rural Areas

All lands along Sedgwick's town roads would be classed as roadside rural areas. Policies the Town will implement for these areas would seek to protect rural character, and to that end, a minimum lot size of two acres of net developable soils (land not normally considered developable such as wetlands and steep slopes would not be considered in determining minimum lot size requirements) would be required and 250 feet of road frontage. In addition the preservation of natural vegetation would be encouraged to be maintained between the road and building, i.e., minimum site clearing between the road and new development and only for gardening and solar access. Any scenic area identified in the rural areas would be protected with performance standards and design guidelines and incorporated in the site plan review process and as part of the town-wide zoning ordinance.

In order to minimize the traffic impacts of all subdivision and site plan review proposals, the number of curb cuts on existing roads shall be kept to a minimum. All subdivisions would be encouraged to be clustered so as to promote open space. In addition, lots should normally front on new interior roads. For clustered subdivisions lot size and road frontage would need to be reduced as an incentive to preserve open space. The use of shared access points to commercial developments shall be required whenever practical.

Single and two family residential uses would be permitted in the rural areas and industrial uses would not. Commercial uses would be allowed provided that performance standards for such uses could be met. Performance standards would seek to assure that such enterprises be situated in an environmentally responsible manner and with careful attention to the impact on abutting property owners. Home occupations would be allowed anywhere in town. Reasonable standards would exist however requiring that those who work out of their homes minimize the impacts on surrounding properties.

Sensitive Watershed Areas

The Sensitive Watershed areas include the watersheds of Frost, Black and Walker Ponds. These ponds have been identified by the Department of Environmental Protection as being particularly susceptible to possible eutrophication from additional phosphorous loading. There are now available reliable models and techniques for forecasting how much development the watersheds of such ponds can handle without creating water quality problems. A part of the proposed implementation of this plan is to prepare detailed watershed management plans to determine these threshold levels of development for each of the watersheds of the ponds involved. In addition, a cooperative effort with the Towns of Brooksville will also be pursued to conduct a similar analyses for Walker Pond and the watershed area which the towns share. The standards and provisions proposed for the Town's roadside rural areas and its agricultural and forest areas would apply in these watershed areas as well.

Section III: Implementation of the Comprehensive Plan

Areas of Natural Resource Importance

There are many areas in the community where no development should be allowed, or only very limited development under carefully controlled circumstances. The eight types of 'areas of natural resource importance' described below, should be placed in some type of resource protection districts.

Areas of Natural Resource Importance	Proposed Implementation Measures
1	'Class A' Wildlife areas: motor boating limitations during key seasons; increased setback (125') along adjacent shore areas
2	Softshell Clam Habitat areas: special town enforcement policy to maintain integrity of open areas & phasing out of overboard discharges in closed areas
3	Floodplains: existing floodplain management ordinance integrated into comprehensive Townwide Zoning Ordinance
4	Wetlands: Resource Protected in Townwide Zoning Ordinance, including 250' strip around all wetlands
5	Streams: Stream Protection District established for all perennial brooks and streams in Sedgwick
6	Archaeologically sensitive areas: no activity effecting these areas will be allowed to proceed without a field check by a qualified archaeologist
7	Deer Yard: Resource Protection District in Townwide Zoning Ordinance
8	Sand and gravel aquifers: Special Protection extended, limits established on extraction, and reclamation of any pit areas required. Only low density & low intensity uses permitted

An Alternative for the Future

How will growth and development affect the character of Sedgwick? How can limited growth and development contribute to Sedgwick's betterment? What is the best alternative?

Section III: Implementation of the Comprehensive Plan

If the Town chose to take little or no action at this time Sedgwick would continue to develop rapidly and randomly in the manner it has in the last twenty to thirty years. This would mean more growth and sprawl along existing rural roadways, along with a likely increase in the demand for and cost of municipal services.

By supporting and encouraging the initiatives outlined herein, over the next few years, Sedgwick would have gone a long way toward protecting many of its most valuable resources for the future. Rural character would have been preserved and the essential qualities of the Town would not have changed much.

