



Town of Sullivan Comprehensive Plan

2025 - 2035



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... and to all those that attended our community workshops and took our survey!

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Executive Summary

The Sullivan Comprehensive Plan is the result of an 18-month-long process overseen by the Comprehensive Plan Committee and supported by the Hancock County Planning Commission.

The Comprehensive Plan is designed to satisfy the requirements of the Maine Growth Management Act while staying true to the wants and needs of Sullivan residents. The Plan reflects the views of Town residents who participated in the process through in-person engagement sessions, a public opinion survey, one-on-one conversations, and more to establish goals, objectives, and strategies to achieve the desired vision of Sullivan residents.

The Plan includes a **Vision Statement** which articulates the community's desired future character. Each chapter of the Comprehensive Plan includes an inventory and analysis section and ends with a goal (desired outcome) intended to move Sullivan toward its Vision, accompanied by objectives (measurable milestones on the way to those goals) and strategies (defined methods for achieving those objectives), along with associated timelines and responsible parties for each strategy. The **Implementation and Evaluation** chapter further details how strategies will be carried out and progress toward goals will be assessed.

The **Population and Demographics** chapter analyzes population trends such as median age, income, education, and household size, to support the development of other chapters of the Comprehensive Plan. Sullivan's population slightly increased by 2.9% from 2000 to 2020 and is expected to decrease in the next fifteen years.

The **Economy** chapter reviews current and projected economic trends, including economic assets, historic perspectives on the local economy, and major employers, to define economic priorities. There is little to no investment structure at the municipal level in economic development, implementing this would allow Sullivan to participate in regional economic planning. Among other things, this chapter recommends the creation of a Regional Economic Development Committee.

The **Housing** chapter identifies affordability is a key issue in Sullivan as it is across the State of Maine. Of the homes sold in Sullivan in 2022, 81% were unaffordable to households at or below the Sullivan median household income. This chapter recommends the formation of a Regional Housing Committee, among other strategies, to encourage and promote the development of affordable, decent, year-round housing.

The **Transportation** chapter highlights overwhelming community support for safer pedestrian and bicycle infrastructure as well as interest in public transportation coordinated at the regional level. Speeding and pedestrian safety along Route 1 are identified as concerns by residents. The Town as a whole lacks adequate infrastructure for non-vehicular travel. Some strategies include creating a multi-use path from Sumner Park to the Sorrento-Sullivan Recreation Center to increase pedestrian safety, foot traffic and local business activity in the area.

The **Natural Resources** chapter provides an overview of the Town's natural resources related to wildlife, fish habitats, and other important ecological systems, assesses the effectiveness of existing efforts to protect these resources, and predicts future impacts of growth and development. The Maine Natural Areas Program states that Sullivan contains portions of two key focus areas of statewide ecological significance, a rare plant species, and important habitat for

shorebirds, waterfowl, and fisheries. Frenchman Bay Conservancy and Maine Coast Heritage Trust have conserved hundreds of acres of important habitat in the Town.

The **Water Resources** chapter provides an overview of Sullivan's freshwater resources, considering potential threats to water quality and the effectiveness of existing measures to protect and preserve these resources. Residents, businesses, and institutions rely on private wells as there is no municipal water supply. As development and land use practices evolve, proactive watershed management and enforcement remains an important objective for the Town.

The **Marine Resources** chapter describes and assesses the adequacy of the Town's marine resource areas, facilities, and water-dependent uses, and the effectiveness of existing measures to protect those resources. Access is the biggest issue for the Town, and public access to clam flats will likely be lost based on private land acquisition and closures in the future. Expanding waterfront access for clambers and Town landings will help sustain local economic and cultural activities.

The **Agriculture and Forestry Resources** chapter describes the extent of farming and forestry, as well as potential threats by growth and development and the effectiveness of current protective measures. Sullivan has 5,218.39 acres of land enrolled in Tree Growth, 20 acres in Farmland, no land enrolled in Working Waterfront and 2,827 acres of conserved land (15.71% of Town land area) through fee ownership or easements. The chapter recommends a number of strategies to safeguard prime farmland and high-quality forestland.

The **Climate Change** chapter assesses the potential impacts of climate change on Sullivan. Sullivan's critical facilities and infrastructure, such as Gordon's Wharf, are particularly at risk not only to failing stormwater and flood management infrastructure, but also to sea level rise, coastal flooding, and storm surge. Sullivan and Sorrento will be conducting a joint vulnerability assessment which will evaluate current and projected flooding and subsequent critical transportation and waterfront infrastructure, property, natural resource, and socioeconomic impacts.

The **Historic and Archaeological Resources** chapter provides a detailed overview of the history of Sullivan, assesses threats to historical and archaeological resources, and the effectiveness of existing measures to protect them. There is only 1 property on the National Register of Historic Places and 6 historic archaeological sites which have been documented for Sullivan. The Town has a goal of establishing Historic Districts which could ensure further protection of historic buildings.

The **Recreation** chapter inventories recreational opportunities for people of all ages and interests. Recreational facilities in Sullivan are limited, but adequate for the size, while programming is insufficient. The region as a whole has adequate facilities and programs that residents in Sullivan benefit from. Looking forward, addressing recreational needs will hopefully be met regionally.

The **Public Facilities and Services** chapter highlights building a new fire station, a new Town office, investing in municipal public works, and protecting and maintaining the educational facilities. The need for a new fire station being most urgent.

The **Fiscal Capacity** chapter examines the Town's revenues and expenditures and details a Capital Investment Plan. The Town's local debt is well under the State statutory limit and has the capacity to take on debt for needed projects.

The **Existing and Future Land Use** chapters describe the existing patterns of land development in Sullivan and assess potential new development. There is an expressed desire for preventing overdevelopment and ensuring the future growth fits with the character of Sullivan, while balancing the potential for overregulation of development.

It is required by the Growth Management Act for the Town to identify “growth areas.” The intent of growth areas is to ensure that planned growth and development related infrastructure are directed to areas most suitable for development with the intent of preventing sprawl and preserving the State’s rural landscape. Growth areas are intended to encourage future development where essential services, businesses, and employment opportunities already exist and avoid encroaching on critical natural resources.

The Town has identified two growth areas located along Route 1. The first being the “North/West Sullivan Village,” which is located at the entrance to Sullivan coming over the Hancock Bridge. This area was selected as a growth area because it used to be a historic residential and commercial village, recent development has taken place here, and it contains parcels owned by the Town with plans to build a new fire station and Town office during the planning period. The second area, “Town Center Near Tunk Lake Rd. and East Sullivan,” is a larger area near the East end of Town near Gouldsboro. Similar to the first growth area, there used to be a historic commercial and residential village, there is suitable developable land, and the Town owns a 50-acre parcel with hopes of developing housing.

It is important to note that the designation of a growth area does not have the effect of land use regulations. Development in the growth area will be encouraged with incentives, such as ensuring that 75% of new municipal growth-related capital investments will be directed into the growth area.

Vision Statement

The Town of Sullivan, Maine is a scenic, historic, rural community often referred to as the Gateway to the Schoodic Peninsula. The Schoodic National Scenic Byway runs through our Town and the beauty of the coastline draws in thousands of visitors each year. Despite our location on busy Route 1, the Town is not defined by its tourist appeal, rather it serves as a peaceful, quiet year-round home for families and retirees alike.

Sullivan is rich in history and its population has fluctuated with each decade. Some families have roots that reach back to the beginnings, and many have decided to put down roots after visiting the area. Community members support the balance of wanting to keep Sullivan historic and naturally beautiful, while encouraging appropriate growth and development needed to support a viable community.

Residents envision a place where they can safely walk or ride to various locations and conduct business, purchase goods, and enjoy time within the community. Reviving Sullivan's historic villages to be filled with small businesses, restaurants, and recreational opportunities is of great interest, and expressed is a desire to see the development of additional housing, especially for senior citizens and young families.

With proper planning, Sullivan will remain a welcoming, scenic, and rural place to live and be prepared to face challenges that the next decade may bring.

Data

The population and demographic data in this chapter come primarily from two sources in the U.S. Census — the 2020 Decennial Census and the 2022 American Community Survey (ACS) 5-Year Estimates.

To calculate ACS estimates, the Census Bureau selects a random sample of addresses to fill out questionnaires. The 5-Year Estimates are calculated using data that is collected over a 60-month period. It should be noted that the 5-Year Estimates often have a large margin of error due to the small size of the sample subset. For example, the 5-year estimates from the ACS count 76 people between the ages of 15-19 living in Sullivan, with a margin of error around ± 49 . This is a large margin of error, and it means the data presented here from the ACS 5-Year Estimates are not reliable and should be interpreted through the lens of alternative information sources.

It is noted that this Plan presents Census data, however the Census data is not reflective of population trends observed since 2020, especially considering changing trends associated with the Covid-19 pandemic.

DRAFT

Chapter A: Population and Demographics

1. Purpose

Population is a foundational data set to guide all aspects of a comprehensive plan. The understanding of the Town's past, current, and future population trends support many other aspects of the plan, such as housing, land use, and transportation, and will help the Town of Sullivan prepare for future municipal expenditures and investments. This section will:

- a. Describe Sullivan's population trends;
- b. Discuss how these recent trends relate to and contrast with Hancock County, the State; and
- c. Review likely future population trends.

2. Key Findings & Issues

Sullivan's older population has seen the largest and most significant increase between 2000 and 2020. This significant increase has implications for municipal services and community character. Sullivan's median income of \$64,375 is higher than that of surrounding towns and the County (\$60,354), but lower than the State (\$69,543). The median income in Sullivan has almost doubled since 2000.

Sullivan has a greater percentage of high school graduates compared to other area communities, the County, and the State, but attainment of higher education is not comparable, as Sullivan has a significantly lower percentage of people with a bachelor's degree or higher.

Since 2000, Sullivan's average household size has increased from 2.5 persons per household to an estimated 2.74 per household, a 9.6% increase.

3. Key Findings & Issues from Previous Plan, 1993

Sullivan's year-round population grew at approximately 16-17% per decade over the past two decades. This rate of growth is greater than the State and County's, and about equal to regional growth areas.

Seasonal population has increased at a much lower rate in Sullivan, than in Gouldsboro, the region, County or the State; as estimated through the number of seasonal homes in each of these districts.

Sullivan's incomes were slightly higher than Gouldsboro's, the County's, or the State's in 1991, but were lower in 1979. Income in Sullivan grew much more rapidly than it did in the other four comparison areas.

Household size in Sullivan is larger than it is in the State, County, or surrounding communities. While Household size has been decreasing nationally and statewide, it has been increasing in Sullivan, counter to all the trends.

4. Community Engagement Results

The 2024 Public Opinion Survey results show that 47% believe the population has remained the same over the last three years and 31% thought the population has increased. Only 12% saw a substantial increase.

Eight percent (8%) of respondents said they were planning on becoming a full-time resident within the next five years, while 24% are planning on selling their home and moving out of Sullivan in that same time frame.

The survey results contain comments from individuals who stated that they would like to see more families with children move to Sullivan and for younger working people and families to be able to afford to live here. Additionally, several respondents commented on the aging population and the need for additional support for elderly residents. Despite this, only 38% of respondents thought that the availability of affordable housing needs attention right away; and 37% said they would like tax dollars to go towards this initiative.

The overwhelming majority of those who attended the Visioning Sessions stated that the small-Town feel, rural nature, and physical beauty of Sullivan was very important to them. They do not want to see too much growth too quickly, a trend that may affect Sullivan's current way of life. It was also important to the attendees that the Town maintain a healthy, year-round community that supports both young families and elderly residents wishing to age-in-place.

5. Historical Trends

Table A-1 shows historical population changes and projections through 2040. Many factors influence rural populations including proximity to urban centers, access to mass transit and transportation, access to broadband/fiber internet, and the condition of local and regional economies. The late 1800's stands out as the period of Sullivan's greatest population increase in percentage (34%). Sullivan's population increased until reaching a peak around 1890, then the population continually declined until 1990. Between 1990 and 2020, the population has slowly increased. According to the Maine State Economist, the population is expected to stay consistent, around 1,100 until 2040.

The State Economist's projections show Hancock County losing population in the coming years; while the State, as well as Sullivan, will continue to experience small gains until dipping into the minus column in 2040. These projections assume no change in underlying conditions; therefore, these projections should be reviewed periodically to ascertain their accuracy and account for any changes that might occur in the meantime.

Rural Maine's population has increased dramatically due to the influx of residents fleeing more densely populated areas due to one or more of the following: the COVID-19 pandemic, civil unrest, and/or climate impacts in other regions of the United States (severe drought, wildfires, over crowdedness, and/or seasonal storms). The updated national projections into 2040 appear to have forecasted a continued migration toward rural places like Maine over the coming years.

Table A-1: Sullivan Historic and Projected Population

Year	Sullivan		Hancock County		Maine	
	Population	% Change	Population	% Change	Population	% Change
1850	810	N/A	34,372	N/A	583,169	N/A
1860	862	6.4%	37,757	9.8%	628,279	7.7%
1870	796	-7.7%	36,495	-3.3%	626,915	-0.2%
1880	1,023	28.5%	38,129	4.5%	648,936	3.5%
1890	1,379	34.8%	37,312	-2.1%	661,086	1.9%
1900	1,034	-25.0%	37,241	-0.2%	694,466	5.0%

Year	Sullivan		Hancock County		Maine	
	Population	% Change	Population	% Change	Population	% Change
1910	1,132	9.5%	35,575	-4.5%	742,371	6.9%
1920	916	-19.1%	30,361	-14.7%	768,014	3.5%
1930	873	-4.7%	30,721	1.2%	797,423	3.8%
1940	801	-8.2%	32,422	5.5%	847,226	6.2%
1950	762	-4.9%	32,105	-1.0%	913,774	7.9%
1960	709	-7.0%	32,293	0.6%	969,265	6.1%
1970	824	16.2%	34,590	7.1%	992,048	2.4%
1980	967	17.4%	41,781	20.8%	1,124,660	13.4%
1990	1,118	15.6%	46,948	12.4%	1,227,928	9.2%
2000	1,185	6.0%	51,791	10.3%	1,274,923	3.8%
2010	1,236	4.3%	54,418	5.1%	1,328,361	4.2%
2020	1,219	-1.4%	55,478	1.9%	1,362,359	2.6%
2025	1,222	0.3%	56,140	1.2%	1,374,728	0.9%
2030	1,220	-0.2%	56,707	1.0%	1,397,663	1.7%
2035	1,206	-1.1%	56,698	0.0%	1,407,396	0.7%
2040	1,179	-2.3%	56,092	-1.1%	1,404,176	-0.2%

Source: Maine State Economist

6. Current Conditions

6.1. Age Characteristics

Table A-2 shows age characteristics for Sullivan from 2000 to 2020. Sullivan's population is getting older but is not nearly as old as other surrounding towns. By 2020, Sullivan had a median age of 46.2 years, compared to Winter Harbor's 66.0, neighboring Gouldsboro's 57.1, Bar Harbor's 49.0, and Hancock County's median age of 48.9. Sullivan's median age is only slightly higher than the 2020 State of Maine median age of 44.8 years.

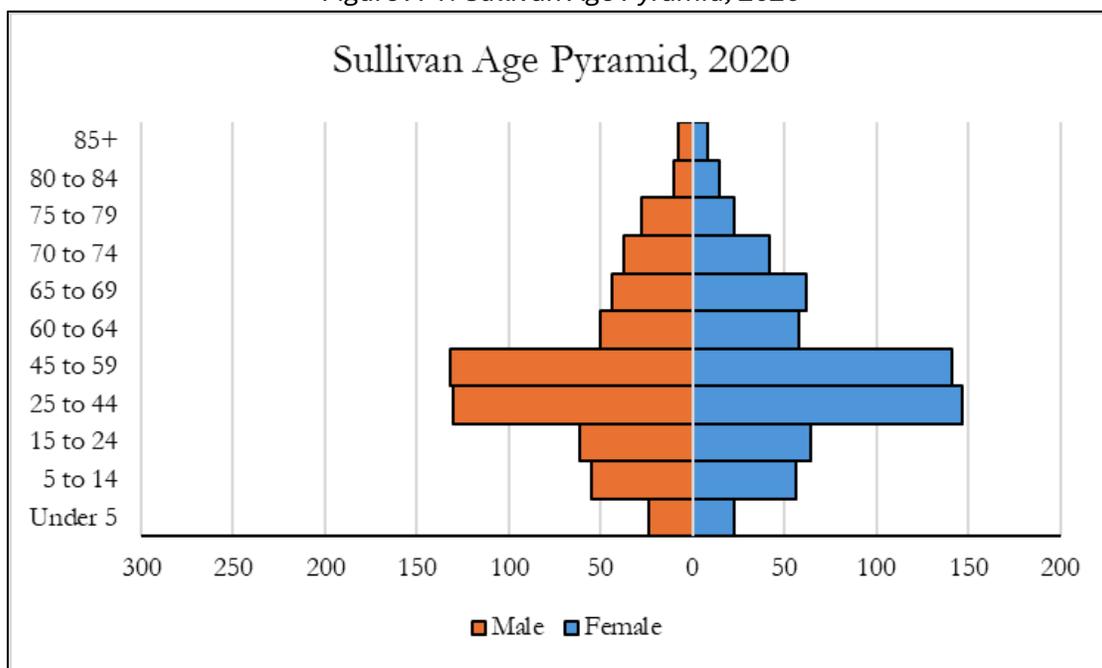
In Sullivan, the three youngest age categories all experienced a decrease in population over the last twenty years, while the most significant increase was in the 65-84 group at 85%. The Town followed the larger population trends of both Hancock County and the State, which experienced large increases in the groups above forty-five years of age. One implication of this change could be the need for more senior housing options to accommodate an ageing population.

Table A-2: Age Characteristics for Sullivan, 2000, 2010, and 2020

Age	2000	% of Total	2010	% of Total	2020	% of Total	% Change 2000 - 2020
0 - 4	68	5.7%	59	4.8%	47	3.9%	-30.9%
5 - 19	255	21.4%	216	17.5%	179	14.7%	-29.8%
20 - 44	409	34.3%	350	28.3%	334	27.4%	-18.3%
45 - 64	298	25.0%	437	35.4%	383	31.4%	28.5%
65 - 84	141	11.8%	141	11.4%	261	21.4%	85.0%
85+	20	1.7%	17	1.4%	16	1.3%	-20.0%
Total	1,191		1,236		1,219		

Source: 2000, 2010, and 2020 Decennial Census

Figure A-1: Sullivan Age Pyramid, 2020



Source: 2020 Decennial Census

6.2. Education

Table A-3 below shows Sullivan, Hancock County, and Maine’s educational attainment for those ages 25 and older. The percentage of Sullivan’s population 25 years of age and older with a high school diploma is higher than Hancock County and the State; however, Sullivan has fewer residents with a bachelor’s degree or higher.

Table A-3 Sullivan Population 25 Years or Older Educational Attainment, 2022

	Sullivan		Hancock County		Maine	
	Total	%	Total	%	Total	%
Less than 9th grade	5	0.5%	615	1.5%	17,176	1.7%
9th to 12th grade, no diploma	29	2.7%	1,484	3.5%	37,992	3.7%
High school graduate (includes equivalency)	457	43.2%	12,976	30.6%	310,778	30.2%
Some college, no degree	250	23.7%	7,870	18.6%	182,869	17.8%
Associate's degree	87	8.2%	3,933	9.3%	109,768	10.7%
Bachelor's degree	144	13.6%	9,856	23.3%	229,764	22.3%
Graduate or professional degree	85	8.0%	5,657	13.3%	141,794	13.8%
Population 25 years and over	1,057		42,391		1,030,14	

Source: 2022 ACS 5-year estimates

6.3. Household Size

Since 2000, Sullivan’s average household size has increased from 2.5 people per household to an estimated 2.74, a 9.6% increase. This is a significant increase and unlike the trend we are seeing in the County and in Maine. This decrease in household size happening in Hancock County and the State may be related to the increasing median age. Sullivan on the other hand is not experiencing the same age distribution and trend, which is a factor in their increasing household size.

Table A-4: Sullivan Average Household Size, 2022

	2000	2010	2022
Sullivan	2.50	2.51	2.74
Hancock County	2.31	2.26	2.20
Maine	2.39	2.37	2.29

Source: 2022 ACS, 2000 and 2010 Decennial Census

6.4. Race

According to the Census Bureau, over 89% of Sullivan's residents identify as being white alone, while 11% of the population identify as being of a different race.

Table A-5: Sullivan Race, 2020

Race	%
White	89.3%
Black or African American	0.2%
American Indian and Alaska Native	1.9%
Asian	0.6%
Native Hawaiian and Other Pacific Islander	0.0%
Some other race	1.1%
Two or more races	6.8%
Total	1,219

Source: 2020 Decennial Census

6.5. Income

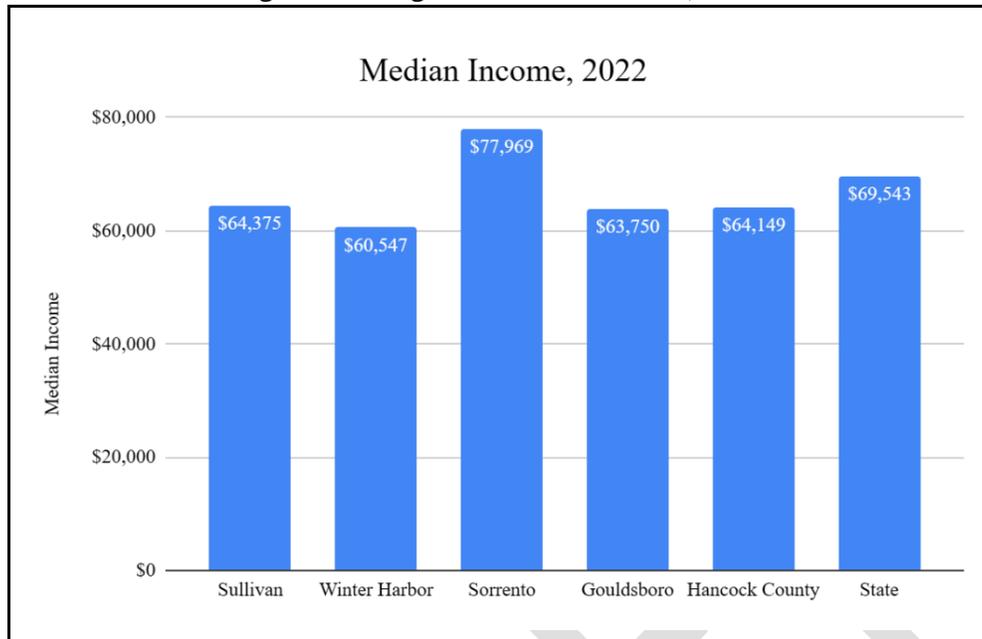
According to the American Community Survey 5-year estimates, Sullivan's median income of \$64,375 is higher than that of surrounding towns such as Winter Harbor (\$60,547), Gouldsboro (\$63,750), and Hancock County (\$64,149). However, it is less than that of the State (\$69,543) and Sorrento (\$77,969).

Table A-6: Sullivan Median Income, 2000, 2010, and 2022

	2000	2010	2022
Median Income	\$31,509	\$52,500	\$64,375

Source: 2000 and 2010 Decennial Census and 2022 ACS 5-year Estimates

Figure A-2: Regional Median Income, 2022



Source: 2022 ACS 5-year Estimates

According to the 2022 American Community Survey 5-Year Estimates, 14.3% of Sullivan residents are below the poverty level compared with 10.9% of the residents of Hancock County as a whole.

Sullivan is not designated as a service center by the State. The level of commuting out of Sullivan is somewhat higher than the level of commuting in, and no particular services are required to support the daytime population. The recreation opportunities and small restaurants located throughout Town have attracted a daytime population of day-trip tourists, as well as a small workforce.

6.6. Seasonal Population

There are no census or other statistical measurements available directly showing the seasonal population of Sullivan. However, the 2022 ACS data for housing units in Sullivan indicate that the Town had 806 total housing units, with 536 of those units being year-round and 223 being seasonal or vacant. The data would suggest a potential 25% increase of the Town’s population in the summer. In the year 2000, there were around 709 total units with 480 of those units being year-round and 229 being seasonal.

There are no hotels or B&Bs in Sullivan, but there is one established campground. This campground has 50 slots and when multiplied by the average household size of Sullivan, the estimated number of attendees is around 140. A rough estimate for seasonal population increase is 751 people during the summer months in Sullivan. This number was calculated by multiplying the estimated number of seasonal homes (223) by Sullivan’s average household size (2.74) and adding peak campground population (140).

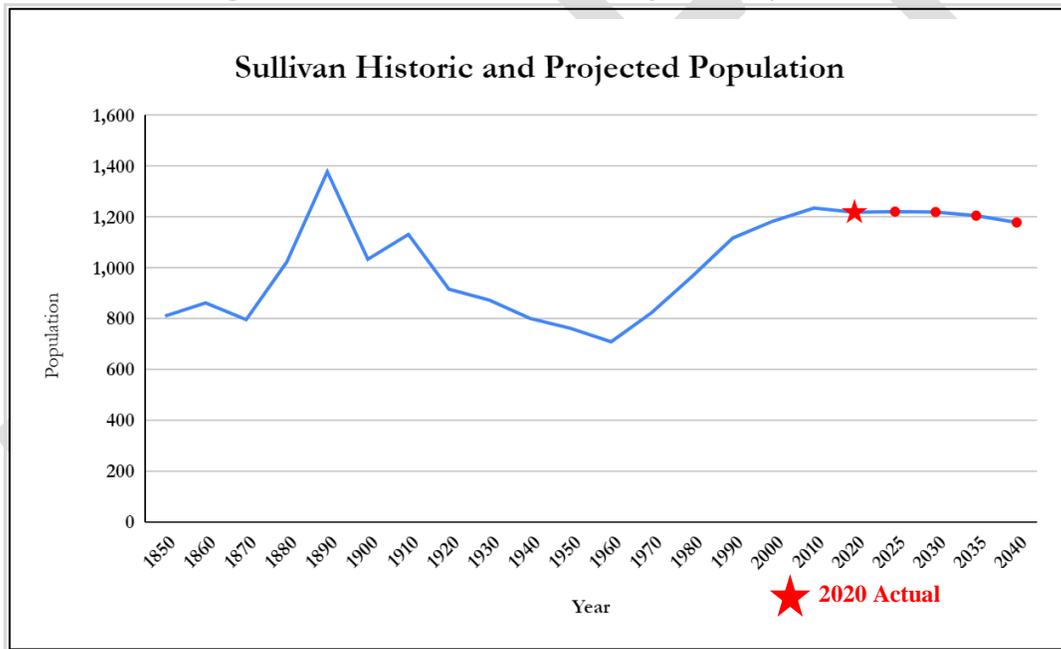
7. Projected Population

The Maine State Economist’s population projections for Sullivan are discussed in Section 6 - Historical Trends above. Projecting small town population is often imprecise due to the

many factors that influence rural population. Any estimate will need to be reviewed within five years to measure accuracy. Sources for more up to date population figures include the American Community Surveys and Maine Department of Health and Human Services data sets. Recent real estate turnover and prices, as well as major events such as the COVID-19 pandemic, could prompt an influx of people moving to rural Maine, which is not shown in the projected population. To predict how Sullivan’s population will change in the future, it will be necessary on an ongoing basis to review updated school enrollment figures as well as permits for new structures and updated Census data.

The State population projections show a slow decrease for Sullivan’s population through 2040. While this is what the data depicts, community members predict otherwise. Sullivan just opened a new multi-million-dollar middle-high school complex, and this facility is funded with the highest per-student expenditures in the area. Although Sullivan has a dearth of buildable real estate lots, this new infrastructure could create demand for family housing through in-migration. This would refute the State’s projection of population declines in the Schoodic area and support a scenario of population growth not only for Sullivan, but for the region.

Figure A-3: Sullivan Historic and Projected Population



Source: Maine State Economist

8. Goals & Objectives

Goal: Grow Sullivan’s population by attracting and retaining young adults and families.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Encourage and support the development of services needed to support young families.	Increase the access and availability of full day childcare services in Sullivan.	Town Manager, Selectboard and designees	3 Years- Ongoing
	Partner with regional organizations and schools to offer childcare programs.	Town Manager, Selectboard and designees	1 Year
Integrate new residents into Town culture and organizations.	Continue to provide welcome packages to new residents.	Age Friendly	Ongoing
Promote Sullivan and the Schoodic region as a desirable and safe place to live and work.	Develop promotional strategies and infrastructure.	Regional Economic Development Committee, Chamber of Commerce, Schoodic Byway Committee, HCPC	3 Years
Expand recreational opportunities for residents of all ages.	Provide municipal services and infrastructure to meet the demand of an increasing population.	Parks & Rec Committee, Sullivan-Sorrento Rec Center Committee, Age Friendly Committee	Ongoing
	Provide a larger number of community events.	Parks & Rec Committee, Sullivan-Sorrento Rec Center Committee, Age Friendly Committee	Ongoing

Goal: Achieve a more demographically diverse population in terms of age, employment, and year-round residency.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Maintain an annual understanding of population changes in Sullivan and the Schoodic region.	Utilize data the Town already collects to track demographic changes.	HCPC	Yearly
Engage different demographics and stakeholder groups in municipal committees.	Develop a plan for the succession of current committee members and actively recruit.	Town Manager, Selectboard, HCPC	1 Year- Ongoing

Goal: Support and enable Sullivan’s senior residents to be able to age in their homes.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Assure that our older residents can remain in place when they are able/wish to do so while encouraging the availability	Review policies and practices currently in place that assist our	Age-Friendly Committee	1 Year- Ongoing

of retirement communities and nursing homes for those who need them.	older residents, including age-in-place programs.		
	Continue to support Sullivan’s Age-friendly Committee in their work.	Selectboard, Town Manager	Ongoing

DRAFT

Chapter B: Economy

1. Purpose

Understanding past, current, and potential economic trends in the local and regional economy is essential for assessing Sullivan's future needs. Employment patterns change due to fluctuations in numbers of at-home workers and telecommuters, regional changes to major sources of employment, and/or changes in retail and other sectors; consequently, transportation, telecommunication and energy infrastructure may all be impacted and require adequate planning. Sullivan's demographics and seasonal populations have a highly significant effect on the economic picture of the Town. The rising sea level and increased temperature in the ocean/on land may also induce changes. Specifically, this chapter:

- a. Describes employment trends in Sullivan;
- b. Describes the local and regional economy, including current jobs, property taxes (especially on seasonal homes), and the large percentage of retirees; and
- c. Discusses likely future economic trends and market changes that may impact Sullivan.

2. Key Findings and Issues

As of 2022, Sullivan's labor force is declining, yet the unemployment rate has largely recovered from the pandemic. Additionally, the number of self-employed workers has increased over the last two decades, which may be a result of new migration patterns and work preferences. Current improvements in broadband capabilities across the Schoodic region will play a major role in increasing the volume and quality of remote work options.

RSU 24 continues to be the Town's largest employer, followed closely by Northern Light Health and Jackson Laboratory. Taxable sales, similar to employment, showed recovery after 2009 but then dropped significantly in 2020, as a result of the 2020 Covid-19 pandemic.

There is little to no investment structure at the municipal level in economic development, implementing this would allow Sullivan to participate in regional economic planning. Sullivan has not been involved in any regional development plans over the past five years, nor does it currently have any development incentive districts at this time.

3. Key Findings and Issues from Previous Plan, 1993

The economy of Sullivan is largely dependent on jobs and services in the retail trade as well as in various professional services. The area also has a large number of people who commute to jobs in Ellsworth. While more than half of those employed are in salaried positions, the Town's unemployment rate is substantially higher than either Sorrento's or the County's, and more closely resembles the unemployment rate experienced in Gouldsboro.

The Town is also heavily reliant on seasonal trade, as are most of the other nearby communities. Sullivan's retail trade, although not sizable, has remained strong and has continued to increase during the last six years, unlike other areas of the County. The entire region needs to make a concerted effort to develop a more stable economic base.

4. Community Engagement Results

Replies to the Public Opinion Survey showed that 46% of respondents were retired. Twenty-one percent (21%) indicated that they worked full-time and another 21% indicated that they were working part-time. Only 6% indicated they were self-employed.

Seventy-two percent (72%) of employed respondents work in person, while only 9% work remotely. For those that commute, 35% of respondents travel between five and twenty-five miles to work and 12% travel up to five miles. Forty-three percent (43%) of respondents agreed that the availability of local job opportunities needs attention.

When asked about what industry they work in, twenty-two percent (22%) of respondents work in retail trade, 17% work in educational services, health care, and social assistance, and 13% work in arts, entertainment, recreation, accommodation, and food. A variety of industry categories made up the remaining 48% of employed respondents.

It is evident that survey respondents want the general aspects of the Town to remain the same, but there is interest in additional economic development. Seventy-three percent (73%) of respondents either support or strongly support continued economic development in Sullivan.

Seventy-six percent (76%) of respondents believe tourism is valuable to the Town's economy and future tourism should be focused on restaurants (56%), outdoor recreation (54%), and culture, history, and arts (48%). Those that attended the Visioning Sessions similarly agreed that tourism is an important part of Sullivan's economy, and that the Town should support a diverse economy with an emphasis on small businesses and home occupations.

5. Conditions and Trends

5.1. Historical Perspective

In 1993, the largest employer on the Schoodic Peninsula was the Winter Harbor US Navy Base. This base did not host ships, it provided radio communications to ships at sea. This base attracted families to the area, acting as the sole economic driver for the region. In 1997, the Department of Defense issued a statement that the Winter Harbor base would be designated for closure by 2002.

It has been a long-standing policy of both the Department of Defense and Congress to leave money behind in communities that lose military bases to help the local economies demilitarize. In Winter Harbor, Congress authorized three local improvement initiatives. First, they removed all dormant radio antennas and detoxified the lands of the former base. The antenna array area was transferred to the Interior Department and is now a wildlife refuge. Second, all the buildings on the old Navy campus were renovated and the property was donated to the University of Maine System to form the Schoodic Education and Research Center. Finally, to demilitarize the civilian economy, it was decided to encourage better utilization of the Schoodic section of Acadia National Park and to push the local economy toward enhanced tourism services. To achieve this goal, Congress authorized construction of the Schoodic National Scenic Byway between Sullivan and Winter Harbor.

The goals of the Schoodic National Scenic Byway project included replacement of the Singing Bridge and rebuilding US-1 through Sullivan from the Taunton River to Tunk Lake Road. The new bridge project was quickly finished in 2000, but due to extensive surveying and engineering work, it took several years to break ground on the Sullivan construction project. About the time that the

construction project was finished, another national event set back the Schoodic economic revival; The Great Recession of 2008.

When the mortgage market locked up in late 2008, many owners of Maine vacation homes were unable to make their new adjustable mortgage rate payments and were unable to sell. As they also lost jobs at home, they often found themselves in liquidity crises simply to keep their primary homes. Since there was no mortgage money available to new buyers at that time, there were simply no new buyers for Maine vacation homes. Unable to pay, and unable to sell, about half of the vacation homes in the Schoodic area were lost to foreclosure. It was estimated that this comprised about one-third of the entire Schoodic housing stock.

That market came booming back during the Covid-19 pandemic of 2020. Urban apartment dwellers suddenly put new value on extra spaces for home offices, and separation from their kids and neighbors. The National Park Service (NPS) also began to invest in new/improved facilities in its Schoodic section. Roads were improved, signage was improved, and campground space radically expanded. Then the NPS began to promote the Schoodic section of the park as an attractive alternative to the MDI section.

5.2. Employment and Unemployment

The labor force of a town is described as all civilians aged 18 to 64 who are able to work. According to the Maine Department of Labor (MaineDOL), there were 619 people in Sullivan's year-round population able to work in 2022 (see Table B-1). The figures represent people employed and/or looking for work and do not include self-employed people or people not seeking work. The 2022 average unemployment rate of Sullivan (4.2%) is higher than Hancock County's rate of 3.5%.

Table B-1: Sullivan Employment Trends

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Labor Force	664	659	637	645	648	649	649	608	627	619
Employment	594	599	598	608	618	618	616	563	590	593
Unemployment	70	60	39	37	30	31	33	45	37	26
Unemployment Rate	10.5%	9.1%	6.1%	5.7%	4.6%	4.8%	5.1%	7.4%	5.9%	4.2%

Source: Maine Department of Labor, Center for Workforce Research and Information

Table B-2: Hancock County Employment Trends

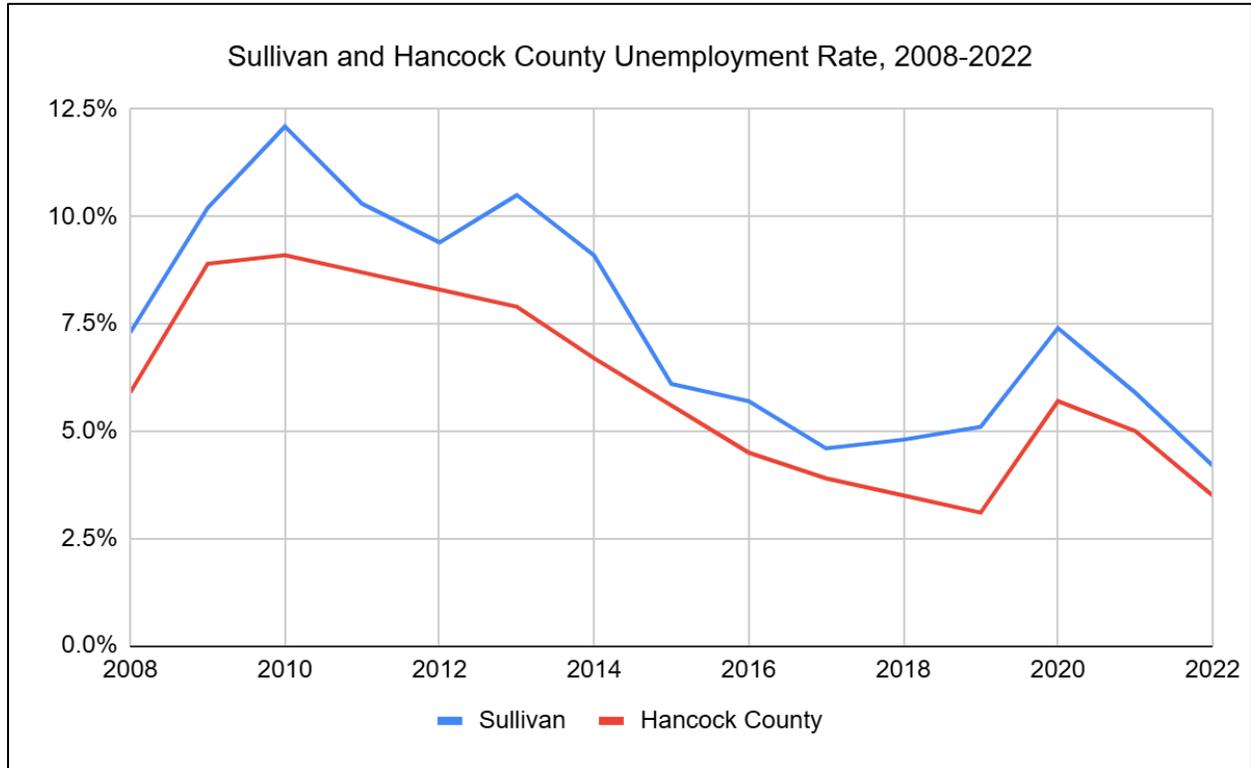
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Labor Force	30,047	29,849	29,250	29,245	29,368	29,468	29,222	27,648	28,675	28,408
Employment	27,666	27,836	27,616	27,934	28,225	28,443	28,304	26,059	27,249	27,417
Unemployment	2,381	2,013	1,634	1,311	1,143	1,025	918	1,589	1,426	991
Unemployment Rate	7.9%	6.7%	5.6%	4.5%	3.9%	3.5%	3.1%	5.7%	5.0%	3.5%

Source: Maine Department of Labor, Center for Workforce Research and Information

As seen in Figure B-1, a longer view of Sullivan's unemployment rate shows the dramatic increase in unemployment during the Great Recession (2008 – 2009) and the years following. By 2015, Sullivan had almost returned to its pre-recession rate of employment when, in 2020, the COVID-19 pandemic hit, and the unemployment rate began to rise again. In the recent years following 2020,

unemployment has begun to drop, this time lower than pre-recession rate. Assuming this trend continues, Sullivan will have a fairly low unemployment rate.

Figure B-1: Sullivan and Hancock County Unemployment Rate, 2008-2022



Source: Maine Department of Labor, 2022

5.3. Class of Workers

As shown in Table B-3, the number of private wage and salaried workers in Sullivan has remained fairly consistent over the last 20 years at about 70% of the working population. This was also true for self-employed persons at around 14%. Compared to Hancock County, Sullivan has a very similar self-employed percentage rate, while the rate of private wage and salaried workers is slightly higher in the County. It is important to note if the upcoming Federal and State investments in broadband services will further increase the number of self-employed people in Sullivan.

Table B-3: Sullivan and Hancock County Class of Worker

	2000			
	Sullivan		Hancock County	
	Number	%	Number	%
Private Wage/Salary	385	70.8%	17,470	69.8%
Fed/State/Local Gov't	69	12.7%	3,511	14.0%
Self-Employed and Unpaid Family Workers	90	16.5%	4,053	16.2%
Total	544		25,034	
	2010			
	Sullivan		Hancock County	
	Number	%	Number	%
Private Wage/Salary	518	73.9%	20,088	71.8%

Fed/State/Local Gov't	117	16.7%	3,238	11.6%
Self-Employed and Unpaid Family Workers	66	9.4%	4,669	16.7%
Total	701		27,995	
	2022			
	Sullivan		Hancock County	
	Number	%	Number	%
Private Wage/Salary	493	70.2%	20,304	72.5%
Fed/State/Local Gov't	105	15.0%	3,736	13.3%
Self-Employed and Unpaid Family Workers	104	14.8%	3,966	14.2%
Total	702		28,006	

Source: 2022 ACS 5-year estimates, 2000 and 2010 Decennial Census

5.4. Employment by Sector

Table B-4 shows employment-by-sector for Sullivan and Hancock County as reported in the 2022 American Community Survey 5-Year Estimates. The table shows all Sullivan residents employed by types of industry. This table represents both Sullivan residents who work in Town and those who commute to other towns for work. According to the 2022 estimates, the largest employment sector is Retail Trade (21.9%), followed by Educational Services, Health Care, and Social Assistance (21.1%) and Professional, Scientific, Management, Administrative, and Waste Management Services (14.5%).

Table B-4: Employment by Sector, Sullivan and Hancock County, 2022

	Sullivan		Hancock County	
	Number	%	Number	%
Agriculture, forestry, fishing and hunting, and mining	43	6.1%	1,882	6.7%
Construction	46	6.6%	2,312	8.3%
Manufacturing	51	7.3%	1,588	5.7%
Wholesale trade	8	1.1%	557	2.0%
Retail trade	154	21.9%	3,560	12.7%
Transportation and warehousing, and utilities	21	3.0%	1,272	4.5%
Information	6	0.9%	368	1.3%
Finance and insurance, and real estate and rental and leasing	20	2.8%	1,478	5.3%
Professional, scientific, and management, and administrative and waste management services	102	14.5%	3,392	12.1%
Educational services, health care and social assistance	148	21.1%	6,969	24.9%
Arts, entertainment, recreation, and accommodation and food services	48	6.8%	2,259	8.1%
Other services, except public administration	22	3.1%	1,418	5.1%
Public administration	33	4.7%	951	3.4%
Total civilian employed population 16 years and over	702		28,006	

Source: 2022 ACS 5-year estimates

5.5. Commuting Patterns

Sullivan is a rural community; therefore, most residents (90% based on the ACS 2022 5-Year Estimates) commute to work. The average commute time for a Sullivan resident is 34.6 minutes. Ellsworth and Bar Harbor have the highest percentage of Sullivan commuters (see Figure B3). These figures should be reviewed and updated frequently. Data from the Public Opinion Survey demonstrated that about half of respondents work between 5-25 miles from Sullivan and about 8%

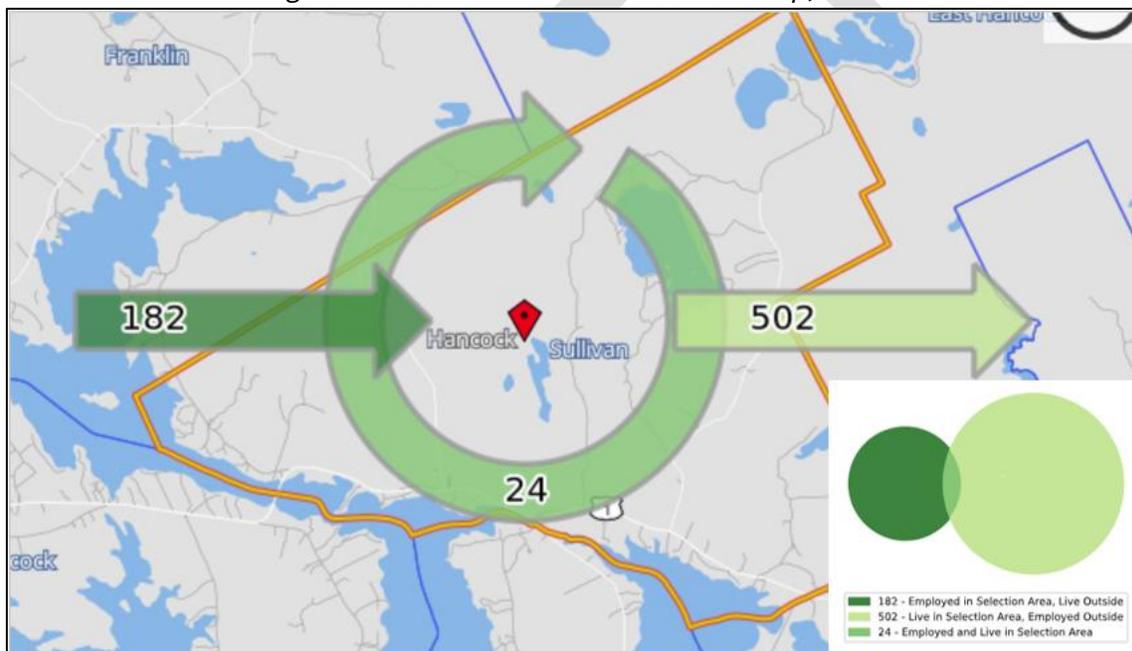
work between 25-50 miles. Many respondents deemed this question “not applicable” in part because a significant portion of survey respondents are retired.

Table B-5: Sullivan Commuting Patterns, 2022

	Sullivan	Hancock County
Means of Transportation to Work		
Car, truck, or van -- drove alone	81.5%	70.5%
Car, truck, or van -- carpoled	6.4%	12.2%
Public transportation (excluding taxicab)	0.3%	0.6%
Walked	1.5%	4.4%
Other means	0.4%	1.6%
Worked from home	9.8%	10.8%
Travel Time to Work		
Average Commute (minutes)	34.6	24.6

Source: 2022 ACS 5-year estimates

Figure B-2: Sullivan Inflow and Outflow Map, 2021



Source: Census On the Map, 2021

Figure B-3: County Subdivisions as Work Destination Areas

2022		
County Subdivisions as Work Destination Area	Count	Share
All County Subdivisions	485	100.0%
Ellsworth city (Hancock, ME)	112	23.1%
Bar Harbor town (Hancock, ME)	47	9.7%
Sullivan town (Hancock, ME)	34	7.0%
Trenton town (Hancock, ME)	24	4.9%
Bangor city (Penobscot, ME)	23	4.7%
Hancock town (Hancock, ME)	16	3.3%
Franklin town (Hancock, ME)	15	3.1%
Portland city (Cumberland, ME)	13	2.7%
Gouldsboro town (Hancock, ME)	11	2.3%
Lamoine town (Hancock, ME)	9	1.9%

2022		
County Subdivisions as Work Destination Area	Count	Share
All Other Locations	181	37.3%

Source: Census on the Map, 2022

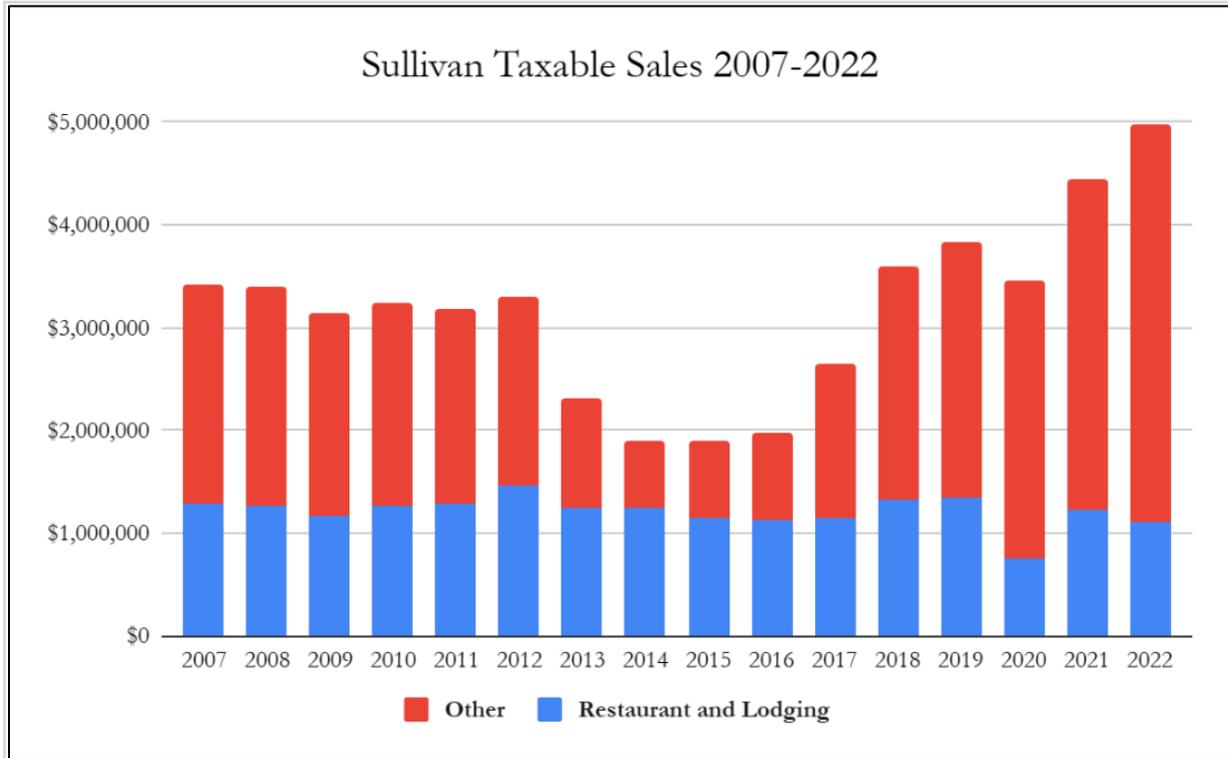
5.6. Major Employers

The RSU #24 school district is the largest employer in Sullivan. Many people commute into Sullivan to work at the RSU, and many residents of Sullivan find employment there as well. Outside of the school system, there are no other large employers. Most of the businesses in Sullivan are small, consisting of five employees or less. Many Sullivan residents are involved in independent contracting work.

5.7. Taxable Sales

Taxable sales are another indicator of economic activity. It appears that Sullivan’s economy didn’t dip significantly during the great recession of 2008 but actually dipped to the lowest point between 2014-2015. The year 2022 stands out as an outlier year in which taxable sales reached a high of \$4.9M. Taxable sales associated with Restaurant and Lodging account for approximately 20 to 25% of total taxable sales.

Figure B-4: Sullivan Taxable Sales, 2022



Source: Maine Revenue Service, 2022

6. Analyses

6.1. Change in Economy

The employment base in Sullivan doesn't seem to have changed dramatically over the past twenty years. The only significant increase has been in self-employed workers, which has almost doubled since 2010, while the Town's workforce has decreased by about 50 persons during that same period (2013-2022.) As a result of more accessible and reliable high-speed broadband internet, Sullivan has become a place where remote work is taking root and that may contribute to an increase in population or an increase in year-round residents.

6.2. Community Priorities for Economic Development

6.2.1. Housing

Housing is a priority area for Sullivan. With minimal long-term rental options and increasing home prices, Sullivan will struggle to attract new young families and prevent current young people from moving away. The housing availability challenge also makes it difficult for employers to attract and retain workers. In addition, Sullivan will need to revisit housing for seniors in the community who wish to age in place.

6.2.2. Broadband

Sullivan attained full broadband coverage earlier than most surrounding communities. By 2021, virtually every location in Sullivan could receive broadband service through (1) Spectrum cable service, (2) Starlink satellite service, and/or (3) several wireless cellular services. However, the prices of these services were higher than the amount that some Sullivan residents were willing to pay, so the uptake of broadband lagged. It was hoped that competition would drive the prices down

as more vendors entered the market, but this did not happen. Instead, the broadband vendors competed by improving the speed of their service offerings. In 2020, the average broadband download speed in Sullivan was thirty megabits per second. By 2024, the average download offering was over two hundred megabits per second. These pricing policies are not likely to change until Fidium, or some other vendor, brings fiber-optic service to the home. That more advanced technology, symmetric one thousand megabit speeds, will render the current service offerings obsolete, and we can expect the legacy vendors to respond by lowering their prices. Fiber to the home in Sullivan is expected in the 2028 – 2030 timeframe.

About 80% of Sullivan residences can receive Spectrum cable TV/internet service, yet only about 30-40% actually subscribe, and over 90% of Sullivan residences can receive wired telephone service through either Spectrum or Consolidated Communications. Virtually all of Sullivan can choose from multiple cellular telephone vendors.

6.2.3. Climate Change

An economic priority for Sullivan is adapting to climate change. Rising sea levels in conjunction with storm surges have been a particular threat to Sullivan's most beloved assets, such as Gordon's Wharf. Sullivan municipal officials and residents are working closely with State transportation and environmental agencies to plan for and implement vital climate change-related improvements.

6.3. Village Center

Sullivan has no traditional downtown or village area, yet there has been expressed interest in the development of a village between Gordon's Wharf and the Town Recreation Center. Sullivan residents would like to see more economic development focused on this area, serving as a gateway to the rest of the Town.

6.4. Tourism

Tourism is an important part of Sullivan's economy. It is the first town along the Schoodic National Scenic Byway and is positioned nicely between both sections of Acadia National Park. Sullivan municipal officials and residents work closely with the Schoodic Byway Committee to promote the Town as a destination, but there is interest from the community for making Sullivan more of an economic hub.

The Town of Sullivan is a part of the Downeast Maine National Heritage Area (NHA), which provides educational, economic, historic, cultural, and community-centered opportunities. The Downeast Maine NHA supports programs and partnerships that connect people with stories, experiences, natural environment, and culture shaped by many millennia of life spent at the interface of a vast network of inland forests and waterways and the rugged Atlantic Ocean. This work is being organized in the Sunrise County Economic Council Office.

6.5. Locations for Industrial or Commercial Development

Other than Shoreland Zoning, Sullivan does not have zoning; it has a Subdivision Ordinance and a Site Plan Review Ordinance. Moreover, Shoreland Zoning covers only areas within 250 feet of the high-water line or stream or pond boundaries. In general, Sullivan does accommodate commercial and industrial development, but there may be a need for an updated commercial site plan review ordinance to reduce potential negative impacts from commercial or industrial development that occurs outside of the Shoreland zones.

6.6. Home-based Businesses

Home-based businesses are a fundamental part of Sullivan’s economy. Examples of home-based businesses include cottage industries, studios and studio sales, and remote working. These businesses are likely to increase in Sullivan as improved broadband services make it more feasible to create small businesses outside of city centers. Given their low impacts, these types of businesses generally are positive contributors to the community.

6.7. Public Facilities Necessary to Support Projected Economic Activity

Sullivan is interested in connecting its economic assets via sidewalks and bike paths. Increased accessibility along Route 1 and around proposed village areas would support the development of infrastructure and provide existing businesses with increased attention. Currently, there is no public sewer or water in these areas, but the Town is interested in exploring the feasibility of expanding the Long Pond Water District.

6.8. Use of Unique Assets for Economic Growth

There are many attributes of Sullivan that make it unique. Most referenced by residents is the beautiful nature that surrounds all amenities of the Town and its proximity to Acadia National Park. Due in large part to the efforts of the local land trusts and other area conservation-oriented organizations and individuals, there are opportunities for people to come to Sullivan to enjoy its trails and scenic vistas. The Town is also located on the Schoodic National Scenic Byway, which promotes tourism and visitation. Sullivan is a coastal community that supports a small commercial fishing fleet and a recreational boating industry through its public and private waterfront assets. Additionally, the Sullivan-Sorrento Historical Society is very active and has historic buildings and archives that are of interest to both visitors and full-time residents.