Sedgwick and Sargentville Villages with their important historical and small town values would have been preserved. There would be more people, but the impact would be minimal. Some clustered development, particularly around the existing outlying neighborhoods, would have been encouraged, creating several small hamlets scattered throughout the rural area located usually alongside existing roadways at key intersections. The Town's forest and agricultural lands and the sectors of its economy which is based on these industries would have been protected, as a result of the Town's policy of discouraging development in the largely inaccessible rural portions of the community. Cooperative efforts with neighboring towns to protect Walker Pond would have helped to guarantee the long term health and viability of this important resource.

The Town's costs would also have been stabilized as a result of not having to provide an increasing level of municipal service to distant, outlying areas. The benefits and charm of a small, vibrant coastal village would have been preserved and enhanced for existing and future generations to enjoy. Bicycle trails and more and better sidewalks in and around the Village area would have created an environment that emphasized people walking over riding. All new development in the Village area, as a result of the Town's insistence that it be compatible with the traditional character, would be well designed, concentrated, but interspersed with greenbelts and open space. The Village's tight mix of housing, commerce and open space would allow a diversity of housing types of different age and social groups as well as offer the convenience of walking to a store or to the shore.

Town-Wide Zoning

To move the Town towards a desirable future, some minimum degree of control over how and where development occurs is needed. A Townwide Zoning Ordinance can be prepared which would govern the density and type of development permitted in different areas of Town. The major goal that the Town seeks to accomplish is to allow for affordable residential and commercial growth while preserving Sedgwick's rural character – partially its open land, scenic beauty and reasonable tax base. Guiding growth to make efficient use of land is a primary component of his effort.

The zoning ordinance would be kept as simple and as flexible as possible by using a "performance based" approach, in which a fairly wide range of activities would be permitted in most areas. What have been called "Good Neighbor" standards would be utilized to prevent incompatible land uses. The standards and guidelines to be incorporated in the proposed zoning ordinance would describe the best ways to locate and lay out new development in Sedgwick to avoid damaging natural resources and to assure some consistency with the existing pattern of development. The classification of areas as contained in the Plan would provide the basis for the zoning districts.

The provisions of shoreland zoning currently protect many of these resources and the shoreland zoning ordinance would best be folded into a townwide ordinance. Existing performance standards for shoreland areas would be retained, but shoreland districts would be reconfigured to fit in with those for townwide zoning. A unified development ordinance which combines all ordinances into one simpler, easier to understand format will be considered. The unified development ordinance would allow the consolidation of all definitions and standards for site plan, subdivision and zoning into one document.

Section III: Implementation of the Comprehensive Plan

The new ordinance would make clear that the Planning Board may request that special investigative studies including, but not limited to, traffic, environmental, and fiscal impacts be prepared at the applicant's expense and that the board reserve to have these studies reviewed by another consultant at the applicant's expense. To facilitate the preparation and review of these studies, the Planning Board would develop clear criteria that such studies would be expected to follow. Final approval of any development would be contingent upon full reimbursement of any agreed upon expenses for the review of such studies.

Since some projects may require more time or special sources of expertise than the Planning Board may have available, application filing fees should be established that allow the Board to obtain assistance in the review. The purpose of using such expertise would be to assist the Board in reaching an informed decision. All decisions would continue to be made by the Board.

Since Sedgwick is a rural town, the ordinances should specifically grant the Planning Board the right to require that major developments be phased over several years. This would allow a limited number of units approved in a given year in one development so that the town would have time to adjust to the municipal service impacts of a major development.

The Town recommends a one acre minimum lot size for designated growth areas and a two acre minimum lot size for its rural areas. A division of property into lot sizes of less than two acres, but more than one-half acre, would be allowed (subject to health and safety requirements) for persons related to the property owner by blood, marriage or adoption, unless the intent was to avoid the objectives of the minimum lot size requirements.




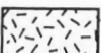


As in most zoning ordinances, lots or properties in existence before the enactment of the ordinance would be "grandfathered" in the new regulation. Current property owners that do not meet the new zoning requirements would still be allowed to build on their property, provided existing health and safety requirements could be met.

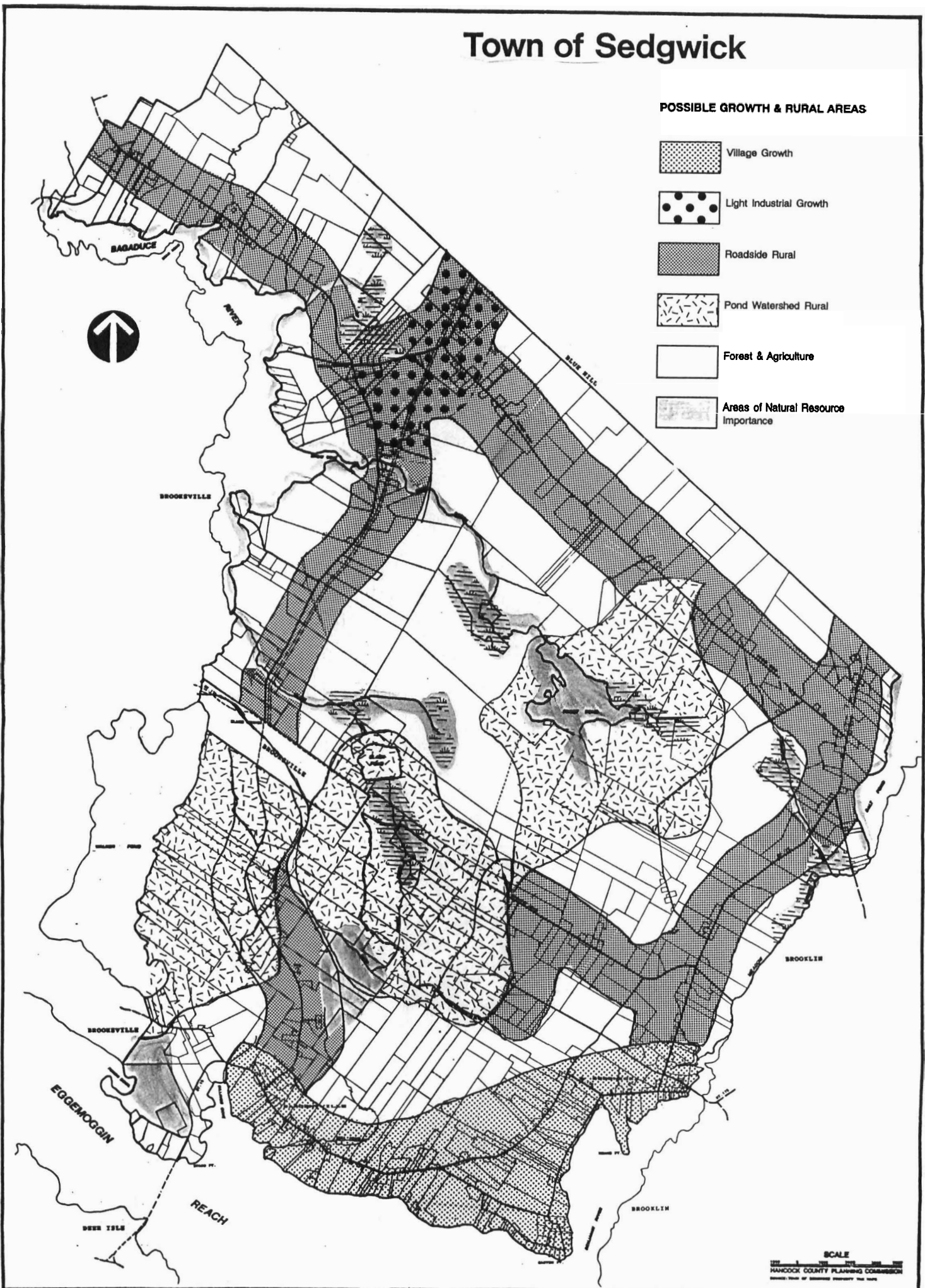
Also the Board of Appeals has the power to grant variances from area and dimensional requirements, and any ordinance can also be amended at any future town meeting if changing conditions indicate it needs to better fit with the Town and the wishes of its citizens.

The Land Use Plan map that follows displays the five proposed land use districts.