6.9. Economic Development Incentives

Some communities seek to enhance their economic activity through the use of economic development incentive districts, such as tax increment financing districts. Tax increment financing districts, or TIFs, are a tool granted by the Maine Legislature to Maine municipalities that enable a community to shelter the increased tax revenue from new development, such that State funds to the municipality from revenue sharing and General Purpose Aid for Education are not reduced, and the county tax is not increased. Some or all the incremental tax revenues from the new development are diverted from the municipality’s general fund and are put into a segregated account that can be used for activities that are eligible under the stated purpose of the TIF, such as economic development, affordable housing, environmental remediation, public transportation, etc. Sullivan currently does not have any TIF districts but may want to consider the use of this economic development tool in the future.

7. Goals and Objectives

Goal: Grow the economy of Sullivan by promoting the trades, the creative economy, small businesses, and other diversified enterprises consistent with the rural character of the Town.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Organize regional development efforts.	Organize a regional Economic Development Committee with representatives from surrounding towns to help promote the region.	SALT, HCPC	2 Year

	Investigate options for professional economic development support, such as a regional economic development director.	Regional Economic Development Committee, HCPC	2 Year
	Participate in any regional economic development planning efforts.	Regional Economic Development Committee, Schoodic Byway Committee	Ongoing
Support the trades and other local businesses in effort to sustain Sullivan’s local economy.	Provide municipally owned incubators or shared spaces for home-based businesses to rent and operate out of.	Regional Economic Development Committee, HCPC	3 Years
	Partner with the local schools to establish a Job Youth/apprenticeship program for students and community businesses.	RSU #24, Regional Economic Development Committee	2 Years
	Develop programs/incentives to keep youth in Sullivan.	RSU #24, Regional Economic Development Committee, UMaine System, EMCC	2 Years

Goal: Develop and revitalize the Sullivan Town centers, as well as other community or commercial spaces.

Objective	Strategy	Responsible Party(ies)	Timeframe
Support the revitalization of Sullivan's historic village centers.	Develop a village revitalization plan.	Town Manager, Regional Economic Development Committee, HCPC	3 Years
	Organize public forums to gather input on revitalization scope and strategies.	Town Manager, Regional Economic Development Committee, HCPC	3 Years
	Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning Board, Ordinance Review Committee, HCPC	2 Years
	Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	Town Manager, Selectboard, Budget Committee	Ongoing

Goal: Prepare Sullivan for climate change impacts to current natural resource-dependent industries (fishing, farming, etc.).

Objective	Strategy	Responsible Party(ies)	Timeframe
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Assess climate change vulnerabilities to the local economy.	Develop an economic vulnerability assessment together with recommendations for addressing any key issues identified.	Town Manager, Selectboard, HCPC	2 Years
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DRAFT

Chapter C: Housing

1. Purpose

A Comprehensive Plan needs to address key housing issues. These issues include changes in the conditions and needs of housing as well as projecting a future demand for housing. Specifically, this chapter:

- a. Outlines recent trends in Sullivan’s housing status in types and number of units created;
- b. Addresses housing affordability (cost-to-rent or own);
- c. Projects future housing needs;
- d. Analyzes the benefits to the Town if more affordable housing is created; and
- e. Recommends ways to increase housing units that are safe, energy-efficient and affordable for a multi-occupational and multi-generational community.

2. Key Findings & Issues

As is true across the country, Sullivan has an affordable housing problem. Of the homes sold in Sullivan in 2022, 81% were unaffordable to households at or below the Sullivan median household income. There has also been a significant drop in duplex/multi-family units in Sullivan since 2000, which could be contributing to the housing problem.

Sullivan’s median gross monthly rent as of 2022 was \$1,125, which is only slightly higher than the median for Hancock County (\$949). The median home price in Sullivan was \$327,500 and the median income was around \$68,578. The income needed to afford a home of this price is \$101,548. Thus, more than two-thirds of people living in Sullivan cannot afford a median-priced home in their town.

3. Key Findings & Issues from Previous Plan, 1993

The number of seasonal homes in Sullivan increased slightly in the 1980’s. If growth continues at the same rate, there will be nine new summer homes in Sullivan in the next decade. Seasonal home growth in Sullivan was 5% over the past decade and was far less than the growth experienced in other areas of the region, County, and State. The number of year-round units increased by 16%, which is equivalent to the 16% population growth during the same period. Low vacancy and increasing demand would lead to higher rates of construction and higher housing prices in coming years. If year-round housing increases at the same rate in the coming decade as the past decade, there will be over 66 new units. The Town has seen recent growth in the number of multi-family housing and mobile homes. It is likely that this trend will continue as well. In general, there are more affordable housing options available in Sullivan than elsewhere.

4. Community Engagement Results

Out of those that took the Public Opinion Survey, 86% stated that their primary residence was in Sullivan, while only 12% stated that they were seasonal residents. Slightly more than 48% of the 49 respondents (both seasonal and primary residents) had lived in Sullivan for more than thirty-one years. Of those who responded to this part of the survey, 76% reported that they do not expect to move away from Sullivan in the next five years.

In both the Public Opinion Survey responses and the subsequent Open House, residents expressed a desire for more affordable housing in Sullivan to attract younger people to live and work in the Town, but also for seniors who may be looking to downsize. However, the survey results also indicated little support for having workforce/affordable housing or mobile home parks anywhere in Town.

5. Recent Housing Trends and Analysis

5.1. Housing Stock

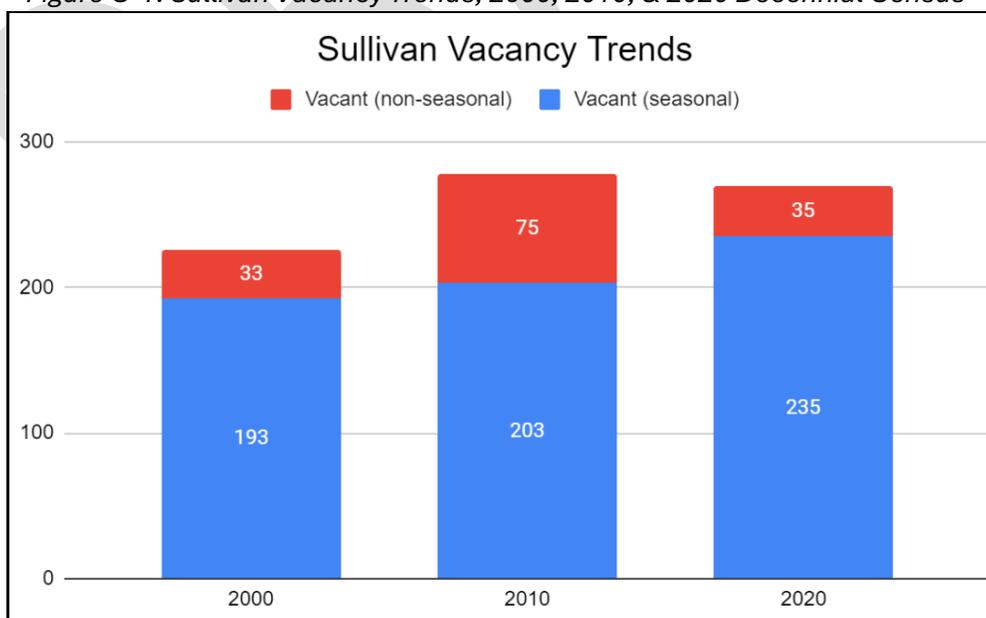
In 2020, there were 806 total housing units in Sullivan according to the Decennial Census. This is the same number of units as in 2010 and a 14.5% increase from the year 2000. Year-round housing in Sullivan continues to exceed seasonal housing, unlike other surrounding towns. The majority of vacant housing in Sullivan is seasonal, but this doesn't indicate that Sullivan is primarily a seasonal community. Seasonal housing comprised roughly 29% of the Town's housing units in 2020, a slight increase from the prior decade. Total housing units have increased by approximately 100 since 2000 but remained the same between 2010 and 2020.

Table C-1: Changes in Sullivan's Dwelling Units (Occupied and Vacant), 2000-2020

	2000	2010	2020	% Change from 2000-2020
Occupied	478	528	536	12.1%
Vacant	226	278	270	19.5%
Total	704	806	806	14.5%
Vacant (seasonal)	193	203	235	21.7%
% of Total Housing Units	27.4%	25.2%	29.2%	
Vacant (non-seasonal)	33	75	35	6.1%
% of Total Housing Units	4.7%	9.3%	4.3%	

Source: 2000, 2010 & 2020 Decennial Census

Figure C-1: Sullivan Vacancy Trends, 2000, 2010, & 2020 Decennial Census



Source: 2000, 2010 & 2020 Decennial Census

5.2. Housing Unit Type

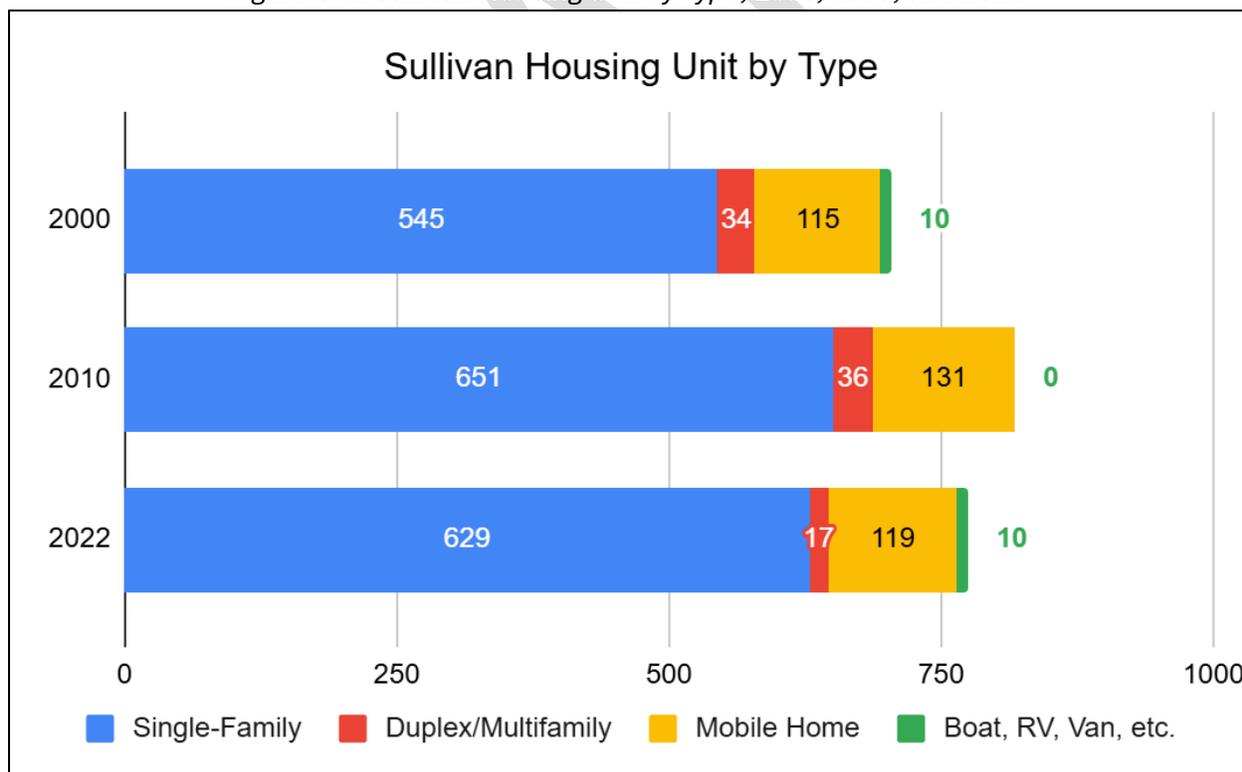
Single-family housing continues to be the primary dwelling type in Sullivan as over 80% of the dwelling units are single-family homes. According to ACS 5-Year Estimates, there were significantly more mobile homes in Sullivan in 2022 (119) than duplex or multifamily units (17). The percentage of duplex/multifamily units was 2.2% as compared with 10.3% for Hancock County as a whole. ACS 5-Year Estimates show the number of duplex/multifamily homes in Sullivan decreasing by an estimated 50% between 2000 and 2022, but this is inaccurate for the Town because total housing units remained the same according to Decennial Census data. Sullivan has a higher percentage of mobile homes (15.4%) compared to Hancock County (8.9%).

Table C-2: Sullivan Housing Unit Type, 2000, 2010, and 2022

	2000		2010		2022	
	Number	% of Total	Number	% of Total	Number	% of Total
Single-Family	545	77.4%	651	79.6%	629	81.2%
Duplex/Multifamily	34	4.8%	36	4.4%	17	2.2%
Mobile Home	115	16.3%	131	16.0%	119	15.4%
Boat, RV, Van, etc.	10	1.4%	0	0.0%	10	1.3%
Total Units	704		818		775	

Source: 2000 Decennial Census and 2010 & 2022 ACS 5-year estimates

Figure C-2: Sullivan Housing Unit by Type, 2000, 2010, and 2022



Source: 2000 Decennial Census and 2010 & 2022 ACS 5-year estimates

5.3. Tenure

Tenure refers to the financial arrangement under which someone lives in a home or apartment—generally as a renter or an owner. In 2022, an estimated 82% of the occupied year-round units (i.e.,

not seasonal or otherwise vacant) were owner-occupied and 18% were renter-occupied. For the county, the percentage of renter-occupied units is only slightly higher, 21%.

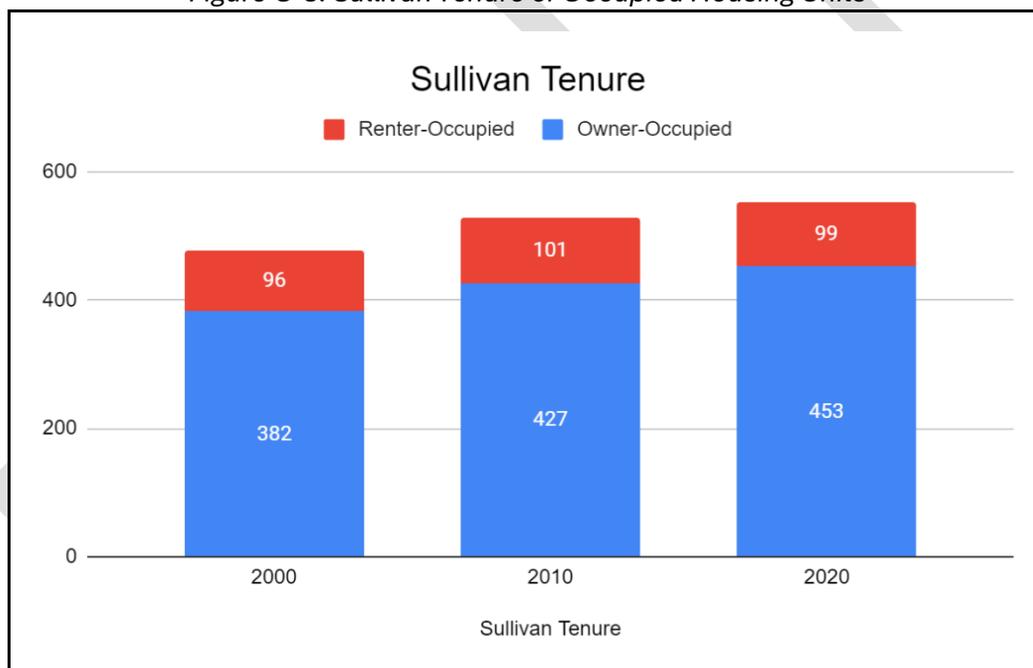
Sullivan’s low number of renter-occupied housing units corresponds with the low number of duplex and other multifamily units available to those who need it. One of the housing challenges for Sullivan, and similar communities in Hancock County, is the lack of affordable housing options.

Table C-3: Sullivan and Hancock County Tenure of Occupied Housing Units, 2000, 2010, and 2022

	Sullivan			Hancock County		
	2000	2010	2022	2000	2010	2022
Owner- Occupied	382	427	453	16,532	18,019	19,411
% of Total	80%	80.9%	82%	76%	74.4%	79%
Renter- Occupied	96	101	99	5,332	6,202	5,249
% of Total	20%	19.1%	18%	24%	25.6%	21%
Total	478	528	552	21,864	24,221	24,660

Source: 2000 and 2010 Decennial Census, and 2022 ACS 5-year estimates

Figure C-3: Sullivan Tenure of Occupied Housing Units



Source: 2000 and 2010 Decennial Census, and 2022 ACS 5-year estimates

5.4. Affordability - Home Ownership

Housing affordability refers to both rental and ownership tenure. Homeownership affordability is outlined in Table C-6. The MaineHousing Affordability Index calculation is based on the ratio of area median home prices to area median household incomes. A ratio of 1 or above indicates affordability; Sullivan’s index was 0.75 In 2023, the median home price in Sullivan was \$258,000 with a median income of \$68,478. The income needed to afford a home of this price was \$91,470. Thus, two-thirds of people living in Sullivan cannot afford a median-priced home in their Town. As shown in the table, the affordability of homeownership in Sullivan has declined over the last five years according to MaineHousing data.

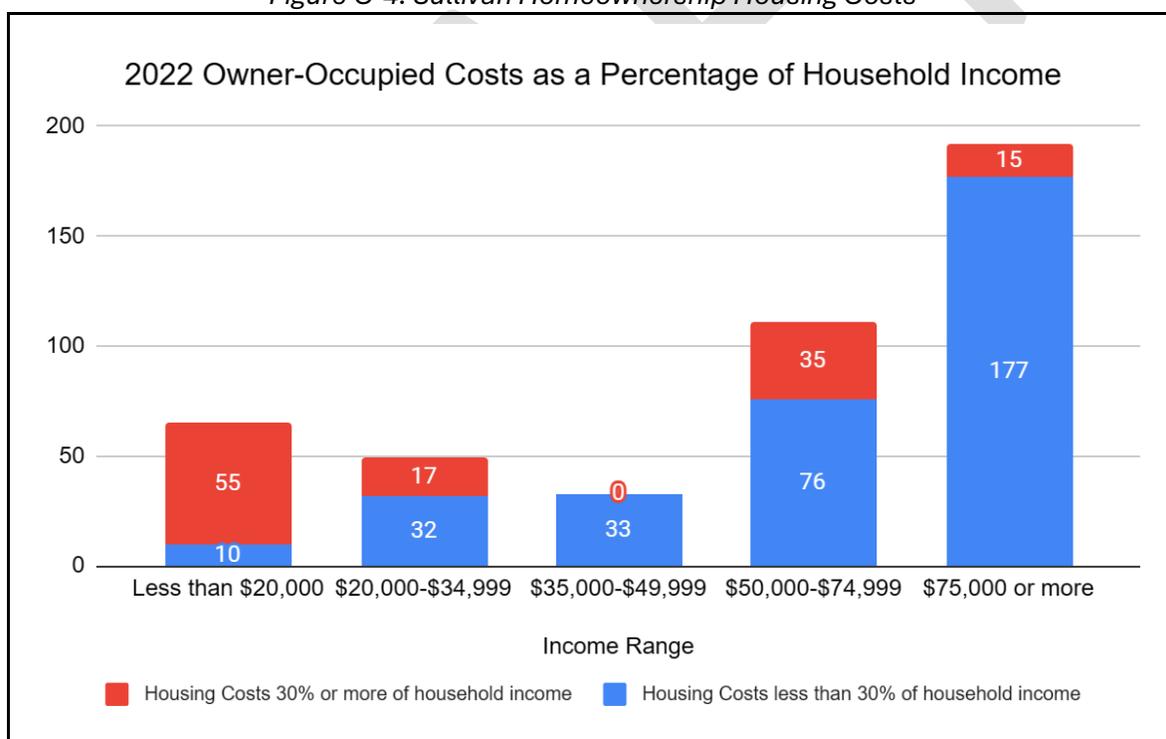
Table C-4: Sullivan Homeownership Affordability, 2023

Year	Affordability	Index	Home Price Affordable to Median Income	Median Income	Median Home Price	Income Needed to Afford Median Home Price	Households Unable to Afford Median Home (%)	% of Unattainable Homes Sold
2023	Unaffordable	0.75	\$193,148	\$68,478	\$258,000	\$91,470	67%	64%
2022	Unaffordable	0.68	\$221,168	\$68,578	\$327,500	\$101,548	71%	81%
2021	Unaffordable	0.99	\$232,849	\$61,548	\$235,000	\$62,116	52%	52%
2020	Affordable	1.07	\$193,363	\$52,020	\$181,450	\$48,815	48%	47%
2019	Affordable	1.56	\$181,159	\$52,228	\$116,000	\$33,443	32%	13%

Source: Maine State Housing Homeownership Affordability Index, 2023

The 2022 ACS 5-Year Estimates indicate that 27.1% of owner-occupied households in Sullivan were spending 30% or more of their household income on housing costs. Over half (59%) of owner-occupied households earning less than \$35,000 fell into this category, visualized in Figure C-5. An estimated 21.9% of owner-occupied households in all of Hancock County spent 30% or more of their household income on housing costs in 2022.

Figure C-4: Sullivan Homeownership Housing Costs



Source: 2022 ACS 5-year estimates

5.5. Affordability - Rents

While MaineHousing has calculated an Affordability Index for rental housing in the past, they have not done so for Sullivan; therefore, U.S. Census ACS Estimates are used to offer insight into the Sullivan rental housing market. As seen in Table C-5 below, the median gross rent in Sullivan in 2022 was an estimated \$1,125 per month, over \$100 higher than the median gross rent for Hancock County. Nearly half of the rent amounts fell into the \$500 to \$999 per month range, with the next

highest percentage between \$1,000 and \$1,499. The median household income in 2022 for Sullivan was \$64,375. Renters earning 80% of this amount (\$51,500) would be able to afford the monthly median gross rent without spending more than 30% of gross income. It should be noted that this estimated median gross rent amount may not truly reflect the monthly rates of rental units in Sullivan.

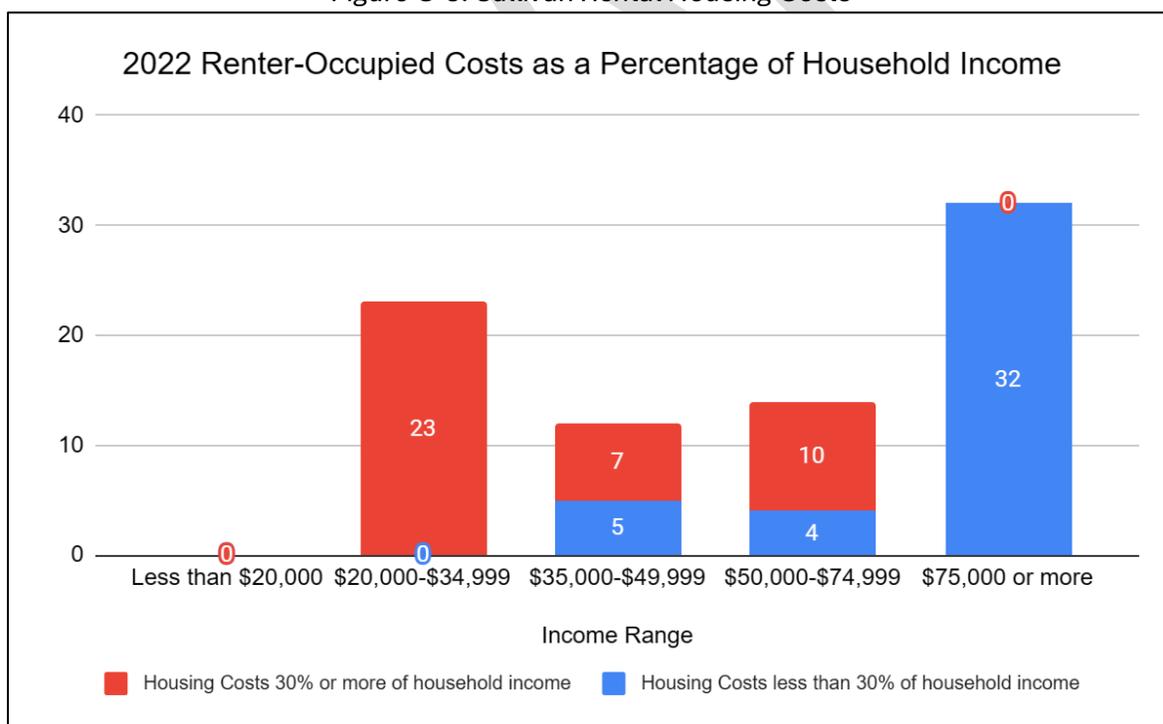
Table C5: Sullivan and Hancock County Renter Costs, 2022

Monthly Rent	Sullivan		Hancock County	
	Number	%	Number	%
< \$500	7	7.1%	942	17.9%
\$500 to \$999	49	49.5%	2,420	46.1%
\$1,000 to \$1,499	25	25.3%	939	17.9%
\$1,500 or more	0	0%	312	5.9%
No Cash Rent	18	18.2%	636	12.1%
Total	99		5,249	
Median Gross Rent	\$1,125		\$949	

Source: 2022 ACS 5-year estimates

Figure C-4 shows that almost 75% of the renters in Sullivan did not have affordable rent in 2022, as they had household incomes less than \$50,000 and were paying more than 30% of their income on rent. On the other hand, 88% of Sullivan renters with incomes greater than \$50,000 were spending less than 30% of their income on monthly housing costs.

Figure C-5: Sullivan Rental Housing Costs



Source: 2022 ACS 5-year estimates

5.6. Seasonal Units

As discussed above, the Census classifies housing for seasonal, recreational, or occasional use as being in the category of vacant housing units. According to the Decennial Census, seasonal

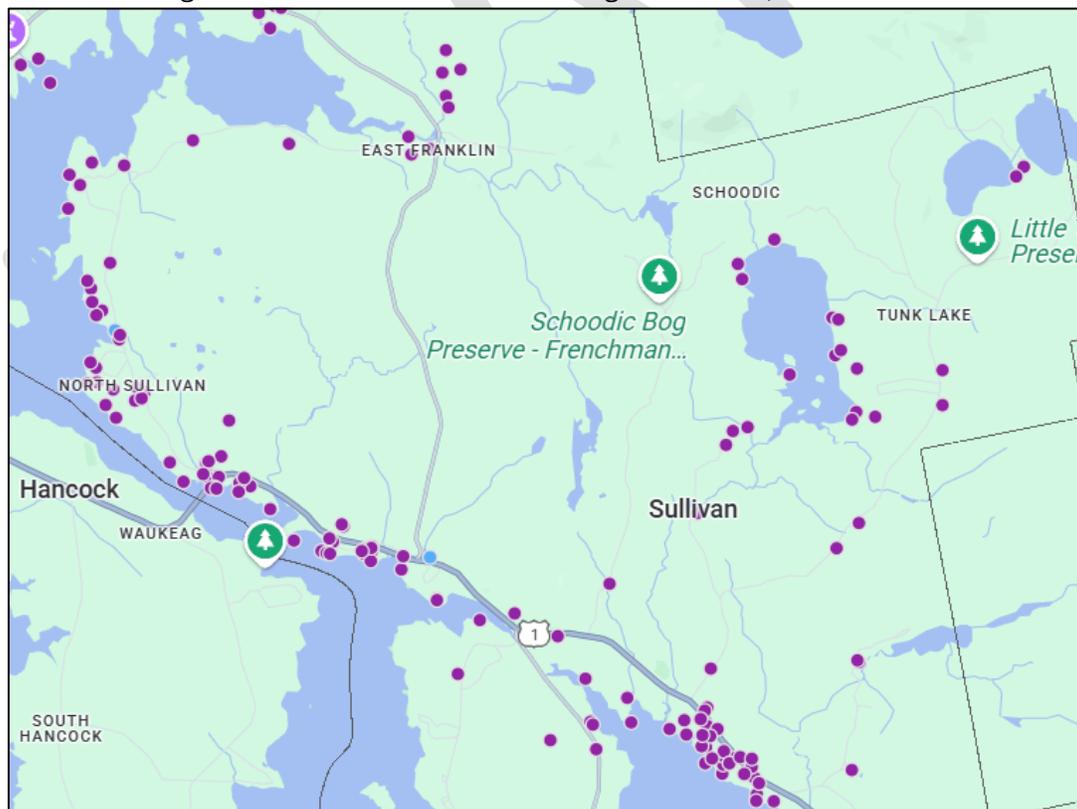
residences increased from 187 in 2000 to 235 in 2020. These residences accounted for 29.2% of all of the Town’s housing units in 2020, compared to 26.9% in 2010 and 26.4% in 2000. There hasn’t been a noticeable conversion of year-round homes to seasonal homes, or vice-versa, which has had no significant impact on the community.

5.7. Short Term Rentals

Short-term rental (STR) typically describes the rental of a residential home unit or accessory dwelling unit for stays of less than a month. AirDNA, a leading provider of short-term rental data, collects data from public and proprietary sources, including Airbnb and Vrbo, to track and analyze STRs. This data can be analyzed by either market, submarket or individual address. Most of Hancock County falls within the “Maine Down East/Acadia Coastal” market, which includes coastal areas of Hancock and Washington counties. This market is subdivided into 15 submarkets; Sullivan falls within the “Hancock” submarket, which also includes the towns of Franklin and Sorrento.

There was a total of 221 short-term rental listings in the “Hancock” Submarket between the three-year period of July 2021 and June 2024 according to AirDNA. The majority of STR listings are for an entire home with the remainder being for a private room within a residence. These 221 unique listings, whether active or not, account for nearly 10% of the total housing units in Franklin, Sullivan, and Sorrento. The figure below shows that of the listings in Sullivan, most appear to be in proximity of a body of water.

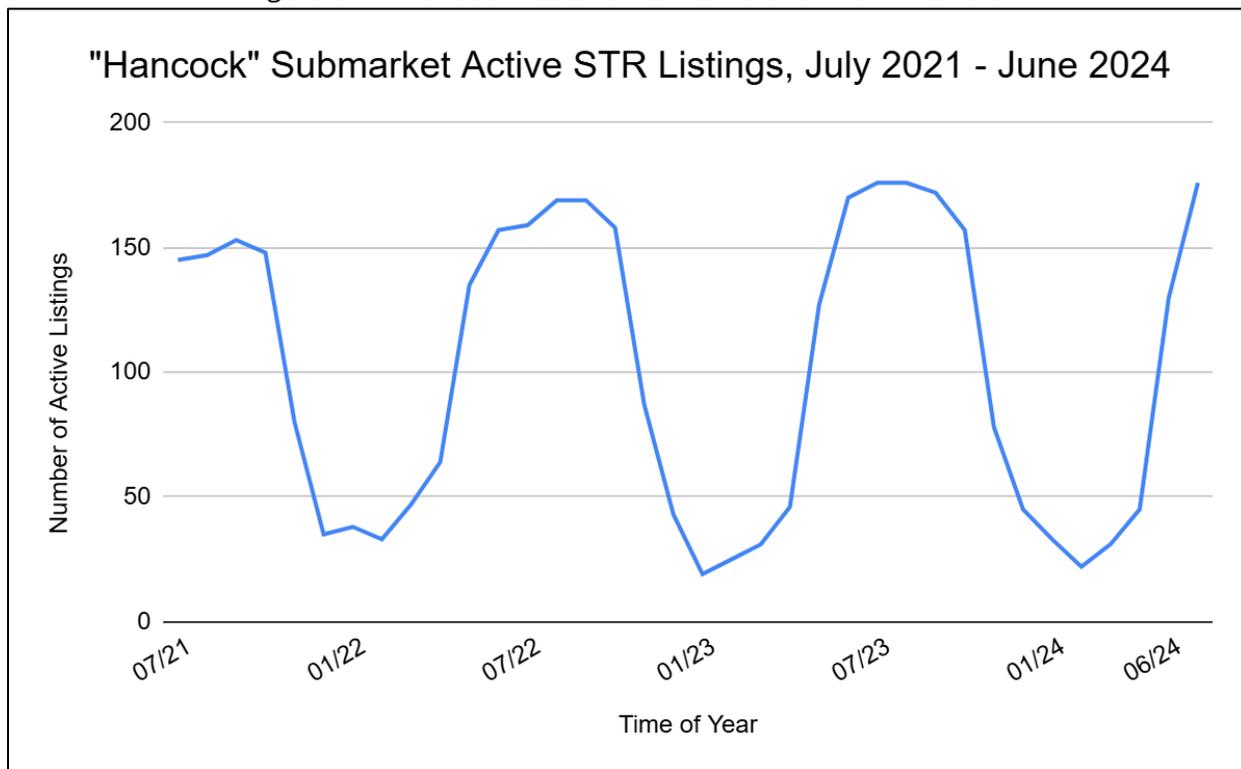
Figure C-6: Short-Term Rental Listings in Sullivan, March 2025



Source: AirDNA, 2025

Figure C-7 below shows the number of active listings by month in the “Hancock” submarket between July 2021 and June 2024. Much like the rest of Hancock County, active listings are seasonal, typically peaking July through September. The peak number of active listings has increased each year since July 2021, with a total of 176 active listings in both July and August 2023 and in June 2024.

Figure C-7: “Hancock” Submarket Active Short-Term Rentals



Source: AirDNA

5.8. Substandard Housing

According to 2022 ACS 5-Year Estimates, 13 occupied units lack complete plumbing facilities while 42 units lack complete kitchen facilities. These are significant numbers of substandard housing units and reflect some of the struggles Sullivan residents face in regard to poverty and housing. These data points should be compared to code enforcement observations for accuracy.

Table C-6: Sullivan Substandard Housing, 2022

	2022
Lacking Complete Plumbing Facilities	13
Lacking Complete Kitchen Facilities	42

Source: 2022 ACS 5-year estimates

5.9. Local Regulations and Affordable Housing Policies

Local land-use regulations focus on shoreland and wetlands. They also include local ordinances for minimum lot sizes and setbacks. Currently there are no regulations that directly encourage or discourage the development of affordable housing; however, LD 2003 permits a density bonus for

affordable housing developments in a town’s designated growth areas, which are defined as a part of this Plan. Additional information about this piece of legislation is found in Chapter N: Existing Land Use.

Due to Sullivan's relatively high market costs for home ownership, the lack of local affordable housing policies could contribute to population loss over the medium-term, despite recent upticks in regional and local home purchases. First-time homebuyers and median-income earners would tend to be priced out of the market. Local affordable housing policies could address this issue, along with measures to promote sustainable growth and incorporate affordable housing options within any new development. There are currently no local or regional affordable/workforce housing coalitions. The Schoodic Area League of Towns (SALT), in which Sullivan participates, is an informal convening of the four towns on the Schoodic Peninsula to discuss topics and identify solutions to regional issues, such as housing. These ongoing SALT discussions could lead to the establishment of long-term entities that address housing in the area. Nonprofits such as Downeast Community Partners offer assistance for various homeowner needs and provide at-home support for seniors.

In 2025 the Town was notified of its successful application for a Department of Economic and Community Development (DECD) Housing Opportunity Program Municipal Grant. Through this funding opportunity Sullivan and other towns on the Schoodic Peninsula will collaborate with the Hancock County Planning Commission (HCPC) to engage in several projects, including the creation of a monthly regional housing forum. By meeting regularly, this project will provide a consistent avenue for communicating needs and ideas regarding housing in the region.

5.10. Projecting Future Needs

Projections to accommodate housing needs as population and demographic changes occur can be difficult with a declining population. Sullivan’s average household size has seen an increase since 2000, from 2.5 up to 2.74 in 2022, according to ACS 5-Year Estimates. With an increasing household size and an aging population, there may be a need for more housing that serves families with children, as well as the senior population, which could involve building multifamily units. Traditionally, single-family homes have been the predominant housing type in Sullivan. The number of duplex and multifamily units has only decreased since 2000. Developing this type of housing could allow seniors to affordably downsize from their single-family residences, and in turn open up their homes for younger families and other year-round residents. Sullivan is beginning to work with surrounding towns on the Schoodic Peninsula to plan for the development of additional housing units for low and moderate income families, seniors, or those with assisted living needs.

6. Goals & Objectives

Goal: To encourage and promote adequate housing to support the community’s success and the region’s needs.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Engage Town officials, stakeholders and residents in addressing the	Establish a Regional Housing Committee.	SALT, HCPC	1 Year
	Work with local leaders to create a communication strategy to describe the housing needs in Sullivan and the Schoodic area and alternative solutions.	Regional Housing Committee, HCPC	2 Years

Town’s housing needs.	Investigate options for establishing a housing authority.	Town Manager, Regional Housing Committee, HCPC	2 Years
Recommend policies to encourage the development of workforce and affordable housing.	Seek to achieve a level of at least 10% of new residential development built or placed during the next decade to be affordable.	Planning Board, Regional Housing Committee	Ongoing
	Maintain, enact, or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Maintain, enact or amend land use regulations in growth areas to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	Planning Board, Ordinance Review Committee, HCPC	2 Years
	Enact land use regulations in growth areas that encourage the development of workforce and affordable housing.	Planning Board, Ordinance Review Committee, HCPC	2 Years
Identify potential sites for new housing development.	Examine options within defined growth areas and parcels of interest for manufactured homes, mobile homes, tiny homes, and apartments.	Planning Board, Ordinance Review Committee, HCPC	2 Years

Goal: Support our aging population by increasing housing options for seniors.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Build or secure additional housing that is accessible for seniors.	Promote age-in-place policies through coordination with regional partners such as Healthy Acadia and/or other nonprofits.	Age Friendly Committee, Regional Housing Committee	Ongoing
	Identify potential senior/retirement housing sites for development with priority assigned to transportation, safety, and medical needs.	Regional Housing Committee, HCPC	3 Years
	Identify all private, state and federal resources to aid such housing initiatives.	Regional Housing Committee, HCPC	Ongoing
	Provide education materials about home share opportunities, accessory dwelling units, and other creative housing solutions.	Regional Housing Committee, HCPC	1 Year

Chapter D: Transportation

1. Purpose

Transportation and mobility directly influence a community's economic well-being and the health and cohesion of its population. The term "transportation" describes the act of moving something or someone, whereas the term "mobility" describes the ability of a person to move or be moved. This section will:

- a. Identify and profile Sullivan's roadway and transportation systems in terms of extent, condition, and use;
- b. Assess the adequacy of those systems in handling current demand;
- c. Consider whether transportation improvements will be needed to adequately accommodate the demands generated by potential future development, and;
- d. Consider areas where sustainable transportation alternatives and long-term cost savings in infrastructure management may exist.

2. Key Findings & Issues

Route 1 continues to serve as the primary travel corridor through the Town and the Schoodic Region. This arterial provides access to residential, commercial and municipal buildings in the Town and is maintained year-round by the Maine Department of Transportation (MaineDOT). Areas that generate traffic are primarily along Route 1. This traffic increases seasonally in the summer and fall months. Route 1 is also part of the Schoodic National Scenic Byway, which also contributes to increased vehicle counts.

There are no High Crash Locations or Segments in the Town. Safety ratings along Bert Gray and Tunk Lake roads are rated as failing by MaineDOT due to crash history and road width. Speeding and pedestrian safety along Route 1 are identified as concerns by residents. The Town as a whole lacks adequate infrastructure for non-vehicular travel. There is interest in creating a multi-use path from Sumner Park to the Sorrento-Sullivan Recreation Center to increase pedestrian safety, foot traffic and local business activity in the area. Regionally, access to and the reliability of public transportation continues to be a concern.

3. Key Issues and Findings from 1993 Plan

Sullivan has only 28 miles of roadway, a comparatively smaller amount than surrounding communities, or other communities of its size. The limited miles of roadway in Town limits development and growth opportunities. Sullivan does have 6.34 miles of U.S. Route 1. Two segments of Route 1 have been high accident locations: Route 1 between the Hancock Town line and the North Sullivan Road, and Route 1 between Road 513 and the Gouldsboro Town line.

The highest traffic counts in Sullivan are found on Route 1 east of Route 200. This area has also experienced the largest percentage increase in traffic during the time period between 1979 and 1988. Sprawl along Route 1 is gradually increasing, which is affecting the quality and carrying capacity of the road, particularly during the summer peak travel months.

As a result of a major capital expenditure for road construction and repair four years ago, the Town's roads are all in relatively good condition.

Replacement of the Sullivan-Hancock bridge is expected within the next few years but few associated land uses on the Sullivan side will be affected.

4. Community Engagement

Results from the Public Opinion Survey indicated general satisfaction with the Town’s maintenance of roads and snow removal, with 40% and 68% respectively of respondents, stating that the maintenance was adequate or better. Respondents expressed the greatest concern over public transportation, with nearly 72% stating that the current facilities are inadequate and in need of attention.

Those that attended the Visioning Sessions and the Transportation Community Conversation had a lot of feedback for the Town regarding speeding issues on Route 1 and safety concerns relating to the lack of pedestrian infrastructure. There is widespread concern over bike/ped infrastructure in Sullivan and it came up several times in the Public Opinion Survey. Sixty-five percent (65%) of respondents believe that pedestrian sidewalks need attention and 81% feel the same for bicycle lanes.

Survey respondents would like their tax dollars spent on the following transportation initiatives: Town road improvements (91%), bicycle paths/lanes (51%), pedestrian sidewalks (47%), public transportation (40%), and parking (16%).

5. Conditions and Trends

5.1. Road Mileage and Classification

There are a total of 28.18 miles of roads in Sullivan that are publicly maintained. 6.33 miles is the arterial U.S. Route 1 while collector roads Route 200 (Bert Gray Road) and Route 183 (Tunk Lake Road) comprise approximately 7.22 miles. The remaining 14.63 miles are local roads. Additionally, there are a number of seasonal private roads with no public maintenance. There are two primary systems of classifying public roadway infrastructure, which are described below.

5.1.1. Federal Functional Classification (FFC)

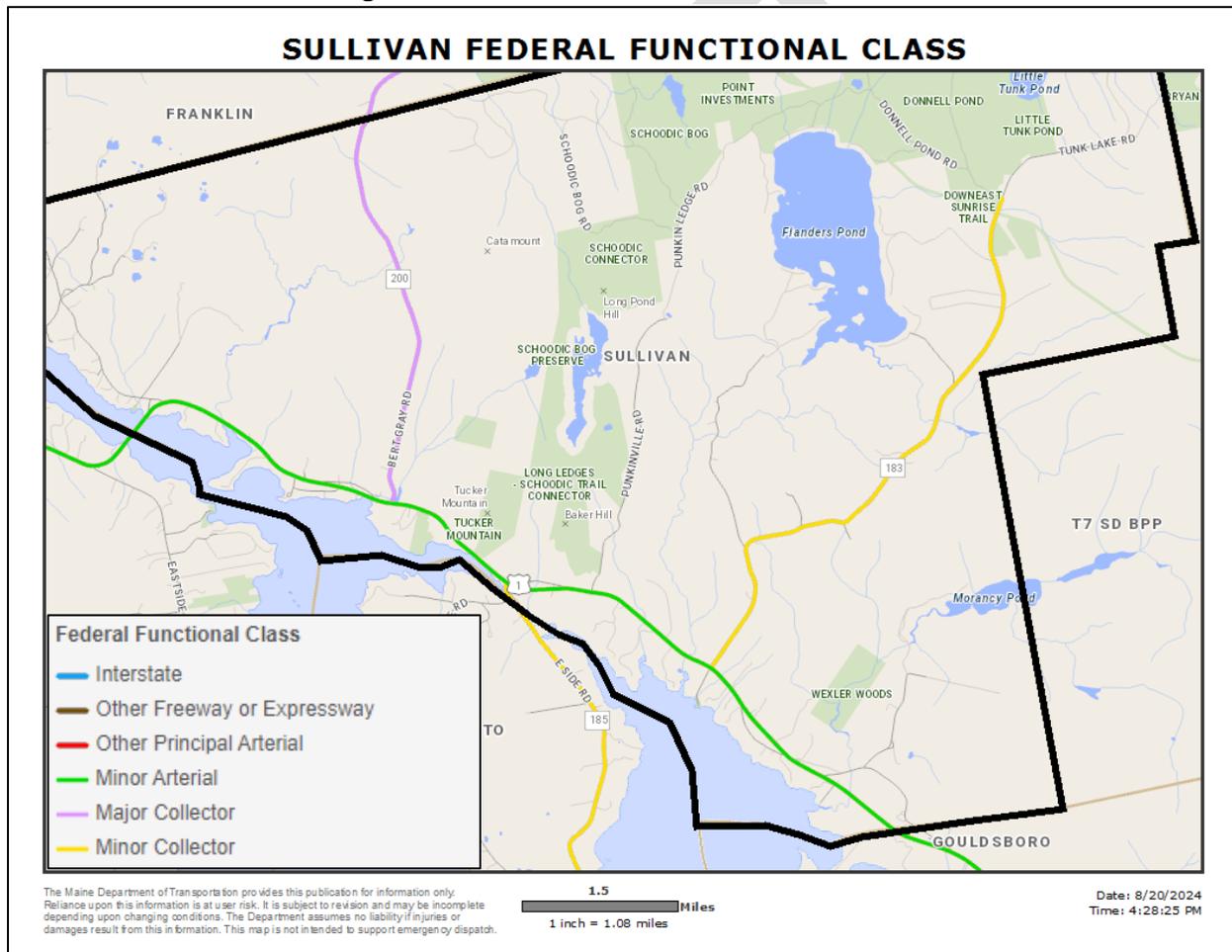
FCC describes the functionality and geographical characteristics of public streets and highways based on the character of service they are intended to provide. This classification reflects how the highway provides the ability for transportation. Table D-1 provides characteristics of FCC classes (arterial, collector, and local roads) as well as the number of miles of each class in Sullivan.

Table D-1: Federal Functional Classification (FFC) Characteristics and Roadway Miles by Class

FFC	Subclassification	Types of Service	Typical Speed	Typical Traffic Volume (vehicles/day)	Miles in Sullivan	% of Total Miles
Arterial	Principal and Minor Arterial Roads	Serve countywide, statewide or interstate travel, linking cities and large towns to an integrated highway network	High speed	5,000-30,000	6.33	22.5%
Collector	Urban Collectors, Major Rural	Support traffic within a town or	35-45 mph	1,000-5,000	7.22	25.6%

FFC	Subclassification	Types of Service	Typical Speed	Typical Traffic Volume (vehicles/day)	Miles in Sullivan	% of Total Miles
	Collectors, Minor Rural Collectors	group of small towns or disconnected neighborhoods				
Local Roads	All other public roads not included in the State classification system	Provide access to private property or low volume public facilities	Under 35 mph	Up to 1,000	14.63	51.2%
Total					28.18	100%

Figure D-1: Sullivan Federal Functional Class



Source: MaineDOT Public Map Viewer

5.1.2. State Highway System

The State Highway System describes the type of service that a public street or highway is expected to provide, as well as the responsibility for maintenance. Table D-2 displays State Highway System characteristics and roadway miles under this classification.

Private roads are roads that serve three or more dwellings and are not classified in the FCC or State Highway System. Roads serving two or fewer dwellings are defined as driveways. The tables below do not include the mileage of private roads.

Table D-2: State Highway Classification Characteristics and Roadway Miles by Class

State Highway Classification	Description	Responsibility	Miles in Sullivan	% of Total Miles
State Highway	Connected routes through the State that primarily serve intra- and interstate traffic	MaineDOT is responsible for year-round maintenance	6.33	22.5%
State Aid Highway	Connect local roads to the State Highway System and generally serve intercounty traffic movement	State aid roads are usually maintained by MaineDOT in the summer and by municipalities in the winter	7.22	25.6%
Town Ways	All other public roads not included in the State classification system; provide access to adjacent land	Municipalities or counties	14.63	51.2%
Total			28.18	100%

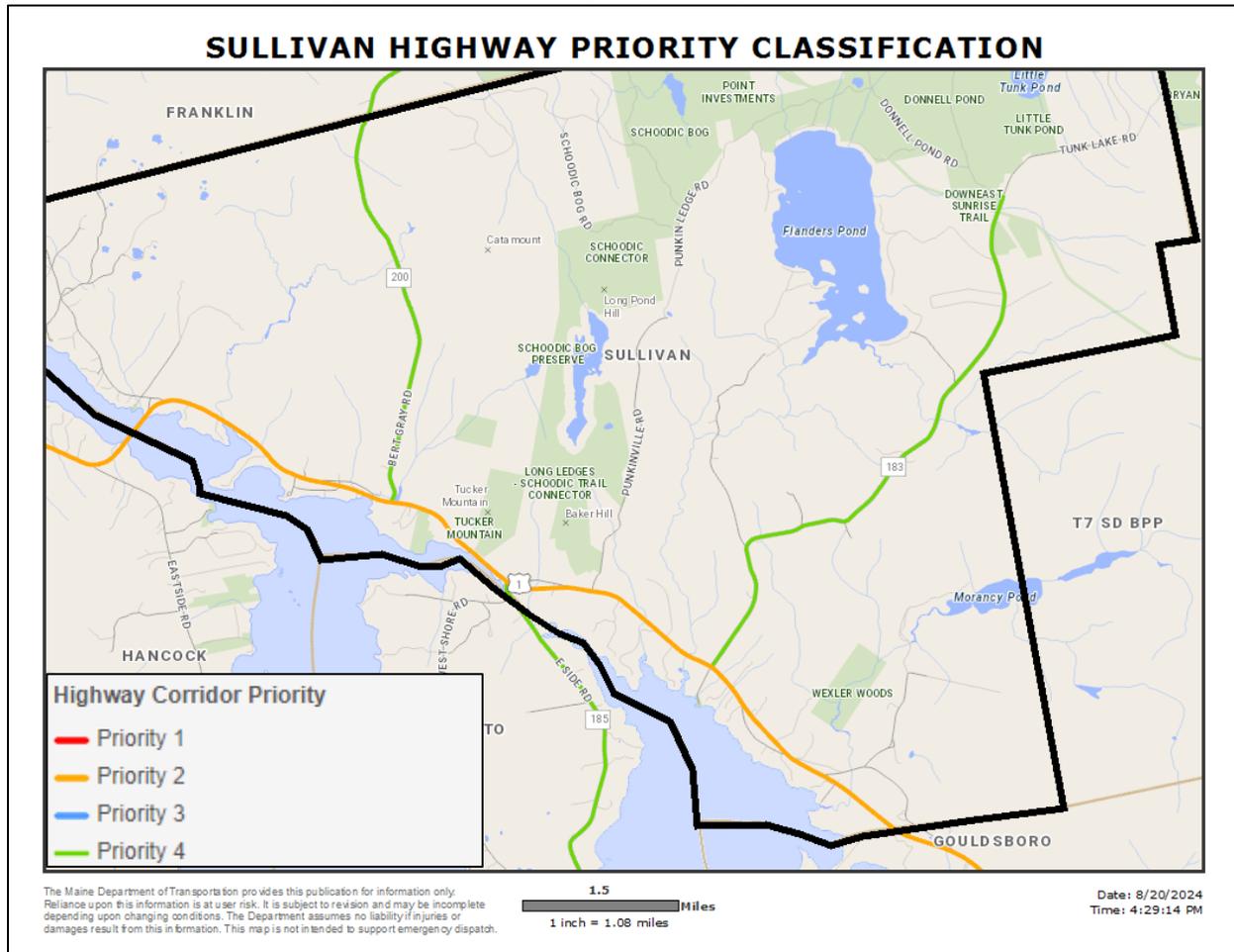
5.2. Highway Corridor Priority and Customer Service Level

The Maine Department of Transportation (MaineDOT) uses its “Highways Asset Management” framework to prioritize its programmatic and project work. There are two parts – *Highway Corridor Priority (HCP)* and *Customer Service Level (CSL)*.

Highway Corridor Priority (HCP) is used to categorize transportation systems into six levels of priorities (Figure D-2).

- Priority 1: Key principal arterials designated as the National Highway System (NHS), not found in Sullivan.
- Priority 2: High priority, non-National Highway System arterials. This includes U.S. Route 1.
- Priority 3: Remaining arterials and high-volume major collector highways. Not found in Sullivan.
- Priority 4: Remainder of the major and minor collector highways, and state aid system, in which road responsibilities are shared between the state and municipalities. Route’s 183 and 200 fall into this category.
- Priority 5: Local roads that are the year-round responsibility of Sullivan.

Figure D-2: Sullivan Highway Priority Classification



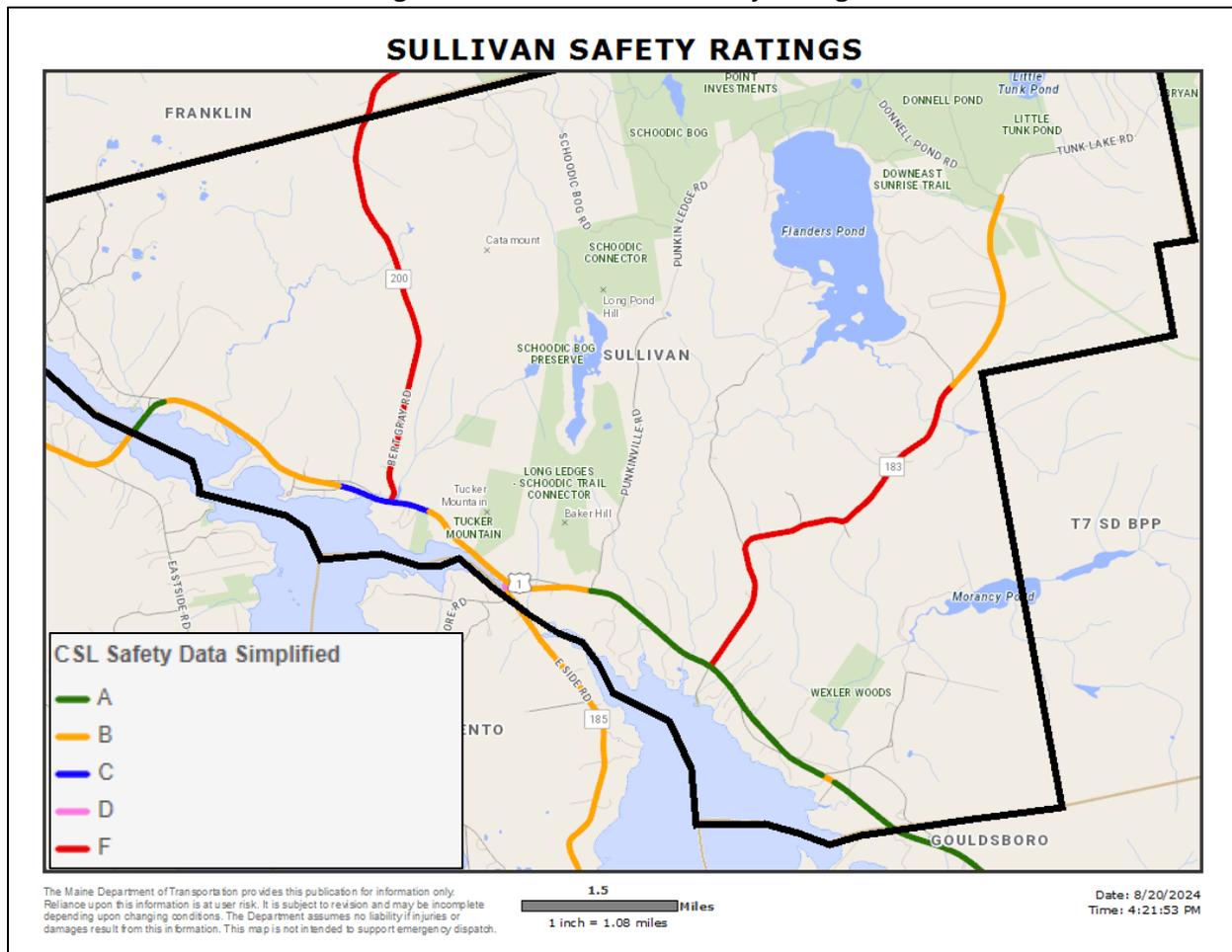
Source: MaineDOT Public Map Viewer

Customer Service Levels (CSL) employ customer-centric engineering metrics to evaluate and grade roadways on three key aspects: (1) Safety, (2) Condition, and (3) Service. The grading system resembles a report card, with scores ranging from A to F.

5.2.1. Safety

The factors that go into the Safety evaluation are crash history, paved roadway width, pavement rutting, and bridge reliability. Segments of Route 1 varied in safety ratings, with much of it receiving a grade of either A or B; the portion of Route 1 at the Route 200 intersection received a safety grade of C because of crash history. All of Route 200 and more than half of Route 183 received safety scores of F; Route 200 has a crash history grade of D and fails when considering roadway width, and Route 183 received a failing grade for both crash history and road width. Town residents have expressed concerns about the occurrence of speeding on Town roads as well as the need to increase safety for non-vehicular transportation, specifically along Route 1 where there is no existing pedestrian infrastructure.