Town of Sedgwick

POSSIBLE GROWTH & RURAL AREAS

-  Village Growth
-  Light Industrial Growth
-  Roadside Rural
-  Pond Watershed Rural
-  Forest & Agriculture
-  Areas of Natural Resource Importance



Section III: Implementation of the Comprehensive Plan

D. Capital Investments

The Town of Sedgwick has successfully managed capital investments for the community for the last two hundred years. The process, although not formal or high planned, has worked well over the years and it is not perceived by town officials to require any modification for the foreseeable future. Capital investments in Sedgwick are made on an as needed basis and usually when some slack is anticipated in municipal finances for the coming year. Major expenditures anticipated usually precipitate the establishment of a reserve account where funds for the expenditures are built up over a several year period. The town currently has established a reserve account for a fire truck.

Although the current process for making capital investments in Sedgwick is not likely to change over the next several years, the following major expenditures and priorities are envisioned in Town over the next ten years:

Proposed Project	Priority	Approximate Cost	Funding Source
Steamboat Wharf road repairs	1	\$ 20,000	local & jobs bond funds
Salt/Sand Storage Shed	2	80-100,000	state 3/4, local 1/4
Town Landing improvements	3	20,000 +/-	local
North Sedgwick Fire Station	4	25,000 +/-	local
Caterpillar Hill easement	5	10,000	local
Walker's Pond boat access	6	50,000 +/-	state 1/2, local 1/2
Fire Truck	7	100,000	local
Town truck	8	25-30,000	local

Because of the relatively large debt burden the Town will be carrying in the future as a result of the construction of the new school, funds for the capital expenditures identified for the above needs will be limited.

A Capital Investment Plan

As the Town continues to grow, most likely within the next five years, the selectmen will need to prepare and annually update a more formal, general five year capital investment plan for the Town.

A capital investment plan is a schedule of improvements, listed in priority order, with cost estimates, and a proposed method of financing them over a certain period of time.

Section III: Implementation of the Comprehensive Plan

Such a Plan includes a list of all major capital improvement items (over \$5,000 in cost) expected to be purchased within a five (5) year period.

The goals of the Capital Investment Plan are to:

- plan for financing major capital improvements or equipment purchases.
- help to guide growth and development.
- focus citizen attention on the long range goals and the needs of the community.
- help to control the ups and downs of tax demands.

With a continued reduction in Federal financial support, such a Plan can make the difference between decay and growth. In addition, many State and Federal agencies will require that such capital investment plans are in place before funds are approved for many programs.

Sedgwick is a growing community. The demands placed on schools, roads, and other facilities can only increase and place additional burdens on the tax rate. A Capital Investment Plan will help local officials make the best use of taxpayer dollars by inventorying, assessing the condition of, and planning for, the repair or purchase of capital equipment and facilities.

Typically, a Capital Investment Plan is prepared by a local Capital Investment Plan Committee. The committee is charged with developing and presenting a Capital Investment Plan to the voters should be composed of at least:

- a Selectmen;
- two members from the Budget Committee;
- a member from the Fire Department;
- a member of the Town Planning Board;
- a member from the School Committee;
- Road Commissioner; and
- two persons, elected at large.

In addition, the other two Selectmen often serve as ex-officio members of this committee.

The committee shall elect the chairman for the group.

Capital Investment Plan Process

The chairman of the Capital Investment Plan Committee is charged with presenting the committee with an initial inventory of capital improvement items, a priority order and cost estimates for each item or activity.

The committee will then:

- review the necessary list and delete or add projects as necessary;
- determine important policies in order to prioritize the Capital Improvement Projects;
- recommend funding mechanisms and implementation schedules for each project; and
- support the plan during budget deliberations and at town meeting time.

Section III: Implementation of the Comprehensive Plan

The committee should meet at least annually, as needed, to consider any necessary changes to the Plan. This Plan is not final and must be designed with change in mind. There will arise, from time to time, unforeseen expenses which cannot be delayed until a new plan is finalized. However, this does not diminish the value of a Capital Investment Plan as it will always encourage long range planning for the citizens as well as town officials and departments.

The proposed funding mechanism for the Capital Investment Plan will be presented to the selectmen for inclusion in the annual budget. The Budget Committee then reviews the funding requests and makes a recommendation for town meeting review.

As stated earlier, the items to be shown in a capital needs inventory are defined as exceeding \$5,000 in cost and having a useful life of at least three (3) years. In addition, all existing long and short term debt outlays are included in the Plan.