Figure D-3: Sullivan Road Safety Ratings

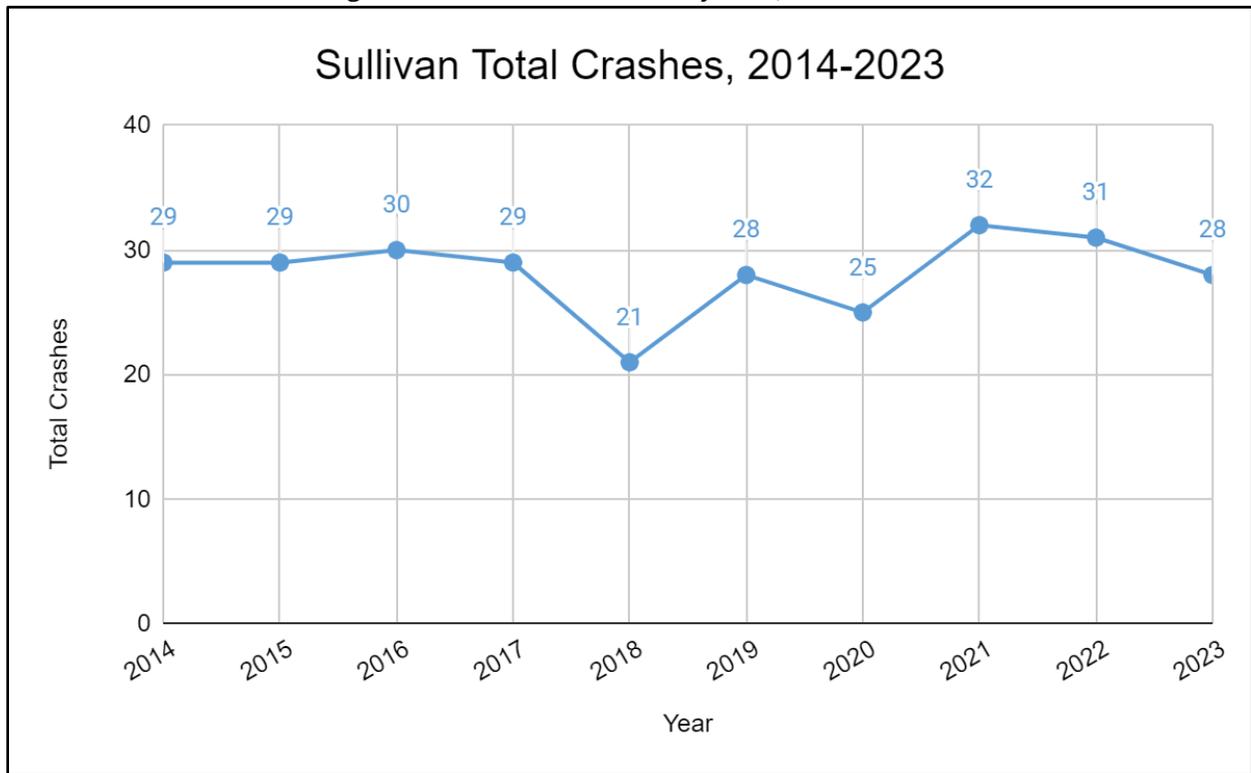


Source: MaineDOT Public Map Viewer

High Crash Locations (HCLs) and HCL Segments. An HCL is one that has a minimum of eight accidents over a three-year period and a higher-than-average rate of accidents when compared with similar intersections across the state (Critical Rate Factor). In Sullivan, there are no current High Crash Locations or HCL Segments and there were no HCLs or HCL Segments over the last 10 years (2014-2023). Over this period, there have been a total of 282 crashes in the Town with a relatively consistent amount each year (see Figure D-4 below). According to the Maine Public Crash Query Tool, 100 of these crashes were determined as “went off road”, 91 as “deer” and 44 as “rear end/sideswipe”. Many of these incidents have taken place on Route 1 as visualized in Figure D-5. The volume of crashes on Route 1 further illustrates the need to improve safety for both vehicular and non-vehicular modes for transportation.

The majority of crashes that occurred on Route’s 183 and 200, which received failing safety scores, were going off road. Whether this is due to road width, speed limits, additional factors, or a combination of one or more should be evaluated in the future to better determine the cause of crashes on these roads and to better improve safety conditions.

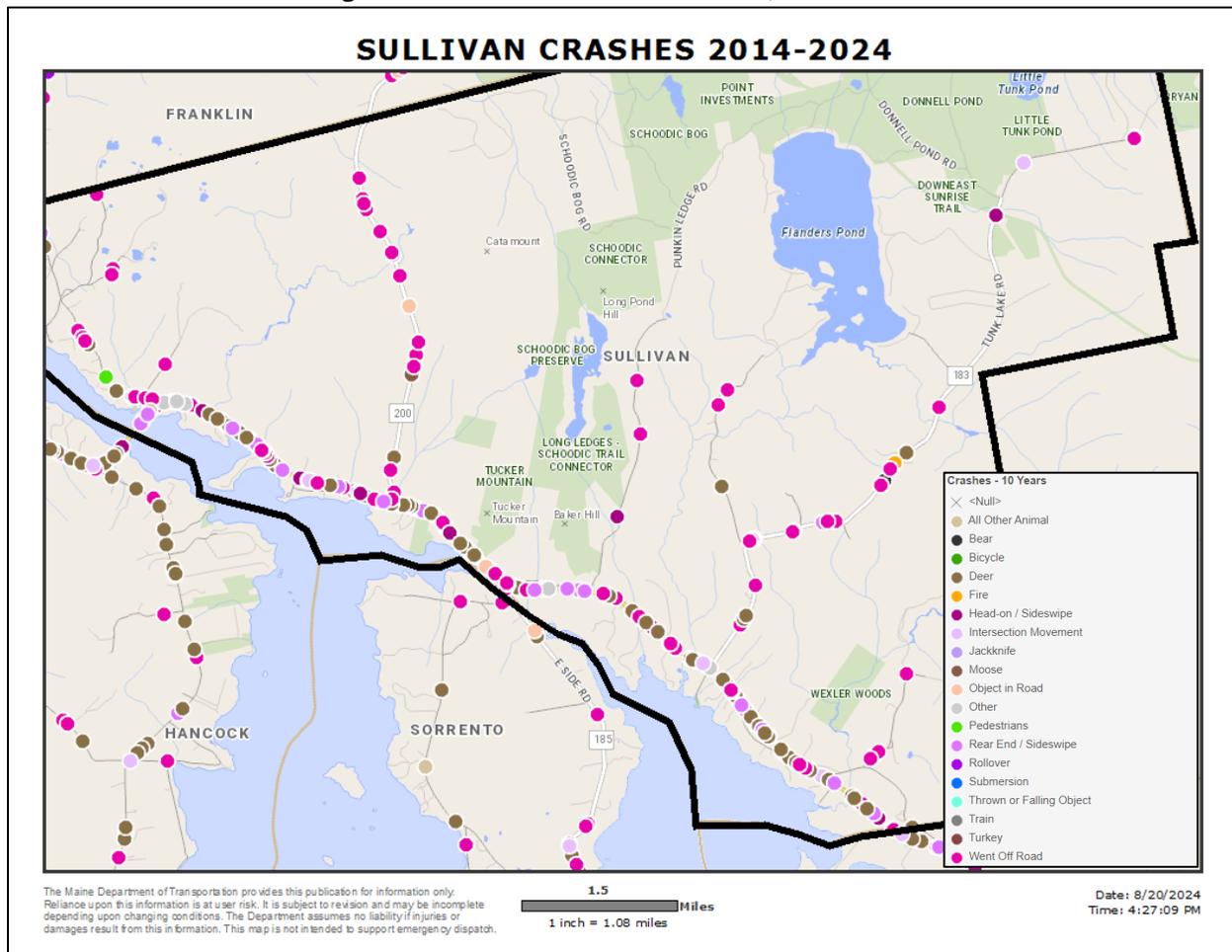
Figure D-4: Sullivan Crashes by Year, 2014-2023



Source: MaineDOT Maine Public Crash Query Tool

DRAFT

Figure D-5: Sullivan Crash Locations, 2014-2024

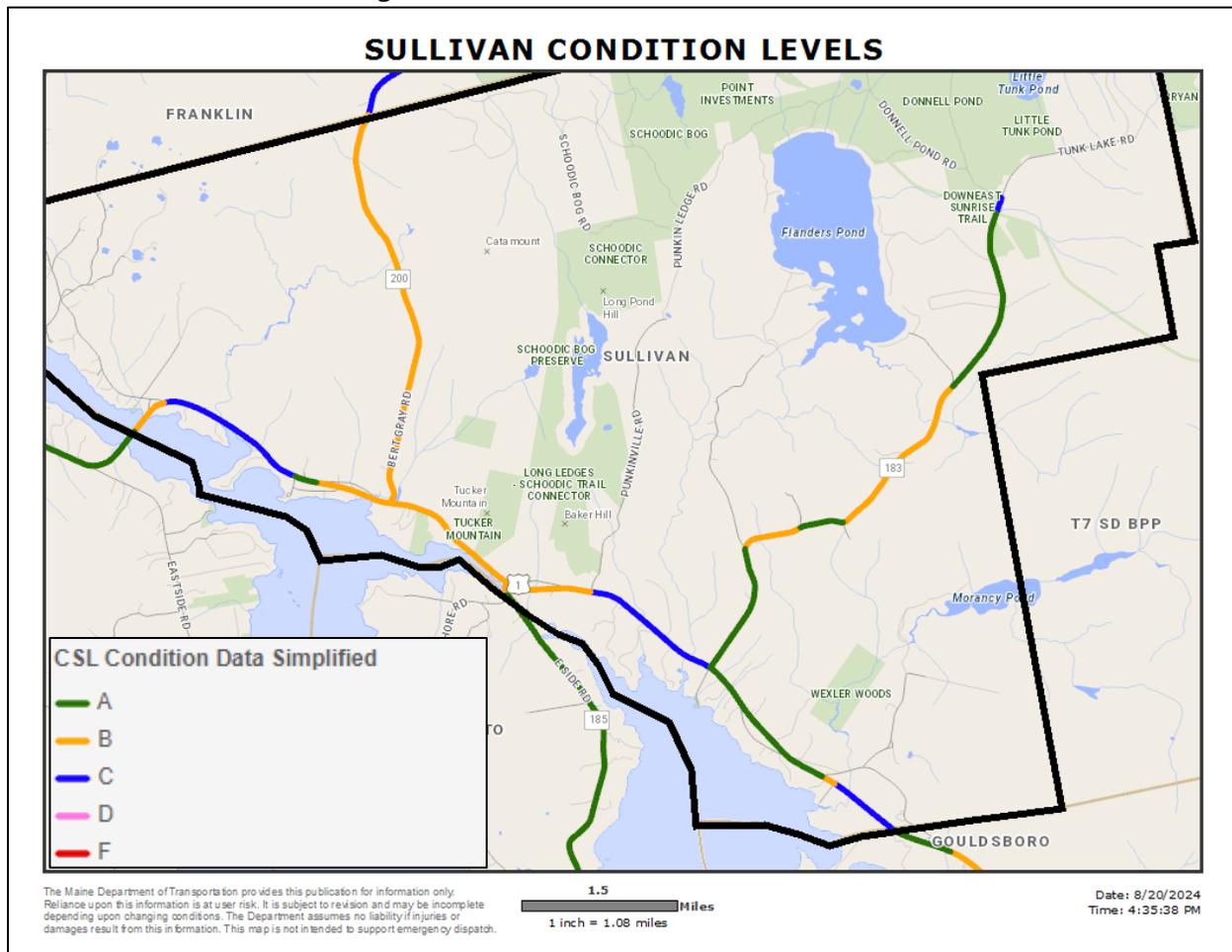


Source: MaineDOT Public Map Viewer

5.2.2. Condition

The second part of MaineDOT’s CSL evaluation is Condition. This assessment is based on ride quality, pavement condition, roadway strength, and bridge conditions. Figure D-6 shows road condition scores for Sullivan. Once again, segments of Route 1 vary in condition, which range from grades A to C; lower condition grades on Route 1 are due to structural bridge conditions. All of Route 200 and roughly half of Route 183 received a condition grade of B with the remaining segments of Route 183 receiving a grade of A.

Figure D-6: Sullivan Road Condition Levels

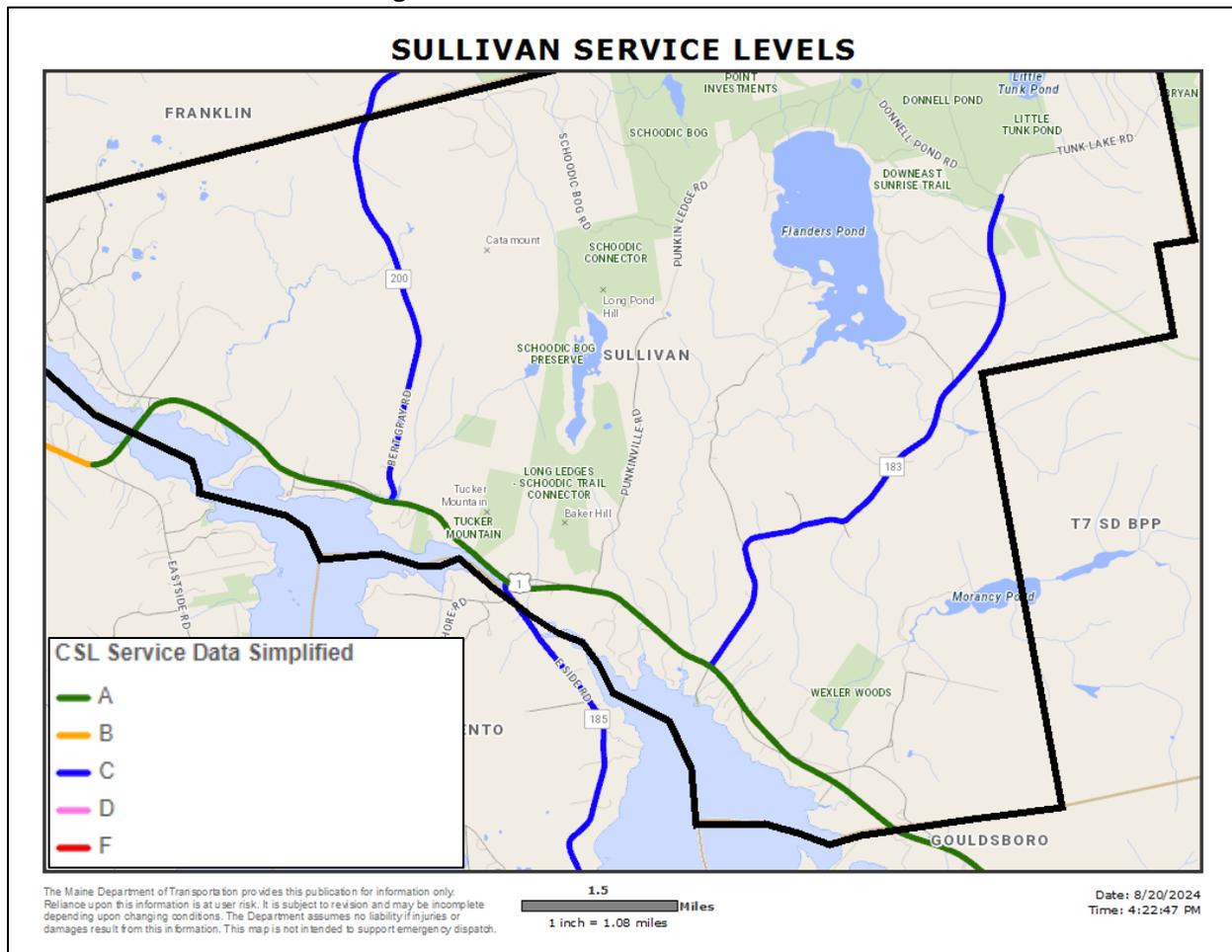


Source: MaineDOT Public Map Viewer

5.2.3. Service

The Service component of the Customer Service Level evaluation includes whether a roadway segment is posted during spring thaw to protect longevity, the weight load restrictions of any bridges, and degree of congestion/delay with specific consideration for peak summer months due to the potential impact on tourism. All of Route 1 received a service grade of A while Route's 183 and 200 received service grades of C.

Figure D-7: Sullivan Road Service Levels



Source: MaineDOT Public Map Viewer

5.3. Bridge Conditions

The bridge inventory and classification system of public bridges has been established by MaineDOT. Table D-3 includes a list of bridges, along with year built, assessed conditions, date of inspection and annual average daily traffic count (AADT) for each bridge. There are seven bridges located in Sullivan; five of the seven are owned and maintained by MaineDOT with the exceptions being Smith Mill Bridge and Bean Bridge, which are owned by the Town. Calais Bridge is located along the Downeast Sunrise Trail, which is used by bicycles, ATVs and other recreational means of transportation.

MaineDOT defines the Federal Sufficiency Rating (FSR) of a bridge as “a numeric indicator of the overall value of the sufficiency of the bridge.” The rating will be from 0 (worst) to 100 (best). The FSR is computed with a federally supplied formula using an array of condition and inventory data and is used to identify bridges eligible for federal funding. This rating includes both structural deficiencies as well as functional obsolescence (width or weight capacity are below current design standards) and gives an overall value of the sufficiency of the bridge.

Table D-3: Sullivan Bridges

	Flanders Stream	Hancock Sullivan	Smith Mill	Bean	Morancy Pond Outlet	Village	Calais
Street	Route 1	Route 1	Ashville Rd	Thorne Rd	Route 1	Route 1	Downeast Sunrise Trail
Crossing	Flanders Stream	Taunton River	Morancy Stream	Flanders Stream	Morancy Pond Outlet	Higgins Stream	Flanders Stream Inlet
Owner	State	State	Town	Town	State	State	State
Year Built	1927	1999	1935	2012	1955	1950	1960
Maximum Span Length (ft)	20	127.2	7.2	17.4	14.9	12	12
Road Width (ft)	36	34	24	22	36	32	5
Deck Condition	N/A	Very Good	N/A	N/A	N/A	N/A	N/A
Superstructure Condition	N/A	Good	N/A	N/A	N/A	N/A	N/A
Substructure Condition	N/A	Good	N/A	N/A	N/A	N/A	N/A
AADT	6189	7126	190	140	5818	7073	N/A
Federal Sufficiency Rating	75.5	76	77.4	89	77.6	51	N/A
Last inspected	2022	2022	2022	2022	2021	2021	N/A

Source: MaineDOT Public Map Viewer

5.4. Traffic Flow

MaineDOT maintains traffic volume data for selected roads in Sullivan (see Table D-4). Typically, AADT counts are done every three years. Locations with the highest AADT counts in Sullivan are along Route 1 and in proximity to the State Route 183 and 200 collector roads. Daily vehicle counts at these locations averaged greater than 6,000 in both 2018 and 2021, the most recent years AADT was determined in the Town. Where comparable, traffic counts in recent years are noticeably higher than they were in 1979 or 1988. In some locations, notably those along Route 1, the counts in 2021 are lower than those in 2018.

Traffic volumes during peak summer months are likely to be higher than the reported average. For example, in 2021 the AADT for Route 1 southeast of State Route 183 was 6,080 vehicles; however, the count, when performed in July of the same year, captured 7,995 vehicles. As such, road maintenance schedules and standards should consider summer traffic volume counts when ensuring roads are built and maintained to the maximal usage.

Table D-4: Annual Average Daily Traffic (AADT) for Selected Locations

Location	1979	1988	2018	2021
Flanders Pond Rd, north of State Route 183			-	120
Quarry Rd, east of Taunton Dr			-	240
Ashville Rd, east of Route 1 @ Smith Mill Bridge			-	190
River Rd, southwest of Taunton Dr			-	40
Taunton Dr @ Franklin Town line			360	-
Taunton Dr northwest of Track Rd			1,100	1,130
Taunton Dr northwest of Romeo Blvd			540	590

Location	1979	1988	2018	2021
Thorne Rd northwest of State Route 183			150	140
State Route 183 northeast of Route 1			920	880
State Route 183 east of Thorne Rd			710	680
State Route 183 northeast of Flanders Pond Rd			480	490
State Route 200 north of Route 1	380	470	670	780
Route 1 east of Tucker Mountain Rd			-	6,710
Route 1 east of State Route 200	3,850	5,980	7,300	7,230
Route 1 northwest of State Route 183			6,230	6,290
Route 1 southeast of State Route 183			6,370	6,080
Route 1 west of State Route 200			7,190	6,750

Source: MaineDOT

5.5. Major Traffic Generators

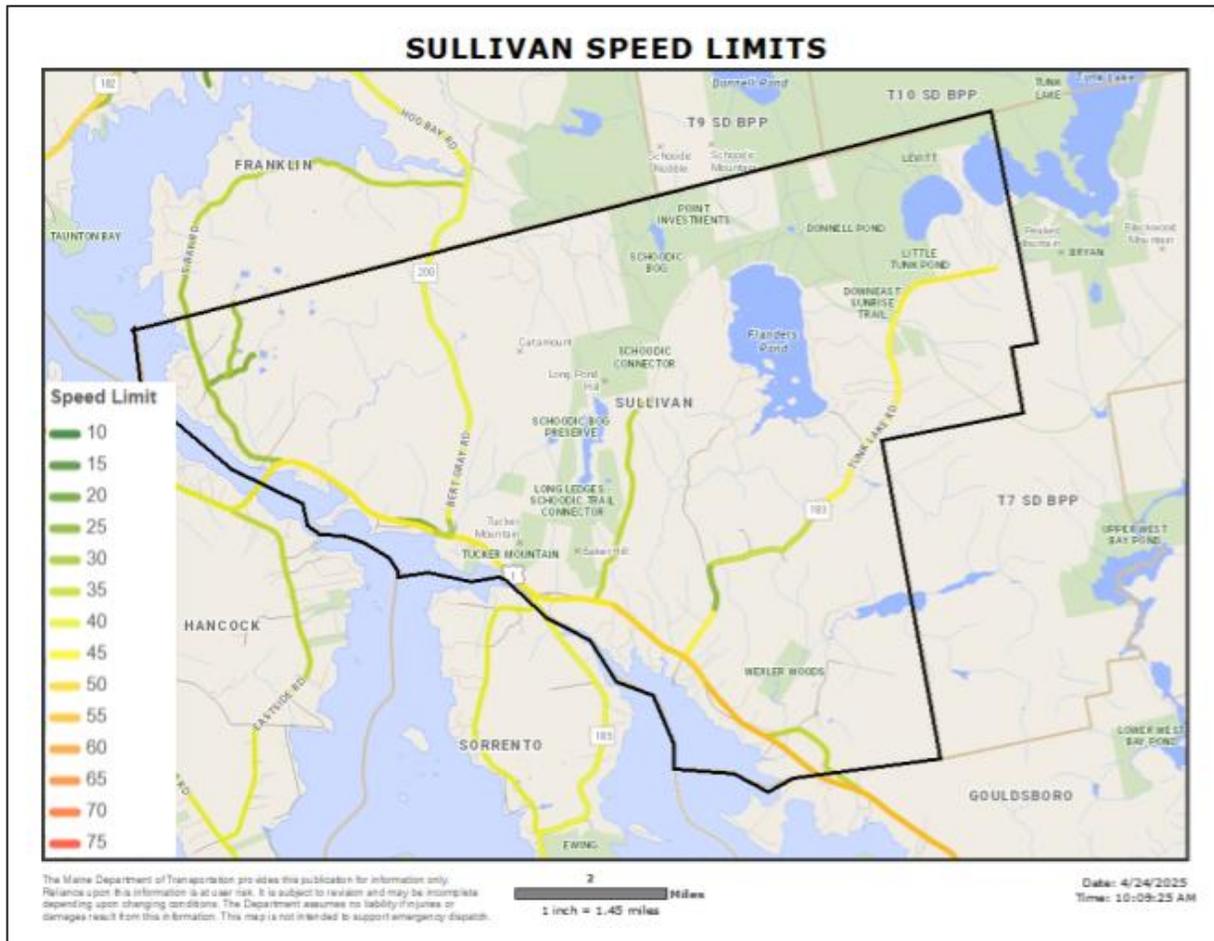
MaineDOT defines a traffic generator as “any business, government office, or place of employment or destination that generates or attracts traffic.” Areas that generate traffic year-round in Sullivan are located along Route 1; locations include Dollar General, the Sorrento Sullivan Recreation Center, the Town Office, The Dunbar Store, Black Sheep Restaurant, Nautilus Marine Hardware, school bus traffic at the RSU 24 District Office, and the Schoodic Animal Hospital, in addition to the Post Office and Taunton Bay Tea Company on Taunton Drive. Seasonally, Tracy’s Seafood, Flanders Bay BBQ, and Acadia Seashore Camping and Cabins attract additional traffic. Tourists passing through and stopping along the Schoodic Byway also contribute to increased traffic during peak visitation months.

5.6. Speed Limits

The speed limit on Route 1 increases from 40 miles-per-hour as it enters the Town from Hancock to 55 miles-per-hour as it leaves Sullivan and extends into Gouldsboro. The speed limit does drop to 35 mph for the portion between Harbor View Drive and State Route 200. State Route 200 and much of State Route 183 have 40 mile-per-hour speed limits while local roads are under 40mph.

Speeding through Town was identified as an issue by residents; various sections of Route 1, along with Tunk Lake Road were identified as specific areas of concern. Almost 70% (68.1%) of the crashes that took place between 2014-2023 occurred on roads where the posted speed limit was 45 mph or higher. While speeding is dangerous in itself, the limited pedestrian infrastructure in Town increases the chances of injury for walkers, bikers and others that share roads with fast-traveling vehicles. The Town also has a high volume of tourist traffic during peak visitation months, which does not always obey posted speed limits or pay close attention to pedestrians that share roadways.

Figure D-8: Sullivan Speed Limits



Source: MaineDOT Public Map Viewer

5.7. Parking

Spaces available for parking are included in the table below, along with the estimated number of spaces available at each location. In addition to the parking spaces available at the Long Cove Rest Area, additional space is planned along Route 1 at a site on the opposite side of Long Cove as part of a development effort with Maine Coast Heritage Trust and Frenchman Bay Conservancy. The number of spaces available appears adequate for current needs; parking at additional locations, such as Sumner Park, could be beneficial however there is limited space available.

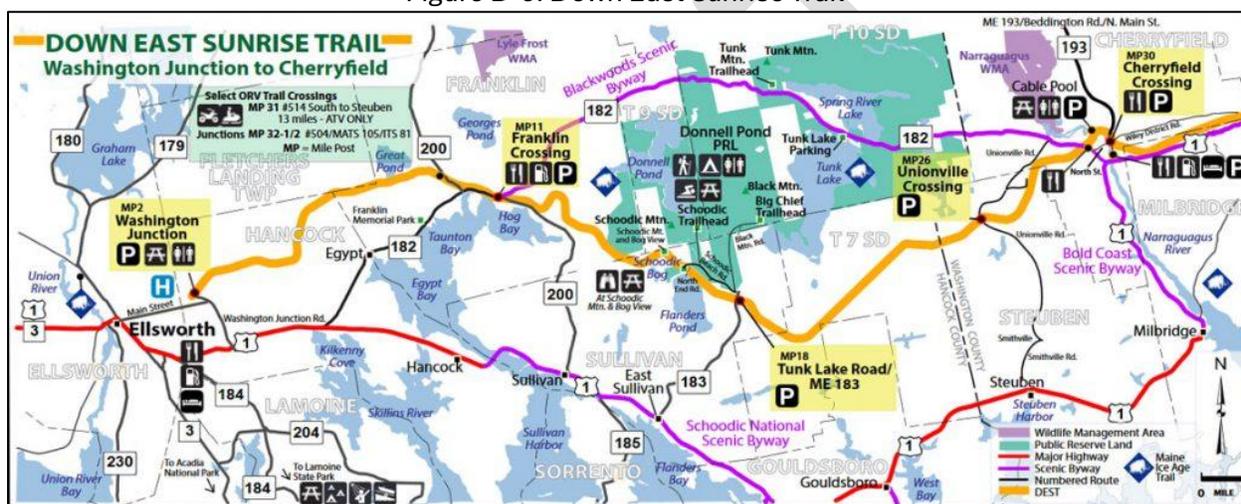
Table D-5: Parking Space in Sullivan

Location	Parking Spaces
Town Office	30
Sorrento Sullivan Recreation Center	40
Gordon's Wharf	15
Nautilus Marine Hardware	10
Long Cove Rest Area	10
The Dunbar Store/Mt. Desert Narrows Overlook	30

5.8. Pedestrian and Bicycle Facilities

Outside of a small stretch of sidewalk with curbing near The Dunbar Store on Route 1 and a small stretch of sidewalk on Taunton Drive, pedestrian or bicycle infrastructure does not exist along roads in Town. A portion of the 87-mile Down East Sunrise Trail traverses through the northern part of Town, extending into Sullivan after passing through Ellsworth, Hancock and Franklin before continuing on through much of Washington County. The trail enters Town limits south of General Cobb Rd, crossing this road and making its way past Schoodic Bog while also crossing Schoodic Brook and Tunk Lake Road among other areas on the way through Town. Additionally, there are approximately 10 miles of trails located on Frenchman Bay Conservancy-managed land; this includes trails of various lengths at Baker Hill Preserve, Log Ledges Preserve, the Schoodic Connector Trail, Schoodic Bog Preserve, and Little Tunk Pond Preserve.

Figure D-9: Down East Sunrise Trail



Source: Down East Sunrise Trail Coalition

Improving pedestrian and bicycle facilities, connectivity and overall walkability and safety is the top priority of residents. There is strong desire for sidewalks, bike lanes, crosswalks and other active transportation infrastructure, including the development of a multi-use path along Route 1 between Sumner Park and the Sorrento-Sullivan Recreation Center. The desire to create a “village center” in this part of Town is also of strong interest. The development of such a village will be done in conjunction with making the area more conducive to non-vehicular travel, increasing overall safety and creating a sense of place rather than being one to pass through. The Town has begun making efforts to obtain funding for this multi-use path. The percentage of crashes that take place on Route 1 relative to other areas of Town make this project, and the increase of all pedestrian safety, a priority. Residents also expressed interest in the creation of bike lanes or paths along Tunk Lake Road. Installing sidewalks or other safety measures at the high school would greatly benefit all that travel through that area.

5.9. Bus Service

Downeast Transportation offers one fixed-route bus stop within Sullivan Town limits. Along its Commute to Bar Harbor - Milbridge route there is a stop at Nautilus Marine Hardware, adjacent to the State Route 185 and U.S. Highway 1 intersection, which is serviced twice per day Monday-Friday. This portion of the Commute to Bar Harbor route does not however offer transportation to

the majority of Hancock County. If flagged by passengers, West's Transportation will stop at the Sorrento Sullivan Recreation Center on its route to and from Bangor, which runs seven days a week. The bus passes by at 12:05pm and 3:25pm, offering a one-way trip for \$18 and a two-way trip for \$25. It also makes stops in Hancock and Ellsworth on the route. In 2024, the Island Explorer bus service added an additional stop along its seasonal Schoodic Route at Acadia Seashore Campgrounds that included a morning pickup at 9:10am and an evening drop off at 5:10pm. It is not yet determined whether this stop will remain a permanent fixture on the route.

Table D-6: Downeast Transportation, Commute to Bar Harbor - Milbridge Route

Milbridge Route	Read Down	Read Up
Milbridge: Seaworthy Event Center	5:30am	4:50pm
Steuben: Matthew's Country Store	5:40am	4:40pm
Gouldsboro: Young's Market	5:50am	4:25pm
Sullivan: Nautilus Marine Hardware	5:57am	4:23pm
Jackson Lab	6:50am	3:40pm

Source: Downeast Transportation

While Sullivan 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 traveled 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.

5.10. Passenger Rail and Airports

While the railroad historically played a major role in the development of Sullivan, there currently is no freight service. What was once the Calais Branch Railroad Corridor is now the Down East Sunrise Trail, an 87-mile recreational trail that stretches from Ellsworth in Hancock County to Ayers Junction in Washington County. The nearest freight rail service is in Bucksport.

Sullivan is served by the Bangor International Airport, which has regularly scheduled passenger air service to various locations on the east coast. There also is limited passenger service from the Hancock County Airport in Trenton, which is more heavily used during seasonal months.

5.11. Bridges, Marine and Rail Terminals and Boat Transportation Facilities

As discussed above, there are seven bridges in Sullivan, owned by either the state or the Town. There are no rail or marine terminals in Town but there are locations that offer public boat access. Boat ramps are located at the Town Landing, Flanders Pond and Sullivan Harbor. There is no parking at these locations, which are typically used by fishermen that have moorings. Kayaks and other recreational crafts can be hand launched at Gordon's Wharf.

5.12. Public Transportation Adequacy

The availability of regular public transportation or mass transit services is limited for Sullivan residents. Bangor offers year-round bus connections to Portland and Boston via Greyhound Bus lines and Concord Coach lines, but public transportation to connect to either of these carriers is limited. Downeast Transportation and West's Transportation provide limited service in the Schoodic Region and scheduled route times are infrequent. Downeast Community Partners provides on-demand, limited services for eligible clients referred to by the Maine Department of Health and Human Services. Other organizations such as Friends in Action offer transportation to

and from medical appointments, as well as to other destinations; these services involve pre-arranging rides and in some cases are only available to qualified individuals.

Available transit services do not meet the current and foreseeable needs of all community members. Access to and the reliability of public transportation continues to be a concern as there is only one scheduled fixed route stop in Town. The requirements for reliable transportation options that serve seniors and those without access to vehicles are also unsatisfied. Cooperation with surrounding towns in the Schoodic Region can be an effective way to address regional transportation needs. The Town can also initiate conversations with Downeast Transportation about the addition of a second fixed-route transit stop in Town; the Sorrento Sullivan Recreation Center, where vehicle parking would be available for riders, has the potential to be a stop for buses traversing their existing routes along Route 1.

5.13. Road Maintenance

5.13.1. State Roads

U.S. Highway 1 is the lone state highway in Sullivan while State Route’s 183 and 200 are State-Aid highways. U.S. 1 is maintained year-round by MaineDOT whereas the State Routes are maintained by MaineDOT in the summer and are the responsibility of the Town in the winter. Repaving of a section of Route 1 was the lone MaineDOT capital project within Town limits in FY 2024. A repaving of nearly six miles of Route 200 is scheduled to take place in 2025 as part of MaineDOT’s 2025-2027 Three Year Work Plan. In FY 2025, the Town was allocated \$23,768 by MaineDOT for local road assistance.

Table D-7: Recent and Planned MaineDOT Road Maintenance Projects in Sullivan

Work Plan Year	Name of Road/Site	Municipality	Scope	Description
2024	Route 1	Sullivan	Highway Paving; Rural Highways; ¾” Overlay	Beginning 0.43 of a mile north of the Hancock Town line and extending southeast 3.45 miles
2025	Route 200	Franklin, Sullivan	Highway Paving; Light Capital Paving	Beginning at Route 1 and extending north 5.93 miles to Route 182.

Source: MaineDOT

Additional maintenance accomplishments in 2024, which may have also extended into neighboring towns, included:

- 2 trees removed
- 14 ton(s) of shoulder patch applied
- 138 shoulder miles of mowing
- 4 emergency event responses
- 142 miles of striping applied
- 22 shoulder miles of sweeping
- 4,497 linear feet of brush removed
- 542 linear feet of shoulder rebuilt

- 20 shoulder miles of herbicide applied
- 31 minor sign(s) installed or maintained
- 13 shoulder miles of litter and debris removal
- 38 linear feet of guardrail or fence maintained

5.13.2. Town Roads

Sullivan’s selectboard also fill in as the Town’s Road Commissioner. They contract out all roadwork in accordance with the Town Meeting approved budget for roads. A budget of \$636,600 for FY25 was approved at the annual Town Meeting. Using budgeted funds from local and state taxes, the Town had an evaluation done on the condition of roads maintained by the Town in 2024. This [Pavement Management Report](#) should be referred to when crafting future work plans for Town roads.

Table D-8: Appropriated Budget for Town Roads, FY24 and FY25

Service	FY 2024	FY 2025
Plowing	\$130,000	\$140,000
Salt	\$15,000	\$30,000
Sand	\$15,000	\$15,000
Maintenance	\$25,000	\$50,000
Paving	\$130,000	\$400,000
Culverts	\$5,000	\$0
Signs	\$500	\$0
Mowing & Trimming	\$7,000	\$1,600
Totals	\$327,500	\$636,600

Source: Town Reports

5.13.3. 2024 Pavement Management Report

A Pavement Condition Survey (PCS) of the roughly 14 miles of Town-maintained asphalt pavement was conducted in July 2024 as part of a [Pavement Management Report](#) published by the civil engineering firm WithersRavenel. PCS data was used to calculate a Pavement Condition Index (PCI) for each road segment, and a weighted average PCI by lane mile was calculated for the entire Town-roadway network. Recommended repair activities and estimated costs were also calculated.

Town roads in Sullivan received an overall PCI of 67 out of 100, which rates as “fair” on the firm's condition scale. Of the streets assessed, 57.7% (7.99 miles) received a PCI rating of “poor”; 22.6% (3.13 miles) received a rating of “fair”; and 19.7% (2.73 miles) received a rating of “good”. No streets received a condition rating of either “very good” or “very poor”.

The total estimated repair costs calculated as part of the road survey, for pavement repair only, was \$3,680,507. The report noted that approximately 96.9% of the rated street system exhibited some level of Fatigue Cracking, which is a structural failure, and 96.2% exhibited some level of Transverse Cracking, which is an environmental distress caused by the heating and cooling of asphalt.

Figure D-10 below shows the PCI rating for segments of Town-maintained roadways that were assessed in this report. Roads in green are those with a PCI rating of “good”; yellow signifies a rating of “fair”; and red signifies a rating of “poor”. Overall, the results of this Pavement Management Report should be referenced when assessing the priority of future road maintenance needs and budget allocations.

Figure D-10: Sullivan Town Road PCI Ratings



Source: WithersRavenel

5.14. Regulations & Design Standards

Local road construction standards usually address required width of the right of way, required width of pavement, depths and types of base material, thickness of pavement, minimum and maximum grades and slide slopes. The Town's Shoreland Zoning Ordinance regulates setback requirements, expansion rights, sloping and other design standards for the construction of new roads in the shoreland zone. Additionally, the Town's Site Plan Review Ordinance states that "the proposed plan shall not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed both on and off site. The proposed site shall provide for safe entrances and exits."

The Town's Subdivision Ordinance sets minimum standards for Arterial, Collector, Minor Private Right of Way, and Industrial Commercial streets in any subdivision, which are defined within the ordinance. These standards include minimum right of way, pavement, and graded width; sidewalk width; minimum slope of shoulders, and more. It also states that bridges must be able to support a minimum of 15 tons.

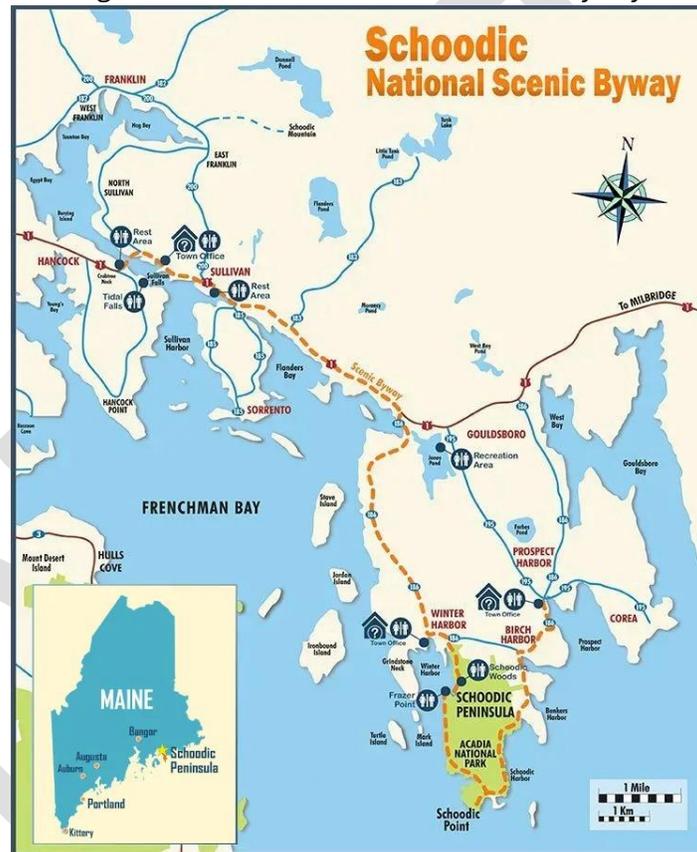
The Site Plan Review Ordinance includes language to ensure safety and smooth ingress and egress for new roads. This ordinance was adopted in 2021, well after the Town's road infrastructure was developed. Compared to roads that currently exist, local road design standards in this ordinance and others are more conducive to the pedestrian-friendly desires of residents. Overall, the roads in

Town do not support the vision of residents, which includes increasing the safety of and access to active transportation opportunities.

5.15. Schoodic National Scenic Byway

The proposal for a Schoodic Scenic Byway was developed during the 1990s by a grassroots coalition from the Towns of Sullivan, Winter Harbor and Gouldsboro. After being deemed eligible in 1999, a Corridor Management Plan was written and adopted by all three towns at Town meetings. In 2000 national designation was received and a byway corridor management committee was formed. This committee, working with the HCPC, has written a series of grant proposals in support for projects including improvements for scenic turnouts, public rest areas, gateway monuments, technical support for shoulder paving and promotion of local economic development.

Figure D-11: Schoodic National Scenic Byway



Source: schoodicnationalscenicbyway.org

Route 1 is a vital component of the Byway and includes a number of restaurants, recreational attractions, and historical sites and buildings. The Byway is managed by the Schoodic Byway Committee, a volunteer-based collaboration with a representative from Sullivan and surrounding communities of Gouldsboro and Winter Harbor, as well as local nonprofits, business, and conservation organizations. The national designation has been important in encouraging tourism and obtaining funding for improvements. The Byway Committee received funding to create materials for a [Schoodic Scenic Byway's Kid Quest](#), as part of an initiative to promote tourism, education, and youth engagement around the Byway.

Long-term management plans are identified in the Byway's Corridor Management Plan. Funding was awarded to HCPC in 2025 to formally update this Plan since its initial adoption. In addition to the goals and actions identified in the Plan, the Byway Committee and other Town stakeholders have had discussions and held meetings to brainstorm additional projects along the Byway that would also benefit the Town. Partnering with the Byway Committee, MaineDOT submitted an application to the U.S. Department of Transportation National Scenic Byways Program in December 2024 for funding towards a proposed Discovery & Recreation Hub project at the site of the Sorrento-Sullivan Recreation Center and the surrounding playground and skatepark.

6. Analyses

6.1. Community and Regional Transportation Concerns

The top transportation-related priorities for Sullivan residents include the creation of sidewalks, bike paths, and a village center. There is a strong desire for increasing bicycle and pedestrian friendliness on the roads in Town, specifically along Route 1, which observes the highest volume and fastest speeds of vehicles. In relation, the ability to walk, run, bike and recreate safely, along this road and others, is a notable concern that should be addressed. Locations in Town with the highest visitation and use are located along Route 1, primarily between Sumner Park and the Sorrento Sullivan Recreation Center; this is where the development of a village center seemingly makes the most sense and has received the greatest resident support. Ensuring overall safety, managing vehicle speeds and improving pedestrian access in this area will help create the village center that is desired, as well as a destination for both residents and visitors to travel to and experience. Goals and actions in the Schoodic Byway Corridor Management Plan, particularly those geared towards safety issues and improvements, should be used and incorporated when identifying solutions for local and regional concerns.

Regionally, access to and the reliability of public transportation continues to be a concern. There is only one scheduled fixed-route bus stop in Sullivan on a route that only serves a portion of the county. An additional stop in the Town that offers transportation to Ellsworth and other areas of employment and service would greatly benefit residents. Reliable transportation options for seniors and those without access to vehicles should also be considered when identifying methods for improved regional transportation.

6.2. Road Conflicts

Sometimes there are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well. In Sullivan, Route 1 presents challenges for residents when using it without a vehicle due to safety and speeding concerns. The Town should work with MaineDOT to continually evaluate the vehicular and pedestrian safety conditions along this road, especially with the interest in creating a village center and developing active transportation infrastructure along Route 1 that would lead to an increase in both vehicle and foot traffic.

6.3. Connectivity

As previously noted, there is very limited sidewalk and pedestrian infrastructure in Town, an issue that is top of mind to remediate for residents. As part of the comprehensive planning process, the Town hosted an initial round of public meetings to collect community input regarding the future of the Town. Several residents expressed concerns about the safety of pedestrians walking or biking

along Route 1, followed by an interest in a path or sidewalk connecting Town amenities. During a written portion of the event, there were 27 individual mentions of a “Town center” between Gordon’s Wharf and the Sorrento Sullivan Recreation Center, 24 mentions of sidewalks or walking paths, and 22 mentions of a bike path along Route 1. These were the most mentioned phrases, making it clear that the community supports active transportation efforts and increased connectivity in Town.

In 2024, grant applications were submitted to receive funding for the design and/or construction of a multi-use recreational path in Town. The proposed path in these applications was located adjacent north of Route 1, generally between Sumner Park and the Sorrento Sullivan Recreation Center, an approximate distance of two-tenths of a mile. While funding was not awarded, the pursuit of a pedestrian path in this area and other connectivity measures should continue to be a point of emphasis given the strong interest from Town officials and community members.

6.4. Relevance of State and Regional Transportation Plans

The State of Maine has a number of transportation plans that may have relevance for Sorrento. The Long-Range Transportation Plan Update 2050 “will convey MaineDOT’s vision for a multimodal transportation system that not only provides for safe and efficient travel throughout the state but also supports a high quality of life and economic opportunity in all of Maine’s villages and communities.”

Also underway is the Maine Strategic Transit Plan 2025. MaineDOT is particularly interested in looking at new models and approaches for providing public transportation more efficiently and effectively in Maine’s rural areas.

A Statewide Active Transportation Plan, created by MaineDOT, includes an assessment of Highway Corridor Priority 3 and 4 roads throughout Maine, such as Route 183 and Route 200, to highlight shoulder-enhancement opportunities in rural areas. The Town can work with MaineDOT to encourage public participation and prioritization of enhancements.

As part of receiving designation as a national scenic byway, the Schoodic Byway Committee completed and adopted a Corridor Management Plan in 2000. As previously mentioned, funding has been awarded to update the Plan. It will be important for the Town to remain involved with the Committee to incorporate and implement the goals and objectives identified through this comprehensive plan update, such as integrating pedestrian and bicycle infrastructure.

6.5. Budgeting for Road Maintenance and Improvements

As noted above, one work item was scheduled to take place in Sullivan in MaineDOT’s 2024-2026 work plan, and this paving project was completed in Summer 2024. The Town was also allocated \$23,468 by MaineDOT for local road assistance in 2024. In fiscal year 2024 a total of \$327,500 was appropriated for Town road maintenance at the Annual Town Meeting. The approved Town road maintenance budget for fiscal year 2025 is \$636,600, \$400,000 of which is for paving.

6.6. Parking Issues and Standards

The Town does not currently have a parking ordinance that defines standards for parking. As such, there is no direct discouragement of development in village or downtown areas, which the Town also does not currently have. The Town’s Shoreland Zoning Ordinance does define parking

standards in the shoreland areas. It establishes minimum setback requirements of at least 25 feet from the shoreline, except in the Commercial Fisheries/Maritime Activities District. It also states that the setback requirement for parking areas serving public boat launching facilities in Districts other than the General Development I District and Commercial Fisheries/Maritime Activities District shall be no less than fifty (50) feet. The appropriate size of proposed parking facilities and other requirements are also established.

Some members of the community have voiced concerns that there is a lack of parking options in Town, including for clambers and in proximity to the Town's central service area. Parking at Sumner Park would also be useful for visitors; however, there are no locations available for new parking in this area. The Town should continue to evaluate the need for additional parking as well as appropriate locations for such parking.

6.7. Local Access Management

Access management represents an effort to increase safety and reduce congestion by limiting the number of exits and entrances onto primary roadways. Good access management promotes safe and efficient use of the transportation network and encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways.

As mentioned above, the Town's Site Plan Review Ordinance makes specific mention that any proposed plan "shall provide for safe entrances and exits" in addition to not causing "unreasonable highway or public road congestion or unsafe conditions...". The ordinance also establishes road entrance standards.

In its Subdivision Ordinance there is language that states "any subdivision shall be so designed that every lot has access to the public street system at a point where access is permissible." It additionally states that "street intersections and curves shall be so designed as to permit adequate visibility for both pedestrians and vehicle traffic." A minimum curve radius is established in the ordinance. Setback requirements, expansion rights, sloping and other design standards for the construction of new roads and driveways in relation to the shoreland zone are defined in the Town's Shoreland Zoning Ordinance; however, it does not establish procedures for roadway access.

6.8. Subdivision Roads

The Town's Subdivision Ordinance states that "any subdivision shall be so designed that every lot has access to the public street system at a point where access is permissible." Additional language states that "new streets shall be so laid out as to accommodate the continuation of the principal streets in adjoining subdivisions or for their proper protection when adjoining property is not subdivided." Concerning dead ends, they "shall not exceed 1000 feet in length and shall be equipped at the closed end with a turn-around roadway of which the minimum radius for the right-of-way shall not be less than fifty feet."

7. Goals and Objectives

Goal: Support alternative transportation systems for non-drivers in coordination with regional partners.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Investigate options to improve accessibility and make pedestrian and bicycle movement safer.	Develop a Town Connectivity Plan for improved non-motorized uses in Sullivan.	Town Manager, Selectboard, HCPC	2 Years
	Increase crosswalks in Town.	Sullivan-Sorrento Rec Center, Schoodic Byway Committee, Town Manager, HCPC, MaineDOT	3 Years
	Build trails and sidewalks to promote walking and biking for transportation.	Sullivan-Sorrento Rec Center, Schoodic Byway Committee, Town Manager, HCPC, MaineDOT	5 Years
	Source appropriate funding and grants to support non-motorized transportation in Sullivan.	Sullivan-Sorrento Rec Center, Schoodic Byway Committee, Town Manager, HCPC	Ongoing
Increase options for public transportation, transit, and mobility services to all residents.	Work with Island Explorer Day Tripper bus, as well as other bus services to identify feasible routes and stops in Town.	Age Friendly Committee, Town Manager, Schoodic Byway Committee	2 Years
	Increase signage and marketing for the Recreation Center bus stop.	Sullivan-Sorrento Rec Center Committee	2 Years
	Investigate options for adding a bus shelter near the Recreation Center with signage with schedules.	Sullivan-Sorrento Rec Center Committee	2 Years

Goal: Provide safe and resilient roadways to support Sullivan and its economy.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Address issues of poor sightlines, narrow roads and excessive speeds.	Town Manager, MaineDOT, HCPC	Ongoing
	Assess Town road maintenance needs and priorities that coincide with upcoming planned projects by MaineDOT.	Town Manager, Budget Committee, MaineDOT, HCPC	Ongoing
Promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the	Review ordinances to promote transportation efficiency consistent with State and Federal standards, and to foster transportation-efficient growth patterns and provide for future street and transit connections.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Increase access to parking by identifying potential, responsibly located parking opportunities in Sullivan; improve parking signage.	Parks & Rec Committee, Town Manager, Selectboard,	3 Years

transportation system and minimize vehicle miles traveled.		Schoodic Byway Committee	
	Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Actively participate in regional and state transportation efforts to promote public health and safety.	Schoodic Byway Committee, Town Manager, SALT, HCPC	Ongoing
	Review access management policies/language in ordinances and ensure that they meet safety needs and reflect Town land use goals/plans.	Planning Board, HCPC, Ordinance Review Committee	2 Years
Continue to improve the maintenance and safety of existing roadways in Sullivan.	Continue to develop a prioritized 20-year improvement, maintenance, and repair plan for the community’s transportation network.	Town Manager, Budget Committee	Ongoing
	Ensure Town roads can accommodate increased traffic from any new development.	Town Manager, Planning Board	Ongoing
	Conduct a culvert vulnerability assessment of Town-owned culverts in an effort to improve stormwater management planning.	Town Manager, HCPC	2 Years

Chapter E: Natural Resources

1. Purpose

This chapter offers an in-depth analysis and summary of Sullivan’s essential natural resources, focusing on wildlife, fish habitats, and other key ecological systems. It highlights how development in or near these areas could negatively impact quality-of-life factors like clean drinking water, flood protection, and air quality. Specifically, this chapter:

- a. Describes the Town’s critical natural and scenic resources;
- b. Assesses the effectiveness of existing efforts to protect and preserve these resources; and
- c. Predicts future impacts to these resources as a result of growth and development

2. Key Findings and Issues

Covered by extensive tracts of forest, lakes, and wetlands, and nestled along the shores of Taunton Bay, Sullivan enjoys a rich natural environment and diverse plant and animal life, as well as the functioning ecosystems and habitats in the area. The Maine Natural Areas Program states that Sullivan contains portions of two key focus areas of statewide ecological significance, a rare plant species, and important habitat for shorebirds, waterfowl, and fisheries.

Threats to the Town’s critical natural resources include invasive plant species, watershed disturbance, and future housing and building development. In addition, the integrity of wetlands and aquatic systems and the life forms they support are dependent on the maintenance of the current hydrology and water quality in the watershed. Intensive timber harvesting, vegetation clearing, soil disturbance, new roads, and development on buffering uplands can result in greater runoff, sedimentation, and other non-point sources of pollution.

3. Key Findings and Issues from Previous Plan, 1993

Sullivan has an abundance of natural resources. The Taunton Bay area is particularly valuable for its wildlife and fisheries resources. There are many other unique natural or critical areas such as eagle nests and deer wintering areas which are found in Sullivan. These many wildlife areas are at present unprotected. An update of the Town’s shoreland zoning laws need to be completed with the wildlife values identified herein (in particular the Class A and B wildlife concentration areas) as a guide to district designations and as a basis for a Town-wide zoning ordinance.

4. Community Engagement

When asked about how involved the Town should be in protecting Sullivan’s natural resources, 69% think the Town should do more to protect wildlife habitats, and 25% think current protection measures are adequate. In open-ended responses to the question of what they value most in Sullivan, many respondents listed some aspects of nature, hiking trails, etc. as having significant importance. In response to a survey question about support for projects, 72% support Sullivan providing environmental education, outreach and engagement programs for residents.

5. Summary of Habitats and Critical Natural Resources

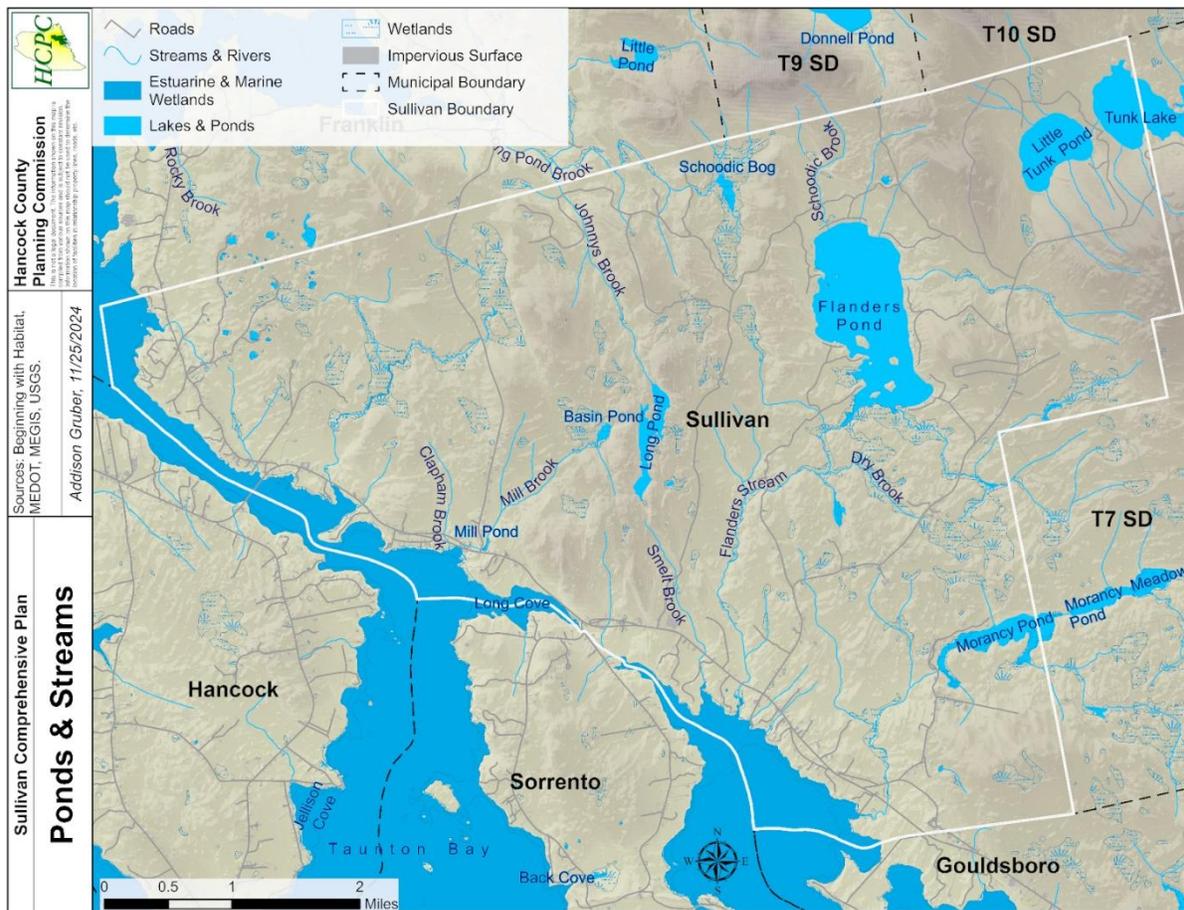
5.1. Wetlands

Wetlands are critical natural resources for both water supplies and wildlife habitats. Wetlands are an important part of nature's drainage system since they filter and recharge stormwater. Filling of

wetlands often causes increased flooding problems. Wetlands are also important as breeding areas for amphibians, reptiles, and insects and habitat for waterfowl.

There are several major terrestrial wetlands in Sullivan, mostly associated with the streams, lakes, and bogs in the Town. The largest are found in the vicinity of Gray’s Brook and Schoodic Bog. There is a large, forested wetland south of Flanders Pond. See the Map of High Value Plant and Animal Habitats for specific locations. An analysis of National Wetlands Inventory maps indicates that Sullivan contains non-forested freshwater wetlands, forested/shrub wetland, and inland open water. These wetland areas comprise about 9 percent of the Town (1,653 out of 18,9445 terrestrial acres). Sullivan’s wetlands are important habitats for aquatic animals such as beaver and muskrat as well as inland waterfowl and wading birds. There are also two known vernal pools in eastern Sullivan, which provide unique seasonal habitat for breeding amphibians and reptiles (see the High Value Plant & Animal Habitats map for locations).

Figure E-1: Sullivan Ponds & Streams



5.2. Wildlife Habitats

Sullivan contains several important wildlife habitats. Tidal flats are important for several species of birds, including waterfowl and shorebirds during the winter. In particular, Maine’s Department of Inland Fisheries and Wildlife (MDIFW) has identified inland waterfowl and wading bird habitat in 11 locations across the community. In addition, migratory shorebird feeding areas (considered

Significant Wildlife Habitat under the Natural Resources Protection Act) have been identified by MDIFW in Flanders Bay.

The upland areas of the Town serve as important habitat for animals such as Black Bears and White-tailed Deer. The MDIFW identified four Deer Wintering Areas in Sullivan’s uplands and valleys: around Mill Brook, Long Pond, overlooking Flanders Pond, and the south portion of Schoodic Brook. These areas are typically in older conifer-dominated forest stands associated with watercourses and valleys and offer deer consistent refuge during extreme winter weather.

Other wildlife habitat information is shown on Figure E-2, based on data from the MDIFW. The map shows various inland wetlands as important wading bird habitats. Visualized below, Tunk Lake and Schoodic Bog preserves are protected areas containing a variety of habitats and species representative of the entire Town.

Figure E-2: High Value Plant & Animal Habitats

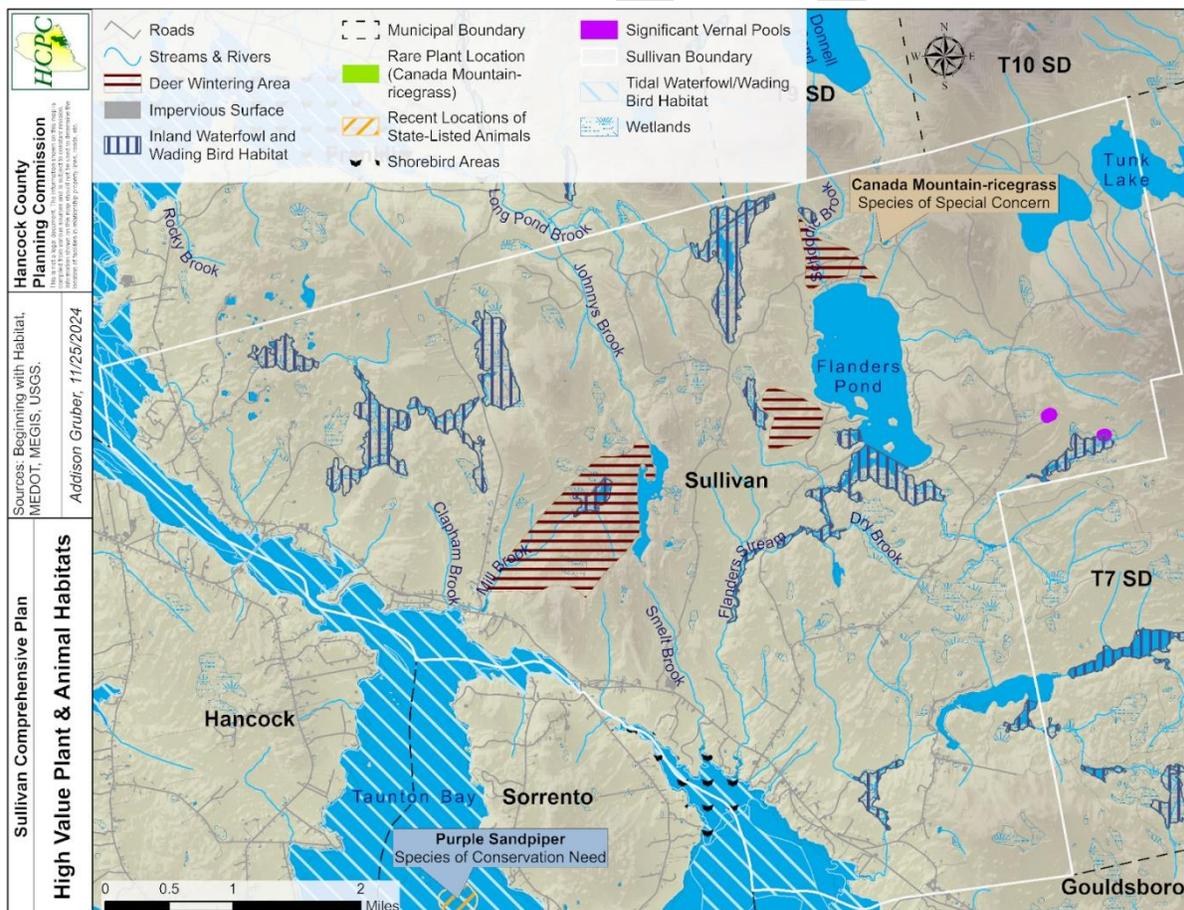
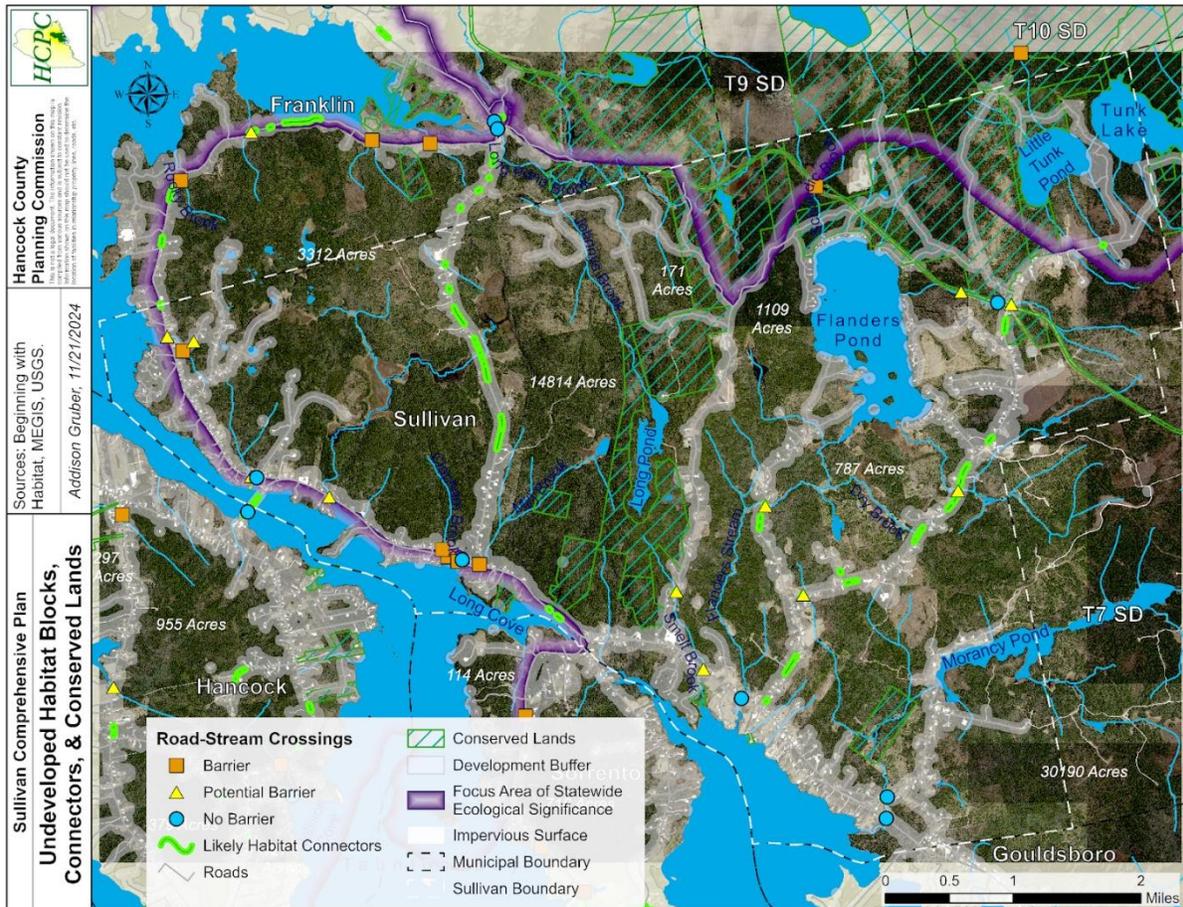


Figure E-3 highlights undeveloped natural areas likely to provide core habitat blocks and habitat connections that facilitate species movements between blocks. Undeveloped habitat blocks provide relatively undisturbed habitat conditions required by many of Maine’s species. Habitat connections provide necessary opportunities for wildlife – and often plants - to travel between preferred habitat types in search of food, water, and mates. The “likely habitat connectors” are locations along bridges and highways where riparian-dependent or other wildlife species are likely

to try to cross. By maintaining or enhancing these connections for safe wildlife crossing, the Town can protect a variety of species.

Figure E-3: Undeveloped Habitat Blocks, Connectors, and Conserved Lands



5.3. Plant Habitats

Native plant species that are Endangered, Threatened, or of Special Concern are listed by the Department of Agriculture, Conservation and Forestry’s Maine Natural Areas Program (MNAP). Sullivan is home to the rare Canada mountain-rice grass, which is a species of concern that occurs infrequently in blueberry barrens, but it is not currently listed as threatened or endangered. No plant species listed as endangered or threatened are known to occur in the Town.

Sullivan is primarily located within the Downeast Coast Ecoregion, as described by MNAP. The Downeast Coast coastline is rocky with some beaches and tidal flats in sheltered areas, and tides are extreme. Inland areas typically consist of rolling plains and hills, marked by lakes, wetlands, and bogs. Coastal areas historically supported spruce-fir maritime forest, and spruce-northern hardwoods are found inland. This region includes some plants at their southern limit (normally found in boreal regions), including black crowberry (*Empetrum nigrum*), Cloudberry (*Rubus chamaemorus*), and roseroot stonecrop (*Rhodiola rosea*).

5.4. Fisheries Resources

5.4.1. Freshwater Fisheries

The Town has several Wild Brook Trout Priority conservation areas, which occur in most of the streams and ponds in western Sullivan and two streams in the Tunk Lake focus area. The Department of Inland Fisheries and Wildlife currently stocks ponds in the Town with brown trout and rainbow trout.

There are six stream-crossing barriers in Sullivan, where roads and culverts can disrupt movements of fish and wildlife (see table below). An additional 11 locations have been identified as potential barriers to fish and wildlife movement.

Table E-1: Sullivan Streams

Stream	Road
Clapham Brook	Route 1
Clapham Brook	Harbor View Dr
Mill Brook	Route 1
Mill Brook	Route 200
Schoodic Brook	Down East Sunrise Trail
Unknown	Higg St

Source: Town of Sullivan

Figure E-4: Sullivan Fish Passage Barriers



5.4.2. Saltwater Fisheries

Clams, mussels, lobsters, and crabs are among the most common species found in the waters of Taunton and Flanders Bays, in addition to alewife and elver fisheries. Marine resources are further discussed in Chapter G: Marine Resources.

5.5. Focus Areas of Ecological Significance

The Beginning with Habitat (BwH) program maintains a list of natural areas of Statewide ecological significance due to unusually rich concentrations of at-risk species and habitats. At this time, there are two major focus areas in Sullivan: Tunk Lake and Taunton Bay.

The western boundary of Sullivan is marked by Taunton Bay, an expansive tidal estuary connected to Frenchman Bay and the Gulf of Maine, and a highly productive tidal ecosystem. Taunton Bay includes extensive eelgrass beds and tidal mudflats that support fish, waterfowl, wading birds, invertebrates, and other wildlife, including commercially valuable fish and shellfish. Eelgrass ecosystems declined over the last 30 years, but are slowly recovering, making this a sensitive and important area for protection. In addition, mussel bars, clam flats, marine worms support foraging habitat for a variety of shorebirds, waterfowl, and wading birds. The estuaries also provide important habitat for sea cucumbers, which are becoming an increasingly important commercial species. Several freshwater streams in the area support high value brook trout fisheries as well.

The Tunk Lake focus area, a small portion of which extends into the northeastern area of Sullivan, is a distinctive and mostly undeveloped mountainous area in Downeast Maine dotted by lakes. Two of these, Little Tunk Pond and a small part of Tunk Lake, occur within the Town and are popular recreation destinations as well as important fish habitat. Brook trout inhabits Little Tunk Pond, and the outlet of Tunk Lake hosts high value landlocked salmon habitat. The Frenchman Bay Conservancy maintains Little Tunk Pond Preserve and Schoodic Bog Preserve, the latter of which is a unique 135-acre peatland. The large areas of protected land within the focus area support a wide variety of different natural community types and rare plant species, as well as rare animal species, such as the Tule Bluet damselfly.

5.6. Rare Natural Communities

MNAP has also classified 104 natural community types that collectively cover Maine's landscape including floodplain forests, coastal bogs, alpine summits and others. At this time, there are no rare or exemplary natural communities or ecosystems in the Town.

5.7. Non-Traditional Habitats for Consideration

Other natural resources that should be considered are commercial blueberry land, tillable farmland, and productive forestland. There is no amount of land designated to commercial blueberry land in the Town.

6. Scenic Resources

There are several scenic viewsheds in Sullivan. The unique geographic features and location of the Town such as hills, coves, and bogs provide a rich variety of views, as well as the Route 1 Highway that stretches along much of the coastline of Taunton Bay. Scenic views are available from hiking trails, as well as from the water. Because of its location, Sullivan also has a relatively dark sky that enables stargazing, which should be protected from lighting facilities that could interfere with this valuable resource. HCPC published a scenic inventory map of Hancock and Washington County in

2016, with two locations in Sullivan. The map viewer can be accessed via this link: [Hancock-Washington Scenic Inventory - Google My Maps](#).

7. Assessment of Threats to Sullivan’s Critical Natural Resources

Threats to the Town’s critical natural resources include invasive plant species, watershed disturbance, and future housing and building development. In particular, the southwest side of Tunk Lake Focus Area (south of Route 182) contains a large “roadless block” that is the second largest such block in the Eastern Coastal region. Fragmentation from road construction and/or development of this area should be avoided to preserve the sensitive resources in this area.

In addition, the integrity of wetlands and aquatic systems and the life forms they support are dependent on the maintenance of the current hydrology and water quality in the watershed. Intensive timber harvesting, vegetation clearing, soil disturbance, new roads, and development on buffering uplands can result in greater runoff, sedimentation, and other non-point sources of pollution. Future management should seek to avoid additional impacts on the area’s hydrology.

8. Assessment of Existing Efforts to Protect Natural Resources

Taunton Bay is an important resource to the Town and the region that warrants protection from development and degradation. Friends of Taunton Bay and Downeast Salmon Federation are stewardship and environmental education organizations that are active in the watersheds. The Town meets the minimum State shoreland protection requirements established under the Mandatory Shoreland Zoning Act.

Sullivan’s Site Plan Review Ordinance adopted in 2021 helps to protect natural resources from pollution, erosion, and degradation of scenic views.

There are protected lands around a portion of Mill Brook, Long Pond, Tunk Lake Focus Area, and a portion of Morancy Stream.

9. Regional Natural Resource Issues

Sullivan, like the surrounding communities and the region, is faced with the impacts that climate change and sea level rise will have on natural resources, such as warming waters and possible changes in fishery composition and abundance. The Town is strongly engaged in regional natural resource protection efforts with regional partner organizations. These efforts will need to continue as threats to the natural environment pose ongoing challenges.

Table E-2: Local and Regional natural Resource Organizations

Organization	Mission	Contact Information
Hancock County Planning Commission	Regional environmental and comprehensive planning	(207) 667-7131 www.hcpcme.org
Hancock County Soil and Water Conservation Service	Soil conservation, erosion, agricultural practices, driveways	(202) 667-8663 www.hancockcountyswcd.org
Regional and local land trusts	Frenchman Bay Conservancy Maine Coast Heritage Trust	www.frenchmanbay.org www.mcht.org
Downeast Salmon Federation	Conserve and restore wild sea-run fish and their habitats in Downeast Maine	www.mainesalmonrivers.org

Organization	Mission	Contact Information
Friends of Taunton Bay	Primarily engage in research, education, and advocacy for the community regarding the Taunton Bay region.	www.friendsoftauntonbay.org

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10. Goals and Objectives

Goal: Improve the quality of and protect Sullivan’s natural resources.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Protect and conserve critical natural resources in the community.	Participate in regional planning and management efforts to conserve important shared natural resources (e.g. Taunton Bay and Frenchman Bay).	SALT, Downeast Conservation Network, FBC, MCHT	Ongoing
	Review existing land use ordinances to promote awareness and protection of critical natural resources and ensure consistency with State Law.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Collaborate with partners to develop and act on a plan to manage threatened and endangered species habitat.	SALT, Downeast Conservation Network, FBC, MCHT	Ongoing
	Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Town Manager, FBC, MCHT	Ongoing
Review and address barriers to improve fish and aquatic organism viability, including their habitats (wetlands).	Review maps and associated stream crossings data to determine barrier status and prioritize necessary improvements.	Road Commissioner, Fire Chief, HCSWD, HCPC, TNC, MaineDOT	1 Year
	Determine which stream crossings would be eligible for funding opportunities to address barriers.	Road Commissioner, Fire Chief, HCSWD, HCPC, TNC, MaineDOT	1 Year
	Pursue funding opportunities for identified priorities.	Road Commissioner, HCSWCD, HCPC, MaineDOT	Ongoing
To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Through local land use ordinances require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Distribute or make available information to those living in or near critical or important	Town Manager, HCPC	1 Year

	natural resources about current use tax programs and applicable local, state, or federal regulations.		
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Chapter F: Water Resources

1. Purpose

As a coastal community Sullivan's, identity, economy, and quality of life are inextricably linked to its water resources. The Comprehensive Plan recognizes the critical importance of protecting and sustaining these natural assets for current and future generations. Specifically, this chapter provides an overview of Sullivan's water resources, aiming to:

- a. Offer an overview of Sullivan's significant water resources, including freshwater lakes, rivers, streams, coastal waters, and wetlands. This includes their ecological, recreational, and economic roles in the community.
- b. Discuss and consider how future growth, land use changes, and development patterns may threaten the health of water resources, with a focus on nonpoint source pollution, stormwater runoff, and shoreline erosion.
- c. Review the effectiveness of current policies, ordinances, and conservation measures in safeguarding water resources and in identifying areas where improvements are necessary to address emerging challenges.

2. Key Findings and Issues

Sullivan is fortunate to have abundant, high-quality water resources, including Tunk Lake and several pristine streams, which are invaluable ecological, recreational, and economic assets for the community. Long Pond, a critical resource, serves as a water supply for a dwindling number of homes in neighboring Sorrento and the new Sumner Memorial High School, as well as wild brook trout habitat. The protection of this watershed remains a vital priority to ensure its long-term sustainability.

Currently, no major threats to Sullivan's ground or surface water have been identified, reflecting the community's commitment to preserving these resources. As development and land use practices evolve, proactive watershed management and enforcement remains an important objective for the Town. These efforts will help safeguard Sullivan's water resources which are integral to its natural heritage and future prosperity.

3. Key Findings and Issues from Previous Plan, 1993

Sullivan has one lake with "outstanding" water quality (Tunk Lake) and another lake whose quality is "good" (Donnell's Pond.) The remaining seven are rated as "moderate" and "stable." These lakes are a major asset for the Town. Long Pond is a water supply for a small and dwindling number of homes in Sullivan and Sorrento. Watershed protection remains an important objective for the Town. No major threats to ground or surface water have been identified.

4. Community Engagement

When asked about how involved the Town should be in protecting Sullivan's water resources, 71% think the Town should do more to protect lakes and ponds, 73% thought the same for Sullivan's streams and rivers. Sixty-six percent (66%) think the Town should be more involved in protecting the Town's drinking water aquifers.

5. Surface Water Resources

5.1. Ponds, Brooks, and Streams

Sullivan has many important surface and freshwater resources. There are approximately 2,900 acres of surface water in the Town. These water bodies support and are part of a complex system that includes (but is not limited to) extensive wetlands, wild brook trout habitat, riparian habitat, and drinking water supplies.

There are six great ponds (i.e. naturally made freshwater ponds greater than 10 acres) in Sullivan. Great ponds are subject to State laws such as the Natural Resources Protection Act, which applies regulatory restrictions on certain activities within 250 feet of the resource. Only a small portion of Tunk Lake is within the Town, but the lake is protected as part of a conservation easement held by Maine Coast Heritage Trust for the Tunk Lake Area Preserve. There are many other smaller ponds in Town, many of which are unnamed and some of which are man-made. See Table F-1 for details on the named ponds' characteristics and the Ponds and Streams map for their locations.

Table F-1: Characteristics of Sullivan's Ponds

Name	Acres	Elevation (Feet)	Direct Drainage Area (Sq. Mi.)	Natural Land Cover in 500 meters (%)	Fishery
Great Ponds					
Tunk Lake	2,071*	208	8.1	98	Coldwater
Flanders Pond	535	122	6.9	98	Coldwater + Warmwater
Little Tunk Pond	143	233	1.8	100	Coldwater
Morancy Pond	64	89	2.7	99	Warmwater
Long Pond	59	243	0.29	98	Coldwater
Schoodic Bog	14	190	UNK	100	N/A
Other Named Freshwater Bodies					
Basin Pond	7	170	0.3	100	N/A
Mill Pond	2	45	UNK		N/A
Quarry Pond	3	150	UNK		Coldwater + Warmwater

*Source: The Lakes of Maine: Geographic and Morphometric Information, 2024. *only a small western portion of this pond is within Sullivan Town boundaries*

Sullivan has a network of streams and brooks connecting the ponds and bogs to each other and eventually to the shoreline of Taunton Bay. Several of these streams, including Clapham Brook, Grays Brook, Mill Brook, and Johnny's Brook (Long Pond Brook) contain wild brook trout habitat identified by Maine Department of Inland Fisheries and Wildlife, Division of Fisheries & Hatcheries (MDIFW), who recommend a "no disturbance" buffer of 100 feet on either side of the brook to conserve stream habitat values. Other streams have a 75-foot-wide mandatory regulatory buffer from clearing, development, or soil disturbance, established under the state Natural Resources Protection Act (NRPA) to protect water quality and wildlife habitat. The stream buffers apply to protected natural resources, including Smelt Brook, Flanders Stream, Schoodic Brook, and Morancy Stream. These riparian habitat buffers are shown on the Map of Water Resources and Riparian Habitats.

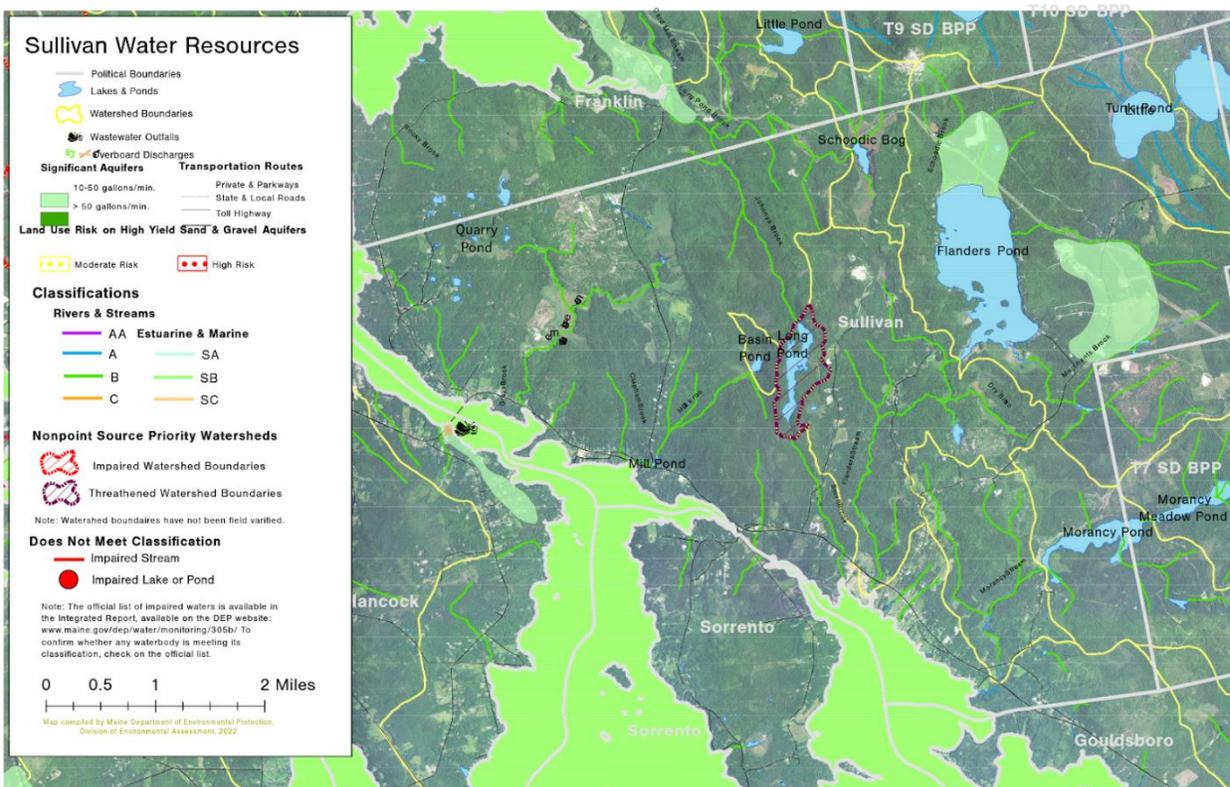
Sullivan's wetlands play an important role in filtering runoff to other surface waters and coastal areas, by slowing down water while wetland plants absorb nutrients and pollutants. In addition to the extensive network of wetlands dotted across the Town, Sullivan has three major freshwater wetland complexes: on the western side of Town extending inland from Grays Brook, on the north side of Town around Schoodic Bog, and a large, forested wetland extending south of Flanders Pond. (See the High Value Plants and Animals map, Figure E-2, in Chapter E: Natural Resources.) Freshwater wetlands are defined by the Maine Department of Environmental Protection as those areas commonly referred to as swamps, bogs, or marshes that are inundated or saturated by surface or groundwater. This inundation occurs frequently and long enough to support the prevalence of wetland vegetation typically adapted for life in saturated soils.

5.2. Watershed Boundaries

A watershed is defined as the land area that drains into a particular body of water, such as a river, lake, or stream. Watershed management is critically important for protecting water quality from the impacts of harmful activities on land. Sullivan's surface water is spread across 13 drainage areas within five sub-watersheds (and a small portion of a sixth), which vary in size. The two largest drainage areas are one in the western portion of Town and one on the northeast side that drains into Flanders Pond and the Town's two significant aquifers. See Figure F-1: Sullivan Water Resources for locations.

In general, Sullivan's landscape does not have impervious surface cover that could disrupt watershed functioning, with no drainage areas having more than 0.4% impervious cover. Typically, watersheds start to show impairments to drainage and water quality when they have more than 10% impervious cover. The highest amount of impervious surface within one drainage area is found on the western/southern section of Town, where Grays, Clapham, Smelt, and Mill Brooks drain into Taunton Bay. Both Flanders Pond and Morancy Pond drainage areas have some impervious surfaces from development and roadways, but still no more than 0.4%.

Figure F-1: Sullivan Water Resources



Source: Maine Department of Environmental Protection

5.3. State Water Quality Classification

The Maine Department of Environmental Protection (DEP) classifies the state's surface waters according to assigned water quality goals and sets uses and water quality criteria for each class. If classification standards are not met, the Water Quality Classification program directs the State to take action to improve the water quality to meet classification standards. According to DEP's Water Resources data, Sullivan has no impaired streams or waterways.

Tunk Lake is noted as having above average water quality, and the streams that feed into Little Tunk Pond and Tunk Lake have class A water quality. Class A waters can have impoundments but very restricted waste discharges. The rest of Sullivan's streams are rated class B, which means they have high water quality and some restrictions on discharges.

Flanders Pond has been monitored since 1976 by DEP, as well as by a volunteer monitoring program. The water quality is considered average, with low potential for nuisance algal blooms, and low dissolved oxygen depletion, indicating a healthy watershed.

5.4. Marine Water Quality

The DEP classifies all surface water in Maine, both fresh and saltwater. These classifications set the standards allowed for discharges of pollutants. Taunton Bay, which is adjacent to Sullivan, is a class SB nationally significant estuary and has been designated with special protections for shellfish harvesting and other marine industries.

Most waters in the state, including Taunton Bay, are classified as SB, which is the second highest classification and denotes that the water is swimmable and fishable. Per DEP standards, habitats in these waters "shall be characterized as unimpaired." No discharges that would cause closure of open shellfish areas are permitted. Dissolved oxygen contents are set at 85 percent. For more information on marine water quality, see Chapter G: Marine Resources.

5.5. Threats to Surface Water Resources

Two types of pollution can threaten surface water resources: point and nonpoint source. Point source pollution is attributable to a specific source such as a pipe discharging into a stream. Non-point source pollution comes from a general source such as storm water runoff that carries oil spilled on a road into a stream.

DEP manages a list of nonpoint source priority watersheds that are short-listed for State funding and technical resources, and these watersheds are also identified to encourage communities to take action to protect waters threatened by polluted runoff. Long Pond is the only threatened, unimpaired nonpoint source waterbody in Sullivan on that list. Long Pond is a priority watershed because it is part of the public water system that serves drinking water to the Town of Sorrento. It serves roughly 60 homes in the Town of Sorrento. There is only one Sullivan building receiving water from the Long Pond Water District, Sumner Memorial High School. As such, there should be considerations that restrict or prohibit development activities that could negatively impact the resource, perhaps through a watershed-based plan to protect water quality. See Maps: Long Pond Water District and Water Resources & Shoreland Habitats.

Figure F-2: Long Pond Water District



Another threat to surface waters and their associated ecosystems is from invasive species. Invasive aquatic species are exotic flora and fauna that displace native plant and animal communities. Infestations of invasive species often result in habitat disruption, loss of property values, diminished water quality, reduced fishing and water recreation opportunities, and increased expenses for mitigating the environmental costs of infestation impacts. None of the ponds in Sullivan are known to have invasive plant infestations (Maine Lakes, 2014; Invasive Aquatic Plants, 2024). While this information is encouraging, this may be a result of the fact that none of Sullivan's water bodies are large enough to be monitored by DEP and its collaborators. The Town should consider ways to ensure that ponds of specific concern are monitored for invasive species, as the potential impacts can be cause for concern for a variety of reasons.

6. Drinking Water

6.1. Groundwater Resources and Aquifers

Groundwater is defined as subsurface water found in the saturated soils and water-bearing bedrock of the earth's surface. All groundwater is important to a community as a source of drinking water, because wells can be drilled into the groundwater aquifers and water can be pumped out. Aquifers are especially important and can be particularly vulnerable to pollution from surface and subsurface sites.

As shown in the Water Resources map, Sullivan has two significant aquifers with flow rates of at least 10 gallons per minute (and less than 50 gallons/min.), which can adequately serve a typical household's water needs. Both aquifers are in the drainage area for Flanders Pond, on the eastern side of Town.

6.2. Public Water Systems

A public water system (PWS) is defined as any publicly or privately-owned system through which water is distributed to the public for human consumption, if such system has at least 15 service connections or serves at least 25 individuals daily at least 60 days out of the year or bottles water for sale, according to the Maine Drinking Water Program. A Community Public Water System serves at least fifteen service connections used by year-round residents or regularly serves at least 25 year-round residents. There are no community PWSs in Sullivan, but there are several non-community water systems that serve a smaller group of people regularly, which may be the same or transient users. Most Sullivan residents depend on individual wells for their water supply, and most private wells have been drilled in bedrock to provide water for domestic use. See Wells map and note this is an underestimate due to lack of registered wells post 1980's.

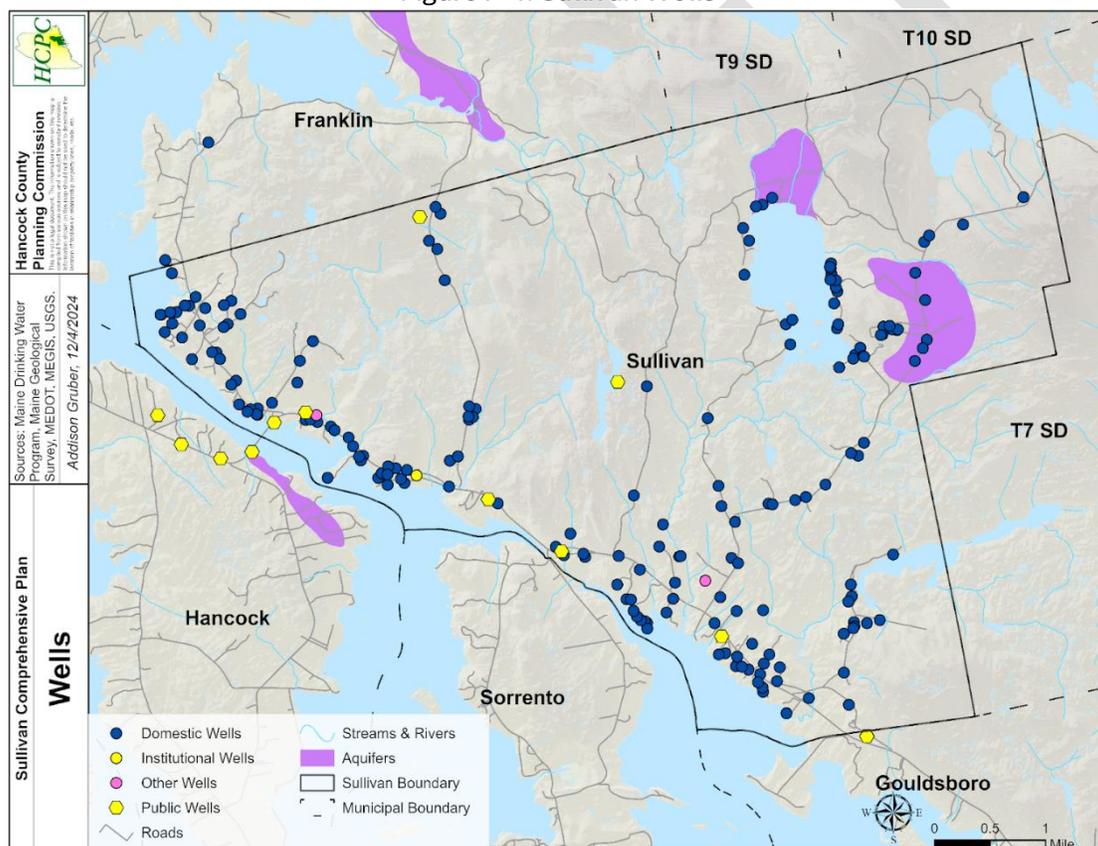
There are approximately eight small PWSs that primarily serve customers for camping and dining, staff and students at a middle school, the Town recreation center, and other places that cater to the public (see Map of Wells). An additional well is located on the border with Gouldsboro. The water supply has remained stable in Sullivan and has not been an issue in recent years. Cyber security is an emerging concern for some municipalities with public water supplies, but this does not apply to Sullivan, since they do not have a public water supply system.

Maine’s Source Water Assessment Program (SWAP) conducts assessments of risk for public water systems and publishes the results for public use. Assessments of Sullivan public water supply sources that were completed in 2003 indicate some risk of contamination, primarily due to lack of control over land within 300 feet of the source. See Table F-2 for this data.

Table F-2: SWAP Risk Assessments for Sullivan Public Wells

Date	Well ID	Site	Risk of Contamination based on Well Type and Site Geology	Existing Risk of Acute Contamination	Future Risk for Acute Contamination
2003	3322101	Mountainview Campground	Low	Low	Moderate
2003	95021101	Sullivan Town Office	Moderate	Low	Moderate
2003	11732101	Sorrento/ Sullivan Rec Center	Moderate	Low	Low
2003	3325101	Black Sheep (formerly Honey Bee)	Moderate	Moderate	Moderate
2003	9846101	Mountain View School	Low	Moderate	High

Figure F-4: Sullivan Wells



6.3. Maine Drinking Water Program

Wells in Sullivan are governed by the source water protection regulations of the Maine Drinking Water Program (MDWP). This program’s regulations are contained in the Rules Relating to Drinking Water, 10-144 Code of Maine Regulations. MDWP defines a Source Water Protection Area as the area that contributes recharged water to a surface water intake or public water supply well.

Pursuant to the rules cited above, operators of public water supply systems must be notified of land use applications affecting the source water protection area. This allows the operators to participate in the municipal decision-making process and helps reduce the risk of contamination to public water supplies. The rules also contain regulations related to where a public well may be sited, wellhead protection area mapping for the assessment of contamination threats, and the reporting of any spills within wellhead protection areas. Wellhead protection areas are shown on Figure F-1: Water Resources and Riparian Habitats.

The Map of Potential Sources of Well Contamination shows several possible areas of future concern for these water supplies:

- A leaking aboveground storage tank near Mountain View School (within the well protection area) – See Map of Mountain View School Wellhead Protection Area.
- Agricultural chemical use, a leaking aboveground storage tank, and an automobile junkyard adjacent to the eastern aquifer where several domestic wells are located.
- Resource extraction activity in the aquifer north of Flanders Pond where several domestic wells are located.
- Leaking storage tanks near several other public wells.

There are currently no documented problems with the groundwater in Sullivan. Per- and polyfluoroalkyl (PFAS) have emerged as a potential chronic contamination source in Maine. An interim standard of twenty parts-per-trillion (ppt) for six PFAS chemicals (alone or in combination) is in effect. The Mountain View School well was tested for PFAS in 2022, and PFAS was detected as below 2 ppt, indicating no cause for concern.

7. Current Water Resources Management Measures

As discussed above, there are no wastewater outfalls and overboard discharges in Sullivan. There are also no impaired marine or surface fresh waters. The primary focus of water resources management in Sullivan is protecting the groundwater aquifers used for drinking water and watersheds that feed surface water supplies and aquatic habitats.

7.1. Protection of Groundwater and Surface Water Supplies and Their Recharge Areas

As shown in the map of Water Resources and Riparian Habitats, natural resources occurring across the Town are protected through regulatory buffers imposed by the state's Natural Resources Protection Act (NRPA). The NRPA limits construction, draining, or other activities located in or adjacent to great ponds, streams, or certain habitats and wetlands.

Wetlands larger than ten acres (designated wetlands) are also subject to the Shoreland Zoning setback standards. Wetlands from 0.1 to ten acres in size are subject to regulation by the Maine Department of Environmental Protection (DEP) under the Natural Resources Protection Act (NRPA).

The state DEP and other agencies regularly conduct monitoring and assessments of water quality and invasive species, but the invasive species monitoring could be extended into Sullivan in the future. The Town should also continue to monitor and evaluate current and proposed land uses near public wells. Regarding the protection of surface waters, Sullivan has a Shoreland Ordinance that is in compliance with State Shoreland Zoning requirements. The Shoreland Ordinance limits

building and development within 250 feet of great ponds, rivers, wetlands, and 75 feet from streams.

7.2. Best Management Practices

Sullivan’s staff and roadway construction contractors use best management practices to protect water resources in their daily operations. These include:

- Protecting salt and sand storage from the weather in order to limit stormwater contamination;
- Cleaning culverts and replacing them as needed; and
- Maintaining clean operations at the Town’s Transfer Station.

7.3. Opportunities to Partner with Advocacy Groups That Promote Water Resource Protection

The Town could explore opportunities to reduce pollution with other municipalities that are part of HCPC membership to better document nonpoint source contamination and evaluate effectiveness of local ordinances to protect against future development impacts to its water resources. This could include addressing leaking storage tanks, agricultural activities, and monitoring increases in impervious surfaces near aquifers and valuable water resources.

8. Goals and Objectives

Goal: Protect current and future drinking water sources.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Enact surface and groundwater protection ordinances and standards.	Conduct a review of the Town’s land use and other ordinances and consider whether additional protections are warranted.	Ordinance Review Committee, Planning Board, HCPC	2 Years
	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Ordinance Review Committee, Planning Board, HCPC	2 Years
	Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Ordinance Review Committee, Planning Board, HCPC	2 Years
	Maintain, enact, or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	Ordinance Review Committee, Planning Board, HCPC	2 Years
	Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with:	Ordinance Review Committee, Planning Board, HCPC	2 Years

	<p>a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502).</p> <p>b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.</p> <p>c. Maine Pollution Discharge Elimination System Stormwater Program</p>		
Identify and mitigate areas at risk for PFAS contamination.	Continue to support the work of local organizations that test Sullivan's water resources for PFAS.	Friends of Taunton Bay	Ongoing
	Explore regional efforts for water quality testing.	SALT	3 Years
	Consider partnering with a local research institute to conduct or provide PFAS testing in Town wells.	Town Manager, HCPC, Friends of Taunton Bay	3 Years

Goal: Minimize pollution and improve water quality where needed.

Objective	Strategy	Responsible Party(ies)	Timeframe
Reduce, to the extent reasonably possible, contamination of Sullivan waters.	Conduct a review of the Town's land use and other ordinances and consider whether additional protections are warranted in growth areas.	Ordinance Review Committee, Planning Board, HCPC	2 Years
	Provide local contact information at the Town office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and Small Woodlot Association of Maine.	Town Manager, HCPC	1 Year
	Continue to work with the DEP and property owners in seeking grants to upgrade defective septic systems.	Town Manager	Ongoing
	Raise awareness about invasive species.	HCSWCD, Friends of Taunton Bay	Ongoing
	Continue to promote compliance with State stormwater regulations.	Town Manager	Ongoing

Chapter G: Marine Resources

1. Purpose

It is important that the Comprehensive Plan for a coastal community such as Sullivan addresses marine resources. Specifically, this chapter:

- a. Describes Sullivan’s coastal marine resource areas, facilities, and water-dependent uses;
- b. Assesses the adequacy of existing facilities and public access points to satisfy current and projected use demands; and
- c. Assesses the effectiveness of existing measures to protect and preserve coastal marine resource areas and water-dependent uses.

2. Key Findings and Issues

Marine resources are a major component of Sullivan’s economic and recreational activities. Water access is critical for fishing, tourism, and quality of life. Local industries such as fishing have declined over the past few decades, but access limitations may be preventing their increase.

Access is the biggest issue for the Town, and public access to clam flats will likely be lost based on private land acquisition and closures in the future. Expanding waterfront access for clambers and Town landings will help sustain local economic and cultural activities.

3. Key Findings and Issues from Previous Plan, 1993

The major marine related activity in Sullivan is worming. Clam harvests have been relatively modest and have fluctuated considerably. Only one area of Town is presently closed to shell fishing. Sullivan Harbor appears adequate for the foreseeable future.

4. Community Engagement

Of those respondents that felt it was applicable to them, slightly less than 60% felt public access to salt water was “adequate to excellent.” In an open-ended question concerning what facilities the Town should improve, there was significant mention of needing better shore access, shoreline stabilization, and concern for marine facilities, like Gordon’s Wharf.

Only 6% of respondents thought that aquaculture should be able to take place anywhere in Town, while 57% wanted it only in designated areas. Many respondents indicated that coastal land (57%), working waterfront areas (71%), and recreational waterfront access (78%) should be protected, while seventy-two percent felt scenic views should be protected.

Those at the Visioning Sessions noted that waterfront industries are in decline and made clear that parking at wharves is a major issue. Also, Taunton and Frenchman Bay are huge resources for the Town and should be protected.

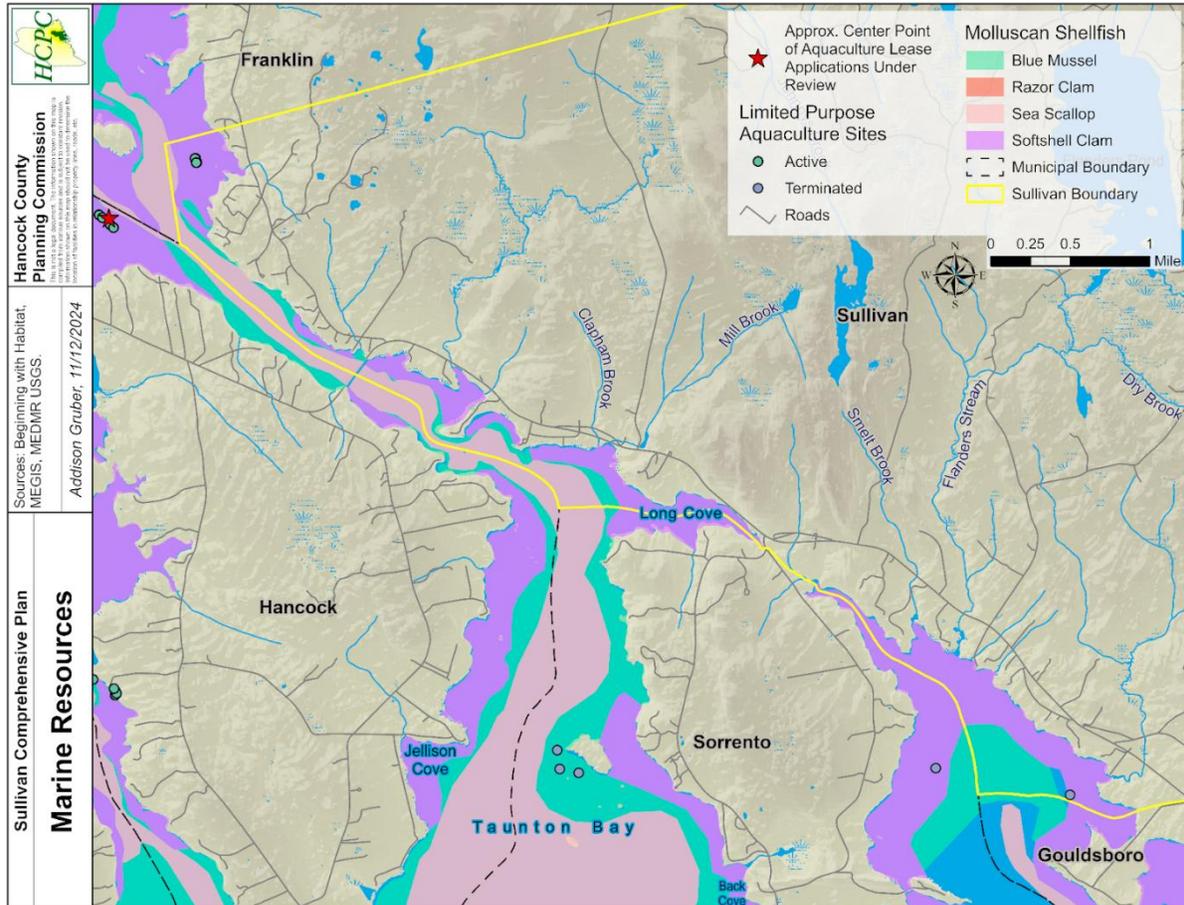
5. Marine Resource Inventory

5.1. Shellfish

Taunton Bay’s fertile estuarine system supports shellfish harvesting (clams, lobsters, and crabs), sea run fish harvesting (elvers, alewives, and river herring), oyster aquaculture, and seaweed harvesting. The second largest fishery in Maine after lobster, softshell clams are regulated by the Regional Conservation Commission and Department of Marine Resources (DMR) for commercial fishing. As seen in Figure G-1, soft shell clams and blue mussels are present along most of the

coves and waterfront in Sullivan, and sea scallops are present in Taunton Bay. Harvesting numbers are down in recent years, but there remain 60 professional shell fishing licenses and 200 recreational licenses in the Schoodic region.

Figure G-1: Sullivan Marine Resources

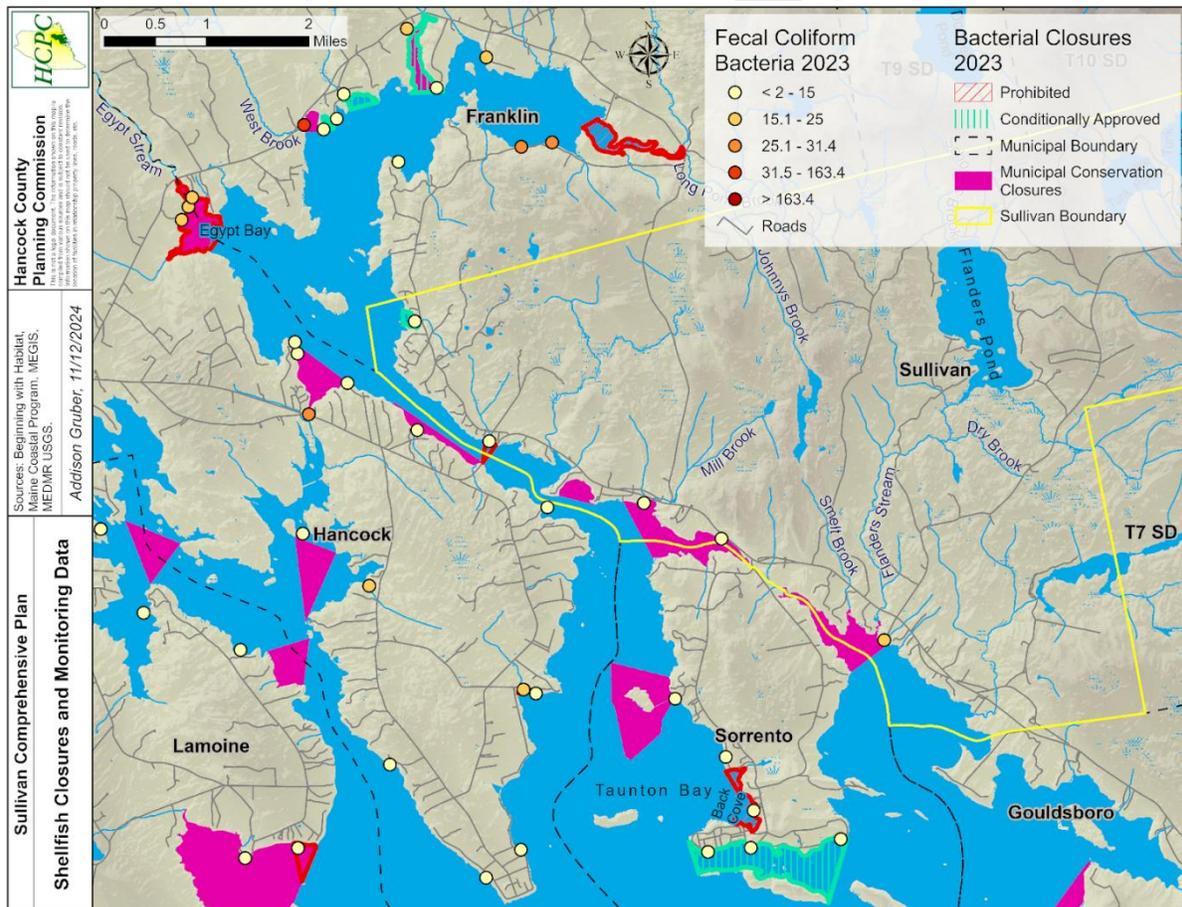


Highlighted areas on Figure G-2 are where the harvesting of clams is “conditionally approved” or “prohibited” under DMR’s Shellfish Growing Area Classification Program, a part of the National Shellfish Sanitation Program (NSSP). Conditional approval means the site is closed some of the time due to rainfall or seasonally poor water quality or other predictable events. When open, it is treated as an approved area. Prohibited areas are closed to the harvest of shellfish under all conditions, except the gathering of seeds for municipal propagation programs under a permit. This program is primarily concerned with two types of contamination: 1) disease-causing microorganisms, such as bacteria and viruses, associated with sewage pollution; and 2) marine biotoxins associated with harmful algal blooms, such as “red tide.”

In Sullivan, shellfish harvesting is governed by the Frenchman Bay Regional Shellfish Conservation Ordinance, which was revised in 2022. The Municipal Joint Board, Shellfish Conservation Commission, and Commissioner of Marine Resources open and close areas for shellfish harvest to promote sound management and encourage renewal of shellfish resources. Frenchman’s Bay Regional website and DMR maintain updates of closures in the area.

DMR tests water quality regularly at locations where freshwater drains off the land from streams. Heavy metals and overboard discharges are typically the cause of heightened bacteria levels. As seen in Figure G-2, in 2023 municipal seasonal closures occurred in three coves in Sullivan, and the area where Route 1 crosses over into Sullivan from Hancock was closed to shellfish harvesting due to bacteria from pollution. The site on the northwest side of the Town was conditionally approved. Fecal coliform levels were below 15 CFU (which is the regulatory standard for shell fishing) at 4 of the 5 sampled sites in 2023, with only one site registering bacteria between 15 and 25 near the outlet of Flanders Stream. The closing of flats does not threaten the existence of Sullivan’s shell fishing industry, but does limit economic activity.

Figure G-2: Shellfish Closures and Monitoring Data



5.2. Aquaculture

Aquaculture is the farming of aquatic organisms, such as fish, shellfish, and plants. It can refer to both marine and freshwater species and includes both land-based and ocean production. The State’s DMR regulates aquaculture in Maine. Aquaculture has been present in Maine waters at least since the 1800s, but the first issuance of a DMR lease of State-owned waters to a private interest for aquaculture was in 1973. A limited purpose aquaculture (LPA) license permits the licensee up to 400 square feet of area for one calendar year for the culture of certain shellfish species and marine algae using certain types of gear. While a standard lease permits the lease

holder to culture finfish, shellfish, and/or marine algae on up to 100 acres for 20 years. Standard leases have certain pre-application requirements.

DMR records report that there are two LPA sites in the Town as of 2024, and one terminated LPA site near the Gouldsboro boundary. There is an aquaculture lease application under review in Hancock, just west of the Town, which may add to the active aquaculture industry in the area. There are currently no active standard aquaculture leases within the Town, though there are active lease sites in Hancock and Sorrento in Taunton Bay. The Town has ongoing potential for the shellfish aquaculture industry.

Figure G-3: Maine DMR Aquaculture Map



5.3. Commercial Marine Fishing Licenses

The DMR sells licenses to the Town’s Residents. The licenses shown below only include residents who may fish in or out of Town, not non-residents who fish in the Town.