Recurring expenses (such as road paving) are not included even though some of them are major expenditures. They are considered however, in assessing the impact of proposed Capital Investment Plan expenses on the tax rate. The Capital Investment Committee is responsible for compiling, updating and prioritizing this inventory. It is a task which is most crucial to the entire capital investment planning process.

Section III: Implementation of the Comprehensive Plan

E. State and Regional Concerns

The development of the Sedgwick Comprehensive Plan has taken place in the context of a framework of state and regional goals and policies. The ten state goals and nine coastal policies are summarized in the five state policies that are presented below. Hancock County Planning Commission's regional goals and objectives follow:

State Policies

1. to encourage orderly growth in housing and business, protect rural character including scenic areas, and to discourage sprawl.
2. to protect natural resources including water quality of fresh and coastal waters, the health of freshwater and marine ecosystems, the sustainability of wildlife habitat, air quality, and other critical natural resources.
3. to preserve valuable and important aspects of the man-influenced landscape such as agricultural and forest resources, historic and archaeological resources, recreational areas of importance, and points for public access to water.
4. to provide public facilities and services as needed to accommodate growth including affordable housing, ports and harbors for the marine industry, recreational opportunities for visitors and residents and other associated community infrastructure.
5. to encourage cooperative state and local management of area resources.

Regional Goals and Objectives

Regional Goal:

To achieve the best possible use and management of the region's unique and diverse natural and human resources.

Regional Objectives:

1. Work toward the development of a stable, diverse, year-round economic base, providing well-paying challenging jobs, optimizing the use of existing resources and skills and helping to create training and educational opportunities, as needed.
2. Support the unique strengths and characteristics, and the spirit of community and caring that exists in Hancock County's towns and villages.
3. Enhance the ability of Hancock County's diverse, downtown areas, to serve as vibrant, high quality centers with a well planned balance of commerce, housing, culture, industry and government activities and services.
4. Discourage sprawl along Hancock County highways in general, and in particular along Route 1, 1A, 9, 15 and Route 3, the County's major transportation arteries, in order to assure the safe and efficient flow of traffic, to preserve rural character of the countryside as viewed from these corridors, and to encourage well planned, attractive commercial centers.

Section III: Implementation of the Comprehensive Plan

5. Help preserve the integrity of areas identified as regionally important for their cultural and ecological significance and sensitivity.
6. Work towards the development of an available, adequate supply of affordable housing located near work places, schools and necessary services.
7. Facilitate interlocal communication and cooperation and, where more efficient and effective, to encourage the provision of services on a regional or interlocal basis.
8. With assistance from a combination of federal, local, and state funding and other fiscal options help plan, design and build infrastructure necessary to effectively manage growth.
9. Urge that all state, federal, and regional public facilities, whether leased, purchased, or constructed, occur in a manner consistent with all locally approved growth management plans and policies.
10. Encourage greater state and federal agency consistency, cooperation, and efficiency of policies and services affecting local areas, especially in the areas of transportation, economic development and natural resources protection.
11. Using soils as a sound basis for planning, protect from permanent loss or conversion those natural resources which are either unique, regionally significant or necessary to sustain viable commercial forestry, fishing and farming operations, as well as outdoor recreation opportunities; and to protect the land or shore access upon which these activities depend.
12. Support, as a basis for efficient future development, the following priorities for growth in the region:
 - First: the improvement, revitalization, and optimum utilization of existing community facilities.
 - Second: the full development of all under-utilized areas which are appropriate for development (in-filling), within the built-up areas of existing communities.
 - Third: the extension of well planned, carefully thought out development of areas immediately adjacent to the developed portion of existing communities.
 - Fourth, and lowest in priority: new development in areas which are geographically separated from existing developed communities and their expansion areas are only to be encouraged at a low density and when supportive of the conservation and/or productive use of existing rural resources.

The proposed local actions contained in this Plan deal with the identified issues in the Town of Sedgwick. They are also consistent with and supportive of state and regional policies. State and regional policies that are not addressed in the Comprehensive Plan are not considered directly applicable to Sedgwick. Interlocal issues in Sedgwick involve solid waste and the protection of natural resources that extend to other municipal jurisdictions. Policies and implementation measures are provided herein to address these interlocal and regional concerns.