Table G-1: Commercial and Recreational Licenses in Sullivan, 2021

License Type	# of Licenses
Commercial	
Lobster/Crab	28
Scallop/Sea Urchin	4
Shellfish	21
Other Fish	13
Eels/Elvers	11
Green Crab	5
Worm	16
Other	14
Total Commercial Licenses	112
Non-Commercial/Recreational	
Lobster/Crab	6
Other	3
Total Licenses to Sullivan Residents	121

Source: Maine DMR, 2021

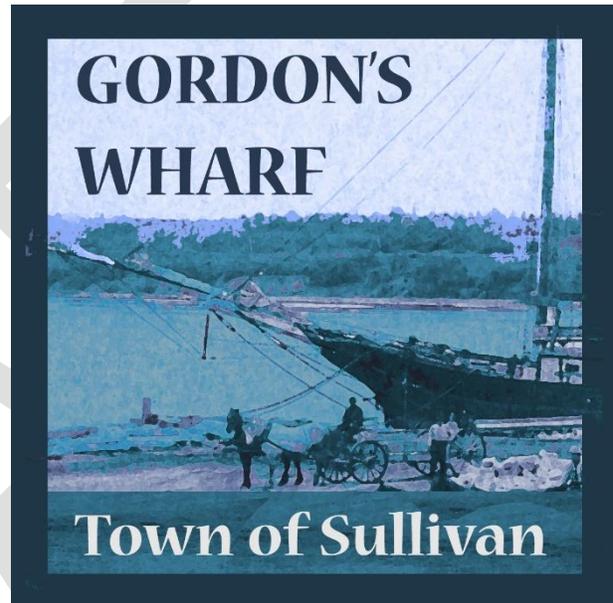
5.4. Harbors, Marinas, and Other Public Access to the Coastal Shore

The table below lists coastal access points open to the public, as well as privately owned harbors and marinas.

Table G-2: Sullivan Coastal Access Points

Access Site	Owner	Open to Public
Gordon’s Wharf	Town	Yes
Daniel Sullivan’s Dam	Private	No
Smelt Brook Preserve	Downeast Salmon Federation	Yes
Town Landing	Town	Yes
Sullivan Harbor	Town	Yes

Gordon’s Wharf offers community facilities for fishing, boating, kayaking, canoeing, and picnicking, as well as educational and limited commercial activities. Commercial fishing and associated operations (e.g., loading gear, bait, and catch) are permitted at Gordon’s Wharf in designated areas as long as items are not stored for more than 24 hours. This site has been evaluated for proposed modifications to rebuild or update, including adding a boat launch that would accommodate kayaks. This site is important for working waterfront activities.



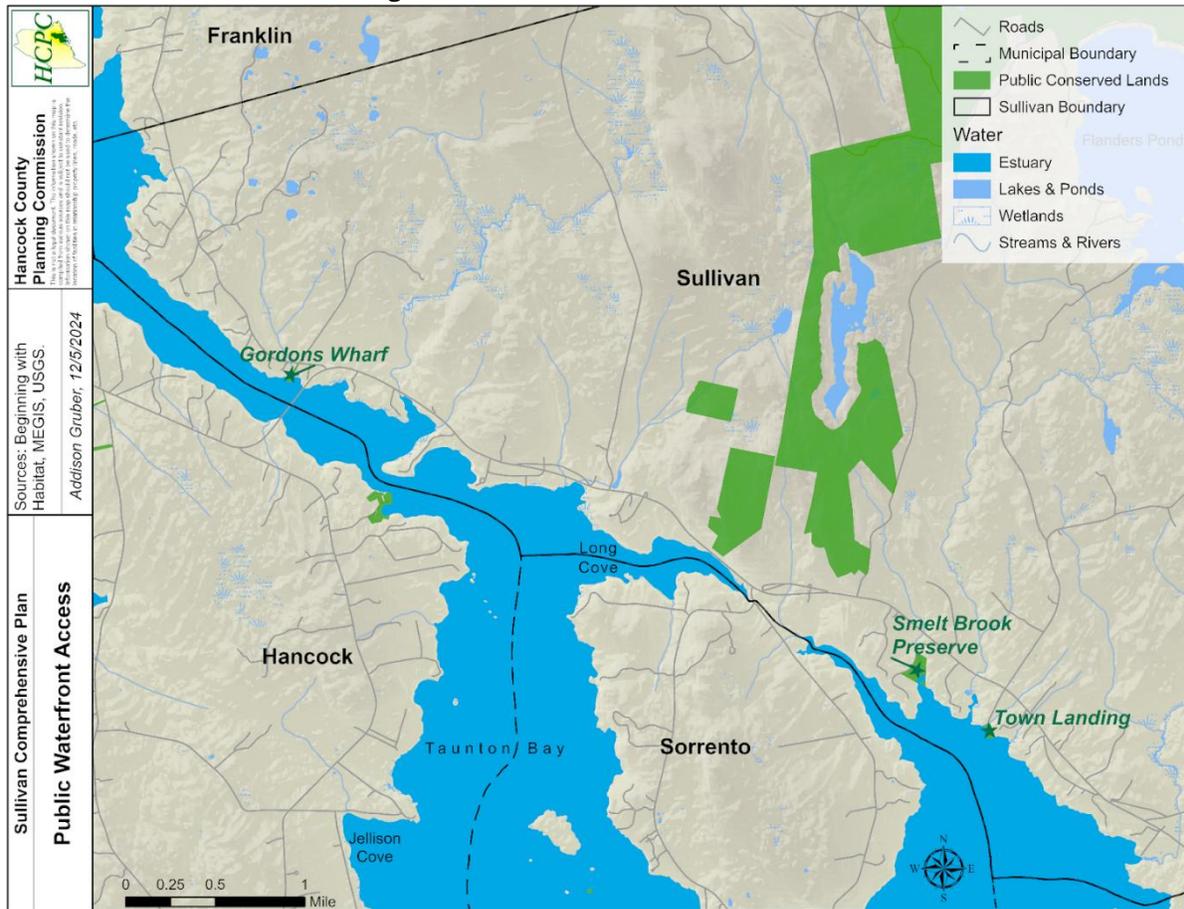
Sullivan Harbor is a Town owned waterfront site with no parking or dock access.

Town Landing in Flanders Bay is one of the only access points to the bay, with limited parking.

Smelt Brook Preserve is a parcel identified by the Downeast Salmon Federation for habitat restoration and a possible reconnection point between Smelt Brook and Smelt Cove for sea-run fish. The site is open to the public but does not have any water access points.

There are two scenic resources along Sullivan’s coastline: Schoodic Byway Turnout by Dunbar’s Store and Long Cove. The turnout is a part of Route 1 and maintained by the State and Long Cove is also owned by the State.

Figure G-4: Public Waterfront Access



5.5. Sea Run Fisheries

Sea-run rainbow smelt are a federal designated Species of Concern, due to declines in their population and geographic range. As seen in Figure G-5, the portion of Taunton Bay abutting the southern side of Sullivan has an active sea run rainbow smelt access route, which works around to the northwest in Franklin, where there are several high productivity smelt streams. There is a limited productivity rainbow smelt habitat where Flanders Stream crosses Route 1, indicating the population and spawning numbers may have declined in recent years.

This same segment of Flanders Stream is also documented alewife habitat that connects with Flanders Pond; however, the pond is also documented as having nonnative fish (that may outcompete/negatively affect alewife success/spawning). It is worth noting that alewife habitat is also present in Little Tunk Pond and Tunk Lake, the latter of which stretches across the boundary with T7 SD, and the Little Tunk Pond has nonnative fish present as well.

Figure G-5: Alewife, Sea-run Rainbow Smelt, and Brook Trout Habitat



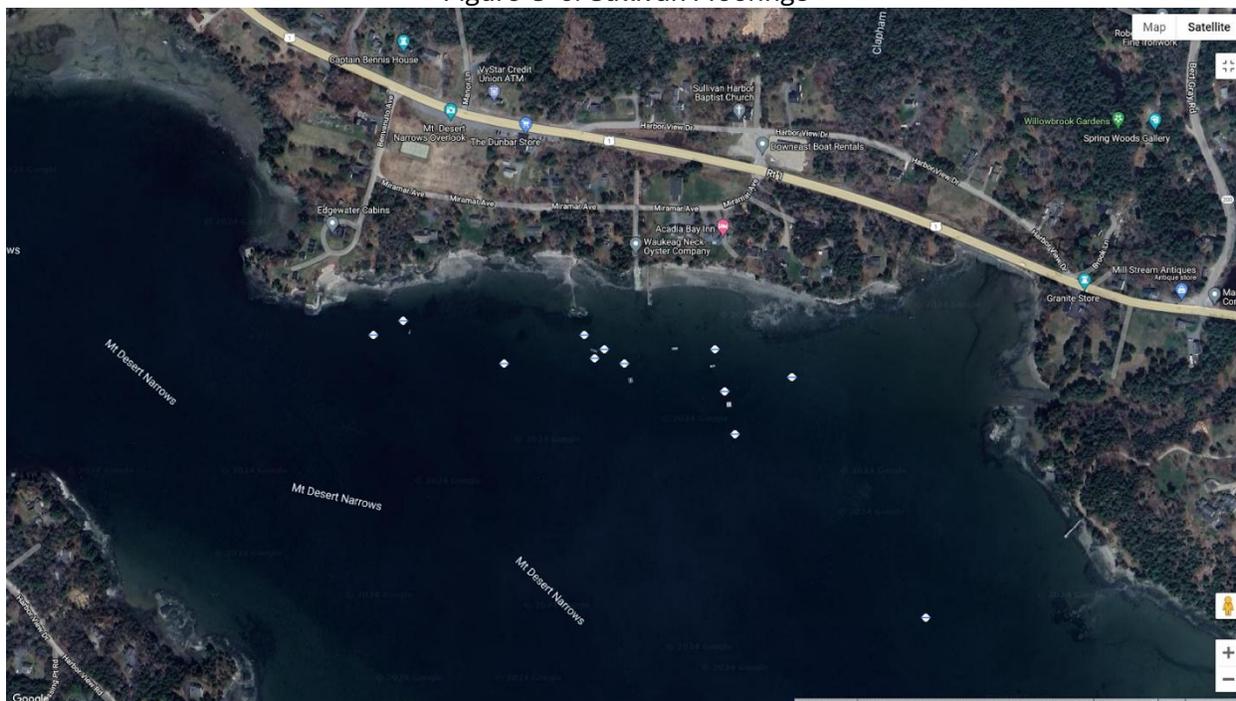
6. Adequacy of Access

Community input suggests that saltwater access in Sullivan is available, but not adequate. Parking is a major issue for those wanting to use the boat launches, as there is no on-site parking available for vehicles or trailers. Gordon’s Wharf provides access for the public but is threatened by sea level rise and faces similar parking problems. Local land conservation organizations have helped identify important points of visual, recreational, and commercial access and have worked to put protective measures in place. For example, Maine Coast Heritage Trust and the Town recently acquired the Long Cove property along Route 1 to ensure access to clambers, wormers, and recreational boat users.

The future of Sullivan’s working waterfront (commercial fishing and aquaculture) is bright, the water is suitable, but access is hard. There are moorings available because current use numbers are not high. Easy boat launches would incentivize more people to get into this industry.

There is not a need for dredging to support existing or projected future uses in Taunton or Flanders Bays.

Figure G-6: Sullivan Moorings



Source: Town of Sullivan's Online Mooring page.

6.1. Water-Dependent Uses

Water-dependent uses are those that cannot be located away from coastal waters. Fishing activities described above are in balance with recreational and scenic access in using the limited water access points. Both sets of activities are important contributors to the Town's economy and may require additional planning to ensure sufficient opportunities for both fishing and tourism to advance.

Traditional water-dependent uses remain stable, but if current trends continue, such as sea level rise and ocean acidification, the working waterfront could look very different in ten years. It will continue to be important to plan for climate change effects and support those whose livelihoods are made on the water.

7. Effectiveness of Existing Measures to Preserve Marine Resources

Marine resources are primarily protected through the Town's Harbor Management Ordinance that details the provisions for annual mooring permits, fees, and other mooring specifications and authorizes placement and tracking of moorings in mooring fields. Sullivan's marine resources are effectively protected through the work of committees, organizations, and Town government, but additional protective measures could be made in the face of climate change. The protection of certain marine species, like shellfish, is critically important as the environment changes.

8. Regional Marine Resource Issues

It is apparent from Figure G-1 that Sullivan shares marine habitats and resources with a variety of Frenchman Bay communities. It is important that Sullivan continue to work with these towns, such as through HCPC, and with the State environmental agencies to maintain healthy ecological systems and to be able to preserve fishing in its various forms as a contributor to the local

economy. Currently, there are no local or regional plans in place to eliminate pollution or manage the bay.

9. Goals and Objectives

Goal: Support an adaptive and diversified fisheries-based economy balanced with other complimentary land uses.			
Objective	Strategy	Responsible Party(ies)	Timeframe
To protect, maintain and, where warranted, improve marine habitat and water quality.	Work with neighboring communities on the protection of critical upland, intertidal, and marine habitats.	Frenchman Bay Regional Shellfish Program, Friends of Taunton Bay	Ongoing
	Continue to support and maintain sea-run fish passages (eels, smelt, alewives).	Downeast Salmon Federation, Friends of Taunton Bay	Ongoing
	Conduct a study of the economic value of Taunton Bay to the region.	Friends of Taunton Bay, Regional Economic Development Committee	2 Years
Foster the sustainable development of aquaculture businesses.	Prioritize and support local, small-scale farms including providing information on education and training opportunities and other resources.	Maine small business support organizations (CEI, SBDC, etc), Statewide aquaculture organizations, DMR, EMDC, Regional Economic Development Committee	Ongoing
	Work with the local schools to promote Sullivan’s diverse marine economy.	RSU #24, Harbormaster, Regional Economic Development Committee	Ongoing
	Improve access to saltwater and mudflats.	MCHT, FBC	Ongoing

Goal: Support adaptive municipal shellfish management.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Preserve access for residential clambers to the clam flats.	Work with local organizations and individuals to acquire land for recreational and commercial clambers.	FBC, MCHT, Frenchman Bay Regional Shellfish Program	Ongoing
	Support the efforts of the Frenchman’s Bay Shellfish Region Committee.	Town Manager, Selectboard	Ongoing

Goal: Improve access and condition of Sullivan’s marine resources.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Maintain and, where warranted, improve harbor management and facilities.	Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Harbormaster	Ongoing

	Support the implementation of regional harbor and bay management plans.	Harbormaster, Frenchman Bay Regional Shellfish Program, Friends of Taunton Bay	5 Years
	Explore options for elevating Gordon’s Wharf to protect it from sea level rise and storm surge events.	Town Manager, HCPC	5 Years
	Continue to support the Harbormaster position.	Town Manager, Selectboard	Ongoing
Protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation, and tourism.	Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Harbor Master, Island Institute, HCPC	2 Years
	Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	Harbor Master, Island Institute, HCPC	2 Years
	Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	Schoodic Byway Committee, MCHT, FBC, HCPC	Ongoing

Chapter H: Agriculture and Forestry

1. Purpose

Agricultural and forest resources play a vital role in defining Sullivan's natural heritage, supporting its local economy, and contributing to the well-being of its residents. This chapter provides an analysis of Sullivan's agricultural and forest resources, focusing on lands available for natural resource utilization and ecosystem services. These resources offer numerous benefits, including clean drinking water, fertile soils, productive farmlands, and sustainable timberlands, which collectively enrich the community and its environment. Specifically, this chapter aims to:

- a. Provide a detailed inventory of Sullivan's farming and forest lands, including their current use, distribution, and ecological value.
- b. Explore potential challenges to the long-term viability of these resources, such as increasing development pressures, climate change, and shifts in land use.
- c. Examine existing policies, zoning regulations, and conservation efforts to determine their effectiveness in preserving valuable agricultural and forestry land for future generations.

2. Key Findings and Issues

Forestry is an active practice within the Town, and agriculture is a small but important community activity. Sullivan has just over 5,218 acres of land enrolled in Tree Growth, 20 acres in Farmland, no land enrolled in Working Waterfront, and 2,827 acres of conserved land (15.71% of Town land area) through fee ownership or easements. This has remained relatively constant overall, with a slight decrease in lands enrolled in tax reduction programs alongside an increase in conservation protections over the years. Future development and invasive species could reduce the amount of land available for forest or agriculture, which could degrade water quality, ecosystem functions, and the local economy.

3. Key Findings and Issues from Previous Plan, 1993

Sullivan had nearly 5,000 acres of land held in Tree Growth Tax Protection in 1990, and 216 acres held in Farm and Open Space Protection. While the latter acreage has been constant since 1985, the former has lost over 1,200 acres.

Since much more of the Town is forested, the threat to forest growth development is somewhat less than if the little registered farmland that exists is developed for non-farm purposes. Also, much of the farmland that exists is on highly scenic and visible property; therefore, any change of use would have a major visual impact on Sullivan. The Town may wish to consider more formal means of protecting both of these important resources.

4. Community Engagement

When asked if the Town should have a role in protecting agricultural and forestry land, 64% and 63% agreed that they should. In terms of the location, 51% and 45% responded that agriculture and forestry practices could be carried out anywhere. When asked where aquaculture should take place, 6% responded anywhere, 57% responded only in designated areas and 20% responded nowhere.

In response to a survey question about support for projects, 73% support Sullivan promoting green space and tree planting and 88% support wildfire prevention and response planning.

Attendees of the Visioning Sessions would like to see more agricultural activity in Sullivan and have noticed a decline in agriculture/forestry activities over the last twenty years.

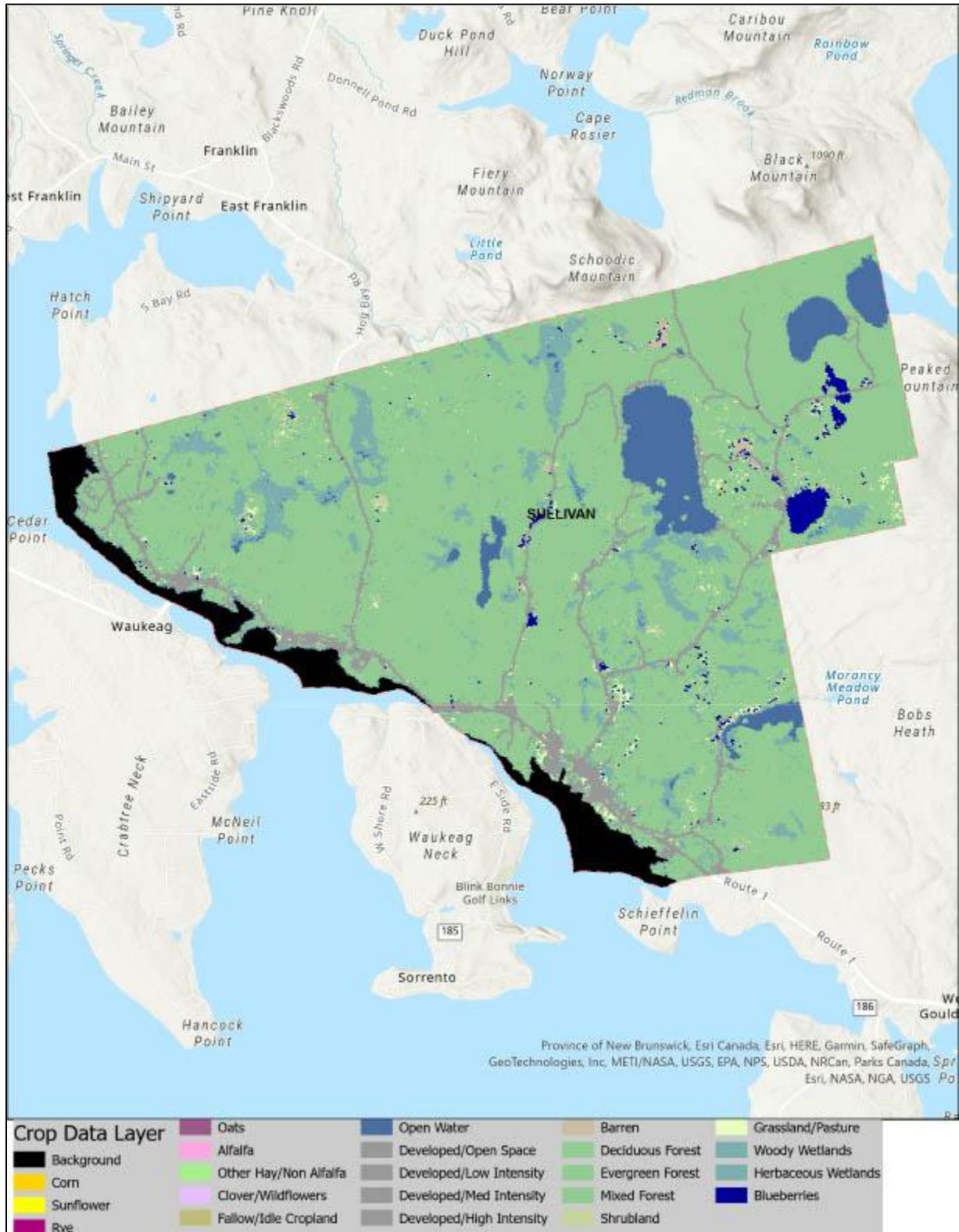
5. Agricultural Resources

5.1. Soil and Land Covers

There are approximately 236 acres of prime agricultural soils (1.2%) and 2,384 acres of farmland Soils of Statewide importance (12.6%) in Sullivan, accounting together for about 14% of the Town's total land area of 18,945 acres. The farmland Soils of Statewide Importance category refers to soils that have a more modest potential yield of crops than prime agricultural soils.

Figure H-1 shows the land cover in Sullivan as it relates to agriculture and forestry uses presently occurring in the Town. Evergreen forest is the predominant non-agricultural land cover, and forests are the primary undeveloped land use in Sullivan. Blueberries are the predominant agricultural land cover crop in Sullivan, with a few scattered sites of grassland and other hay (non-alfalfa). Since 2001, 25 acres (or 0.14%) of the agriculture and/or forestry land area in Sullivan has been converted to impervious cover (Maine NLCD Impervious Surface Change Tool).

Figure H-1: Sullivan Crop Data



Source: USDA Farm Service Agency

5.2. Agricultural Activities

There are some agricultural activities in Sullivan that contribute to the local culture and economy. In addition to the two local farms listed below, community support for agriculture includes a community garden that is available with 8 plots, encouraging community access to food.

Sullivan-based growers include:

- Wild Tilth Farm: MOFGA Certified Organic vegetable farm with farm stand
- Bernier Family Farms: agricultural products and services with farm stand

5.3. Farmland Tax Enrollment

Enrollment of land in the Farmland Program is another way to estimate current amounts of agricultural land. This act allows farmland owners property to enroll in a program offering tax breaks for parcels over five contiguous acres if they meet certain conditions, such as a minimum of farm-derived income. This State-run program directs municipalities to tax properties based on their use as farming, as opposed to for their potential value for development. Normally, qualifying farmers with a long-term commitment to farming would participate in this program. There is only one property with 20 acres enrolled in the Farmland Program. In 1993, 216 acres in the Town were enrolled under the Farm and Open Space Tax Law, which means over 200 acres have been withdrawn either because of changes in farming activities or because the owner chose to end the tax benefit. It is speculated that these acres were moved to another tax program.

6. Forestry Resources

Much of Sullivan is forested. The Town's tree canopy has not significantly been affected by development. The Maine Department of Agriculture and Forestry (DACF) records show an active practice of timber harvesting in Sullivan, with an average annual harvest of 168.3 acres, which is typically selection or shelterwood harvest. The data indicates that timber harvesting shows a constant or increasing trend in the last 10-15 years, as shown in the table below. Selection harvest practices have almost doubled since the 1990s, but shelterwood harvest has fallen dramatically, such that the total harvest for 2016-2020 overall is close to what it was in 1991-1995.

Table H-1: Tree Harvest Data in Sullivan

Years	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres
1991-1995	636	656	0	1,292	0
1996-2000	338	57	29	424	1
2001-2005	535	83	10	628	40
2006-2010	545	70	14	625	23
2011-2015	607	142	0	749	62
2016-2020	1,093	223	15	1,331	11
Total	3,754	1,231	68	5,049	137
Avg. Annual	125.1	41.0	2.3	168.3	4.6

Source: Confidential Year End Landowner Reports to Maine Forest Service.

6.1. Tree Growth Tax Program in Sullivan

The State's Tree Growth Tax program directs the municipality to assess land at its forest value rather than its developed value. This is done to reduce financial burdens and encourage Maine landowners to maintain their property as productive woodlands. In Sullivan, 64 parcels are enrolled

in the Tree Growth Program, representing 4,616 total acres. The table below shows how much of each forest type is enrolled in the program.

Table H-2: Acres Enrolled in Tree Growth Tax Program

Forest Type	Acres
Softwood	1,554
Mixed Wood	2,428
Hardwood	634
Total	4,616

Source: Sullivan Town Data

In 1990, 4,990 acres of land were enrolled in the program in Sullivan. In the last 34 years, 253 acres, or 5% of Sullivan's forest land in the program, have lost its Tree Growth Tax protection designation. This does not indicate that forested land has been developed, just that it is not currently being protected from development through this program.

6.2. Forestry Resources Threat Analysis

Significant threats to Sullivan's forest resources include invasive species, development, and tree clearing. The threat of invasive species is expected to increase with climate change and may require resources for monitoring and treatment if pests that threaten forests emerge. Future sales of forest land for development could occur as the region is growing, and these may impact the community. Lastly, while common practice is selective timber harvesting, in the event of future forest clearcuts, forest habitat and watershed values could be harmed.

7. Open Space in Sullivan

The Open Space Tax Program mentioned previously provides open space classification, which can be used to protect forests and other areas. There are 262.9 acres (1.46% of land area) enrolled in the Open Space Tax Program. There are no minimum parcel size requirements or income metrics. However, the property must meet conditions of providing a public benefit.

8. Existing Measures to Protect Farmland, Forest Land and Open Space

The total amount of acreage enrolled in the farm (20 acres, 0.11% of land area), open space (262.9 acres, 1.46% of land area), and tree growth (5,218.39 acres, 29% of land area) tax incentive programs show that 5,501.29 acres represents about 30.58% of Sullivan's total land area. Although farm, open space, and tree growth preferential property tax programs offer some protection to Sullivan's farms and woodlots, there is no guarantee that land will not be withdrawn from these programs and developed. The tax penalties for withdrawing land often do not outweigh the profits realized from the development of the land. These programs are often used by individuals that have no current development plans in order to realize a tax benefit. These programs do not provide a sufficient financial incentive to prevent landowners from eventually developing their property if they are seeking to make a profit.

While there are no direct measures in the Town's land use ordinances to safeguard farm and forest land, there are several measures contributing to the protection of these lands. Town ordinances include shoreland zoning standards for timber harvesting and standards for the retention of natural beauty and the preservation of open space. The protections these ordinances provide are supplemented by a significant amount of land that is permanently protected by conservation land trust ownership or easements. The Frenchman Bay Conservancy and Maine Coast Heritage Trust

work regionally, and notably within Sullivan, to protect forests for wildlife conservation, social, and economic health of the region. 15.71% of Sullivan’s land is conserved.

The Town may want to consider adding a cluster provision to its Subdivision Ordinance to encourage (or require) developers to cluster the homes to be developed in order to use less land area for development to preserve undeveloped forest or other open space. This technique allows the property owner to realize the same number of house lots but to use less of the land area to do so and to dedicate the remaining land to open space preservation. Although, the proximity of new homes or other incompatible uses has not affected normal farming or logging operations. There are other measures, such as designated farming districts, that could be applied to increase protection of agricultural and forested lands.

8.1. Potential Sale of Agricultural or Forest Lands

There are currently no large tracts of industrial forest land that have been or may be sold for development in the foreseeable future. Many of the large tracts of land in Sullivan are protected under Tree Growth.

9. Local and Regional Issues

Sullivan does not face many issues when it comes to agriculture and forestry. The protection of farmland is a regional issue likely to become more important for local food security. Additional local and regional issues may be exacerbated as the climate continues to change. For example, invasive species and extreme weather may affect local food growers and producers.

10. Goals and Objectives

Goal: Preserve lands suitable for agricultural and forestry uses.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Revise land use ordinances to support farm and forest preservation.	Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	Planning Board, Ordinance Review Committee, HCPC	2 years
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board, Ordinance Review Committee, HCPC	Ongoing
	Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	Planning Board, Ordinance Review Committee, HCPC	2 years
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses,	Planning Board, Ordinance Review Committee, HCPC	2 years

	farmers’ markets, and home occupations.		
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Goal: Promote local agricultural activity in Sullivan.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Support farming and forestry and encourage their economic viability.	Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	EMDC, Regional Economic Development Committee	Ongoing
	Continue to permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	Planning Board, Ordinance Review Committee, HCPC	Ongoing
	Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Town Manager	Ongoing
Explore establishing a Sullivan Farmer’s Market.	Work with local and regional food producers to gauge interest and support for a Sullivan / Schoodic Farmer’s Market.	Regional Economic Development Committee, Healthy Acadia	2 Years



Chapter I: Climate Change

1. Purpose

Climate change and its associated impacts will negatively affect Sullivan in many ways. This chapter assesses projected impacts on the community, including coastal infrastructure, human habitation, coastal habitats, inland habitats, and loss of historical and archeological assets. Climate change is a key cross-cutting theme in all the chapters; highlighted here are findings and strategies given their critical importance. Specifically, this chapter:

- a. Examines data in Maine related to changes in temperature, precipitation, sea level rise and coastal flooding, drought, and wildfire;
- b. Analyzes the potential effects of climate change on transportation, public facilities infrastructure, natural resources, and other systems in Sullivan; and
- c. Makes recommendations for actions to adapt to and mitigate climate change impacts in Sullivan.

2. Key Findings & Issues

Sullivan is susceptible to an increase in sea level rise, storm surge, and coastal flooding, as well as an increase in rainfall precipitation and subsequent interior flooding. As such, the capacity of current stormwater, flood management, and coastal infrastructure to handle the increased volume of water and to minimize risk to residents, businesses, and properties should be considered. Sullivan's critical facilities and infrastructure, such as Gordon's Wharf, are particularly at risk not only to failing stormwater and flood management infrastructure, but also to sea level rise, coastal flooding, and storm surge.

Sullivan and Sorrento are currently conducting a joint vulnerability assessment which will evaluate current and projected flooding and subsequent critical transportation and waterfront infrastructure, property, natural resource, and socioeconomic impacts. A particular focus will be placed on vulnerable transportation networks, waterfront infrastructure, and community assets highlighted in recent storms. This project will quantify the effects of these vulnerabilities on people, property, and the economy if adaptation steps are not taken.

An adaptation plan will be developed following the completion of the vulnerability assessment to address urgent needs. The adaptation plan will identify and prioritize projects in each Town, and will include cost estimates, potential funding sources, and regional coordination opportunities. This assessment will provide locally relevant information about climate hazards to inform critical municipal government decisions and priorities.

3. Community Engagement Results

Community engagement related to climate change took place as part of Sullivan's enrollment into the State's Community Resilience Partnership program. A public workshop, which included members of the Comprehensive Plan Committee, was held in the early fall of 2024, prior to enrolling in the partnership later that fall. The input collected at the workshop helped inform a Community Resilience Self-Evaluation completed by the Town. The self-evaluation outlines short- and long-term steps that Sullivan can consider to increase resilience to natural hazards and climate change impacts. These steps include:

- tracking and evaluating Town-owned culverts;
- identifying and advertising a cooling/warming station for residents; and
- assessing coastal erosion's impact on the Town and its waterfront, including Gordon's Wharf.

In addition, the self-assessment depicts priorities that would enable Sullivan to be more resilient to future natural hazard events. These priorities focus on conducting a vulnerability assessment to plan for and implement improved infrastructure resilience, including capital improvement planning to identify potential funding sources and budget for implementation over time. Regional coordination to plan and implement resilient infrastructure projects, as well as emergency preparedness and response planning, was also identified as a need during the self-evaluation process. Overall, Sullivan wants to be proactive when it comes to climate change and disruptive weather events instead of reactionary.

Community engagement related to climate change is also occurring as part of the Town's participation in a joint vulnerability assessment with Sorrento. The vulnerability assessment process is running concurrently with this Comprehensive Plan process; however, much of the broader public engagement will take place in April 2025 and October 2025, once this Comprehensive Planning process has been completed. Once the assessment is finalized, the Town will ensure that results are incorporated into this Comprehensive Plan.

4. Current Conditions and Trends

4.1. Sea Level Rise, Storm Surge, and Coastal Flooding

Sea level is 7.5 inches higher than in early 20th century Maine, and the rate of sea level rise has nearly doubled in the past 30 years. Over the past 30 years, the rate of sea level rise was 1.4 inches per decade, while the previous rate was 0.7 inches per decade. Sea level rise rates in Maine remain similar to the global averages for both short- and long-term rates.

Record-high sea levels were measured along the coast in 2023 and 2024. 2023 set a new record-high annual average sea level at all three of Maine's long-term tide gauges and also set numerous new monthly average sea level records. In 2023, the record for highest monthly average water level was broken at all long-term gauges for at least six months out of the year, with all remaining months except one falling within the top three highest levels for each month.

The Maine Climate Council asks the State and its municipalities to commit to preparing for sea level rise at a minimum of 1.1 to 1.8 feet by 2050 and 3.0 to 4.6 feet by 2100. Given Sullivan's proximity to the coast and previous damage as a result of storms, it is recommended that the Town prepare for significantly higher sea level rise scenarios which forecast 3 feet by 2050 and 8.8 feet by 2100. As such, this plan will include goals and objectives to help meet this recommendation and request of the State's Climate Council.

It is important to consider the effects of storm surges and flooding when managing the effects of sea level rise on Sullivan infrastructure. The real risks of storm surges in the context of sea level rise occur when storm surge events coincide with high tides. High tide levels have risen in recent years as a result of sea level rise and are projected to continue to do so. This will increase flood risk in coastal Maine towns such as Sullivan.

The combination of high tide and storm surge (called storm tide) on January 10 and 13 of 2024 were not historically unprecedented; however, rising sea levels were a contributing factor in causing these storms to break records. An increase in sea level, in combination with high tides and storm surge, contributed to severe coastal flooding during the back-to-back January 2024 storms.

4.2. Precipitation and Extreme Storms

Maine has increasingly experienced more intense and frequent precipitation events, with statewide annual precipitation (rainfall and snowfall) increasing by 6 inches since 1895. Heavy storms of 2 to 4 inches of precipitation are becoming more frequent, which increases the probability of floods that will erode infrastructure and degrade water quality in ponds, lakes, streams, rivers, and coastal areas. Precipitation variability between years is increasing and has recently produced impactful seasonal extremes. For example, the 2020 growing season was the driest on record, while summer 2023 was the wettest. This increasingly variable precipitation, including droughts and extreme weather events, will likely cause harm to vegetation and natural habitats in Sullivan.

Extreme storm events also cause power outages, with the majority of Maine's electrical grid located above ground and therefore susceptible to downed poles and lines from winds, heavy precipitation, and tree damage. Extended power outages can cause economic burdens, as well as impact residents who rely on electricity to support their public health. Without a generator, extended outages during periods of extreme cold or heat, can be detrimental to residents. In addition, Sullivan is located within Versant Power's jurisdiction. Versant has been engaged in grid and climate planning work and meeting with local communities to discuss their efforts and initiatives to become more resilient. More information on Versant's efforts can be found on their Grid and Climate Planning webpage - <https://www.versantpower.com/about/environmental/grid-climate-planning>. It is recommended that the Town review the efforts and initiatives Versant has conducted as part of their grid and climate planning efforts and reach out to the Versant team to open the lines of communication between the municipality and the power company.

4.3. Wildfire

In addition to a greater number of extreme precipitation events, Maine has been experiencing more short-term dry periods, with extreme drought occurring in 2016, 2002, 2020 and 2022. As seen in Chapter E: Natural Resources, there is a significant amount of forested land in Sullivan, which could present increased risk during dry periods. This danger is exacerbated by the difficulty Sullivan and many other communities in rural areas of Maine have in maintaining their volunteer fire departments (See Chapter L: Public Facilities).

4.4. Extreme Temperatures

The past four years in Maine (2020-2023) have ranked among the ten warmest on record. Across the globe, record high temperatures were set by a large margin in 2023. Temperature projections for Maine are for a 2–4°F increase by 2050 and up to 10°F by 2100. Temperature projections worldwide and for Maine are based on modeled Representative Concentration Pathways (RCPs), which define a range of possible greenhouse emissions based on estimates of future energy use and development worldwide.

Maine residents are vulnerable to extreme heat as public facilities and households currently utilize low rates of air conditioning due to the rarity of severe heat experienced in years past. Community

needs for the future could include additional air conditioning, community cooling centers, increased tree cover, and public health monitoring and education.

In the winter months, increased storm frequency and storm severity result in power outages, sometimes lasting days. Residents who rely on electricity to heat their homes and get water, and who do not have a generator, become extremely vulnerable to cold temperatures. The Town is planning to improve marketing and communications around the existing warming/cooling center, the Recreation Center, for residents during extreme weather events.

4.5. Climate Migration

Wildfires in the western United States and increased flooding events due to hurricanes and storms along the Gulf Coast and southern Atlantic coastal regions have contributed significantly to increased climate induced human migration. The Schoodic Peninsula may not always be seen as a place of climate refuge, but trends show that people move to a place that has other types of climate impacts from what they are currently experiencing.

The Maine Climate Council has a goal of developing a stronger understanding of potential migration patterns and population shifts. More information is needed to enable projections of climatic impacts on population, including settlement patterns and migration to and within the state. This information—gathered using demographic projections, build-out scenarios, and real estate data—would provide a better understanding of the impacts of shifting populations and settlement patterns on a wide range of human systems including housing, transport, electrical grids, healthcare systems, tourism and tax revenues. The Town of Sullivan, with assistance from organizations such as HCPC, should monitor this data and trends once they become more readily available.

5. Sullivan Infrastructure and Habitats

5.1. Town Infrastructure

The Town of Sullivan is actively evaluating sea level rise, storm surge projections, and stormwater infrastructure as outlined in this chapter, and their impacts on Town infrastructure and assets.

In Sullivan, the storms of Winter 2023/2024 highlighted the vulnerability of Town-owned infrastructure and assets. Sullivan's topography is such that the majority of the Town consists of "higher ground" that then drains south toward the bay. With heavier than normal and more frequent rain events, older stormwater systems are inadequate, and areas where natural run-off was sufficient can no longer handle the more significant flows. This inadequate, and sometimes non-existent stormwater infrastructure has caused damage to roads, community service facilities, historic homes, and historic sites. The following impacts to Town infrastructure and assets were reported by the Town:

- The Historic Villages of North and West Sullivan – Taunton Drive connects these two villages with US Route 1 and Sullivan Harbor. Over the last several years, multiple storms have washed out sections of *Taunton Drive* and *Wharf Road* and flooded *Sumner Park*, focal points of this part of Town. *The Wharf* is also being impacted by sea level rise, as will be addressed below, that causes some parts of it to be under water during higher than normal tides. The Wharf is on the *Schoodic Scenic Byway*, services several commercial fishermen, and is the only public access to three large bays that lie upstream. Sumner Park is also on

the byway and hosts many community events during the year. Many of these events can be impacted by excessive stormwater that collects in the lower sections of the property.

- Flanders Pond Park – This park on Flanders Pond provides the only freshwater public beach in the Town and the only public boat launch on the lake. The continued excessive stormwater runoff adversely impacts the public use of the area.
- Former Sections of US Route 1 – US Route 1 have been “upgraded” and straightened in several sections of the original county road that connected Sullivan with surrounding communities that have now become local residential neighborhoods. After US Route 1 was improved, stormwater now adversely affects some of these streets that have aging and insufficient infrastructure with damage to driveways and yards.

To summarize, transportation infrastructure that has shown to be vulnerable in recent storm events include Town-owned roads - Taunton Drive, Wharf Road, Town Landing Road, and Harbor View Drive. In addition, the State-owned road of Route 1 has not only experienced significant flooding, particularly in low lying areas, it has also contributed to flooding of adjacent Town-owned and private roads.

Much of the coastal infrastructure in Hancock County consists of underperforming culverts and stormwater drainage systems. Many coastal culverts throughout Sullivan face either partial or complete failure during major tidal inundation events and during heavy rainstorms. The vulnerability assessment will provide a high-level overview of culverts that should be further analyzed to determine if they can handle peak flows after heavy rains, as well as tidal inundation as a result of sea level rise and during a storm event. To follow up on this high-level overview, Sullivan has requested funding through a Community Action Grant to conduct a more detailed culvert vulnerability assessment to identify at-risk culverts and provide adaptation strategies and solutions to increase capacity and reduce the likelihood of road damage. Sullivan will need to consider and prioritize these recommendations and integrate them into their Capital Improvement Plan in order to implement these infrastructure adaptation projects over time. In addition, the Town should communicate the results of the Town-owned culvert vulnerability assessment with the MaineDOT and continue to monitor MaineDOT’s evaluation and potential adaptation of vulnerable State-owned culverts located within the Town’s jurisdiction.

As mentioned above, Sullivan is impacted by sea level rise, storm surge, and coastal flooding, in addition to interior stormwater runoff. Based on preliminary sea level rise maps, Town assets that will be threatened as a result of sea level rise and subsequent coastal flooding are the following:

- Gordon’s Wharf (susceptible to a 1.6 foot sea level rise scenario)
- Sumner Park (susceptible to 8.8 foot sea level rise scenario)

More detailed maps showing the impacts of sea level rise and flooding on Sullivan’s infrastructure and assets will be available in the Vulnerability Assessment.

In addition, Flander’s Pond Park which is located more inland is susceptible to erosion as a result of significant precipitation events due to stormwater runoff.

Figure I-1: Gordon's Wharf, 2023/2024 Storm Damage



Source: Town of Sullivan

Figure I-2: Gordon's Wharf, 2023/2024 Storm Damage



Source: Town of Sullivan

Figure I-3: Sullivan Culvert, 2023/2024 Storm Damage

Source: Town of Sullivan

5.2. Floodplain Management

According to FEMA’s Community Status Book Report, Sullivan is a participating community in the National Flood Insurance Program, with a current effective flood map date of July 20, 2016. It is the intent of the Town to require the recognition and evaluation of flood hazards in all official actions relating to land use in the floodplain areas having special flood hazards (i.e. the 100-year floodplain and the 500-year floodplain). Sullivan’s Site Plan Review Process (approved in 2021) requires that all principal structures located within designated Flood Hazard Areas be constructed with the lowest floor, including the basement, at least 1-foot above the 100-year base flood elevation. The vulnerability assessment will address these areas and, given climate projections, may suggest the Town consider requiring the elevation of development within designated Flood Hazard Areas to be greater than 1-foot above the base flood elevation. Additional options for model language can be found at this resource here “Municipal Guidance for Coastal Resilience: Model Ordinance Language for Maine Municipalities.”

5.3. Future Development

Sullivan’s Site Plan Review Process (approved in 2021) includes criteria related to development within the floodplain and the shoreland zone (per State requirements). No additional land use development controls that would mitigate climate change’s impacts upon any future development (residential, commercial, or industrial) exist at this time. Sullivan could consider providing guidance or educational materials to developers on climate change. The Town could also consider incorporating modified or additional land use standards into their land use ordinance and site plan review process that would help to mitigate damage from climate impacts. Guidance for municipalities who are interested in pursuing regulations and policies that promote resilience are available for review. An example is “Municipal Guidance for Coastal Resilience: Model Ordinance Language for Maine Municipalities” developed by the Southern Maine Planning and Development Commission and FB Environmental Associates. Sullivan could also consider developing a

stormwater management plan, capital improvement plan, or economic development plan that considers climate change impacts and projections.

5.4. Marine Habitat

Climate change will continue to have significant impacts on marine resources. As in many coastal Maine towns, harvesting lobsters is the principal focus of Sullivan's small commercial fishing fleet, with some boats also tending aquaculture farms that grow oysters and seaweed. While the lobster resource is currently viewed as being stable, there are substantial risks on the horizon due to the uncertain effects of warming water temperatures and increased acidification of the water. The warming ocean water has also led to an increase in invasive species, like green crabs, and the colonization of lobster gear and sea scallop habitat by native sea squirts. Northward shifts in mid-Atlantic species are likely to result in established local populations in the future. In the short term, species interactions and/or competition may threaten inshore lobster populations. Sullivan also has a small group of commercial clammers and wormers. As sea levels rise and heavier precipitation occurs, access to adequate mud flats will become more challenging. See Chapter G: Marine Resources for recommended strategies.

5.5. Wastewater and Drinking Water

The Town does not have a wastewater treatment facility and is entirely dependent on private wells for its drinking water supplies. With continued development activity, there is heightened risk that unsustainable volumes of water may be extracted, leading to dry wells or saltwater intrusion. Future climate change, to the extent it results in lower rainfall amounts and drought – even seasonal, could exacerbate this emerging issue.

5.6. Agriculture and Forestry

Increased variability in precipitation as well as temperature will impact Sullivan's farms and woodlots. It is important for the Town to have an up to date understanding of how climate change may be impacting the viability of these resources. Blueberry fields and small organic farms are an important part of the Town's identity and economy. Blueberry crops especially may be impacted.

5.7. Natural Resources

The various impacts of climate change create a need to understand its direct and indirect impacts on existing plant and animal species in Sullivan. Fortunately, there are regional, State, and nonprofit partners with whom Sullivan citizens and officials can call on for information relevant to the Town. An evaluation of threats to natural resources in Sullivan may be included at a high level in the climate vulnerability assessment.

5.8. Historic Resources

While there are no immediate threats to places of historical significance as listed by the MHPC Gordon's Wharf has been an asset to the Town for over 125 years and is currently at risk due to sea level rise and storm surge. The Wharf supports many of the Town's commercial and recreational fishing boats and losing this infrastructure would affect this sector of Sullivan's local economy. The Town has identified raising and reengineering the Wharf as a priority in their Capital Improvement Plan (see Chapter M: Fiscal Capacity). This Town resource could be completely underwater by 2050. Additionally, increased wind and stormwater runoff could also pose threats to historic properties in Sullivan.

5.9. Economy

The repercussions of a changing climate will affect those at the most local level but will have ripple effects statewide and nationwide. Migration will have an impact on housing and rentals. Rising sea levels will have an impact on the working and recreational waterfronts. Pests and warming temperatures will have an impact on agricultural and forest production. Invasion of new species and impact on local harvestable species from increasing ocean temperatures and acidity will have an impact on marine industries. The transportation infrastructure will also have a significant impact on the local economy. With this in mind, the recommendations noted in other sections would help to alleviate impacts on the local economy if implemented (i.e. transportation adaptation projects, working with partners on adapting to climate change, waterfront adaptation projects, etc.)

6. Goals & Objectives

Goal: Implement adaptation practices in order to counter climate change effects already occurring and those anticipated over the next decade.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Proactively take action to mitigate and adapt to climate change.	Continue to stay enrolled in the Community Resilience Partnership.	Town Manager, HCPC	Ongoing
Adapt to a changing climate.	Work with non-profit organizations to provide strategies for farmers to adapt to a changing climate.	UMaine Cooperative Extension, Maine Farmland Trust	Ongoing
	Finalize the Sullivan-Sorrento vulnerability assessment, implement recommendations, and communicate results to relevant State agencies such as the MaineDOT.	HCPC, Musson Group, Town Manager, Road Commissioner	1 Year
	Repair and rebuild vulnerable infrastructure such as culverts and low-lying roadways with a focus on Route 1/Scenic Byway Corridor as an economic driver for the region.	Town Manager, Road Commissioner, HCPC, MaineDOT	7 Years
	Revise land use ordinances to recognize and prepare for climate risks.	Planning Board, HCPC, Ordinance Review Committee	2 Years
	Provide educational guidance materials to developers on climate change risks to better guide future development.	HCPC, Planning Board, CEO	2 Years
	Monitor evolving data and adopt recommendations of state and regional climate resiliency plans and programs.	Town Manager, Selectboard, Various committees, HCPC	Ongoing
	Integrate large scale infrastructure adaptation projects into the Town's capital improvement plan.	Town Manager, Selectboard, Budget Committee, HCPC	Ongoing

Protect the community’s drinking water supply from climate change effects including prolonged drought and saltwater intrusion.	Consider a Town-wide ground water study to further understand water supply and determine potential strategies for re-infiltration.	Town Manager, Selectboard, Maine Geological Survey, HCPC	5 Years
	Provide educational materials to community members about well-testing after extreme storms.	Town Manager, Selectboard, Maine Drinking Water Program, HCPC	2 Year
Protect Sullivan’s residents during extreme weather events.	Promote a reliable warming and cooling center for community members in the case of extreme weather and consider providing transportation to the building.	Town Manager, Selectboard, Sullivan-Sorrento Rec Center Committee, HCPC	Ongoing
	Inform the community about environmental risks and how to prepare for them (e.g., emergency evacuation procedures and warning systems; avoiding flood risks; reducing fire risks).	Town Manager, Age Friendly Committee, HCPC	Ongoing
Recognize the role transportation plays in climate change.	Consider providing EV chargers in Town.	Sullivan-Sorrento Rec Center Committee, HCPC	2 Years

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Chapter J: Historical and Archaeological Resources

1. Purpose

Historical and archaeological resources are vital elements of a community's identity. A comprehensive plan must identify important historical and archaeological resources not only for the sake of the historical record, but also to preserve their present-day value to the Town's identity and character and to encourage tourism. Specifically, this chapter will:

- a. Present a brief history of Sullivan and the region;
- b. Describe historical and archaeological resources;
- c. Assess threats to these resources; and
- d. Assess the effectiveness of existing measures to protect and preserve these resources.

2. Key Findings & Issues

Sullivan's unique, valuable historic resources are well worth protecting. The present character of the Town is influenced largely by sites and buildings of historic architectural significance. The only protections for the historic and archaeological resources are those applied by the planning board in accordance with Maine State commercial and shoreland site plan reviews, but the Town has a goal of establishing Historic Districts which could ensure further protection.

There is only 1 property on the National Register of Historic Places and 6 historic archaeological sites which have been documented for Sullivan.

3. Key Findings & Issues from Previous Plan, 1993

There is only one structure and one property in Sullivan which has been named to the National Register of Historic Places, the Granite Building on US Route 1. There needs to be complete historical and archaeological surveys undertaken to further identify properties for protection and recognition. There are several buildings in the harbor area which have been noted as important to the Town's history but have not yet been nominated.

4. Community Engagement

The following survey questions and responses are good indicators of community support for the focus on historic and archaeological resources in the Town: 71% of respondents replied that the Historical Society is adequate to excellent; 73% replied that it should be the function of the Town to encourage the protection of historical and archaeological important resources; and 60% replied that they would like their tax dollars spent on cultural heritage, historical preservation, and the library.

Attendees of the Visioning Sessions wanted to see the continued preservation of historic buildings and possible funding opportunities to help support the upkeep of buildings or infrastructure of historical significance.

5. Historical Inventory

5.1. History of Sullivan

Sullivan was originally called Adowaukeag or Waukeag by the Passamaquoddy people who lived in the area when the Europeans arrived. The name indicated the great tidal stream from Sullivan Harbor that fills Taunton, Egypt, and Hog Bays, and specifically, the Falls, where the glacial kame

crosses the river. The name Waukeag was interpreted by Fannie Eckstorm to mean "horseback" in 1941 but is an Anglicized evolution of the original Passamaquoddy name written as Douaquet by the French and Adowaket by the English, referring to the hole that opens up in the tidal falls. The accurate restoration of the Passamaquoddy name is forthcoming in collaboration with the tribal historian and linguists.

While the first known English settlement occurred in 1762, some evidence of possible French settlement was found at Waukeag Point, now Sorrento. The Massachusetts General Court granted six townships on either side of the Donaqua River (the Sullivan/Taunton River heading into Taunton Bay) to settlers under certain conditions of settlement. Tract Number 2, known as New Bristol, was settled by the Town's namesake, Daniel Sullivan, along with other families from Massachusetts who preceded him, in 1762. The Town, which included what is now Hancock, Sorrento and Franklin, was incorporated in 1789. Franklin, Hancock, and Sorrento separated from Sullivan and incorporated in 1825, 1828, and 1884 respectively.

Sullivan has relied on lumbering, fishing, farming, and quarrying as its primary economic focus over the years. While commercial quarrying didn't evolve until the mid-1800's, it eventually came to play a major role.

The tidal falls at Falls Point is the location of the Town's first settlement. The falls were not used for sawmills; they were too powerful to harness. The first tide mill was built at Long Cove around 1762 by Daniel Sullivan and others and can still be seen at low tide today. Additionally, as many as sixty ships were built in Sullivan according to Applebee's *Sailing Vessels Built in Frenchman's Bay District, Maine*. When the railroads opened up the interior for development in the mid 1850's, shipbuilding declined. The area remained home to fishing fleets, mines, and abundant granite quarries.

There was a brief period in the mid to late 1870's when Sullivan became a mining town; copper, gold, and silver deposits were discovered. However, the ore was low grade, and better deposits were found in the western U.S. In Sullivan, the early lumbermen built several tidal sawmills, the largest of which ran across Long Cove. This sawmill milled both lumber and grain and proved to be a successful economic driver for the Town. Later, interest switched to fresh-water mills.

Like most coastal communities, Sullivan depended primarily on the sea and inland waterways for transportation of goods and services until the railroad service was instituted in the mid-1800s. Passenger rail service to the Sullivan area continued until 1953 and freight service until 1959, when it effectively ended; however, the Calais line stayed in limited operation until 1985.

Summer visitors started coming to the Maine coast in the mid 1800's. By the late 1800's, visitors could travel via railroad and steamboat to Sullivan and Sorrento, however, it appears that the seasonal industries did not take root as deeply in Sullivan as in other nearby coastal communities. Two expansive land-development companies sprang up, one in Sullivan, one in Sorrento, and they fueled the local economy for nearly three decades with road building, construction, maintenance, recreational facilities, and lodging and dining services. Although the land-companies eventually folded, the buildings and infrastructure created during that time still serve Sullivan today. The current economy of the Town is primarily reliant on the health of the Hancock County region and not on any particular industry within the Town.

Historical and Archaeological Resources

Table J-1: Sullivan Key Dates

Keys Dates in History
1603 Martin Pring explored Frenchman Bay area
1604 Samuel de Champlain explored the Frenchman Bay area
1674 Dutch pirates attacked a Boston trading ship anchored in what would become known as Flanders Bay on east side of Sorrento
1675-1754 Douaquet served as a Passamaquoddy and French guerilla base against the English
1677 George Manning recorded in his diary being lured into the tidal falls at Douaquet by the Passamaquoddy and French during the Northeast Coast campaign of the First Abenaki War
1760 British claimed sovereignty of region
1762 First English settlement as New Bristol including Daniel Sullivan
1789 Sullivan incorporated as a town
1825 Franklin set off and incorporated as a separate town
1828 Hancock set off and incorporated as a separate town
1830 Quarrying for export began
1858 Establishment of the Sorrento-Sullivan Recreation Center
1877 Silver lode found along Taunton River
1884 Sorrento set off and incorporated as a separate town
1926 Singing Bridge was built
1953 Passenger rail service stopped
1959 Freight rail service stopped
1989 Sullivan’s bicentennial
1999 A new Hancock-Sullivan bridge is completed, replacing the iconic Singing Bridge
2007 Opening of the Schoodic National Scenic Byway

Source: 1993 Sullivan Comprehensive Plan

5.2. Prehistoric Archaeological Sites

Prehistoric archaeological sites are those of indigenous peoples prior to European arrival. Prehistoric sites include campsites, village locations, rock quarries, stone tool workshops, and petroglyphs or rock carvings. Although prehistoric archaeological sites are most commonly located within 50 meters of canoe-navigable water, on relatively well-drained, level landforms, some of the most ancient sites (> 10,000 years old) are located on sandy soils within 200 meters of small, not canoe-navigable streams.

Nine sites are recognized by the State for the Town of Sullivan, but according to the National Park Service, there are 31 zones with multiple sites to be referenced in each. The State identified sites are located on the tidal shoreline of Taunton Bay, Sullivan Harbor, and Flanders Bay. Only one small professional archaeological survey has been conducted for a subdivision/development. There has been one professional archaeological excavation of the Watson site on Flanders Bay. Preliminary (reconnaissance) archaeological survey along the tidal shoreline was accomplished in the early 1980s by the University of Maine. The Abbe Museum in Bar Harbor contains artifacts found in Sullivan, exhibitions and activities interspersed with spaces for quiet reflection. The history and cultures of the Native people in Maine, the Wabanaki, are showcased through changing exhibitions, special events, teacher workshops, archaeology field schools, and workshops for children and adults. This museum shares the histories and stories of the Passamaquoddy of the Frenchman’s Bay area and would be a great resource for further information on the subject.

6. Historic Archaeological Sites

Historical archaeological sites are mostly European American, after written records began to be created around 1600 A.D. Historical archaeological sites may include cellar holes from houses, foundations for farm buildings, mills, wharves and boat yards, and near-shore shipwrecks. Historical archaeological sites can be predicted most often by a review of old records, maps, and deeds. Settlements were determined by transportation corridors, first rivers, and then roads as they were built. Archaeological sites from the first wave of European settlements in any town are likely to yield significant information (i.e. National Register eligible).

As of September 2022, 6 historic archaeological sites have been documented for Sullivan.

Table J-2: Historic Archaeological Sites in Sullivan

Site Name	Site #	Site Type	Periods of Significance	National Register Status	Location
Harvey Tract 1492	ME 159-019	farmstead	1881-1930s	undetermined	Location Known
Sullivan's Sawmill	ME 423-001	mill, sawmill	After c. 1762	undetermined	Location Known
Mabel E. Goss	ME 423-003	wreck, schooner	10-May-21	undetermined	Location Known (Taunton River)
Milton Mining and Milling Co.	ME 423-004	industrial, gold and silver processing	1880	undetermined	Location Unknown
Blaisdell cellar hole	ME 423-005	domestic	Possibly 18th c., definitely 19th, 20thc	undetermined	Location Known
J. Doyle	ME 423-006	farmstead	Second half of 19th century (by 1881) to early 20th century	undetermined	Location Known

Source: Maine Historic Preservation Commission

Although a number of archaeological investigations have been conducted on specific sites in Sullivan, no town wide surveys for historical archaeological sites have been conducted to date. Future archaeological surveys should focus on the identification of potentially significant resources associated with the Town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the Town in the 18th and early 19th centuries.

7. Historic Properties

Sullivan is rich in history but has a short list of properties on the National Register of Historic Places. The property shown in Table I-3 below comes from the Maine Historic Preservation Commission via two sources: an inventory sheet provided for this Plan, and a public map viewer hosted on-line by MaineDOT. The Granite Store is a structure built with granite mined in Town and was originally used for salt storage. It was also used as a ship's chandlery and stocked clothing for workers.

Table J-3: Sullivan Properties in the National Register of Historic Places

	MHPC Inventory	MaineDOT Public Map Viewer
Granite Store, Route 1	✓	✓

Source: Maine Historic Preservation Commission

In addition to the listing above on the National Register, there are many other properties of historic interest. These include, but are not limited to:

- The Sullivan-Sorrento Historical Society is in the process of applying for National Register of Historic Places status for its 19th century building, the Paul Urann House.
- The Samuel Hill House, Route 1, East Sullivan
- The Green Hill House, Asheville
- The Simpson House, Sullivan Harbor
- The David Robertson House, Thorne Road,
- The entire Harbor View Dr./Miramar Ave. District
- Current Town Hall, formerly Sullivan High School
- Baptist Church, Sullivan Harbor
- Joshua Johnson House, Old Grange Hall Road, East Sullivan
- Double Johnson House, Benjamin and Stephen Johnson, Old Grange Hall Road, East Sullivan
- The Martin House, Old Grange Hall Road, East Sullivan
- Taunton Bay Tea Company building, West Sullivan
- The Homestead Farm (the Farmstead), East Sullivan

7.1. Historic Properties and Climate Change

The future of historic properties is sometimes overlooked in the process of planning for the effects of climate change, yet they are also subject to the effects of erosion, high water, intense storms, high winds, and wildfire. Much like parks, schools or Town buildings, a community's historic properties help create and sustain a unique sense of place. The historic materials or settings of historic properties may require specialized planning that is sensitive to the historic significance of the property.

Due to the location of the Granite Store and other properties of historical interest, coastal erosion and sea level rise don't pose a major threat to the infrastructure. One concern with the increase in severe storms is the high wind and damage occurring as a result of fallen trees or debris. Inland flooding is also not a major concern even with increased precipitation.

The Maine Historic Preservation Commission has created a webpage to assist entities throughout the state with planning for the effects of climate change on historic properties and cultural resources through the processes of identification, adaptation, resiliency, and mitigation. The website includes toolkits, Maine-specific research, and links to resources from preservation partners, planners and governmental organizations. The site is located at:

<http://www.maine.gov/mhpc/programs/protection-and-community-resources/climate-change>.

7.2. Threats to Historic Resources

As mentioned above, there are no immediate climate-related threats to known historic sites. This will continue to be monitored as time goes on.

Historical and Archaeological Resources

8. Analyses of Historic and Archaeological Resources

8.1. Historic Patterns of Settlement

When New Bristol was first settled by New Englanders, the part of it that is now Hancock Point was called Sweetland. In addition to New Bristol proper along the bay, there was Waukeag Point/Neck (now Sorrento). Further into Taunton Bay, a group of settlers also settled around what is now Franklin along Egypt Bay, so called because of Moses Butler and Moses Abbott having the land on either side. Others settled further up into Hog Bay. All of these folks were considered as part of New Bristol and appear in the early records up until Hancock and Franklin split off. Settling along the water was vital as there were no real roads to speak of until around 1795 when General Cobb began laying his down in a bid to attract more settlers from Massachusetts. There was the main trail or road that loosely followed what is now Route 1, and it was called the Town or County Road.

The Revolutionary War did have a negative effect on families here - before the war there were about 40 families, and after, just 20. Many went east as Loyalists.

When New Bristol became Sullivan in 1789, clearer patterns of settlement emerged that would become North Sullivan, West Sullivan, Sullivan Harbor, Waukeag Neck, and East Sullivan/Asheville. Sullivan Harbor was the center of Town, where the customs office for the Frenchman's Bay District was located.

West Sullivan to the area west of there, and North Sullivan included what is now Taunton Drive and its interior. East Sullivan/Ashville was East of Waukeag Neck, along Flanders Bay, and that area was in dispute with Gouldsboro for a time (Plantation No.7). West Sullivan, North Sullivan, Sullivan Harbor, and East Sullivan each had their own post offices and businesses, necessitated by the distance and geographical distinctions that separated them, but all were connected by the shared waters.

8.2. Existing Protective Measures for Historic and Archaeological Resources

The various identified historical sites in Sullivan receive little or no formal protection or preservation effort. It is important for organizations and individuals taking any action on the recommendations of this Plan to check with the organizations listed below and possibly others to obtain the latest information on resources and regulations. Programs and efforts that currently provide protection include:

8.2.1. National Register of Historic Places (NRHP)

Sites with national, state, or local significance are eligible for nomination to the National Register 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 registered sites. NRHP status is often erroneously assumed to protect buildings from alteration or destruction.

8.2.2. Maine Historic Preservation Commission (MHPC)

MHPC coordinates the National Register 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 and/or bonds.

Historical and Archaeological Resources

8.2.3. *The Sullivan-Sorrento Historical Society*

The Historical Society plays an active role in identifying sites and promoting public awareness and protection.

8.3. Site Plan Review and Subdivision Ordinances

Sullivan's Site Plan Review Ordinance seeks to preserve the unique local, historic, and scenic aspects of the Town of Sullivan. Before granting approval of any Site Plan Review application, the Planning Board shall consider the proposed activity and ensure it does not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, or rare irreplaceable natural areas. In historical areas, the Planning Board may require new construction to harmonize with surrounding properties to be designed so as not to be architecturally incompatible. They will also protect archaeological and historic resources as designated in the comprehensive plan from incompatible development or activity.

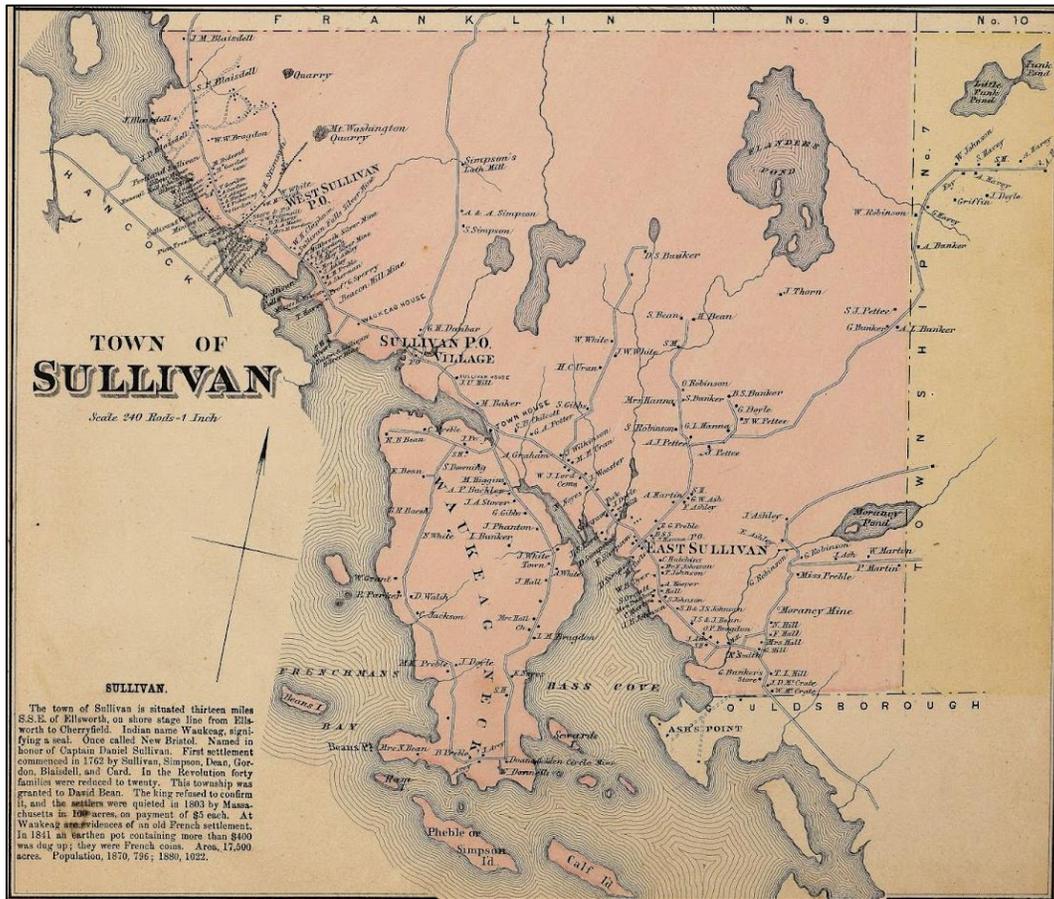
8.4. Preserving Sullivan's Historic Resources

The Sullivan-Sorrento Historical Society is the main repository for Sullivan's historical artifacts, clothing, documents, ephemera, and maps. The Historical Society cares for over 10,000 items relating to Sullivan's history. It has few resources and relies on volunteer labor. In 2023, the historical society completed a visioning process which identified goals and objectives needed for the continued preservation of Sullivan's historical items.

The Town is also interested in establishing three Historic Districts so as to ensure the protection and awareness of certain historic sites. Authorized under the National Historic Preservation Act of 1966, the National Register includes those districts, sites, buildings, structures and objects that are significant to American history, architecture, archaeology, engineering and culture. In addition to the recognition that listing provides, registered districts are afforded a measure of protection from development projects that are funded, licensed or executed by the federal government. Registered properties or districts are provided no protection by such registration from activities undertaken by their owners with private financing. The Town could decide to adopt a local historic preservation ordinance allowing the community to locally designate and protect historic resources such as historic districts, buildings, sites, monuments and archaeological sites from demolition, destruction, incompatible new construction or insensitive rehabilitation. There are many benefits to establishing a local historic preservation ordinance including helping maintain a sense of community pride in its heritage and history, protecting investments of owners and residents of historic properties, positively impacting the local economy through tourism and enhancing business recruitment potential. A local historic preservation ordinance can either be a stand-alone document or incorporated into a municipality's planning ordinance.

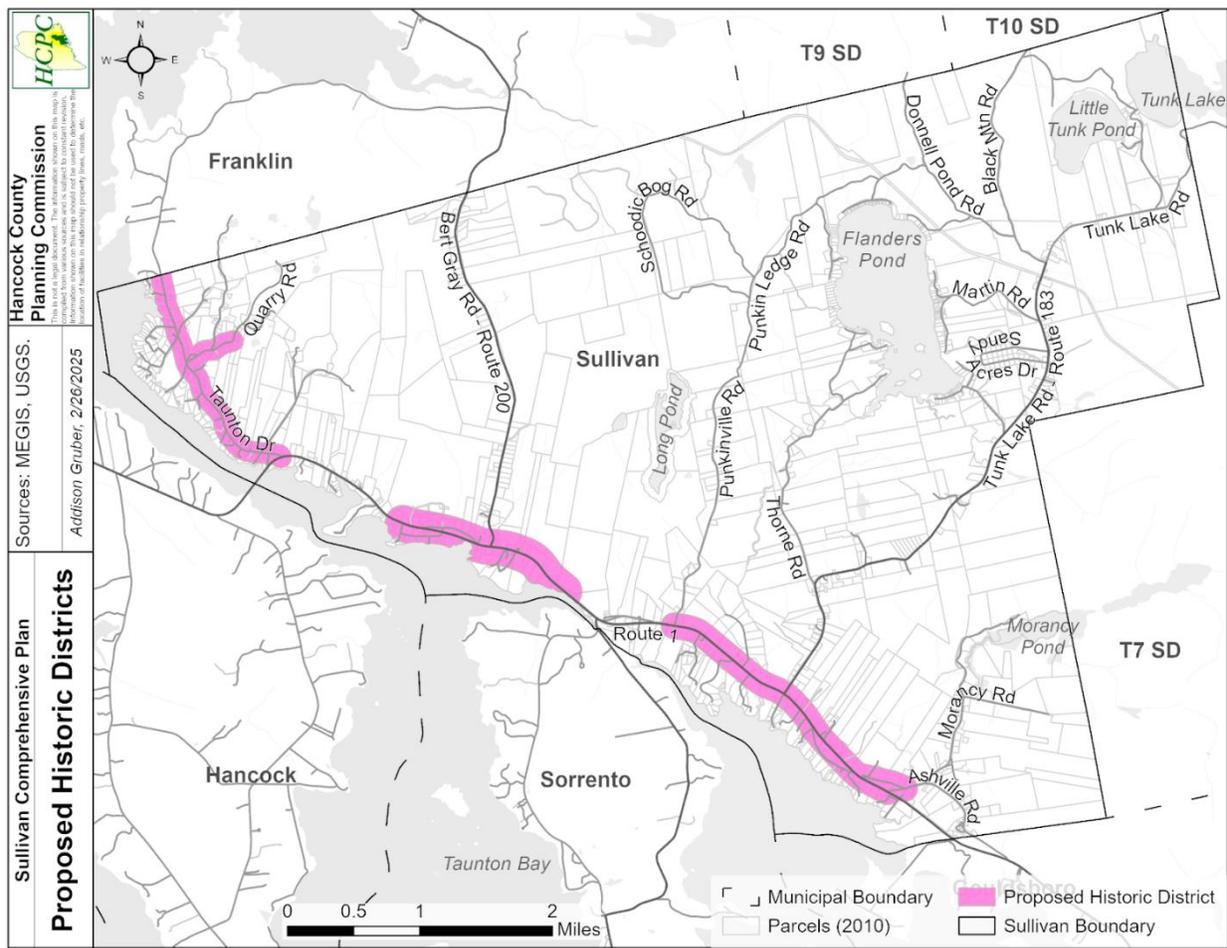
The three proposed Historic Districts are mapped below and in Chapter O: Future Land Use because they overlap with the Town's growth areas. Community members have expressed interest in reviving the three Sullivan Villages and following a similar historic pattern of development. North/West Sullivan, Sullivan Harbor, and East Sullivan are the proposed Historic District areas and reflect historic villages which had their own post offices, stores, and amenities in the late nineteenth century. The 1881 map below illustrates the three historic village areas and their specific amenities.

Figure J-1: 1881 Sullivan Historic Village Map



Source: Sullivan Historical Society

Figure J-2: Sullivan Proposed Historic Districts



9. Goals & Objectives

<p>Goal: Protect key historical and archaeological resources from incompatible development and natural causes and undertake measures to assure long-term preservation and enhancement of the Town’s historical sites and structures.</p>			
Objective	Strategy	Responsible Party(ies)	Timeframe
Protect to the greatest extent practicable the significant historic and archaeological resources and explore/implement historic preservation initiatives within the community.	Work with the local and County historic organizations and the MHPC to assess the need for, and if necessary, plan for comprehensive community survey of the community’s historic sites and artifacts.	Historical Society	3 Years
	Review existing land use ordinances (Commercial Site Plan Review, Subdivision) to require developers to take appropriate measures to protect known historic archeological sites and areas sensitive to prehistoric archaeology.	Planning Board, Historical Society, HCPC, Ordinance Review Committee	2 Years

	Establish three Historical Districts in the Town through the MHPC.	Planning Board, Historical Society, HCPC	2 Years
	Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the MHPC into their review process.	Planning Board, Historical Society, HCPC, Ordinance Review Committee	2 Years
Encourage the discovery, preservation and sharing of Sullivan’s history.	Support the efforts of the Sunrise County Economic Council in their work with the DownEast National Heritage Area.	Schoodic Byway Committee, Historical Society, HCPC	Ongoing
	Work from existing inventories and in consultation with owners, design and implement a program to label historic structures.	Schoodic Byway Committee, Historical Society	2 Years
	Work with local and regional organizations to seek grants for developing a sustainable tourism industry based on local culture and history.	Schoodic Byway Committee, Historical Society, Regional Economic Development Committee	Ongoing

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Chapter K: Recreation

1. Purpose

A community's quality of life is an important factor for most people deciding on a place to live and is often related to the growth and development of a Town or area. This section contains an inventory of current recreation and health facilities and an analysis of how these may be affected by future change and growth. Specifically, this section will:

- a. Describe current health and recreational resources in Sullivan;
- b. Assess the current and future adequacy of these resources; and
- c. Predict whether the availability of open spaces for public access and recreation will be threatened by future growth and development.

2. Key Findings and Issues

Recreational facilities in Sullivan are limited, but adequate for the size, while programming is insufficient. The region as a whole has adequate facilities and programs that residents in Sullivan benefit from. Looking forward, addressing recreational needs will hopefully be met regionally.

3. Key Findings and Issues from Previous Plan, 1993

Sullivan has a good variety of recreational facilities and scenic resources for a Town of its size. However, there are very few regulations in place which will ensure that the scenic resources will be protected over the long run. The loss of these important scenic qualities could have a major negative impact on Sullivan's economy.

4. Community Engagement

Fifty-six percent (56%) of survey respondents said that Sullivan's recreational programs need improvement and 46% said Sullivan's recreational facilities need improvement. Comments by residents suggested that there was little for youth to do in Town and that the Sorrento/Sullivan Recreation Center needs major improvements.

The notes from the Visioning Sessions showed attendants want more ability to safely walk and bike in Town. More public access to salt and freshwater was requested, as well as improved recreational facilities.

5. Current Recreation and Health Resources

5.1. Recreation Resources and Facilities

Town recreational facilities are listed below on Table K-1. Organized recreation and cultural activities in Sullivan are centered at facilities within and nearby the new high school and the Sorrento-Sullivan Recreation Center, while the local land trusts and nature preserves also provide numerous nature-based recreation and day use opportunities. The Town lacks recreational programming, but an example of an organized program is Age-friendly's Bone Builders fitness class, which is popular among residents.

The Town of Sullivan contributes money towards regional recreation facilities like the Downeast YMCA in Ellsworth. Acadia National Park's land on the Schoodic Peninsula impacts Sullivan, drawing much traffic through the Town. Public and semi-public organizations such as The Nature

Conservancy, the Sullivan/Sorrento Historical Society, Friends of Taunton Bay, and others also provide important recreational resources.

Frenchman Bay Conservancy (FBC) conserves and manages or co-manages hundreds of acres of preserves and outdoor space, including Baker Hill, Long Ledges, Long Cove, and the Schoodic Connector trails. Miles of hiking trails along with parking and other features of interest can be explored within these natural and protected areas. The Trust does an excellent job of maintaining its preserves and trails. The Trust provides additional environmental education programming as well.

Sumner Park, owned by the Town, provides a few acres of recreational space and is within walking distance of Gordon’s Wharf. Music events, holiday celebrations, Town festivals, and more are hosted here throughout the summer. The Town also has three public boat launches located in various locations.

There are no privately-owned scenic or recreational resources that have been traditionally used by the public. Because the Town does not have a history of these informal arrangements, traditional access to private land has not changed and isn’t anticipated to change.

As with many of the other parts of this Plan, what happens regionally is as important as what is being provided locally. Sumner Middle/High School is a recreation hub for the region, offering the largest selection of fields. Sullivan’s proximity to Acadia National Park’s Schoodic Peninsula is an important recreation resource for the region. The Fitness Center in Ellsworth is a branch of the Down East Family YMCA and provides members with basketball courts, a swimming pool, cardio equipment, and weights.

Table K-1: Recreation Resources and Facilities

Facility	Owner	Activities
Sumner Park	Town	Field
Sorrento-Sullivan Rec Center	Non-profit	Events, library, thrift store, historical society
Frenchman’s Bay Library	Non-profit	Library
Gordon’s Wharf	Town	Public access to saltwater
Sumner Memorial High School	RSU 24	Fields and indoor courts
Mountain View School	RSU 24	Fields
Flander’s Pond	Town	Public access to freshwater for swimming and recreational boating
Playground/Skatepark	Town	Playground, skatepark, basketball courts, walking trails
Community Garden	Town (Age-Friendly)	Garden
Tennis Court	Town	Tennis and pickleball
Baker Hill	FBC	Hiking
Long Ledges	FBC	Hiking
Schoodic Connector Trail	FBC	Hiking
Long Cove	FBC	Saltwater access

6. Adequacy of Sullivan's Recreation Resources

Adequacy of recreational resources is evaluated by means of State criteria that establish what resources a town of Sullivan's size should have, supplemented by the subjective opinions of the residents themselves. The State standards are detailed in Table K-2. As all towns are different, State standards are best considered as guidelines, and the local populace is the final judge of Sullivan's recreational resource adequacy.

Sullivan benefits from regional cooperation in health and recreation. Local schools and the library provide indoor space for athletic, artistic and educational opportunities. A skate park and playground can be accessed via the same joint facility. But there is a need for more programming in the Town. The facilities are available and adequate, but there lacks organized use for them. Specifically, the Town has expressed interest in more youth programming, such as summer camps or afterschool programs.

Table K-2: State of Maine Guidelines for Parks and Recreation Services

	Population Criteria		Present in Sullivan
	1,500 - 2,000	2,000 - 2,500	
Administration			
Parks and Recreation Committee	Y	Y	Y
Leadership			
Summer Swimming Instructor	Y	Y	-
Summer Recreation Director	Y	Y	-
Public Programs			
Swim Instruction	Y	Y	-
Supervised Playground	Y	Y	-
Senior Citizens Club	Y	Y	Y
Skiing Instruction	Y	Y	-
Ice Skating	Y	Y	-
Community-wide Events	Y	Y	Y
Arts & Crafts Programming	Y	Y	-
Evening Adult Education	Y	Y	Y
Public Facilities (Including School)			
<i>Outdoor Facilities</i>			
Outdoor Facilities	Y	Y	Y
Community Recreation Area (12-25 acres)	Y	Y	Y
Softball/Little League Diamond	Y	Y	Y
Basketball Court	Y	Y	Y
Tennis Court	Y	Y	Y
Multi-purpose Field	Y	Y	Y
Ice Skating	Y	Y	-
Playgrounds	Y	Y	Y
Horseshoe	Y	Y	-
Shuffleboard	Y	Y	-
Picnic Areas w/ Tables	Y	Y	Y
<i>Indoor Facilities</i>			
School Facilities Available to Public	Y	Y	Y
Gym or Large Multipurpose Room	Y	Y	Y
Auditorium	Y	Y	Y
Public Library	Y	Y	Y

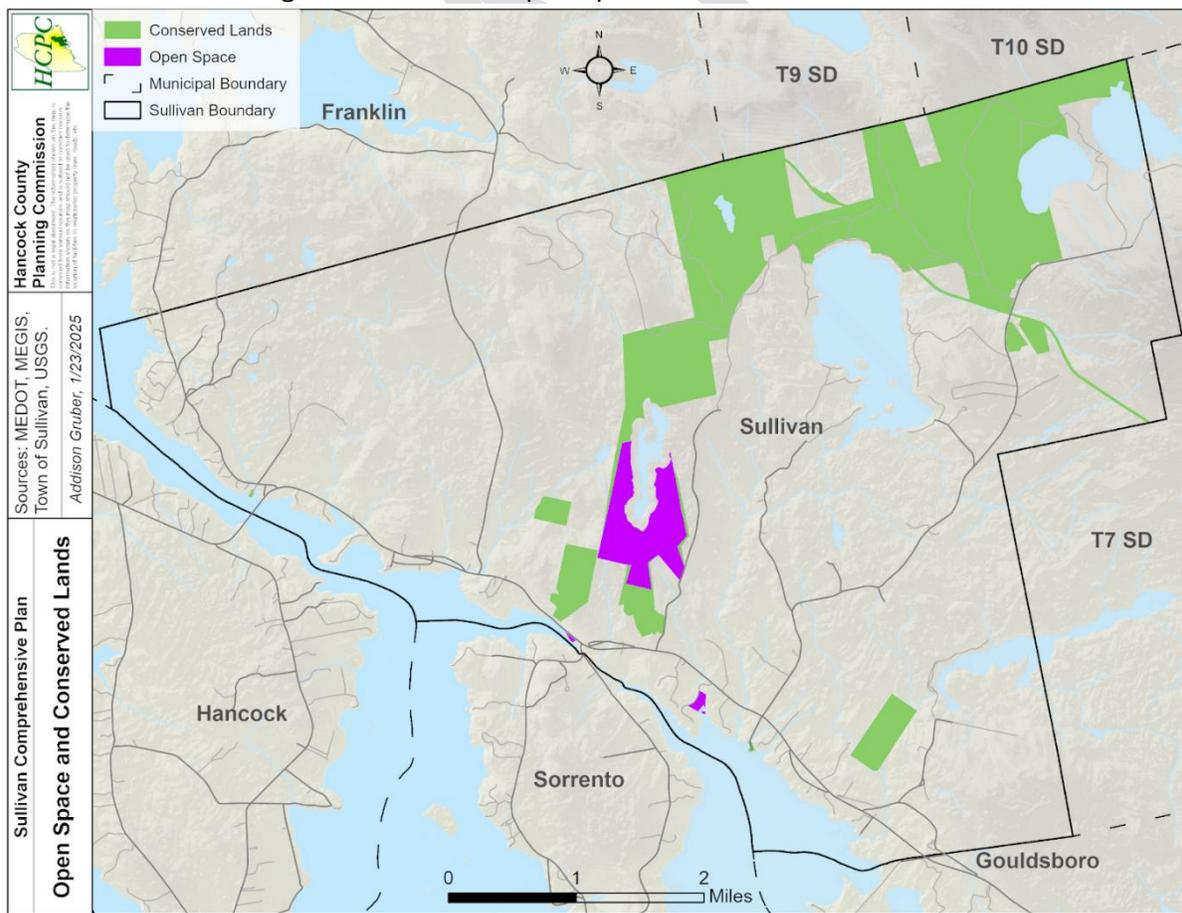
	Population Criteria		Present in Sullivan
	1,500 - 2,000	2,000 - 2,500	
Finance			
A minimum of \$6 per capita for part-time programming	Y	Y	-

7. Open Spaces

7.1. Inventory of Open Spaces

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 by being undeveloped. The contribution may be because the land is particularly scenic, used for recreation, public access, or just 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 Open Space Tax Law Program currently serve to protect open space in Sullivan. Sullivan land use ordinances do not contain mechanisms for open space or cluster development. Such incentives or requirements for preservation have been used in several other communities. The Town does not have an open space fund or a formal partnership with local land trusts to acquire open spaces. Below is a map of Sullivan’s Open Space.

Figure K-1: Sullivan Open Space and Conserved Lands

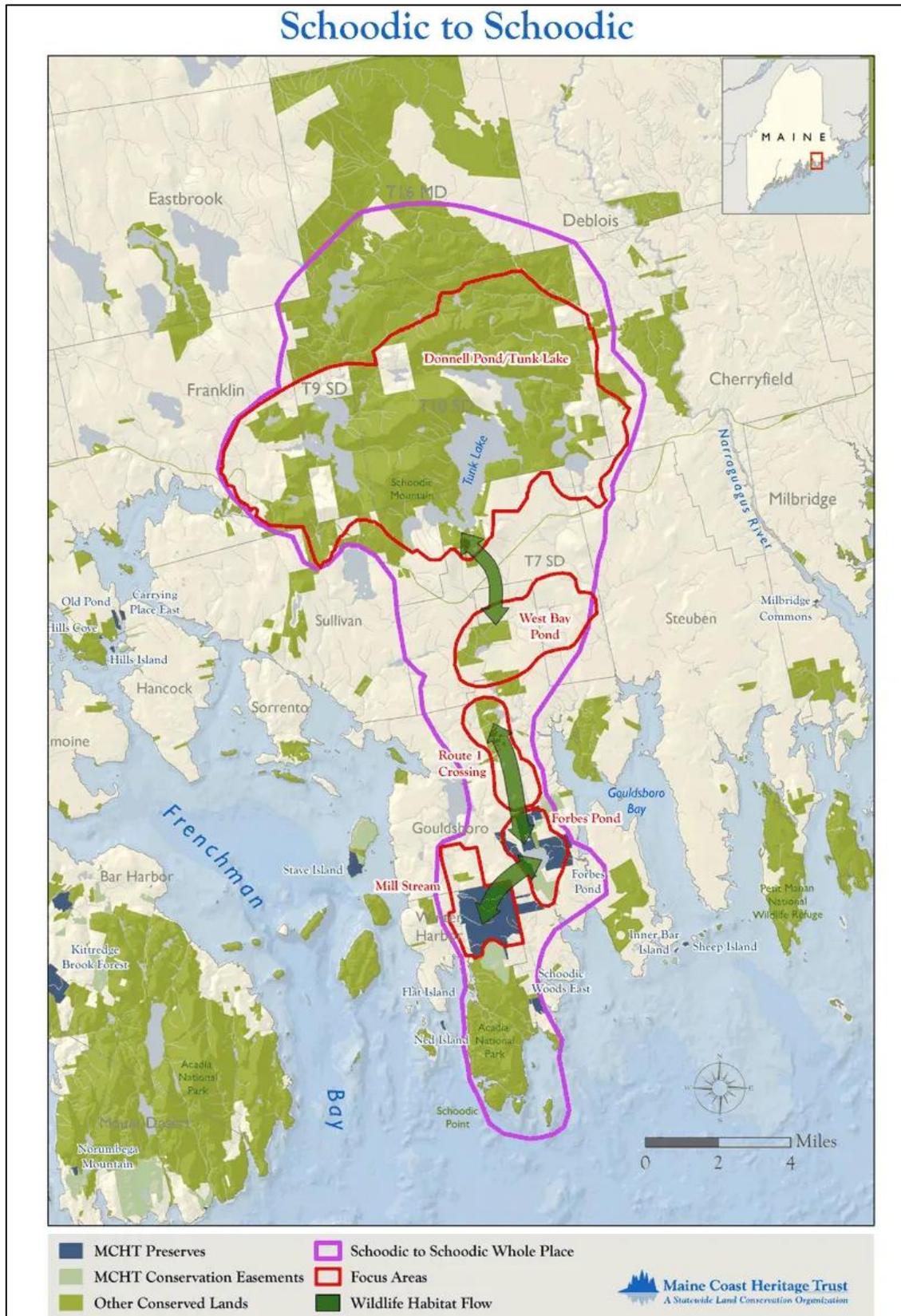


7.2. Potential Threats and Impacts to Open Spaces

Open space protection by nonprofit organizations includes the following: Frenchman Bay Conservancy is an accredited land trust that has connected over 1,100 acres of conserved land from Route 1 north to the Down East Sunrise Trail. The conserved land includes the Conservancy's Baker Hill, Long Ledges, and the Schoodic preserves off of Pumpkinville Road and Schoodic Bog Road in Sullivan. Maine Coast Heritage Trust (MCHT) is active in the region and works closely with Frenchman Bay Conservancy (FBC) to protect local conservation properties. Over the past several decades MCHT been working in partnership with FBC, The Nature Conservancy, the State of Maine, and other partners to conserve key "stepping stones" of land between Donnell Pond Unit (state-conserved land surrounding Schoodic Mountain and Tunk Lake) and the Schoodic District of Acadia National Park (on the Schoodic Peninsula) to create a protected corridor for wildlife. Through over 60 conservation projects, MCHT and partners have conserved more than 55,000 acres from "Schoodic to Schoodic." MCHT has played a role in three-quarters of those projects.

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Figure K-2: Maine Coast Heritage Trust “Schoodic to Schoodic” Project



Much of the private land in Sullivan is open for hunting, unless otherwise posted. Flanders Pond is popular for fishing; it is regularly stocked by the Maine Department of Inland Fisheries and Wildlife with rainbow and brown trout. Long Pond is also stocked with Brown Trout. ATV and snowmobile riders operate on several parcels of private property in Town under informal arrangements with landowners and the Down East Sunrise Trail also runs through a portion of the Town, offering access for ATV's, walkers, bikers, etc.

Unique in the nation, Maine has a tradition of private landowners allowing members of the public to use their property for a wide variety of recreational activities free of charge. In Sullivan, it is common for private property owners to only allow public access for hunting. Regardless, the acquisition of land by trusts and other conservation organizations, whether in fee or by easement, to ensure, and to an extent restore, some of the access to the community's natural areas.

8. Scenic Resources

The 29-mile long Schoodic National Scenic Byway is a picturesque route that offers a stunning journey through some of the most beautiful and unspoiled coastal landscapes in the state. The Byway, which begins in Sullivan and runs through the peninsula, highlights many historical sites and provides visitors with a deeper understanding of the area's past and its ongoing story. Whether exploring the scenic trails, visiting historical sites, or engaging with local communities, the Schoodic area offers a rich tapestry of history that reflects the resilience and spirit of the people who have called it home for centuries.

The Byway is a significant scenic resource for the Town and their committee consists of Sullivan residents and business owners who are active in marketing Sullivan and the region as a scenic and recreational destination. The committee is very active and regularly works together to apply for grants, plan community events, and conduct programming. Most notably, the colorful "Kids Quest" signs along the Schoodic National Scenic Byway are located in seven beautiful outdoor locations. The signs engage children and their parents in the region's history, ecology and culture. Whether kids climb aboard the small-scale lobster boat in Prospect Harbor, learn about tides at Tidal Falls in Hancock, or explore the shore in Winter Harbor, it's sure to be fun.

9. Local Issues

Although the Town wins high marks for its parks, preserves and trails, it also faces numerous recreational issues. Pedestrian and bicycle access to many parts of Town are limited by vehicle traffic volumes and patterns and by the lack of sidewalks, shoulders, and dedicated bike paths. Indoor recreational facilities for the general public are few. Trail access in natural areas for people with all abilities requires improvement.

Although the State is forecasting the population of Sullivan to shrink over the next ten years, growth consistent with recent historical patterns may require the Town to expand its recreational facilities, particularly those targeted at older residents as the population ages. More information about programs, facilities, locations and schedules—and better dissemination of that information—would be desirable. For a community with such a long shoreline and focus on marine activity, the points of access to salt water for the general public are remarkably few.

10. Regional Issues

Many of the issues faced by Sullivan are intra-local or regional in nature. The Sorrento-Sullivan Recreation Center shared with residents of Sorrento has ongoing maintenance, renovation, and accessibility challenges. Regional recreational facilities are distant. Some of these issues may be considered by the Schoodic League of Towns in order to address the concern as a group, as opposed to individual municipalities.

11. Goals and Objectives

Goal: Assure that indoor and outdoor recreational opportunities in Sullivan and the region can accommodate the projected growth and needs of all age groups and abilities in our community.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Assure adequate access to open and natural spaces, including public waterfronts.	Develop a reciprocal working relationship with local land trusts and conservation organizations to communicate opportunities to protect important open space, public access points, or recreational land.	Town Manager, Selectboard, HCPC, FBC, MCHT	Ongoing
Improve existing park space and recreational facilities.	Create a list of recreation needs and develop a plan to meet current and future needs.	Parks & Rec Committee	2 Years
	Ensure ADA access to Town-owned and Town-supported recreational facilities/spaces.	Parks & Rec Committee, Town Manager, Age Friendly Committee	Ongoing
	Keep up with regular maintenance of Town-owned and Town-supported recreational facilities/spaces.	Parks & Rec Committee, Town Manager	Ongoing
	Create additional programming for people of all ages and abilities within Town-owned and Town-supported recreational facilities/spaces.	Parks & Rec Committee, Age-Friendly Committee	Ongoing
	Improve signage and promotion of Sullivan’s facilities to promote awareness and accessibility around recreation opportunities that are locally available.	Sullivan-Sorrento Rec Committee, Schoodic Byway Committee	3 Years-Ongoing
Create outdoor recreation opportunities, including off road and on-road trails for walking and biking for all ages and abilities.	Work with MaineDOT to add bike lanes and/or sidewalks/walking paths along Route 1.	Selectboard, MaineDOT, HCPC	2 Years
	Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property, including information on Maine's landowner liability law regarding recreational and harvesting use Title 14 MRSA 159A.	Parks & Rec Committee, Selectboard	1 Year

	Identify off-road routes to popular Town amenities, schools and neighborhoods.	Parks & Rec Committee, MCHT, FBC	3 Years
	Work with public and private partners, such as the Downeast Sunrise Trail, to extend and maintain a network of trails for motorized and non-motorized uses.	Parks & Rec Committee, DST Committee, HCPC, FBC, and MCHT	5 Years

DRAFT

Chapter L: Public Facilities and Services

1. Purpose

The adequacy of a community's public facilities is important for the quality of life of its residents as well as for their safety and economic prosperity. This chapter provides an understanding and analysis of current conditions for Sullivan and potential future needs and issues. Specifically, the chapter aims to:

- a. Identify and describe Sullivan's public facilities and services; and
- b. Assess the adequacy of these services to handle current and projected demands.

2. Key Findings and Issues

The Town of Sullivan's municipal services are adequate for meeting changes in population and demographics, but improvements are looking to be made in regard to municipal facilities, one of the most pressing is the Fire/EMS station and the Town Office, with ADA access being most critical. School enrollment has been steady, and the construction of the new Sumner Memorial Middle/High School has been a huge resource for the Town.

3. Key Findings and Issues from Previous Plan, 1993

Public Facilities and services are generally adequate for the current size of the community. Roads are well maintained, fire stations, Town offices and schools are adequate in size and in good condition. Recreational and cultural facilities are readily available in the community. However, many expenditures will soon be needed by the Town to close its dump, establish a transfer station and related facilities and construct a salt-sand shed.

4. Community Engagement

Key issues identified by respondents as needing improvement in the Public Opinion Survey are public transportation (71%), road maintenance (57%), recreational programs (56%), recreational facilities (46%), code enforcement (37%), transfer station (27%), cemeteries (23%), snow removal/sanding roads (22%), Town office customer service (16%), and fire/EMS services (8%). There were a number of comments regarding ADA accessibility at Town-owned facilities.

When asked about what tax dollars should be spent on, Town road improvements (91%), improving/expanding fire/EMS services (75%), police/traffic enforcement (66%), cemetery upkeep (63%), and cultural heritage, preservation, and library (60%) were supported by respondents.

At the Visioning Sessions, attendees expressed an outpouring of support for the fire department and drew attention to a multitude of needs they have, including a new fire station and a new fire truck.

5. Town Administration and Town Office

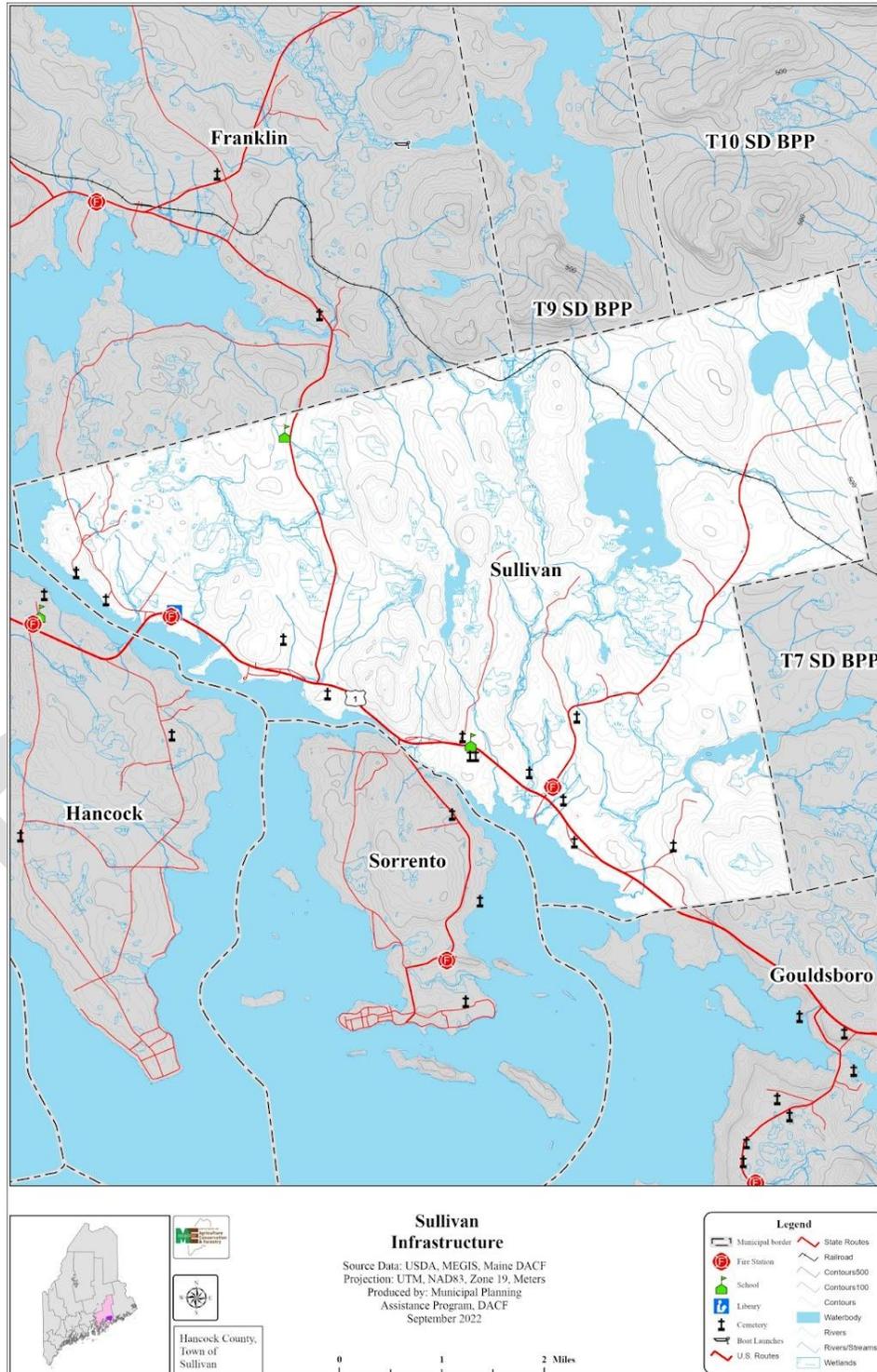
5.1. Current Conditions

Sullivan has a select board-manager form of government, with a full-time Town Manager and a three-person Select Board. The Select Board members are elected to three-year terms, expiring on a staggered basis. The Treasurer/Tax Collector and Clerk are not elected positions. Appointed staff include the Town Manager, Code Enforcement Officer, Transfer Station Attendant, Sexton,

Fire/EMS Chief, and Harbor Master. Sullivan’s Town Office shares a building with RSU #24 Adult Education. The Town Office is open Monday through Thursday from 7:30 am to 5:00 pm.

The following map locates some of the public services available in Sullivan. The chapter will cover the largest departments and municipal services in Sullivan.

Figure L-1: Sullivan Public Facilities



5.2. Current and Future Adequacy

Survey results indicate varying assessments of adequacy. High marks are given to the treasurer/tax collector/clerk “front office” services with around 80% of respondents stating the services are adequate, good, or excellent. Demands for additional public services may require staffing increases.

The Sullivan Town Office building is aging and faces accessibility issues. Sullivan residents have expressed concern over the status of this space. Building a new Town Office is a priority and included in the Capital Investment Plan (See Chapter M: Fiscal Capacity).

6. Planning, Plumbing, and Code Enforcement

6.1. Current Conditions

Sullivan building, plumbing, subdivision and shoreland zoning regulations are enforced by a combination of authorities.

- **Code Enforcement Officer:** The CEO handles all building permits within the Town and offers guidance on building and development compliance according to town and state statutes, as seen in the table below. He is contracted and works on an hourly basis as needed. The current CEO is also the Sullivan alternate licensed plumbing inspector.
- **Plumbing Inspector:** Approves and inspects all plumbing permits.
- **Planning Board:** Consists of five individuals and one alternate who review and approve site plans and any subdivision projects particularly within the shoreland, wetland, or flood zone hazard areas for zoning compliance.
- **Board of Appeals:** Consists of four individuals and one alternate and meets when required to resolve any disputes regarding the CEO, Planning Board, and land owner decisions.
- **Harbor Committee:** The five members serve on the Harbor Committee and oversee the Sullivan Harbor Master, resolving maritime related issues regarding moorings, pier and float permits/inspections, aquaculture permits, or boundary disputes having an effect on the aforementioned topics.
- **Municipal Joint Board:** Frenchman Bay Regional Shellfish Committee is a seven community collaboration that works under the State law to improve the local shellfish industry. The Municipal Joint Board (MJB) consists of representatives from each participating community in the program. The conservation program, as directed through the MJB, includes area rotations and flat closures, ensures harvesters have productive areas to dig throughout the year. Most importantly, the ordinance protects our towns from harvesters from other areas of the state. Visit this website to learn more: [Frenchman Bay Shellfish – Town of Franklin, Maine \(franklinmaine.com\)](https://www.frenchmanbayshellfish.com/).

The tables below show the number of building permits (and other Code Enforcement and Planning Board permits) and plumbing permits issued in 2023.

Table L-1: Code Enforcement and Planning Board Permits, 2023

Residential Building Permits	#
Deck	9
Demolition	1
Driveway	10

Residential Building Permits	#
Fence	2
Garage	7
Mobile Home	2
Other	5
Renovation	9
Road	1
Shed	7
Shoreland	8
Sign	4
Single Family Dwelling Unit	18
Storage Building	4
Workshop	1
Total	88

Source: 2024 Sullivan Town Report

Table L-2: Plumbing Permits, 2023

Plumbing Permits	#
Internal Plumbing	18
Septic Systems	17
Total	32

Source: 2024 Sullivan Town Report

6.2. Current and Future Adequacy

The Code Enforcement position is currently part-time and adequate for the needs of the Town. Sullivan has a Site Plan Review Ordinance but could consider other land use regulations to maintain the rural character of the Town in guiding growth. The Planning Board currently does not have the capacity to revise, update, or create ordinances. The Town should consider establishing an Ordinance Review Committee and work with the Hancock County Planning Commission to ensure that Sullivan’s ordinances reflect the comprehensive plan.

7. Fire Protection and EMS

7.1. Current Conditions

There is one fire station located in West Sullivan on Route 1. The department currently has 18 firefighters. These numbers are made up of command, staff, interior attack, drivers, EMTs, and support staff. The department has 7 vehicles for firefighting purposes: 2 tankers, 3 pumper tankers, a utility 4x4 pickup for forest fire fighting purposes and an old Jeep.

They provide many services including fire suppression, rescue, emergency medical services, public education, and the protection of life and property. The Sullivan Fire / Rescue responded to 34 Fire, 162 Medical, and multiple other calls for a total of 276 calls for 2023. In Town, there is a 15–20-minute response time for fire and EMS response.

The fire station includes an upstairs meeting room, kitchen, and an office. The building has 5 bays for trucks and the substation on Tunk Lake Rd. has 2 bays. This building is in serious condition and in need of immediate attention.

Table L-3: Fire Department Vehicles, 2024

Type of Vehicle	Year	Condition	Years of Service Left
Engine 2	2014	Good	10 years
Engine 3	2019	Good	14 years
Rescue 6	2008	Good	No required replacement date
Utility 7	2006	Good	No required replacement date
Car 1 (Chief's Vehicle)	2017	Adequate	Needs to be replaced
Car 2	2016	Adequate	Needs to be replaced
Tanker 4 (August 2025 Arrival)	2025	Brand new	20 years

The Sullivan Fire/Rescue team has 5 medical providers including 1 basic EMT, 3 advanced EMT's, and 1 paramedic, as well as one person finishing up their EMT class in preparation for the National Registry test to become an EMT. Currently, Rescue 6 is the only ambulance until there becomes a need for a second ambulance in the future. In 2023, they had a total of 162 medical calls out of 276 total, where they responded with the ambulance.

In addition to providing fire suppression and EMS services to the Town of Sullivan, the Sullivan Volunteer Fire Department (SVFD) and EMS provide first responder services along nine miles of the Schoodic National Scenic Byway and twelve miles of state highways. They also serve as lead coordinators during declared public emergencies such as hurricanes, power outages, blizzards, forest fires, and mass casualty events. As a hub of the mutual aid agreement among adjoining towns, Sullivan provides secondary response services to six other towns, the entirety of the Schoodic National Scenic Byway, and the Schoodic section of Acadia National Park.

7.2. Current and Future Adequacy

Membership continues to be a struggle for Sullivan as well as every other Town in the County. For this reason, they rely heavily on mutual aid from surrounding towns. The chiefs of the area departments are constantly looking for ways to improve numbers, response time, and equipment to better serve the public.

The Town is seeking funds to build a new public safety and municipal office complex. The building will house a main fire station, emergency medical services (EMS), and the Town office. The bays at the current fire station are too small to accommodate modern fire trucks, and the building is in too poor a condition to warrant renovation. The current building is in a serious state of disrepair and the Town struggles with heating due to the holes and structural deterioration. All reasonably available local funds have already been committed to new fire trucks, expected during FY25, so external funding for a fire station is needed soon.

Sullivan is the gateway to the Schoodic National Scenic Byway. During both 2021 and 2022, Acadia National Park set new records for the number of visitors, and the National Park Service (NPS) has adopted a policy of promoting its Schoodic section to reduce overcrowding on the Mount Desert Island section of the park. This tourism activity generates far more traffic, auto accidents, and emergency medical calls than Sullivan's limited property tax base can adequately support.

The SVFD has minimal facilities for storage and maintenance of firefighting equipment, and for training volunteers. Volunteer recruitment is at an all-time low, partly due to poor training facilities. At the same time, Maine's tight and aging labor market has caused shortages of first responders in all adjoining towns. Sullivan's EMS is often the only available ambulance service for many

surrounding towns. In recent years, more than half of Sullivan’s EMS emergency calls have served adjoining towns. The need for more recruitment of volunteers has never been higher, and improved training facilities would help to boost recruitment, both in Sullivan and in adjoining towns. Sullivan’s current sub-standard training facilities are used by surrounding towns because they have none.

The Town of Sullivan recognizes that improving its fire department is its most pressing need. The 2019 annual Town meeting authorized the purchase of a parcel of land for a new fire station and Town office. A special Town meeting in 2023 authorized the purchase of new fire trucks, but because of Covid-induced supply chain constraints, that equipment will not be available until 2025, or later.

8. Law Enforcement

8.1. Current Conditions

There is no municipal police department in Sullivan and no regularly scheduled patrol. Police protection is provided by the County Sheriff’s Department and the State Police. These departments alternate daily responding to calls in Town. Response times vary widely, depending on where the closest unit happens to be patrolling when a call comes in, and could exceed 30 minutes.

8.2. Current and Future Adequacy

According to Maine State Police records, the crime rate in Hancock County in 2021 was 22.87 per 1,000 county residents. (Source: Crime in Maine, 2021) This was less than the State average of 32.44 per 1,000 people. Hancock County saw a total of 39 violent crimes in 2021, lower than all but six other counties in the state.

The Town would be open to municipal police protection and is exploring regional options for this service.

9. Healthcare

9.1. Current Conditions

While Sullivan does not have any medical facilities within its boundaries, a clinic offering primary medical care is located in Gouldsboro and a dentist in Sorrento. Pharmacies in Ellsworth are the nearest source of prescription medications and healthcare products. In addition, residents can access multiple hospitals or emergency medical centers within approximately 50 miles, the closest being Northern Light Maine Coast Hospital in Ellsworth. Ellsworth provides the closest assisted living homes to Sullivan. There are currently no nursing homes in Hancock County. Hospitals and other healthcare facilities that serve the area are listed in Table L-4, along with their travel distance in miles. Their distance in minutes varies with the season and the traffic.

Table L-4: Regional Health Facilities

Health Facility	Location	Distance from Sullivan	Emergency Room/Medicine
Eleanor Widener Dixon Memorial Clinic	Gouldsboro	6.7 mi	No
Northern Light Maine Coast Hospital	Ellsworth	12 mi	Yes
Courtland Rehabilitation and Living Center	Ellsworth	13 mi	No
Northern Light Eastern Maine Medical Center	Bangor	40 mi	Yes
Downeast Community Partners	Ellsworth	14 mi	No

Friends in Action	Ellsworth	13 mi	No
MDI Hospital	Bar Harbor	29 mi	Yes
Trenton Health Center	Trenton	13 mi	No
Convenient MD Urgent Care	Ellsworth	11 mi	Yes

There are several additional resources for optimized health near Sullivan outside of traditional medical facilities. To list a few; Downeast Horizons assists adults and children with developmental disabilities, Friends in Action assists older adults and people living with disabilities, Hospice Volunteers of Hancock County enhances the lives of those experiencing life-limiting illness, grief, and loss, and Healthy Acadia who addresses the critical health challenges our communities face and make it possible for all people to lead healthier lives throughout Hancock County.

9.2. Current and Future Adequacy

Rural communities' access to healthcare is a challenge everywhere, and Sullivan is no exception. Among the chief issues are the difficulty of attracting medical practitioners to the Town, the lack of nursing homes or services for seniors, the distance to available hospitals and emergency rooms and access to specialty care.

Figure L-2: Schoodic Area Medical Services



10. Public Works and Road Maintenance

10.1. Current Conditions

The Town currently contracts out all of its regular maintenance work. This includes, but is not limited to, snowplowing, lawn mowing, sanding, etc. The sole piece of equipment the Town owns is

a lawn mower located in Sumner Park. The Town Manager often takes on a lot of public works activities.

Long Pond is part of the public water system that serves drinking water to the Town of Sorrento. It serves roughly 60 homes in the Town of Sorrento. There is only one Sullivan building receiving water from the Long Pond Water District, Sumner Memorial High School. The condition of this public water system is just adequate and there are no immediate plans for expansion due to the aging system and lack of demand. Residents are responsible for disposing of their own septic waste and there are no pressing concerns.

10.2. Current and Future Adequacy

In 2024, Sullivan and Sorrento will be conducting a joint Climate Vulnerability Assessment that highlights sections of local and state roads that are highly vulnerable to flooding. The analysis points to the need for stormwater management and road elevation requirements to accommodate anticipated sea level rise. Existing stormwater management facilities are adequately maintained but often fail during extreme weather events. The Vulnerability Assessment will highlight what improvements will need to be made. A more detailed examination of adequacy is addressed in Chapter D: Transportation.

The Town’s ability to keep up with its facilities is not sustainable, as the Town Manager is responsible for groundskeeping and other related activities. It would be in the interest of the Town to hire public works and maintenance staff in the future. The Town is also interested in purchasing small maintenance equipment for the Town Office and parks such as a plow, skid steer, truck, and backhoe.

While there are no plans to expand Long Pond Water District, the Town is interested in exploring additional options for public water to encourage residential development in Sullivan.

11. Solid Waste Disposal and Recycling

11.1. Current Conditions

The Town of Sullivan Transfer Station is located off Route 183/Tunk Lake Rd and is open from 10am-3pm Saturdays and Sundays year-round. Sullivan residents individually drop off waste at the Transfer Station. In 2022, 110.9 tons of trash (municipal solid waste) and 38.31 tons of construction and demo debris were removed from the Sullivan transfer station. This is the only year Sullivan has a report for. There is no recycling program in Sullivan.

Table L-5: Transfer Station Equipment

Type	Year	Condition	Years of Service Left
Trash Compactor	2017	Good	10-15

11.2. Current and Future Adequacy

According to the survey, over half of the participants believe the transfer station is adequate or better, while 27% agree that there are areas in need of improvement. There were several comments from community members suggesting an option for a recycling system at the transfer station.

The closure of the Hampden waste processing facility, formerly known as Fiberight and the Orrington incinerator, formerly known as PERC, have limited the options for transfer of MSW to

landfill sites that are either filling rapidly or are located much further away. Additional options are critical for long-term viability of all regional transfer stations. Efforts are underway to restart the Orrington incinerator, now owned by Eagle Point Energy Center. The Hampden waste processing facility hopes to reopen under new ownership in January of 2026.