Section III: Implementation of the Comprehensive Plan

There are two regional issues in particular which are highlighted in the plan and these are:

Water Quality

The quality of Walker Pond is threatened and the pond is considered vulnerable to additional development. Thus, the Town of Sedgwick recommends a watershed protection program be pursued jointly with the Town of Brooksville. See Section II.H. The Town of Sedgwick has also expressed a willingness to work with the Town of Blue Hill on shared water resources should there be interest expressed in Blue Hill to do so.

Public Access

There is very limited public access to Walker's Pond and the pursuit of joint access with the Town of Brooksville has also been recommended. See Section II.F.

IV. APPENDIX

". . . We never seem to notice the water until the well runs dry. With careful planning, we need to ensure that our generation doesn't drink all the water, so that our children won't blame us for being selfish and short-sighted. . ."

". . . We never seem to notice our greatest freedom is to be able to plan ahead, to look into the future, and to have a plan ready for controlled growth of the town. Our plan seeks to preserve all those things survey respondents thought were important: our rural character, clean water, open spaces, and scenic views. . ."

HIGHLIGHTS OF THE SEDGWICK COMMUNITY OPINION SURVEY

240 completed surveys were returned, out of a total of 570 mailed and delivered, for a very high response rate of over 40 %. The typical respondent to the Public Opinion Survey was between 45 and 64 years of age, has had some college education, lived in Sedgwick year-round for 6 years or more, owns his or her house on 10 acres or less, heats with wood and oil and works in either Sedgwick or Blue Hill. The most important reasons respondents indicated for living in Sedgwick are its rural character and its scenery. A summary of the responses to other questions on the Survey is provided below.

Community Services

Most survey respondents were positive about the services the Town provides. Fire protection, road maintenance, ambulance service received the highest marks. For example, 83 % of those responding indicated they felt fire protection services were either 'excellent' or 'good'. 70 % considered the ambulance service either 'excellent' or 'good', and 60 % were similarly satisfied with road maintenance in Town. The Town's dock facility also received high marks, with 54 % of those responding indicating that they considered it either 'excellent' or 'good'.

Those community services or facilities that Townspeople felt were not up to par were services for youth (35 % had a 'poor' opinion of what was available in the community), recreation facilities (32 % had a 'poor' opinion), and public transportation (28 % had a 'poor' opinion). Town services for which citizens indicated a stronger willingness to spend more tax dollars for were fire protection (52 % indicated they would commit more tax dollars for the purpose) road maintenance (36 % would spend more) ambulance service (32 % would spend more).

Hiking trails, bicycle paths, cross country trails and picnic areas were the types of recreational opportunities that at least 40 % of those responding to the Public Opinion Survey would like to see expanded or developed in Sedgwick. 40 % of those responding would also like to see the Town acquire a beach area, and 67 % of those responding supported the Town's purchase of property on Walker Pond to assure public access. 52 % of survey respondents however, either were not sure or did not support the Town's seeking additional funding for Town projects from state and federal agencies.

Growth and Development

67 % of survey respondents wanted to see the population of Town stay the same. If the Town continued to grow small commercial/industrial (eg. crafts, boat building, small research firms, etc.), recreational and trades and services were the types of land uses townspeople would be most willing to see increase (at least 40 % of survey respondents supported increases). The citizens of Sedgwick were more willing to support specifically designated places for large and small commercial/industrial, tourist and recreation facilities, apartments and mobile home parks and resource extraction and production activities.

62 % of those responding to the Survey indicated that future development in Sedgwick be "controlled by specific local ordinances to a degree that is greater than State requirements".

Natural and Cultural Resources

In general people in Sedgwick indicated strong support for protecting the Town's abundant natural resources. In particular there was strong support for protecting scenic vistas (particularly Caterpillar Hill - 75 % supported its protection), groundwater sources (62 % supported protection), wildlife habitat (64 % supported protection) and wetlands (57 % supported protection). 76 % of those responding to the Survey would like to see the Town encourage the preservation of its historic/archaeological sites and buildings.

A complete tabulation of responses to all questions on the Survey is available at the Town Office, for those interested.