The Transfer Station anticipates no immediate improvements or upgrades and is efficient for users. Sullivan does not have a recycling program, but local organizations accept returnable donations at various locations around Town.

Hancock County currently has no program for Household Hazardous Waste Collection, though MDI towns have a sub-regional annual collection event. In past years HCPC has operated an annual collection, but participation in Sullivan has been light. Additional options for HHW disposal should be explored.

12. Telecommunications and Energy Infrastructure

12.1. Current Conditions

Three-phase power is generally used for industrial and large commercial sites that use heavy motors, heaters, acres of lighting, and/or heavy refrigeration. It is also used as the main “backbone” segments of the local grid, connecting adjoining towns. Roughly ten years ago, an old railroad line that ran through Sullivan from Ellsworth to Calais was ripped up and rebuilt as the Downeast Sunrise Trail for ATVs and snowmobiles. At that same time, a high-capacity electric line was built parallel to the trail, connecting the New England Power Pool (NEEPool) to New Brunswick Power. New Brunswick Power is a member of the eastern Canada pool of Atlantic province utilities and Hydro Quebec. This line provides a cross-border interconnect between the two large power pools. A new gateway switching station was recently built in Sullivan, just off of Tunk Lake Road.

There are three main 3-phase lines in Sullivan. One follows US-1 from Taunton Drive to Ashville Road, and then up Ashville Road to the Gouldsboro Town line. Ashville Road was US-1 at the time that the utility corridors were laid out. A second 3-phase route is on Taunton Bay Road, entering Sullivan at the Franklin Town line and running down Taunton to US-1. The third 3-phase route is on SR-200, Bert Gray Road. It enters Sullivan at the Franklin Town line and extends down SR-200 to US-1. There is also a short 3-phase line on Tunk Lake Road. It extends about one mile from US-1 to a barn at a private residence.

12.2. Current and Future Adequacy

Electrical infrastructure in Sullivan is adequate to meet the current or future needs of residents. Power used to be frequently interrupted, often for more than 24 hours, but Versant has worked on making the grid more reliable and efficient.

13. Education

13.1. Current Conditions

Sumner Memorial Middle/High School is located on Route 1 in Sullivan and serves the nine towns of Eastbrook, Franklin, Gouldsboro, Mariaville, Sorrento, Steuben, Sullivan, Waltham and Winter Harbor. The new Charles M. Sumner Learning Campus in Sullivan was a \$42 million project that replaced the old Sumner Memorial High School for middle and high school students in RSU 24. The project was funded mostly by the state, with the school district paying around two-point five

percent of the cost. The building opened in July 2022. Students in grades K-5 attend Mountain View School in Sullivan. Current (2023) enrollment at the Elementary school is 204 students. Housed in the Sullivan Town Office is the RSU24 Adult Education center. This center offers business and skills training, college transition courses, literacy classes, and other personal enrichment opportunities.

The new Sumner Middle/High School was finished in 2022 and has a rated capacity of 500 students and a current (2023) enrollment of 412 students. There are 26 general classrooms, 5 science classrooms, 13 resource, intervention, and collaboration rooms, and 3 industrial arts classrooms. The school faces no current or actual state accreditation deficiencies. Enrollment figures are shown in the table and graph below. Overall, total enrollment for grades 9-12 has hovered around 250 students since 2014. Using available data, the highest enrollment amount since 2014 was 279 students in 2022. The total number of students in the new building has increased in the last two years due to the middle and high school merging into the same building.

Table L-6: Sullivan Student Enrollment

	Pre-K-5	6-8	9-12	Total
2023	58	29	42	135

Source: 2024 Sullivan Town Report

Table L-7: Mountain View Elementary School Enrollment

School Year	K-8	K-5	Total
14-15	236	-	236
15-16	267	-	267
16-17	244	-	244
17-18	240	-	240
18-19	247	-	247
19-20	252	-	252
20-21	202	-	202
21-22	204	-	204
22-23	-	147	147
23-24	-	144	144

Source: Maine Department of Education

Table L-8: Sumner Memorial Middle/High School Enrollment

School Year	6-8	9-12	Total
14-15	-	241	241
15-16	-	251	251
16-17	-	246	246
17-18	-	230	230
18-19	-	233	233
19-20	-	233	233
20-21	-	259	259
21-22	-	259	259
22-23	180	279	459
23-24	166	246	412

Source: Maine Department of Education

13.2. Current and Future Adequacy

The Mountain View elementary school facility is adequate in size for current and anticipated needs and there are no current state accreditation deficiencies. The building has several maintenance

needs including the 20-year-old roof, unsafe water supply, and logistical challenges meeting classroom needs. The brand-new Sumner Middle/High School faces no structural maintenance needs and is adequate for projected populations.

Given the relative steady enrollment at all grade levels, Sumner High School staffing positions are adequate in most areas. Hiring has been very challenging due to the cost of housing, noncompetitive wage rates, and an increase in demand.

Both schools are not located in growth areas and there are no current plans for residential development adjacent to either of these parcels.

14. Cemeteries

14.1. Current Conditions

The Town of Sullivan oversees five public cemeteries:

- Birch Tree Cemetery, Tunk Pond Road, East Sullivan
- Blaisdell Cemetery, off River Road, West Sullivan
- Gordon Cemetery, Taunton Drive, West Sullivan
- Johnson-Martin Cemetery, Old Grange Hall Road, East Sullivan
- York Hill Cemetery, US Highway 1, Sullivan Harbor

The Town of Sullivan is responsible for mowing burial lots and for road maintenance between May and October. Lot owners are responsible for the care of monuments, markers, gravestones on their lots. The Town of Sullivan is required by State of Maine law to care for and maintain veterans' graves. This includes veterans' graves in both public and private cemeteries. The Town collaborates with veterans' groups and other volunteer organizations to keep these sacred spaces in good condition and to place a new American flag on each veteran's grave on Memorial Day.

The public cemeteries are maintained and run by the Town Cemetery Committee, which consists of five members who are residents of the Town and appointed by the selectboard. The Cemetery committee is advisory to the Town Manager and selectboard. Part of the Town's responsibility is keeping up to date records of burials, but the committee is working with Town staff to update records and develop better record keeping methods.

14.2. Current and Future Adequacy

Severe weather in 2024 presented a variety of problems that required more than normal maintenance, putting a strain on the budget. The Committee as well as many citizens are concerned about the overall condition of the cemeteries, including some vandalism and safety issues. The Committee is looking for local funding sources and additional volunteers to help address these concerns. There are no present concerns about space as the Town's population changes.

15. Recreation, Library, and Historical Museum

15.1. Current Conditions

The Town appropriates a sum of money each year to support the Sorrento-Sullivan Recreation Center. In 2023, this sum amounted to \$20,000. The Center is administered by a Recreation Center Board of Directors. In addition to the local appropriations from the two towns involved, private

donations are sought and fund-raising activities held to augment the Center's operating income. Rental income is also received from private groups who use the Center. The Center provides a 3,000 square-foot auditorium with a large kitchen facility available to rent for weddings, parties, suppers, auctions, benefits etc.

A sum of money is also appropriated yearly to support the Frenchman's Bay Library, which is housed in the Center. The Town budgeted \$8,000 for FY2024, which accounts for 25% of the operating budget. The library is open four days a week. Services include a story hour, access to State loan service, and public-use computers, as well as providing over 8,500 volumes for loan. There are over 100 patrons who use the library regularly. Additional funds are provided by private donations and by special fund-raising activities.

The Sorrento-Sullivan Historical Society, which has been in operation since 1972, also houses its collection at the Center. This collection is open to the public two days a week during the summer months and by appointment year-round and is staffed by volunteers. Projects of the society include developing its historical collection, copying old Town records, presenting monthly programs featuring speakers and workshops which are of historical interest in the region, circulating a quarterly newsletter to members, and sponsoring a local scout troop. The Society is also working to restore the Urann House as an interactive museum. The Town appropriates \$1,500 to the Historical Society each year.

The Sullivan Thrift Store and Food Bank is also housed in the Center. Open two days a week, they accept good, clean clothing, toys, books, household and other items. The Sullivan Animal Food Eatery is located in the thrift store and is a pet food pantry open to residents of Sullivan and surrounding towns. If someone is having trouble making ends meet and feeding pets, pet food, both dry and wet for dogs and cats is available at the Sullivan Thrift Store during their regular hours. Donations of pet food and money are also gratefully accepted. A trailer is now available at the transfer station for donated returnable bottles and cans to benefit the Pet Fund.

15.2. Current and Future Adequacy

The Rec Center continues its 5-year rehabilitation program. Interior improvements have been made in the kitchen, main hall, stairways, and storage areas. Drainage and lighting have been improved around the parking area. Exterior rehabilitation and further upgrading of the kitchen are on the agenda for 2025. While the Sorrento-Sullivan Recreation Center remains the name of the legal entity and all previous functions remain, an advertising name of the Schoodic Gateway Event Center will be instituted to tie in with the proposed enhancements to the Sullivan end of the Schoodic National Scenic Byway and Sumner Park.

The proposed project will involve the hiring of a consultant to provide professional design, planning and engineering services to address safety, accessibility and use concerns at Sumner Park on U.S. Route 1. The project will include a connecting, multi-use pathway designed to link Sumner Park (the first location on the Schoodic National Scenic Byway), to the Town's playground, skatepark, and community recreation center a quarter mile away on U.S. Route 1. There is no existing infrastructure for cyclists and pedestrians along this portion of U.S. Route 1; this limits accessibility between the two recreation areas and threatens the safety of residents and visitors who choose to travel between the two without a vehicle. This proposed connecting path will also

improve access to safe, off-road parking. The idea of improving the existing Park infrastructure and connecting these separate recreation areas is seen as a multifaceted solution to increasing the physical and mental health of all who use these facilities.

16. Other Services

In addition to the services provided by the Town, Sullivan relies heavily on a variety of private and voluntary services. A number of these services that receive Town appropriations are shown in the table below:

Table L-9: Town Support for Non-profit Social Services

Organization	FY 25
American Red Cross	\$500
Downeast Community Partners	\$4,950
Downeast Horizons	\$275
Downeast YMCA	\$2,200
Eastern Area Agency on Aging	\$1,000
Emmaus Center	\$825
Friends in Action	\$500
Families First	\$500
Hospice of Hancock County	\$800
Loaves and Fishes	\$2,750
Life Flight	\$1,000
Backpack Program	\$250
Little League	\$1,000
Maine Public Radio	\$100
Schoodic Food Pantry	\$2,750
Schoodic National Byway	\$1,500
Yesterday's Children	\$100
WIC Program	\$1,150
Total	\$22,150

Source: Sullivan Town Reports

17. Regional Coordination

Many services are delivered through regional entities and through interlocal agreements. Additionally, Sullivan seeks to coordinate programs that reach beyond our borders with other local and regional governments. These are examples of interlocal coordination but are not an exhaustive list. Many programs are funded through “third party” requests such as LifeFlight of Maine, after school programs and programs for seniors.

Animal Control is now a contracted service with Hancock County Government. This is the result of towns, including Sullivan, working together to draft agreements with other towns and with the county to create a single full-time position to provide this service.

Hancock County Fire Departments operate with Mutual Aid Agreements. Sullivan is particularly engaged in mutual aid responses with neighboring Sorrento and Hancock. The public expresses widespread support for the Fire Department, but concern for their staffing capacity and equipment. Municipal leaders in the four Schoodic towns of Sullivan, Sorrento, Gouldsboro, and Winter Harbor are exploring ways to collaborate to address common problems, such as understaffing.

Hancock County Planning Commission is contracted by the Town of Sullivan for consultation on planning, assistance with comprehensive planning and other planning support. HCPC serves 37 towns in Hancock County.

Regional School Unit 24 serves nine communities along the Down East coast of Maine. The district encompasses picturesque coastal communities along Frenchman’s Bay, Flanders Bay and the Schoodic Peninsula as well as inland communities surrounding many ponds and lakes. Four elementary schools house students in grades pre-K through five. Middle/High School students attend the new Charles M. Sumner Learning Campus. The district enrollment is around 900 students. In addition, the adult education program offers a broad menu of academic and enrichment programs including a family literacy initiative.

Frenchman Bay Regional Shellfish Committee is a seven-community collaboration that works under the State law to improve the local shellfish industry. The Municipal Joint Board (MJB) consists of representatives from each participating community in the program.

18. Goals and Objectives

Goal: Maintain adequate public facilities with appropriate and equitable access for all.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Provide for the future maintenance and improvement of Town-owned and funded public facilities and equipment in a manner that promotes and supports development in growth areas.	Support the Sorrento-Sullivan Recreation Center in making improvements to the building and surrounding landscape.	Selectboard, Town Manager, Schoodic Byway Committee, HCPC	2 Years to Ongoing
	Identify any capital improvements needed to maintain or upgrade public services to accommodate the community’s anticipated growth and changing demographics.	Town Manager, Selectboard, HCPC	2 Years
	Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Town Manager, Selectboard, Budget Committee	Ongoing
	Consider hiring additional public works staff.	Town Manager, Selectboard, Budget Committee	1 Year
Build a new Fire/EMS Station.	Identify a desired facility design with cost estimates.	Fire Chief, Town Manager	1 Year
	Seek grant funding for a capital campaign.	Fire Chief, Town Manager, HCPC	1 Year
	Complete planning and construction.	Fire Chief, Town Manager	4 Years
Build a new Town office.	Identify a desired facility design with cost estimates.	Town Manager, Selectboard	10 Years
	Seek grant funding for a capital campaign.	Town Manager, Selectboard	10 Years
	Complete planning and construction.	Town Manager, Selectboard	10 Years

Collaborate with other towns to expand services and facilities.	Explore regional options for law enforcement support and emergency medical services.	SALT, Town Manager	Ongoing
	Explore options for expanding Long Pond Water District to Sullivan residents.	Town Manager, SALT, HCPC	2 Years
Maintain the quality of the school buildings and help retain staff.	Encourage the development of workforce housing for school staff.	Regional Housing Committee	Ongoing
	Continue to educate the public about funding needs.	Budget Committee, RSU #24	Ongoing

DRAFT

Chapter M: Fiscal Capacity

1. Purpose

This section presents information on Sullivan's ability to pay for the services it provides its residents and businesses. It also looks ahead to how the Town will pay for its long-term infrastructure needs. Specifically, this chapter will:

- a. Examine trends in such fiscal areas as valuation, taxes, expenditures, and capital projects funding.
- b. Evaluate the Town's ability to borrow to pay for capital investments.
- c. Identify anticipated capital investment needs and anticipated funding mechanisms.

2. Key Findings and Issues

Town expenses have stayed consistent over the last five years, increasing each year only slightly. The primary source of local funding is tax revenues (89.1%). Sullivan has been managed very conservatively and kept the tax rate low, comparatively lower than surrounding towns. The Town has avoided taking on new debt, preferring to anticipate needs with special reserve funds.

A review and compilation of future needs identified by the various chapters reveals a long list of needs to be addressed. Some are urgently needed (e.g., fire station), some are structural and would help improve the Town's resilience to climate change for the future (e.g., upgraded stormwater management system) and some are desirable to improve the quality of life for everyone (e.g., bike paths and sidewalks).

3. Key Findings & Issues from Previous Plan, 1993

Expenditures in Sullivan have increased at a much faster rate than property values. Since it may be some time before the rapid increases in property values seen in the late 1980s are repeated and the Town is still facing some major expenditures, further increases in tax rates are likely. The situation is aggravated by the State's tight fiscal situation, which may mean that state revenue sharing, and similar sources of revenue will be more limited in the next few years.

4. Community Engagement

Almost 66% of the Survey respondents supported capital investment planning for vulnerable municipal assets. Over half of respondents showed strong support for increased tax dollars on fire protection, road maintenance, marine/wharf facilities, municipal recreation opportunities, cemeteries, police/traffic enforcement, community gathering places, and bicycle paths/lanes. There was less support for functions such as broadband, public transportation, street lighting, parking, and public restrooms.

5. Conditions and Trends

Understanding fiscal capacity requires an examination of revenue sources that the Town uses to fund its operations and capital improvements as well as its debt capacity in the forms of notes, bonds or long-term loans. The analysis is historical, how Sullivan raised funds in the past; comparative, how does Sullivan's fund-raising compare to other similar towns in Hancock County; and looking forward to future funding opportunities.

In Maine, towns raise most operating funds through property taxes. Property taxes are calculated based on the assessed value of property times a millage rate set by each town. A town's property tax revenue capacity is simply the value of its Total Taxable Valuation as determined by the State times the Tax Rate. In 2023, the Sullivan millage tax rate was \$0.014 per \$1,000 valuation. Sullivan's taxable valuation for 2023 was \$201,503,58, yielding a revenue estimate of \$2,821,050. Actual property tax revenues are reduced by adjustments such as homestead exemptions, veterans' exemption, tree growth and nonprofit tax exemption.

5.1. Valuation and Tax Assessment

The Town's ability to raise taxes depends on the total value of all property in the community. Tax commitment is the amount needed to fund the budget based on the tax rates elected each year. As can be seen in Table M-1, the Town's total valuation has increased significantly over the last decade. The table below shows the Town's state valuation since 2014 along with its total local valuation, tax commitment and mil rate.

Table M-1: Sullivan Total Valuation, 2014-2024

Year	State Valuation	Total Local Valuation	Tax Commitment	Tax Rate
2014	\$171,900,000	\$199,283,700	\$2,147,352	0.01075
2015	\$184,400,000	\$201,339,060	\$2,365,734	0.01175
2016	\$182,550,000	\$198,490,960	\$2,481,137	0.01250
2017	\$179,950,000	\$198,249,460	\$2,547,506	0.01285
2018	\$181,900,000	\$199,705,360	\$2,606,155	0.01305
2019	\$190,250,000	\$198,925,760	\$2,625,820	0.01320
2020	\$196,100,000	\$197,183,660	\$2,602,824	0.01320
2021	\$196,750,000	\$201,874,240	\$2,664,740	0.01320
2022	\$196,650,000	\$202,912,760	\$2,861,070	0.01410
2023	\$211,300,000	\$201,503,581	\$2,821,050	0.01400
2024	\$261,850,000	-	-	-

Source: Municipal Valuation Return Statistical Summary, Maine Revenue Services, Property Tax Division

5.2. Tax Base and Revenue Sources

As shown in the table and chart below, taxable personal property is less than 1% of Sullivan's total local valuation; most of the valuation is in land and buildings. This is true for neighboring towns as well.

Table M-2: Summary of Municipal Valuation by Type, Schoodic Area, 2023

	Sullivan	Gouldsboro	Sorrento	Winter Harbor	Hancock Co.
Land	\$125,869,700	\$241,781,480	\$57,330,900	\$146,255,100	\$7,945,139,917
Buildings	\$74,369,540	\$189,793,200	\$54,082,100	\$22,507,350	\$7,257,681,864
Land & Buildings	\$200,239,240	\$431,574,680	\$111,413,000	\$168,762,450	\$14,515,363,728
Machinery & Equipment	\$670,584	\$0	\$111,800	\$0	\$51,170,408
Business Equipment	\$163,902	\$0	\$2,200	\$0	\$24,435,634
All Other Personal Property	\$429,855	\$0	\$56,800	\$394,700	\$77,227,131
Total Personal Property	\$1,264,341	\$0	\$170,800	\$394,700	\$152,833,173
Total Real & Personal Property	\$201,503,581	\$431,574,680	\$111,583,800	\$169,157,150	\$14,668,196,901

Source: 2023 Municipal Valuation Return Statistical Summary, Maine Revenue Services, Property Tax Division

5.3. Municipal Revenues and Expenditures

The table and chart below provide information on Sullivan’s revenues and expenses from 2019 to 2023. Taxes and program revenues make up the bulk of the Town’s revenues. In terms of expenses, education accounts for the largest total municipal expenditure followed by spending on transportation and general government. Tax revenues have stayed consistent throughout this period, until 2023 when there was a noticeable increase. Total revenues and total expenses have gradually increased.

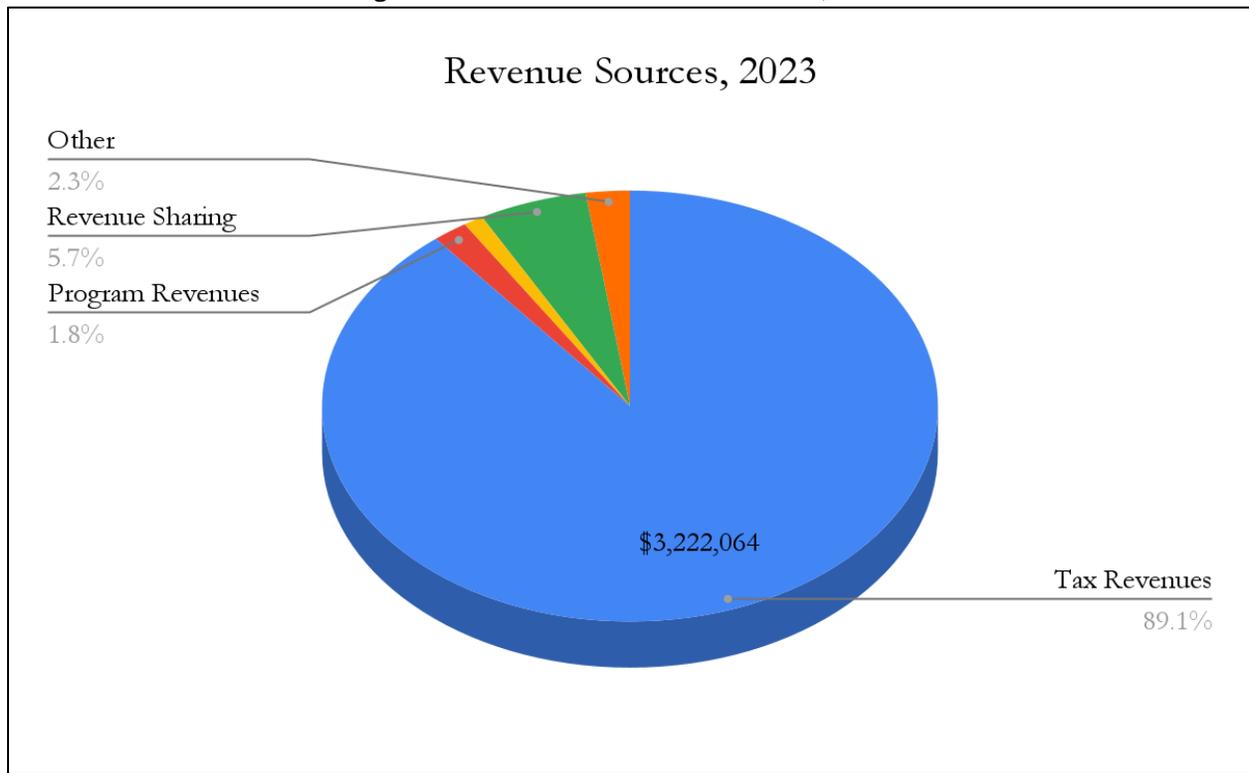
As seen in Table M-3 and Figure M-1 below, most of Sullivan’s revenue comes from taxes (89.1%), followed by revenue sharing (5.7%), other revenues (2.3%), program revenues (1.8%) and investment income (1.0%).

Table M-3: Sullivan Revenues and Expenses, 2019-2023

	FY19	FY20	FY21	FY22	FY23
Revenues					
Tax Revenues	\$2,899,3560	\$2,915,950	\$2,986,187	\$2,992,917	\$3,222,064
Program Revenues	\$46,337	\$39,527	\$43,485	\$98,400	\$66,350
Investments	\$15,846	\$13,206	\$28,799	\$382	\$37,720
Revenue Sharing	\$53,422	\$81,117	\$113,087	\$175,204	\$204,891
Other	\$79,981	\$122,555	\$156,174	\$265,145	\$83,568
Total	\$3,094,941	\$3,172,356	\$3,327,932	\$3,532,047	\$3,614,593
Expenses					
General Government	\$307,707	\$298,854	\$308,999	\$332,314	\$318,177
Protection	\$129,588	\$81,067	\$158,658	\$118,483	\$133,810
Health/Sanitation	\$55,929	\$39,641	\$74,570	\$80,902	\$115,866
Transportation	\$353,358	\$358,238	\$362,928	\$358,076	\$402,121
Education	\$2,177,317	\$2,231,284	\$2,216,108	\$2,238,573	\$2,146,255
Unclassified	\$60,511	\$101,999	\$72,713	\$124,627	\$173,592
Assessments	\$84,649	\$89,053	\$92,860	\$97,011	\$99,891
Total	\$3,169,060	\$3,200,137	\$3,286,827	\$3,349,986	\$3,389,712

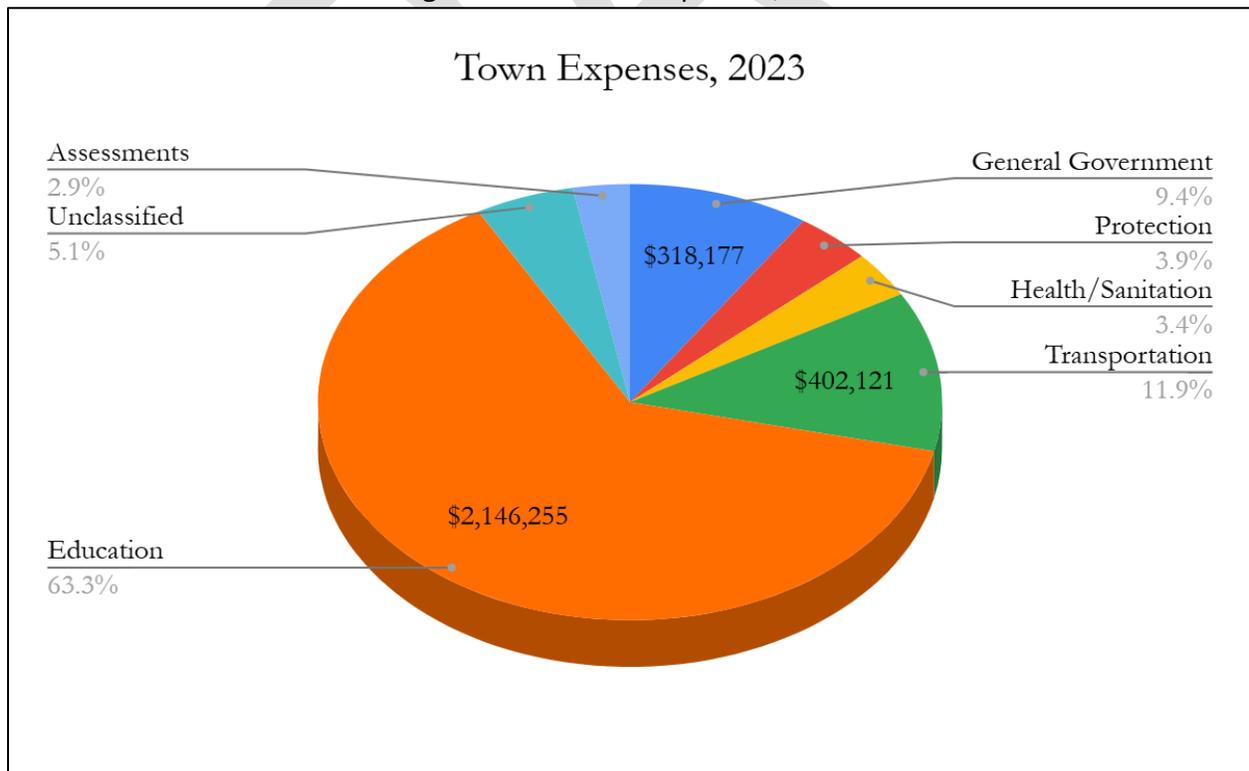
Source: Annual Audit Reports

Figure M-1: Sullivan Revenue Sources, 2023



Source: Town Annual Audits

Figure M-2: Sullivan Expenses, 2023



Source: Town Annual Audits

5.4. Funding for Capital Items

Sullivan funds its capital items through a combination of reserve funds, bonding, and other methods. Table M-4 analyzes reserve accounts with fund balances that Sullivan maintains to fund various capital projects and programs. Reserve accounts are a sensible tool for reducing the fiscal impact of “big ticket” items by saving money over a period of years.

Table M-4: Selected Accounts with Fund Balances, FY20 - FY23

	FY20	FY21	FY22	FY23
General Fund	\$2,188,057	\$2,384,288	\$2,695,990	\$3,089,100
Special Revenue Fund	\$36,733	\$106,813	\$98,815	\$101,853
Permanent Funds	\$89,787	\$90,663	\$90,704	\$90,934
Total Fund Balances	\$2,314,577	\$2,581,764	\$2,885,509	\$3,281,887

Source: Annual Audit Reports

5.5. Debt Limit

As seen in the table below, Sullivan’s total municipal debt load is well under the statutory limit of 7.5% and was near zero as of 2023. It also is well below the Maine Bond Bank’s overall suggested limit of 15% of state valuation.

Table M-5: Sullivan Debt Compared with the Statutory Debt Limit, 2020-2023

	FY20	FY21	FY22	FY23
Long-Term Debt	\$194,952	\$168,493	\$56,355	\$28,531
State Valuation	\$196,100,000	\$196,750,000	\$196,650,000	\$211,300,000
Percent Debt of Valuation	<0.1%	<0.1%	<0.1%	<0.1%
Statutory Debt Limit	7.5%	7.5%	7.5%	7.5%

Note: The statutory debt limit is exclusive of debt incurred for school purposes, for storm or sanitary sewer purposes, for energy facility purposes or for municipal airport purposes.

Source: Annual Town Audits and M.R.S.A. Title 30-A, Ch. 223, Sec. 5702.

5.6. Capital Investment Plan

The following table lists high value capital or environmental expenditures that are anticipated in coming years. These investments confer town wide benefits, and as such are not driving growth in any specific location. The new fire station is by far the largest investment of highest priority and is necessary to accommodate town wide growth.

Table M-6: Capital Investment Plan

Priority	Item	Useful Life	Estimated Cost	Anticipated Funding Source
High	New Fire Station	30+ years	\$3,000,000	Loans, reserve funds, grants
High	Public works equipment to be obtained over five years: truck, lawn mower, skid steer, backhoe, and trailer	20+ years	\$500,000	Taxes, surplus, reserves
High	Reengineering Gordon’s Wharf	100+ years	\$1,000,000	Grants, reserve funds
High	New Town Office Staff (maintenance, groundskeeping, public works)	5+ years	\$50,000	Taxes, surplus
Medium	First Responder Equipment	20 years	\$500,000	Grants, taxes, reserve funds
Medium	New Town Office	30+ years	\$3,000,000	Grants, reserve funds
Medium	Bus Stop	20+ years	\$100,000	Grants

Medium	Planning for Improved Stormwater Management	50+ years	\$60,000	Grants
Medium	Engineering/Design and Construction	50+ years	Cost estimates will be based on planning	Grants, reserve funds, loans/bonds, taxes
Medium	Updated Land Use Ordinances	10+ years	\$10,000	Grants
Low	Bike/Ped Connectivity (bike paths, sidewalks, crosswalks)	20 years	\$120,000	Grants
Low	Sumner Park Improvements (ADA accessibility and stormwater management)	20+ years	\$500,000	Grants, reserve funds

6. Analyses and Policies

6.1. Identification of Funding for Future Capital Investments

Funding for Sullivan’s future capital projects will be generated through a combination of general and excise taxation, matching state grants, surplus, and other federal grants. The Capital Investment Plan table above shows anticipated timing and sources of funds, although the actual amount will depend on budgetary circumstances in any given year.

6.2. Borrowing Capacity Sufficiency

In order to continue to address the Town’s major infrastructure improvement needs, Sullivan will likely need to take on new debt. Fortunately, as discussed in the Debt Limit section above, Sullivan is well below the statutory limit for debt. It is important to note that any recommended new debt would be subject to voter approval at the Town Meeting.

6.3. Participating/Exploring Sharing Capital Investments with Neighboring Communities

The four towns on the Schoodic Peninsula (Sullivan, Sorrento, Gouldsboro, and Winter Harbor) are beginning to work together to explore options for increasing efficiency and reducing capital costs. The region has maintained consolidated primary and secondary schools for decades. The four towns participate in all capital expenses for the shared school district. The Fire Departments have a mutual aid agreement that reduces staffing and equipment needs. The next step under consideration is consolidating fire department facilities and staffing. Discussions at the county level with HCPC include climate resiliency, housing, and transportation projects.

7. Goals and Objectives

Goal: Advance the health, safety, and welfare of Sullivan by ensuring the provision of government services in a fiscally responsible manner.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Maintain and fund capital reserve accounts for anticipated major expenditures referenced in the Comprehensive Plan.	Annually review reserve account balances and adjust as appropriate.	Town Manager, Budget Committee	Ongoing
	Explore grant and bond funding options for projects.	Town Manager, Budget Committee, HCPC	Ongoing
Reduce residents’ property tax burden.	Remain within LD1 revenue limitations unless Town voters specifically approved otherwise.	Town Manager, Budget Committee	Ongoing

Explore further sharing of services with nearby towns.	Remain active in regional municipal organizations.	Town Manager, SALT, Various committees	Ongoing
	Continue to work with surrounding Schoodic towns in an organized manner.	Town Manager, SALT, Various committees	Ongoing

Chapter N: Existing Land Use

1. Purpose

This section discusses current and likely future land use patterns in Sullivan. An understanding of land use trends is particularly important in determining Sullivan’s ability to absorb future growth. Specifically, this section:

- a) Summarizes the breakdown of developed and undeveloped land in terms of estimated acreage and location;
- b) Explores the potential for new development in the next ten years and Sullivan’s capacity to absorb the growth; and
- c) Suggests measures Sullivan may want to consider for managing its residential and non-residential growth.

2. Key Findings & Issues

Sullivan is a rural and coastal community, with a population predicted by the State Economist to decrease into 2040. However, it is possible that the actual population will continue to grow and therefore additional land will be needed for development in the next ten years. A high estimate for acres needed for residential development is 83 acres total for both single family dwellings and mobile homes.

The implementation of the recently enacted law LD 2003 may have some impact on increasing the building rate of residential dwelling units and their accessories, but it is too soon to know how that law will be implemented; other factors may be affected, such as the State plumbing code, which remains in effect.

In order to balance the cumulative impacts of gradual growth and to meet the stated expectations of many residents, Sullivan may want to explore options such as additional ordinances.

3. Key Findings and Issues from Previous Plan, 1993

The first page of the Land Use chapter (L.1) is missing from the PDF of the 1993 plan.

4. Community Engagement

The public opinion survey shows that in the future, most residents feel that it is appropriate for residential land uses (71.4%), restaurants (61.2%) and short-term rental properties (60.4%) to be located anywhere in the Town. Professional services (47%), and inns, hotels, B&Bs and hostels (47%) also received significant support to be located anywhere. Almost 70% of respondents believe that commercial land uses (trades/services) should take place only in designated areas. Gravel pits/quarries (69.4%), manufacturing (59.2%), aquaculture (57.1%) and solar farm development (55.1%) also have significant support to be located only in designated areas. 36.7% believe that both solar farm and wind farm development should not take place in Sullivan in the future.

When asked about activities expected in the next five years, four of the 25 respondents to this question answered “provide land in Sullivan for a family member to build a home”; one answered “sell vacant land in Sullivan” and one answered “subdivide my land in Sullivan for sale”. The most common response was “make changes to my residence to save energy or switch to a renewable source”.

When asked if they own land in Sullivan, almost 90% of respondents said yes. Roughly 58% of these landowners own 1-5 acres.

5. Existing Land Use Conditions and Trends

5.1. Historical and Existing Land Use Patterns

Historically, Sullivan was settled in several village areas; although they were less distinct, with the possible exception of West Sullivan, than the villages in nearby towns such as Gouldsboro. As with most towns, growth occurred where it made the most economic sense, i.e. the ferry landing in West Sullivan and near the harbor in Sullivan Village. Growth extended along the major roadways which also hugged the coastline. It is along the same roads today that development is still occurring, but now in a more random and scattered way than when communications and travel were more difficult. In many respects, poor soil encourages sprawl, since larger tracts of land are required to meet septic demands.

Most of the Town is relatively level with slopes of only 0-8%. Development normally occurs first in those areas which are the easiest to build upon, i.e. the more accessible (the flatter) the better. Similarly, bedrock and soil create limiting factors for development since only certain types of each are conducive to good septic drainage and, separately, the ability to withstand construction loads. Till, the dominant surficial deposit in Sullivan, usually provides only a thin covering for the subsurface bedrock, but is generally suitable for agricultural use, septic disposal and sanitary landfill. Marine deposits, composed of silt and clay, are also extensive and are usually found in low-lying, flat areas, have poor drainage and poor load-bearing capacity. Overall, the majority of soils in Sullivan have developed in thin till deposits and are poorly suited for residential development with on-site sewage disposal and for agricultural activity; however, they are good for forest growth and timber production.

There are two watersheds in Sullivan: Tunk Lake and Little Tunk Pond drain east to the Narraguagus River, while areas to the west drain into Taunton and Flanders Bays. There are several ponds in Sullivan with Flanders being the largest (535 acres), followed by Little Tunk Pond (143 acres), Morancey Pond (64 acres) and Long Pond (59 acres). The remainder ranges in size from eight acres to less than 1 acre. Schoodic Bog comprises 14 acres.

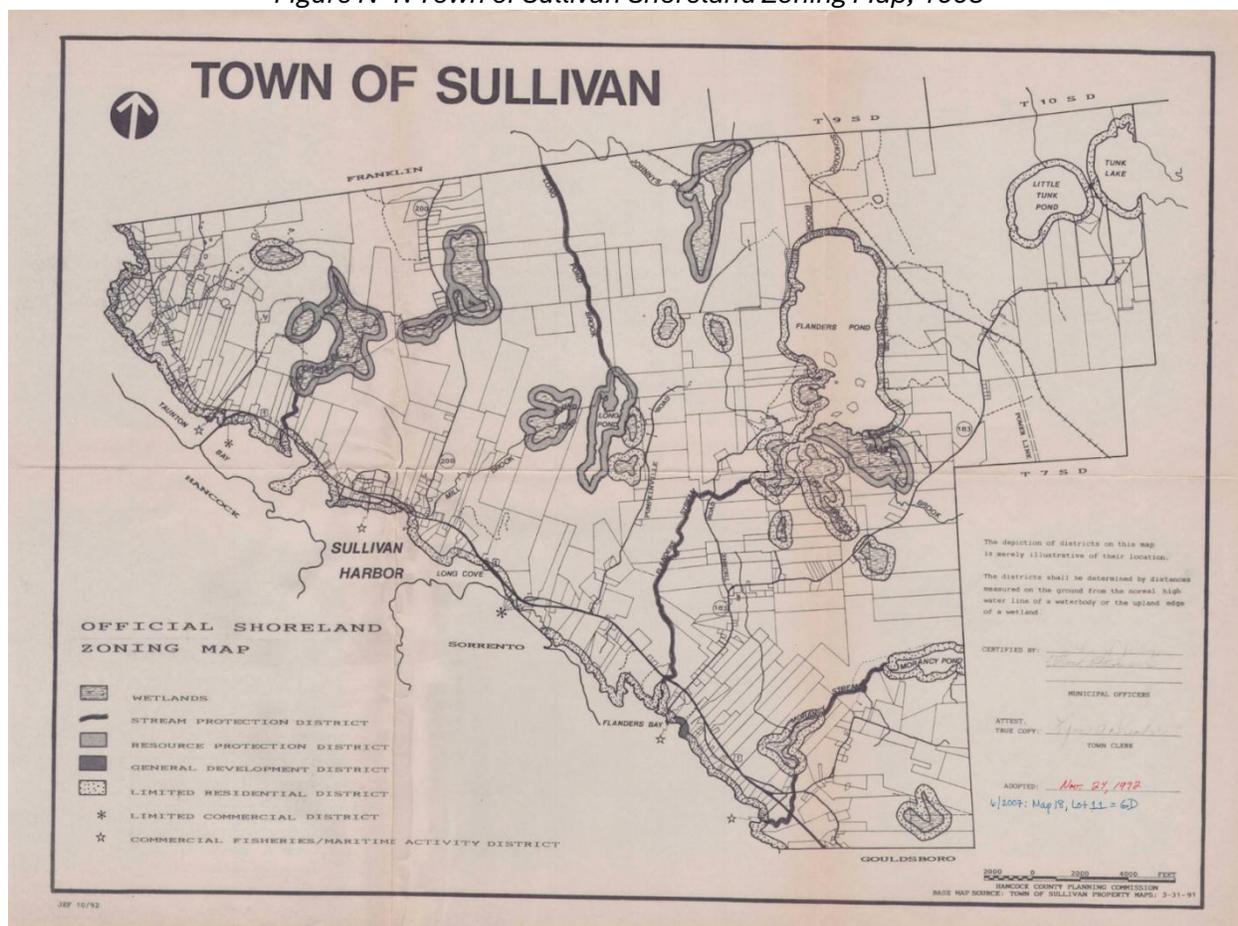
The predominant land use, exclusive of forested areas, is for residential purposes. In 2020, there were 806 total housing units in Sullivan; if each unit utilizes a minimum of one acre, that is at least 806 acres of land devoted to residential use. There are five public cemeteries in Town, accounting for approximately 11.17 acres, one private cemetery (4.76 acres) and several preserves of conserved land managed by Frenchman Bay Conservancy: Baker Hill (58 acres), Long Ledges (318 acres), Little Tunk Pond (55 acres) and Schoodic Bog (500 acres). In 2023, there were a total of 4,737 acres placed in the Tree Growth Tax Program and seven acres placed in the Farmland Tax Program. The Town had zero acres in the Open Space Tax Program. Route 1 runs along the southern

boundary of the Town, which is a mix of commercial, municipal and residential development in addition to natural and undeveloped acreage.

Sullivan originally adopted its shoreland zoning ordinance in 1974, and has subsequently amended it several times, most recently in 2009. The ordinance establishes seven zoning districts:

- a. Resource Protection District - areas in which development would adversely affect water quality, productive habitat, biological ecosystems, or scenic or natural values.
- b. Limited Residential – includes areas suitable for residential and recreational development.
- c. Limited Commercial – includes areas of mixed, light commercial and residential uses, exclusive of the Stream Protection District, which are to be developed as intensively as the General Development District.
- d. General Development I - 2+ acre parcels devoted to commercial, industrial, or intensive recreational activities, or a mix of such activities.
- e. General Development II - includes the same types of areas as those listed in GD I, however, shall be applied to newly established General Development Districts where the pattern of development at the time of adoption is undeveloped or not as intensively developed as that of GD I.
- f. Commercial Fisheries/Maritime Activities District - waterfront areas for uses that are functionally waterfront dependent and which need protection from competing but not incompatible uses.
- g. Stream Protection District – all land areas within 75 feet horizontal distance of the high-water line of streams, exclusive of those areas within two-hundred fifty (250) feet, horizontal distance, of the normal high-water line of a pond, or river, or within two-hundred fifty (250) feet, horizontal distance, of the upland edge of a freshwater or coastal wetland.

Figure N-1: Town of Sullivan Shoreland Zoning Map, 1993



Source: Town of Sullivan

5.2. Current Lot Dimension Standards

Similar to many other towns in Hancock County, Sullivan does not have a zoning ordinance other than its Shoreland Zoning Ordinance. Minimum lot standards in the Shoreland Zone are defined in Table N-1 below. The ordinance also includes minimum setbacks, dimensions, and standards for land uses such as campgrounds, campsites, parking areas, and roads and driveways in the Shoreland Zone.

Table N-1: Shoreland Zoning Minimum Lot Standards

	Minimum Lot Area (sq. ft.)	Minimum Shore Frontage (ft.)
Residential per Dwelling Unit		
Within the Shoreland Zone adjacent to tidal areas	40,000	150
Within the Shoreland Zone Adjacent to non-tidal areas	40,000	200
Governmental, Institutional, Commercial, or Industrial per Principal Structure		
Within the Shoreland Zone adjacent to tidal areas exclusive of those areas zoned for Commercial Fisheries and Maritime Activities	40,000	200
Within the Shoreland Zone adjacent to tidal areas zoned for Commercial Fisheries and Maritime Activities	None	None
Within the Shoreland Zone Adjacent to non-tidal areas	60,000	300
Public and Private Recreational Areas		

	Minimum Lot Area (sq. ft.)	Minimum Shore Frontage (ft.)
Within the Shoreland Zone adjacent to tidal and non-tidal areas	40,000	200

Source: Sullivan Shoreland Zoning Ordinance

The Minimum Lot Size in the Shoreland Zoning Ordinance requires a one-acre minimum lot size for single-family dwelling units; for condominiums, motels, and other multi-family complexes, it requires that they be situated on a lot containing a minimum of one acre plus an additional half-acre for each sub-unit.

The Shoreland Zoning Ordinance requires new principal and accessory structures to be set back seventy-five feet from water bodies, streams, and wetlands; with exception, the General Development I District requires a setback of twenty-five feet and the Commercial Fisheries/Maritime District has no minimum setback. In the Resource Protection District the setback requirement shall be two-hundred and fifty feet, horizontal distance, except for structures, roads, parking spaces or other regulated objects specifically allowed in that district.

The minimum lot size of a parcel used as a mobile home park is eight acres, as stated in the Town’s RV, Campground, and Mobile Home Ordinance. Additionally, “each mobile home space shall consist of an area of not less than 20,000 square feet, with a width measured at the setback to the line abutting an access road of not less than 100 feet.

5.3. Existing Land Use Regulations and Land Use Management Tools

The Town of Sullivan has a variety of land use ordinances. including:

- a. Building Code Ordinance: establishes minimum lot frontage, lot size, and setback standards.
- b. RV, Campground and Mobile Home Ordinance: regulates mobile home parks, RV parks and campgrounds.
- c. Shoreland Zoning Ordinance: regulates development in shoreland areas to protect wildlife habitat, historical resources, freshwater and coastal wetlands, commercial fishing and maritime industries, the natural environment and more.
- d. Subdivision Ordinance: regulates the division of land and structures into multiple lots and residential units.

The Town has amended a number of its land use ordinances over the years, including:

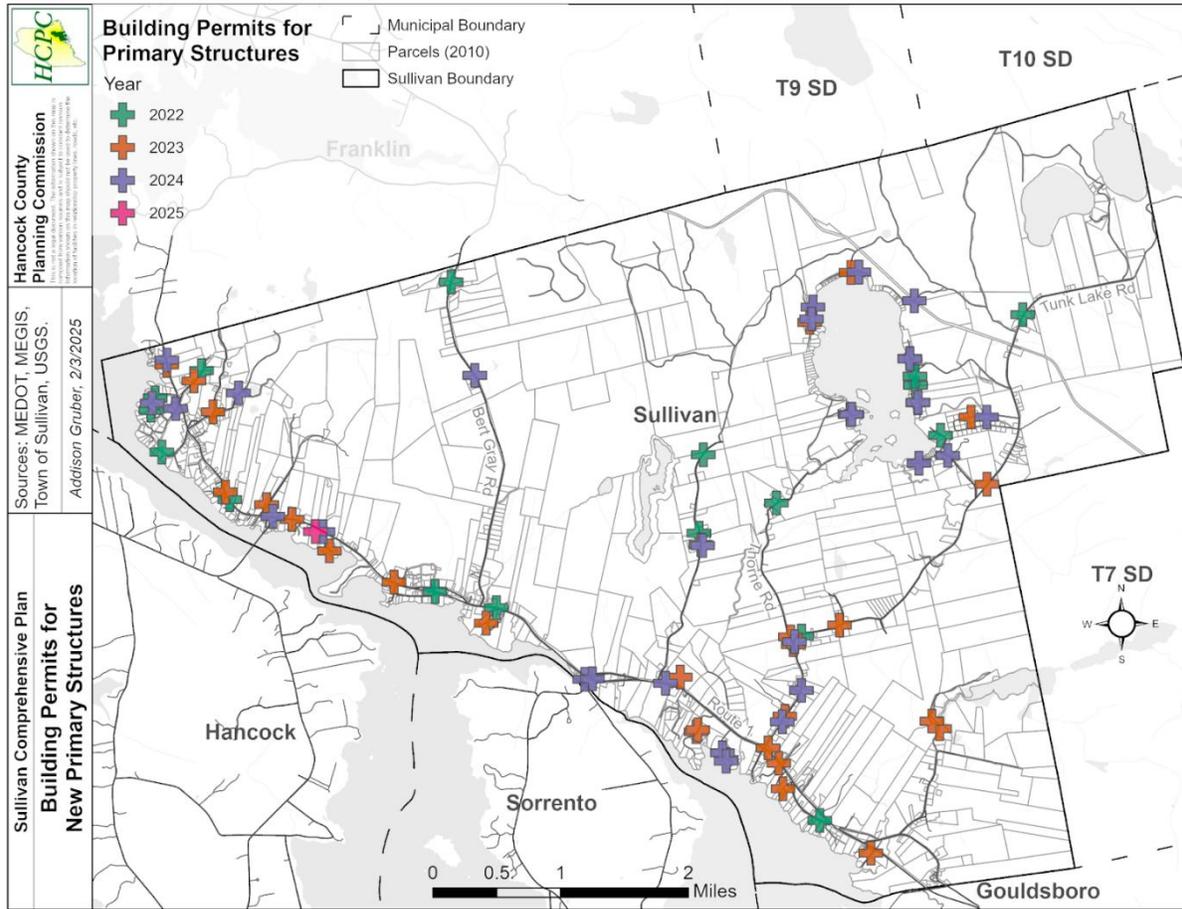
- Building Code Ordinance (last amended 06/2021)
- Rental Housing Ordinance (last amended 06/2009)
- Shoreland Zoning Ordinance (last amended 06/2009)
- Site Plan Review Ordinance (land amended 06/2021)
- Sign Ordinance (last amended 06/2021)
- Subdivision Ordinance (last amended 06/2017)

5.4. Development within the Last Ten Years

As discussed in Chapter C: Housing, the Decennial Census indicates that the Town had 806 housing units in 2020. From 2010 to 2020, the number of housing units in Sullivan did not change. Housing units increased from 704 to 806 between 2000 and 2010, a 14.5% increase. Figure N-2

below visualizes building permits for primary structures issued in the last several years and where this development was anticipated to take place. Major new non-residential land uses in the last ten years include the Charles M. Sumner Learning Campus (2022), three cellular towers (2021), the Sullivan Community Garden and Hoop House (2019), and the Dollar General (2017).

Figure N-2: Building Permits for Primary Structures



Building permits issued in recent years show that single-family dwellings, sheds and garages have been among the most common forms of intended development in Sullivan. According to annual Town reports, building permits have been issued for 39 single-family dwellings and 11 mobile homes since FY19. There have also been a number of permits issued for renovations, additions or repairs to existing structures.

Table N-2: Building Permits Issued, FY19-FY24

	FY19	FY20	FY21	FY22	FY23	FY24
Deck	9	6	4	3	3	9
Demolition	9	2	6	1	2	1
Driveway	1	2	1	0	5	10
Fence	0	0	2	0	0	2
Garage	9	6	4	4	4	7
Mobile Home	0	2	4	2	1	2
Other	20	20	16	9	0	5
Renovation/Additions/Repairs	24	6	8	5	2	9

	FY19	FY20	FY21	FY22	FY23	FY24
Road	0	0	0	0	1	1
Shed	10	8	10	9	4	7
Shoreland	2	0	0	1	2	8
Sign	3	0	0	3	2	4
Single-Family Dwelling	4	3	9	2	3	18
Storage Building	0	0	2	1	3	4
Workshop	0	0	0	0	1	1
Total	91	55	66	40	33	88

Source: Annual Town Reports

5.5. LD 2003

LD 2003, “An Act to Implement the Recommendations of the Commission to Increase Housing Opportunities in Maine by Studying Zoning and Land Use Restrictions,” was first signed into law by Governor Mills on April 27, 2022, and later amended in April 2023. For towns with a Town meeting form of government, such as Sullivan, this law had an implementation date of July 1, 2024.

In addition to establishing housing production goals, this piece of legislation is designed to remove unnecessary regulatory barriers to housing production in Maine. There are three primary components to the law:

- A requirement that municipalities allow at least two and, where applicable, up to four dwelling units per lot where housing is permitted;
- A requirement that municipalities allow accessory dwelling units to be located on the same lot as a single-family home, under certain conditions; and
- The creation of a density bonus for certain affordable housing developments in a “designated growth area” under section 4349-A of the Growth Management Act or in an area served by public water and sewer.

LD 2003 has some potential to accelerate residential development in Sullivan, including the development of affordable housing in the Town’s growth areas. The Town should ensure that applicable land use ordinances are in compliance with this piece of legislation. It is clear, however, that the costs of development and lack of public water and sewer are a much more significant limiting factor.

5.6. Projected Land Acreage Needed for Development

Even though Maine State Economist population projections predict Sullivan’s population to decline in the next fifteen years, building permit data and local knowledge refutes this claim. To determine the projected land acreage needed for residential development in the next ten years we took the average number of single-family dwelling (7) and mobile home (2.2) building permits issued in the past five years and multiplied it by the minimum lot sizes. For residential development (excluding mobile homes), the minimum lot size is 40,000 sq. ft. Based on this calculation, the projected land needed each year for single-family dwellings is 6.43 acres, 64.28 acres over the next ten years. For mobile homes, with a minimum lot size of 20,000 sq. ft., roughly 1.01 acres are needed each year, 10.1 acres over the next ten years. Combined, the estimated projected residential development over the next 10 years is 92 new units requiring 74.38 acres. These calculations are merely predictions, and it should be noted that the number of building permits issued for single-family dwellings has changed drastically from year to year, with 3 being issued in 2023 and 18 in 2024.

6. Analyses

6.1. Recent Development Trends and Consistency with the Community Vision

Most of the land development in Sullivan is occurring lot-by-lot and not in subdivisions or planned developments. Based on the Public Opinion Survey results, there is no significant perceived need by residents for growth limits or other restrictions. There were calls for more services—small businesses, more restaurants, sidewalks, etc.—and a desire for more affordable housing; otherwise, the growth taking place in Sullivan appears to be within the bounds of the community’s expectations.

6.2. Measures to Ensure Development Fits with the Community Vision

Some of the measures that could be taken that would bring growth in Sullivan more in line with the community vision include:

- Encourage focused commercial and residential development within growth area “villages,” and development the infrastructure needed to provide easy walking or biking to get to home, work, school, services, recreation, and other destinations.
- Work with landowners and conservation organizations to encourage strategic conservation.
- Encourage subdividers to provide natural areas as amenities for their residents and to link these areas with any abutting protected areas (see Chapter E: Natural Resources on the importance of undeveloped habitat blocks).

6.3. Land Use Regulation Administrative Capacity

Related to managing its land use regulations, Sullivan has a Planning Board, a shared Code Enforcement Officer that also serves as the Plumbing Inspector, an Infrastructure Committee, and a Board of Appeals. Despite the existence of these groups, the Town lacks capacity to update or overhaul ordinances, pass new ordinances, and deal with passing new State ordinances. Having an updated comprehensive plan will help in this pursuit, as well as the formation of a new Ordinance Review Committee.

6.4. Floodplain Regulations

According to FEMA’s Community Status Book Report, Sullivan is a participating community in the National Flood Insurance Program, with a current effective flood map date of July 20, 2016. It is the intent of the Town to require the recognition and evaluation of flood hazards in all official actions relating to land use in the floodplain areas having special flood hazards (i.e. the 100-year floodplain and the 500-year floodplain). Sullivan’s Site Plan Review Process (approved in 2021) requires that all principal structures located within designated Flood Hazard Areas be constructed with the lowest floor, including the basement, at least 1-foot above the 100-year base flood elevation. The vulnerability assessment will address these areas and, given climate projections, may suggest the Town consider requiring the elevation of development within designated Flood Hazard Areas to be greater than 1-foot above the base flood elevation. Additional options for model language can be found at this resource here “Municipal Guidance for Coastal Resilience: Model Ordinance Language for Maine Municipalities.”

Chapter O: Future Land Use

1. Purpose

This section discusses likely future land use patterns in Sullivan. An understanding of land use trends is particularly important in determining Sullivan’s ability to manage future growth. Specifically, this chapter:

- a) Attempts to predict growth areas for the Town;
- b) Identifies land areas suitable and unsuitable for potential growth over the next ten years;
- c) Describes options for growth management; and
- d) Provides a set of steps that can be taken to engage residents in the growth management process.

2. Key Findings and Issues

The Town has identified two growth areas located along Route 1. The first being the “North/West Sullivan Village,” which is located at the entrance to Sullivan coming over the Hancock Bridge. This area was selected as a growth area because it used to be a historic residential and commercial village, recent development has taken place here, and it contains parcels owned by the Town with plans to build a new fire station and Town office during the planning period. The second area, “Town Center Near Tunk Lake Rd. and East Sullivan,” is a larger area near the East end of Town near Gouldsboro. Similar to the first growth area, there used to be a historic commercial and residential village, there is suitable developable land, and the Town owns a 50-acre parcel with hopes of developing housing.

Community members have expressed a desire to ensure that future growth fits with concerns for preventing overdevelopment and for preserving Sullivan’s unique character. Participants in community visioning and feedback sessions also expressed concerns regarding potential for overregulation of land development in Sullivan. The Town may want to evaluate whether the current land use ordinances adequately protect against overdevelopment and provide a suitable basis for preserving the Town’s unique character. If the Town moves forward with such an evaluation, it should consider balancing protections with potential for overregulation.

3. Key Findings & Issues from Previous Plan, 1993

The first page of the Land Use chapter (L.1) is missing from the PDF of the 1993 plan.

4. Community Engagement

One of the major goals of Sullivan’s residents, who responded to the Public Opinion Survey and attended the community workshops, was to maintain Sullivan’s rural character and quality of life as much as possible. For a summary of land use related results from the Public Opinion Survey, view Chapter N: Existing Land Use.

In March of 2025, the Sullivan Comprehensive Plan Committee hosted a Future Land Use Workshop to get feedback from the community about suggested growth and rural areas. The event was attended by approximately 35 Sullivan residents and the activity consisted of discussion of each of the proposed areas. After compiling results, the Town decided to establish just two areas, which are elaborated below. Many participants want to see an increase in small businesses,

restaurants, and housing in each of the designated areas. There were strong opinions against large-scale solar developments shared by attendees.

5. Principal Future Land Use Recommendations

The prior chapters of this Plan contain specific strategies to achieve stated goals and objectives. Many of these might affect Sullivan's future land use, if implemented. In this section, there is discussion and focus on the principal recommendations that are relevant to future land use.

5.1. Most Suitable Growth Areas

The most suitable areas for development of residential and business properties in Sullivan would be two locations along Route 1: North/West Sullivan "Village" and Town Center near Tunk Lake Rd./East Sullivan along Asheville Rd. Both growth areas used to be historic village areas in Sullivan and could be revived with appropriate and responsible development. They are more than adequate to accommodate any realistic estimate of residential and commercial growth over the next ten years. It should be noted that defining growth areas does not require development to happen in these areas or prohibit development elsewhere. Rather, the designation of growth areas enables the Town to incentivize development consistent with the Comprehensive Plan.

5.2. North/West Sullivan Village

Crossing over the Hancock Bridge, the North/West Sullivan growth area is the entrance to the Town with public parks, residential properties, historic landmarks, and recreational opportunities. North/West Sullivan Village area is the closest thing to a centralized village in Town and is ideal for additional housing, small businesses, restaurants, recreational opportunities, and sidewalks developed in this location over the next 10 years. The community has shown support for this type of mixed use development in this area and seek increased pedestrian connectivity.

Designating this area as a growth area would be consistent with historic development back to the late 1700s, minimizing the need for new traffic patterns. The Town has seen the highest concentration of issued residential building permits in this area over the past five years.

Natural constraints are limited outside of the already protected shoreline as this growth area does not overlap with any critical natural resource areas. The edges of this growth area do clip into undeveloped habitat blocks and it would be desirable to options for preserving blocks such as encouraging additional voluntary grants of conservation easements; promoting greater use of the farm, open space, tree growth, and working waterfront current-use tax law programs; and/or requiring subdivisions to be clustered in order to preserve open space.

The two largest capital investments the Town anticipates making in the next ten years, a new fire station and Town office, will be located within this growth area on a parcel the Town owns between Dollar General and the Sullivan/Sorrento Recreation Center. In order to establish this area into a more defined village, there is a need to increased connectivity through investment in pedestrian and bicycle infrastructure, further discussed in Chapter D: Transportation. There is also a desire to establish portions of this growth area as a historic district, which would help maintain the character of the Town in line with the community's vision.

5.3. Town Center Near Tunk Lake Rd. and East Sullivan

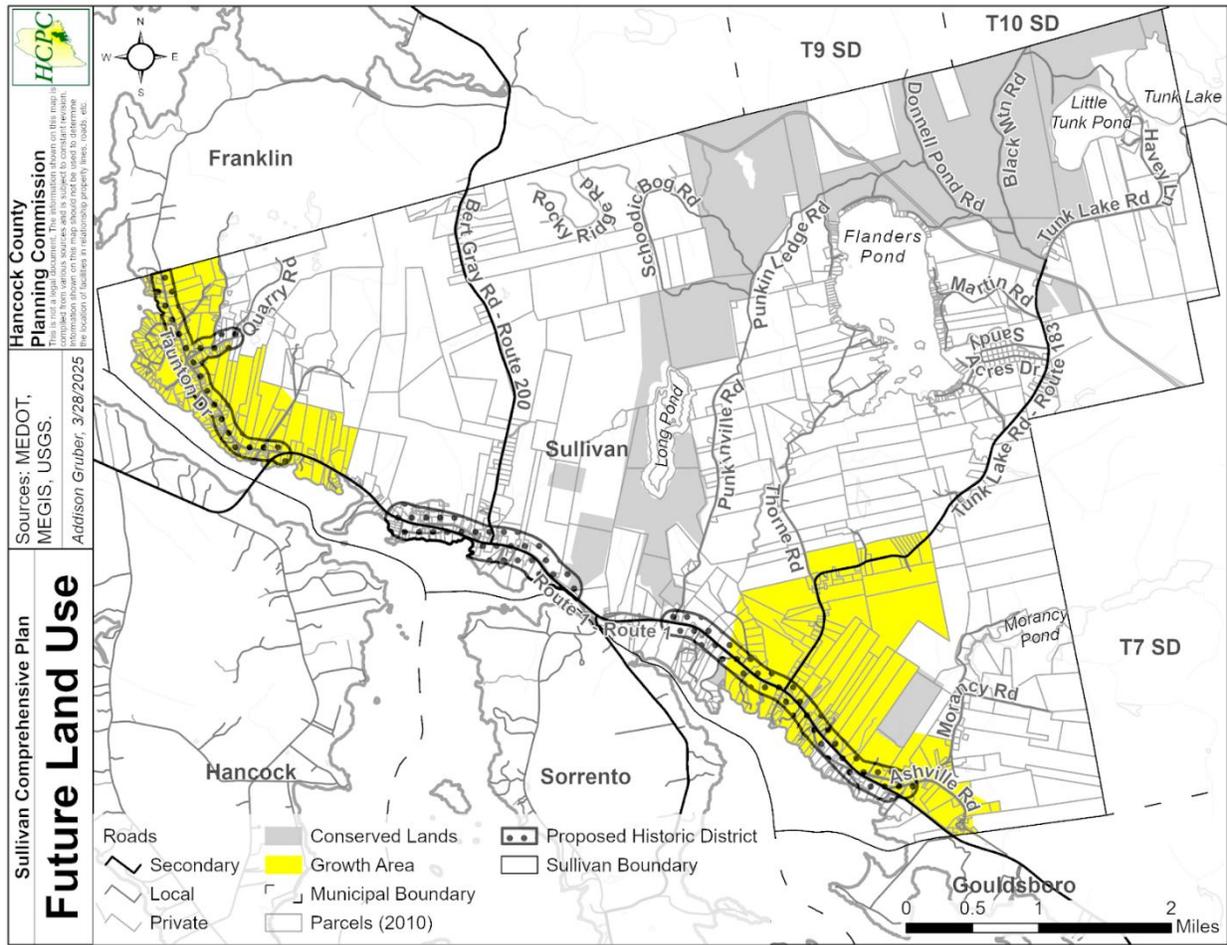
The Town Center/Tunk Lake Rd. area has existing restaurants, residential development, and small businesses, with Asheville Road toward the Gouldsboro Town line hosting modest residential development with room for growth. This area would be ideal for residential housing, particularly single-family homes or duplexes, and everyday services.

Outside of the already protected shoreline, this growth area does not overlap with any critical natural resource areas. There is an area marked as Inland Waterfowl / Wading Bird Habitat by Beginning with Habitat (See Chapter E: Natural Resources) abutting this growth area but it is protected through conservation by Frenchman Bay Conservancy. As with the North/West Sullivan Growth area, there are parts of the area cut into habitat blocks. It may be desirable to explore options for preserving those areas such as those mentioned above. Consideration should also be given to recreational trails and uses that already exist through Town-owned properties. The planning board may consider requiring subdivisions to be clustered to avoid sprawl along Route 1 and to maintain some of the natural beauty.

Recently, the Town has purchased a 50-acre property behind the Sullivan Transfer Station. The Town and a partner organization are in the process of conducting a suitability study of this parcel to determine how much and what kinds of housing could be developed here in the future. This parcel is included in this Town Center/Tunk Lake Rd. growth area.

Similar to the first growth area, the establishment of a historic district will help maintain the historic feel of the Town and allow the Town to adopt ordinances that ensure development is in-line with the community's vision.

Figure O-1: Future Land Use Map

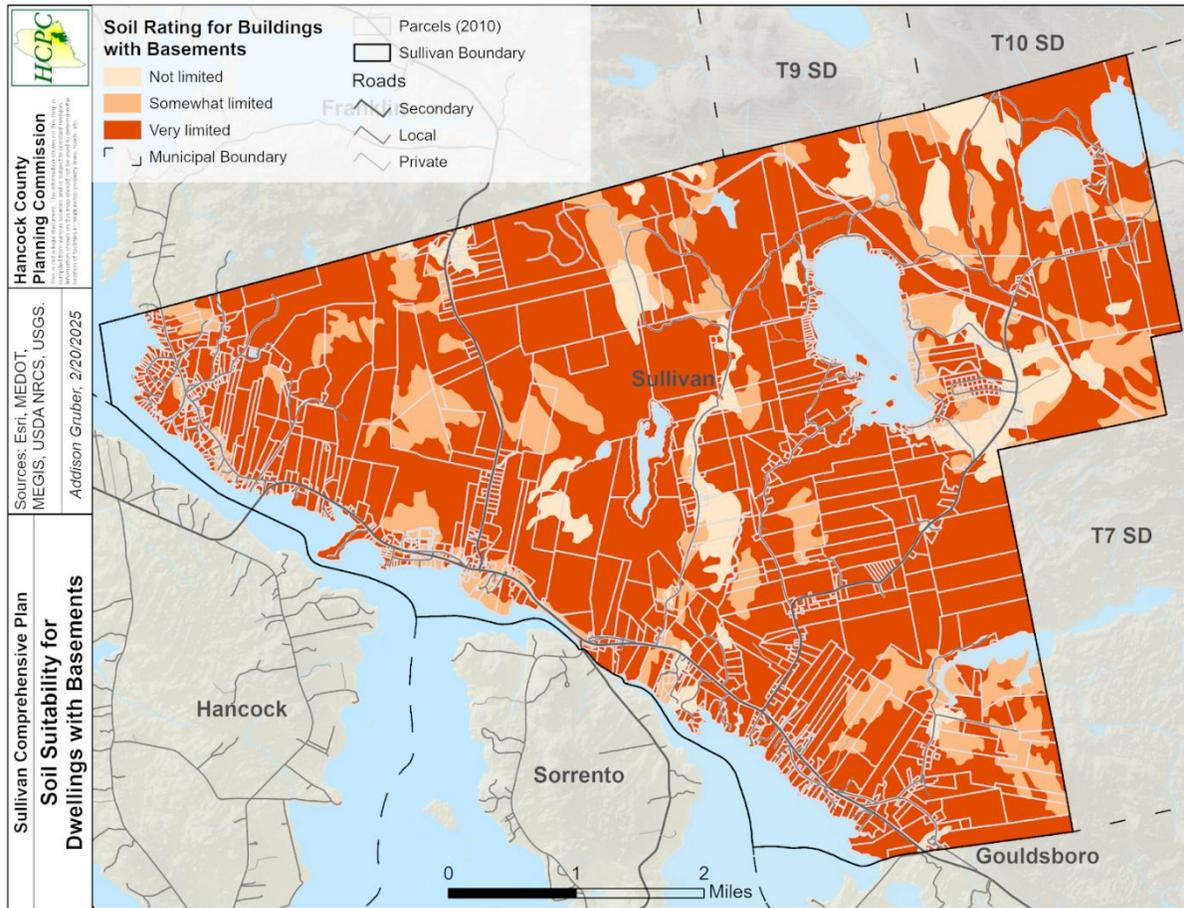


6. Unsuitable Growth Areas

Utilizing the Soil Interpretive Maps compiled by the U.S. Department of Agriculture Soil Conservation Service and explained in a companion booklet entitled "Hancock County Soil Survey Digitizing Project: Documentation and Explanation of the Four Soil Interpretive Maps", it can be easily determined that not only are the majority of soils rated "Very Low" for even low density residential development, but that most of the development which has occurred to date has been located in soils which were rated as Very Low and Low. The few areas in Sullivan which have a "High" soil potential rating are primarily in the northern and eastern sections of Town, with a few scattered pockets elsewhere.

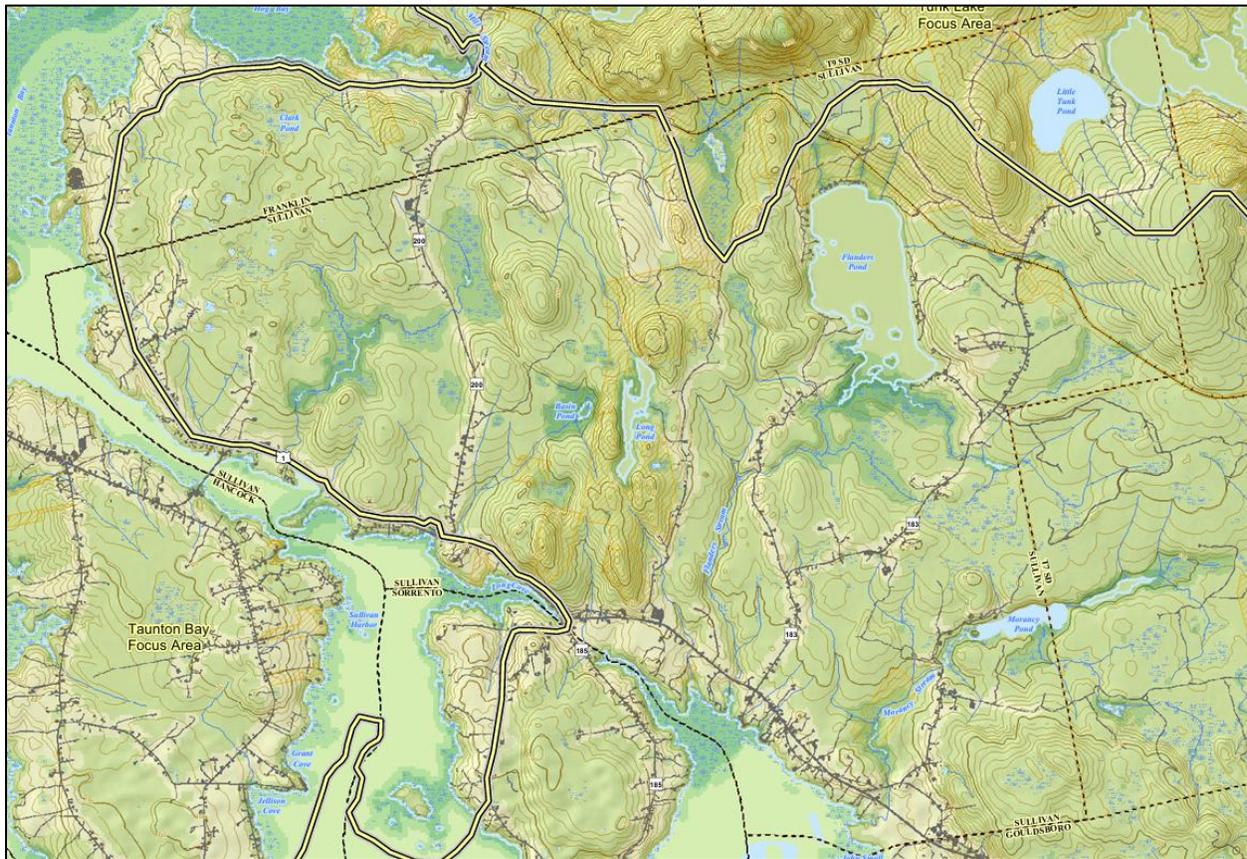
Soil potentials were developed by selecting the soils which have the fewest limitations for development: i.e. depth to water table, depth to bedrock, appropriate slopes, etc., and were therefore the least expensive soils on which to build a house, septic system and road. While Sullivan's soils are not highly rated for residential development, they are considered generally good for forest production but not farming.

Figure O-2: Sullivan Soil Suitability



The Co-Occurrence Map represents the concentration of selected environmental asset data layers overlaid on the landscape. Its purpose is to highlight a given area’s relative conservation values as an aid in planning. The layers of this map include buffer zones around water features, important natural communities, listed plant and animal species, areas of undeveloped land, and conserved properties. The map identifies areas most suitable (light brown) to areas least suitable (dark green) for development. The three proposed growth areas have adequate developable land. Additional development would be possible with additional investment for septic systems.

Figure O-3: Sullivan Co-Occurrence Map



Source: *Beginning with Habitat*

7. Coastline Areas

One of Sullivan’s most valuable land assets is its beautiful and natural coastline. How to protect that asset from new and increasing threats such as climate change (rising seas, unprecedented storm surges, etc.), erosion, pollution, and over development, is becoming an increasingly important challenge.

This is not a new problem. Maine first enacted a Mandatory Shoreland Zoning Law in 1971 and has amended it on several occasions since then. It requires Sullivan and other municipalities to adopt, administer, and enforce local ordinances that regulate land use activities within a “shoreland zone” that acts as a buffer to protect tidal waters, ponds, streams, rivers, marshlands, and wetlands. Sullivan’s Shoreland Zoning Ordinance (last amended in 2009) regulates the development of all land within 250 horizontal feet of the normal high-water line.

Sullivan’s coastal shoreland zoning requirements are the minimum protective requirements that may be imposed under State law. Sullivan and other municipalities are empowered and encouraged to increase those protections if and when it is appropriate.

8. Housing

The Town’s viability and economy depend upon the availability of housing that is safe, energy efficient, and affordable for a multi-occupational and multi-generational community. Since 2010, Sullivan’s population has stayed relatively the same and is predicted to drop in the next 15 years.

The number of building permits granted by the Town’s Planning Board and CEO since 2019 has followed a similar trend and decreased until 2024, when a significant uptick in permits was granted. The Committee is taking into account all of these indicators as well as the subsequent, unpredicted uptick in migration into the State due to the Covid-19 pandemic and other factors already mentioned. With an increasing household size and an aging population, there may be a need for more housing that serves families with children, as well as the senior population, which could involve building multifamily units. Given the average number of building permits issued for new residential dwelling units, a projected 92 new housing units will be built in the next 10 years. Estimates of new housing over the next ten years could be accommodated in the four recommended growth areas.

9. Historic Districts

Community members have expressed interest in reviving three historic Sullivan Villages and following a similar pattern of development. North/West Sullivan and Sullivan Harbor/East Sullivan are the proposed Historic District areas and reflect historical villages which had their own post offices, stores, and amenities in the late nineteenth century. Refer to Chapter J: Historical and Archaeological Resources for more information and commentary on these potential Districts.

10. Transportation and Public Facilities

Development in areas not currently served by roads can incur additional costs to taxpayers. For example, the haphazard creation of driveways onto major public roads increases the risk of crashes and can require lower speed limits. Building residences in poorly accessible areas creates longer and slower emergency response times, and longer inefficient school bus routes on which children spend more time in transit.

11. Goals and Objectives

Goal: New development shall be encouraged in areas designated for growth, where environmental conditions are suitable, in effort to meet the anticipated challenges of the next decade and maintain the character of the Town in line with the community vision.			
Objective	Strategy	Responsible Party(ies)	Timeframe
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Town Manager, Budget Committee, Selectboard	Ongoing
	Ensure any future capital investment plans support proposed land uses.	Town Manager, Budget Committee, Selectboard	Ongoing
Ensure sufficient capacity to update, create, and implement Town ordinances.	Create an Ordinance Review Committee to assist the Planning Board with integrating all strategies into Town ordinances.	Selectboard	1 Year

Support the locations, types, scales, and intensities of land uses the community desires as stated in the vision.	Review land use ordinances for opportunities to encourage development in growth areas and discourage in environmentally important areas.	Planning Board, Ordinance Review Committee, HCPC	2 Years
	Review design standards and consider proposing new ordinances.	Planning Board, Ordinance Review Committee, HCPC	2 Years
Establish efficient permitting procedures, especially in growth areas.	Improve development tracking by reviewing building permit applications and include a box that checks if the proposed development is in a growth area.	Planning Board, Ordinance Review Committee, CEO, HCPC	2 Years
	Reorganize and consolidate Sullivan's land use ordinances to improve clarity and ensure clear requirements.	Planning Board, Ordinance Review Committee, CEO, HCPC	2 Years
	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Town Manager, Selectboard, Planning Board	Ongoing
Protect critical rural and critical waterfront areas from the impacts of development.	Consider amending Floodplain Ordinance to go above State requirements to discourage development in the floodplain.	Planning Board, Ordinance Review Committee, CEO, HCPC	2 Years
	Encourage coordination between conservation groups, conservation	Downeast Conservation Network, MCHT, FBC	Ongoing

	easement properties and landowners on outreach and educational materials.		
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Planning Board, Ordinance Review Committee, CEO, HCPC, SALT	2 Years
	Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Town Manager, Selectboard	Ongoing

DRAFT

Chapter P: Implementation and Evaluation Program

Sullivan's 2025 Comprehensive Plan addresses local, regional, national and global issues that the Town will face in the coming ten years. Each chapter contains broad goals (desired outcomes), specific objectives (measurable milestones on the way to those goals), strategies (methods for achieving those objectives), a responsible party (who will implement the strategy), and a timeframe (when it will start and when it will be completed).

The Plan is a tool for supporting decision making by elected and municipal officials. It is a guide to assist the Select Board, Town Manager and various committees to establish annual work plans for Town departments and to prioritize capital expenditures, investments and improvements to the Town's public facilities. The success of the Plan is contingent upon it being actively used in day-to-day Town operations.

In order to monitor the implementation of the Plan, an annual meeting will be held that includes members of the Select Board, the Planning Board, chairs of various committees, and HCPC. This meeting will discuss progress on the plan and what's ahead for the next year. The findings will be published in the Annual Town Report. This group will also be responsible for initiating the update of this plan starting in 2033.

The Growth Management Act, Title 30-A, Chapter 187 of the Maine State Statutes, requires that progress on the Plan be evaluated, at a minimum, every five years to determine the following:

- The degree of implementation of Future Land Use strategies;
- The percent of capital investments dedicated to the growth areas defined in the Future Land Use Plan;
- The location of new development relative to the established growth areas; and
- The amount of critical natural resources, waterfront and recreation and open spaces protected through the acquisition of property, conservation easements and other methods available to Sullivan.

These four mandated requirements will serve as guidance for the annual meeting and metrics to measure implementation.

Chapter Q: Regional Coordination Summary

Each chapter in Sullivan's Comprehensive Plan identifies regional coordination challenges and opportunities pertinent to the chapter topic. These are either located within a subsection labeled Regional Issues or embedded within the Goals and Objectives subsection. This section summarizes the most important areas of ongoing and recommended regional cooperation.

Federal and State Government

Sullivan interacts with federal and state agencies in a variety of ways in the daily operations of the Town. These include statutory requirements, grants, programs, and services. The Town maintains a relationship with the State on fisheries, coastal and water quality issues, consulting with the Maine Department of Marine Resources (DMR) and the Maine Department of Environmental Protection (DEP). On transportation issues, Sullivan consults with MEDOT. The State Police provide policing and protection to the Town as well. The Department of Economic and Community Development (DECD) is a resource to help Sullivan advance economic goals set out in this Plan. The Maine Climate Council's Maine Won't Wait and the Governor's Office of Policy Innovation & the Future (GOPIF) provide guidance for climate change planning.

County and Local Government

Hancock County provides essential services through the Sheriff's Office, Hancock County Emergency Management Agency, along with support on certain economic development issues. Sullivan is beginning to explore coordinating with neighboring towns including Sorrento, Winter Harbor, and Gouldsboro on various issues such as mutual aid for fire and emergency response, solid waste management, transportation costs, succession planning, housing, and other important economic activities through the Schoodic Area League of Towns. Sumner High School and Mountain View School in Sullivan serve all nine towns in the region.

Other Coordination with Regional Partners

Sullivan is a member of HCPC and works with the Commission to address issues related to economic development, transportation, climate change resiliency, and more at a regional level. In addition, Sullivan is currently conducting a vulnerability assessment with neighboring Town Sorrento to assess shared vulnerabilities and interests. Sullivan has close relationships with local and regional land trusts, as there are several locations in the Town that are owned by these groups.

Chapter R: Summary of Public Engagement

In the Fall of 2023, the selectboard proposed the formation of a comprehensive plan committee to guide the Town of Sullivan through the process of creating a Comprehensive Plan. The committee placed a high priority on community engagement. In partnership with HCPC, the committee hosted a series of events, distributed a survey, conducted one-on-one interviews, and made all materials available online. All of these methods of public engagement guided the creation of the Vision Statement, analyses, policies, and strategies.

Community Survey

A survey was created and sent out to residents. To publicize the Survey, 600 postcards were printed and sent to every resident in Sullivan, along with posters and flyers placed around Town. The survey was advertised at community events and online through social media and newsletters.

We received 49 survey responses, 88% of respondents were year-round residents and 12% were seasonal. 50% of respondents have lived in Sullivan for more than thirty-one years and 20% have lived in Sullivan for between 16 and 30 years. 65% of respondents are 65 or older. See appendix for survey results.

Stakeholder Interviews

Early in the process, committee members and planners at HCPC conducted a series of stakeholder interviews with Town committees, local non-profits, and municipal staff. Interviews consisted of a series of seven questions regarding the future of the Town, specific needs and goals, as well as their hopes for the comprehensive plan. Interviews were conducted with the following entities:

- Sullivan’s Age-friendly Committee
- Budget Committee
- Cemetery Committee
- Frenchman’s Bay Conservancy
- Downeast Salmon Federation
- Frenchman’s Bay Library

Help us shape Sullivan’s future!

Your voice matters!

The Sullivan Comprehensive Plan Committee invites you to attend one of our visioning sessions:



Sunday March 3rd
1pm- 3pm
@ the Sullivan Rec Center

Tuesday March 5th
6pm - 8pm
@ the Sullivan Rec Center with a Zoom option



Visioning is a collaborative process where community members come together to share ideas, hopes, and dreams for the future of Sullivan. It's a chance to voice your thoughts on how our town should grow and develop. By participating, you help create a roadmap that guides Sullivan's development for years to come. Your input is vital in shaping a plan that reflects our community's unique needs and aspirations. Join us at our visioning sessions – your ideas matter!



2035 Sullivan Comprehensive Plan

We hope to see you there!

Check out our website!



<https://sullivanmaine.org/comp-plan/>

- Sullivan Planning Board
- Recreation Center Committee
- Harbormaster
- Code Enforcement Officer
- Friends of Taunton Bay

Community Visioning Sessions

Two visioning sessions were held in March of 2024. The first session was located at the Sullivan-Sorrento Recreation Center and around 40 community members attended and participated. Activities included a presentation on the comprehensive planning process, small group discussions facilitated by committee members, and a time for solo-reflection with posters on the wall. A few days later, an all-virtual event was held on Zoom with the same activities. The remote session had only a few attendees.

Community Conversations

Throughout the year-long planning process, the committee and HCPC hosted three “Community Conversations.” The three discussions were focused on the environment (8/15), housing (10/22), and Transportation/Recreation (11/17). These sessions were attended by several Sullivan residents and served as a workshop for the goals, objectives, and strategies developed for each specific chapter.

Future Land Use Workshop

On March 16th, the committee and HCPC conducted a Future Land Use Workshop. This event lasted around 2 hours with a free catered lunch provided by the Black Sheep. Around 30 residents attended and provided feedback on 4 drafted growth areas. Prior to the guided small group discussions, HCPC gave a presentation updating community members on the plan and key findings and issues.

Mailings, Posters, and Website

The comprehensive plan had its own webpage hosted on the Sullivan Town Website. This page included links to chapters, the survey, additional resources, and upcoming events. For every public event, the committee sent postcards via Every Door Direct Mail to Sullivan residents. In addition, flyers were posted around Town and posted on the Town’s Facebook page.

Student Representative Program

In the spring of 2024, the Comprehensive Plan Committee opened applications for student representative positions on the committee. The committee worked with Sumner High School to advertise the position(s) to interested students who live in Sullivan. Two civically engaged students applied to the committee and served as active non-voting members throughout the 24-25 school year.

Q1 What are 2 or 3 things you value most about Sullivan?

Answered: 41 Skipped: 8

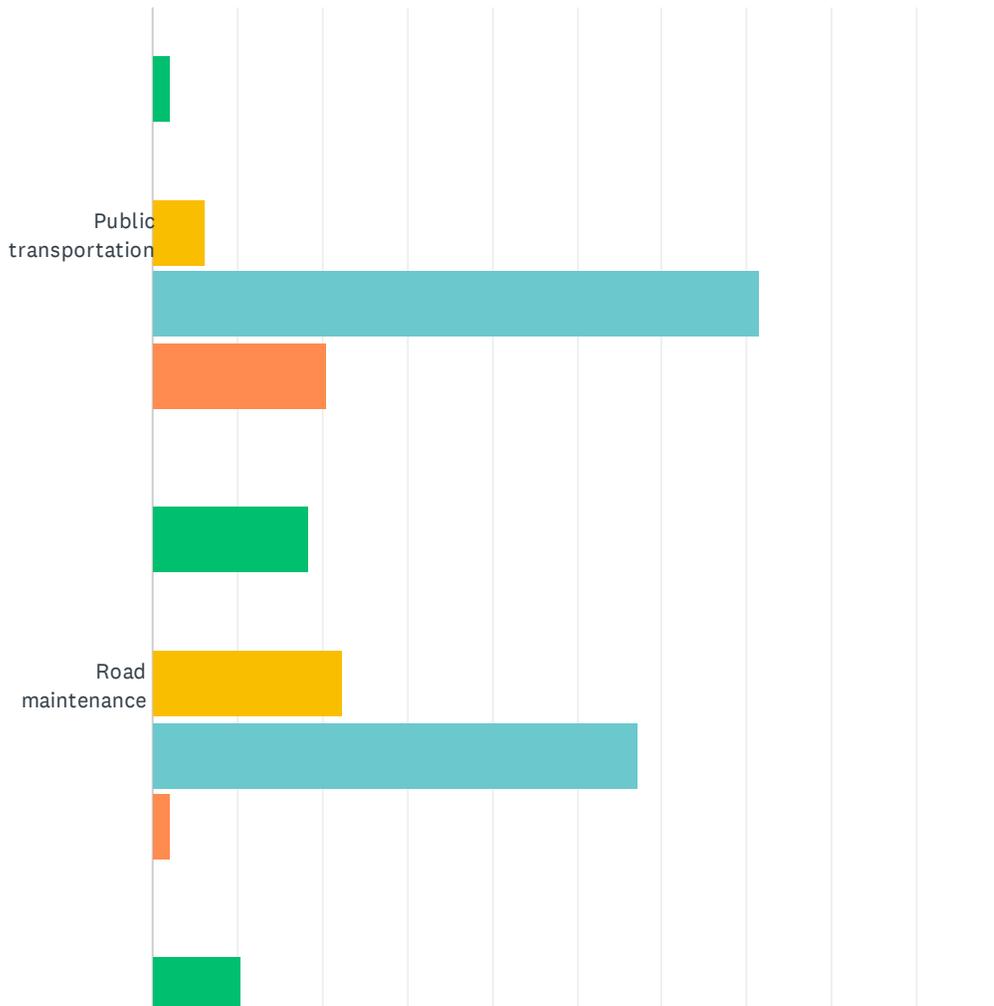
ANSWER CHOICES	RESPONSES	
1.	100.00%	41
2.	90.24%	37
3.	63.41%	26

Q2 What do you think is missing from Sullivan? Please list 1 or 2 things.

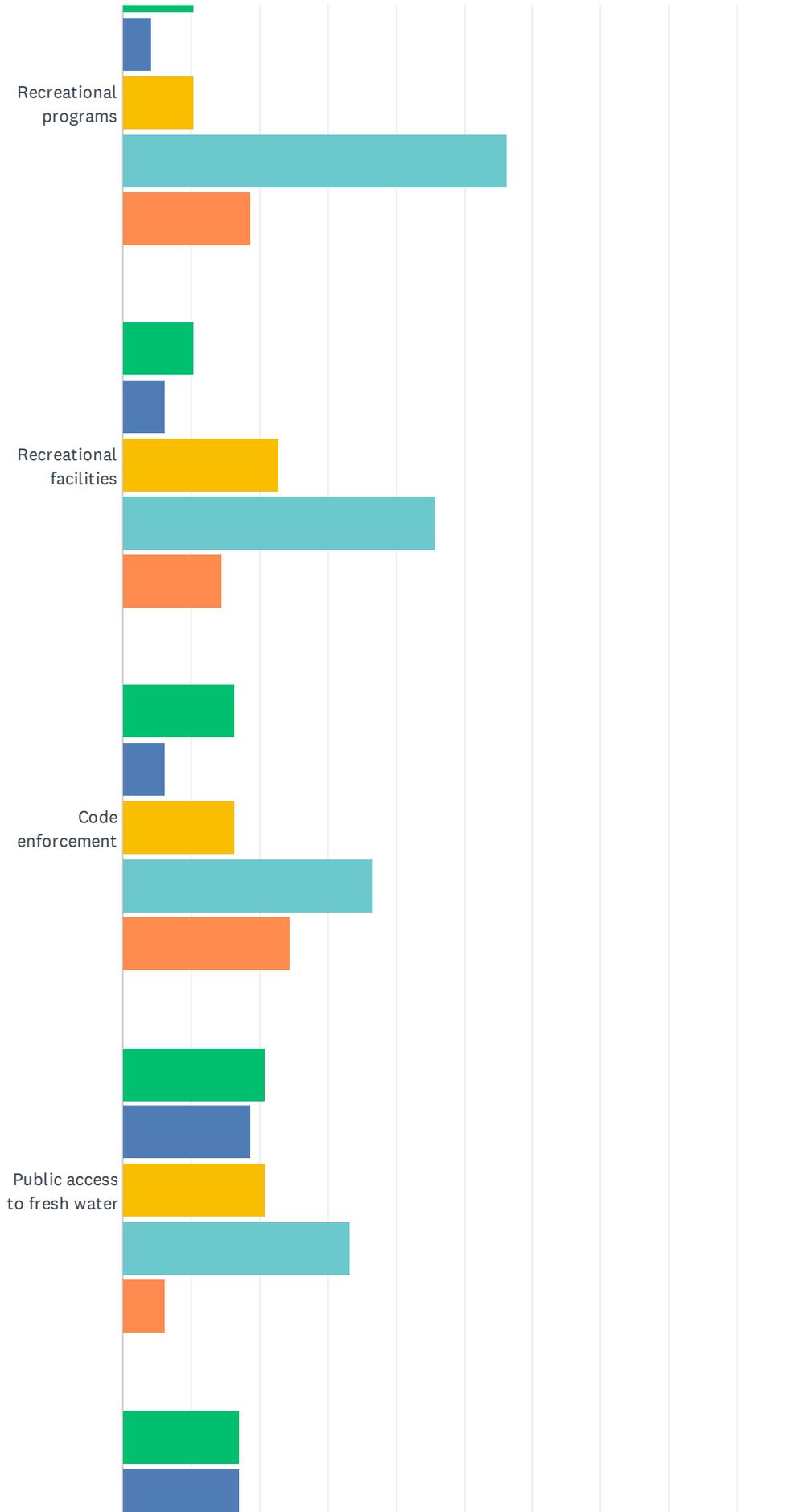
Answered: 38 Skipped: 11

Q3 Please provide your opinion of the quality of these Town services and facilities:

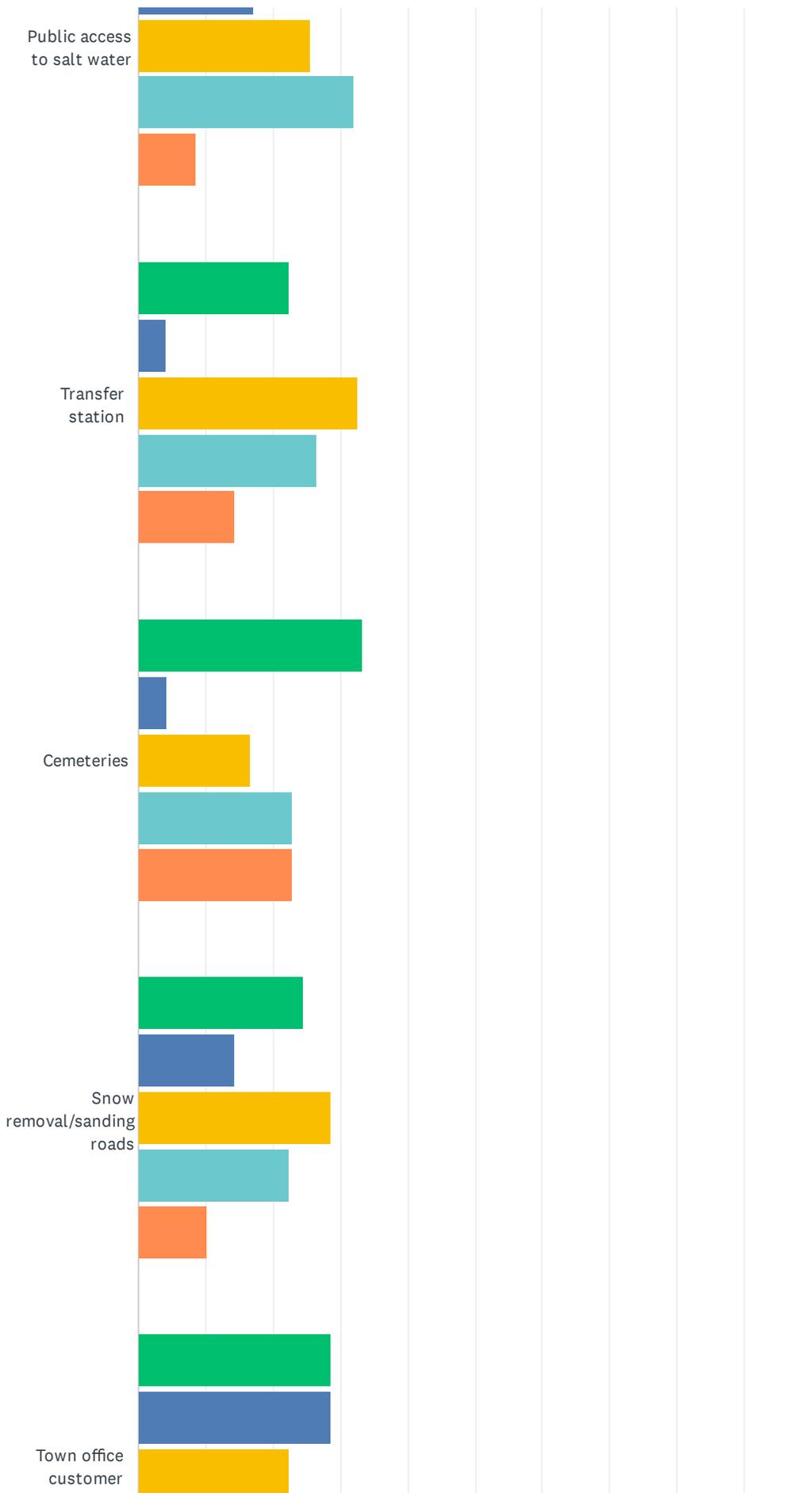
Answered: 49 Skipped: 0



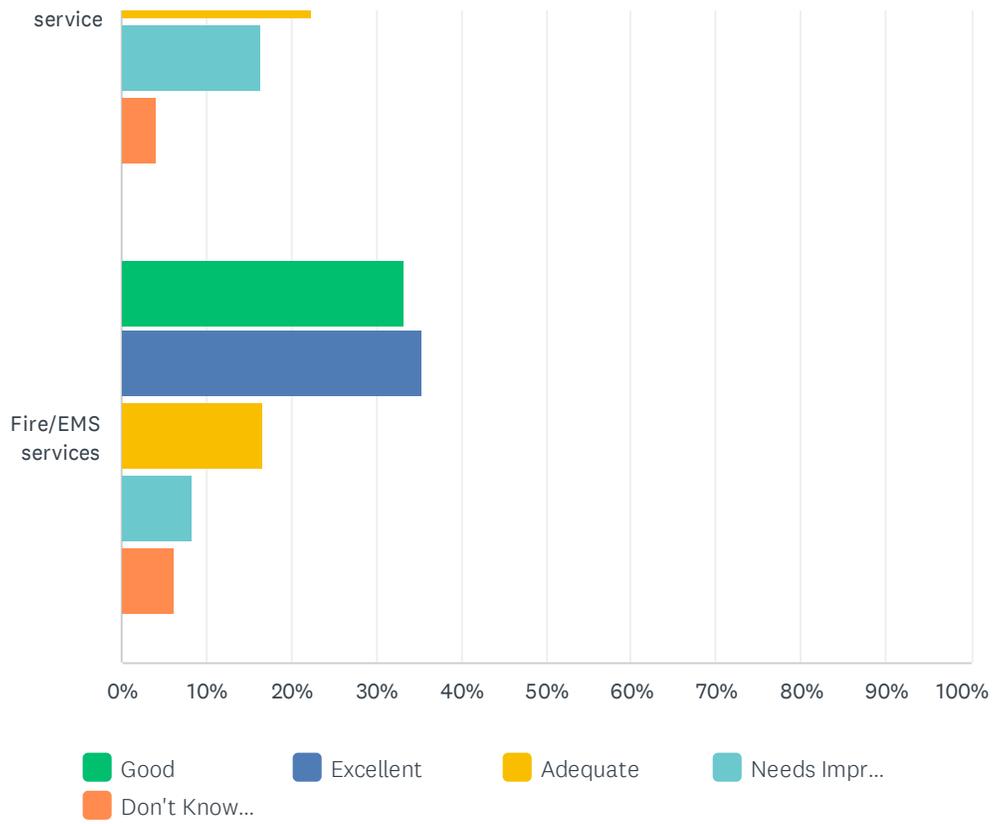
Sullivan Public Opinion Survey



Sullivan Public Opinion Survey



Sullivan Public Opinion Survey

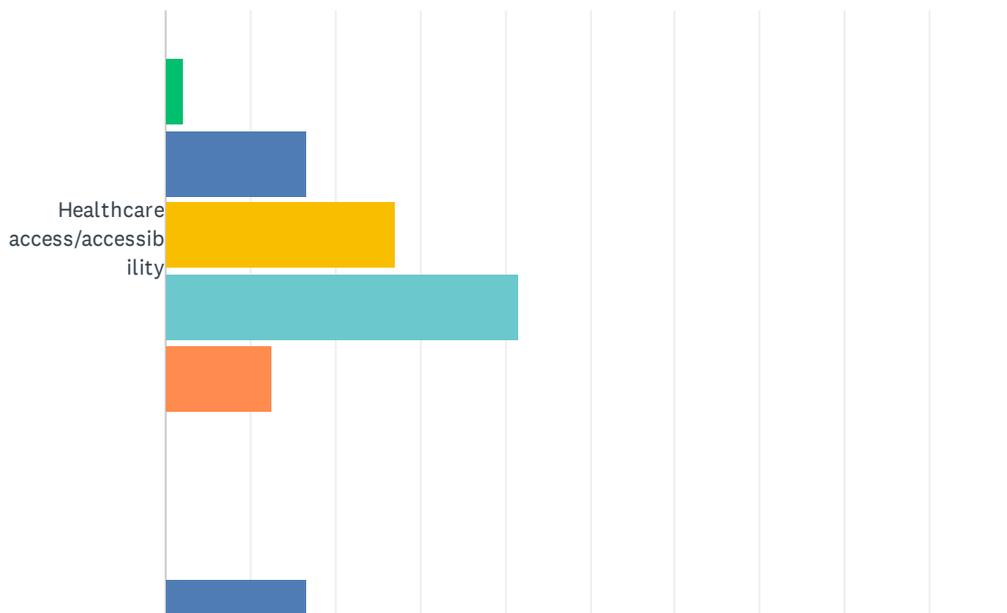


Sullivan Public Opinion Survey

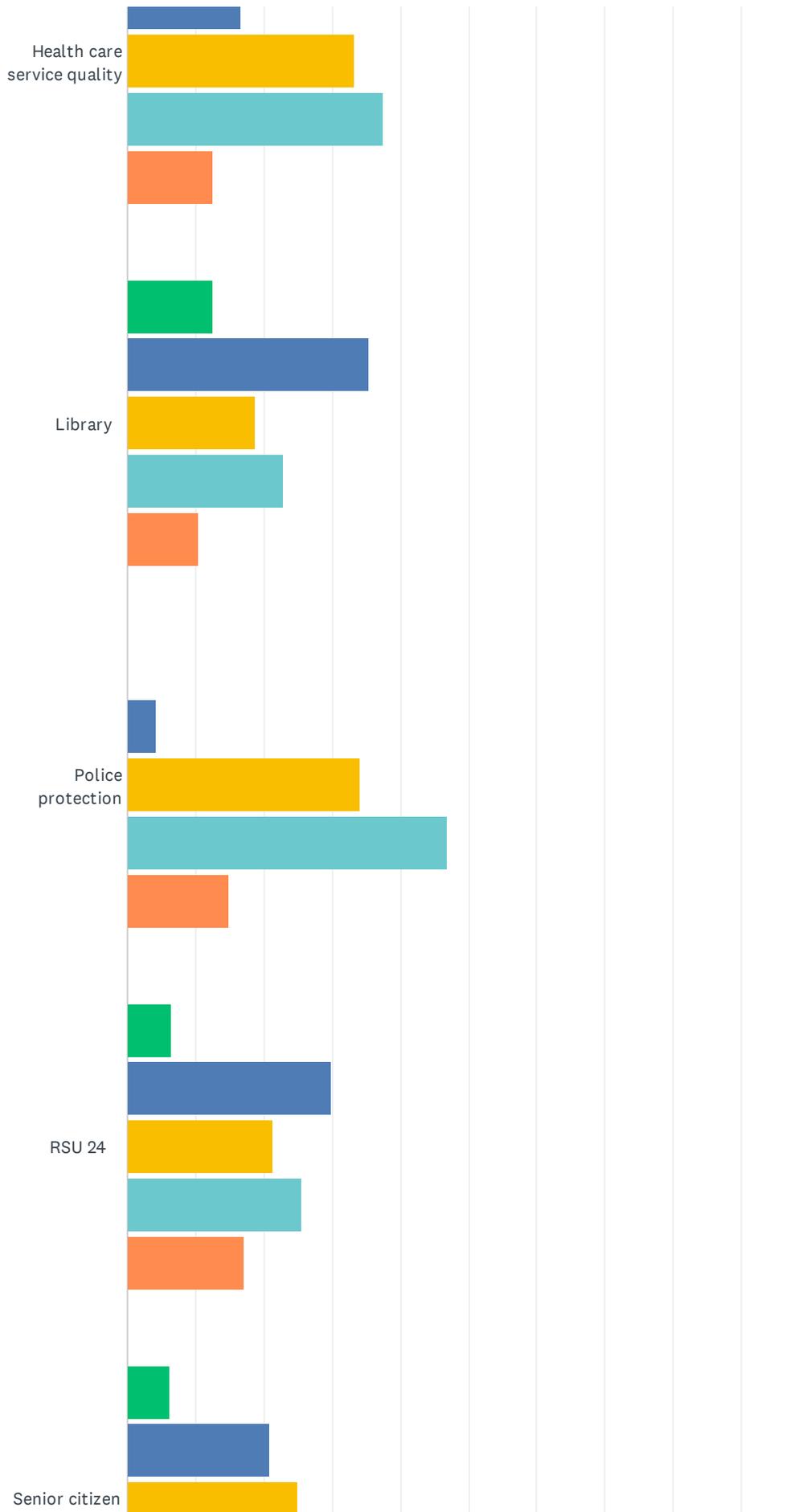
	GOOD	EXCELLENT	ADEQUATE	NEEDS IMPROVEMENT	DON'T KNOW/UNSURE	TOTAL
Public transportation	2.04% 1	0.00% 0	6.12% 3	71.43% 35	20.41% 10	49
Road maintenance	18.37% 9	0.00% 0	22.45% 11	57.14% 28	2.04% 1	49
Recreational programs	10.42% 5	4.17% 2	10.42% 5	56.25% 27	18.75% 9	48
Recreational facilities	10.42% 5	6.25% 3	22.92% 11	45.83% 22	14.58% 7	48
Code enforcement	16.33% 8	6.12% 3	16.33% 8	36.73% 18	24.49% 12	49
Public access to fresh water	20.83% 10	18.75% 9	20.83% 10	33.33% 16	6.25% 3	48
Public access to salt water	17.02% 8	17.02% 8	25.53% 12	31.91% 15	8.51% 4	47
Transfer station	22.45% 11	4.08% 2	32.65% 16	26.53% 13	14.29% 7	49
Cemeteries	33.33% 16	4.17% 2	16.67% 8	22.92% 11	22.92% 11	48
Snow removal/sanding roads	24.49% 12	14.29% 7	28.57% 14	22.45% 11	10.20% 5	49
Town office customer service	28.57% 14	28.57% 14	22.45% 11	16.33% 8	4.08% 2	49
Fire/EMS services	33.33% 16	35.42% 17	16.67% 8	8.33% 4	6.25% 3	48

Q4 Please provide your opinion of the quality of the following services that are shared by the Town of Sullivan with other communities:

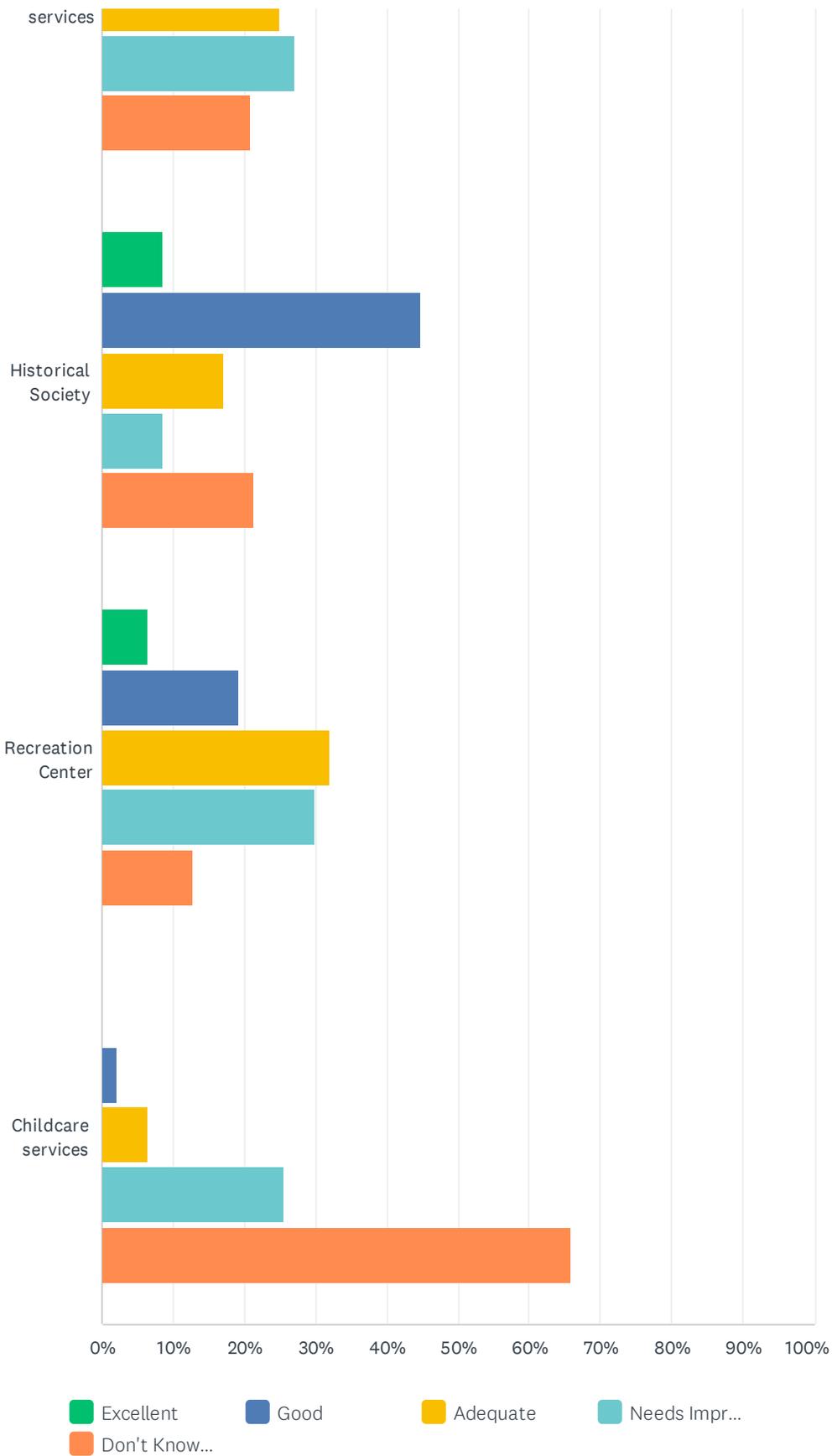
Answered: 48 Skipped: 1



Sullivan Public Opinion Survey



Sullivan Public Opinion Survey

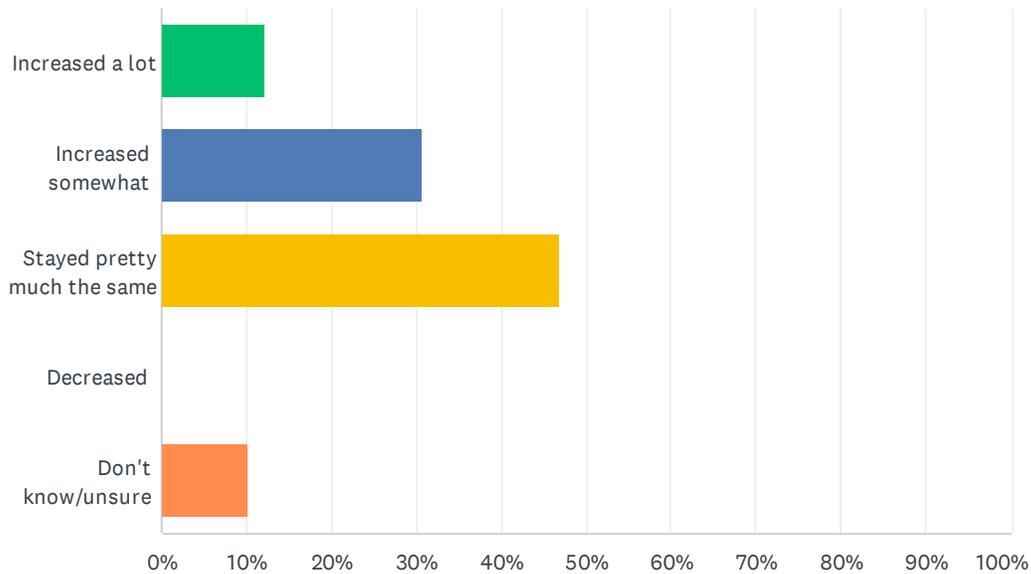


Sullivan Public Opinion Survey

	EXCELLENT	GOOD	ADEQUATE	NEEDS IMPROVEMENT	DON'T KNOW/UNSURE	TOTAL
Healthcare access/accessibility	2.08% 1	16.67% 8	27.08% 13	41.67% 20	12.50% 6	48
Health care service quality	0.00% 0	16.67% 8	33.33% 16	37.50% 18	12.50% 6	48
Library	12.50% 6	35.42% 17	18.75% 9	22.92% 11	10.42% 5	48
Police protection	0.00% 0	4.26% 2	34.04% 16	46.81% 22	14.89% 7	47
RSU 24	6.38% 3	29.79% 14	21.28% 10	25.53% 12	17.02% 8	47
Senior citizen services	6.25% 3	20.83% 10	25.00% 12	27.08% 13	20.83% 10	48
Historical Society	8.51% 4	44.68% 21	17.02% 8	8.51% 4	21.28% 10	47
Recreation Center	6.38% 3	19.15% 9	31.91% 15	29.79% 14	12.77% 6	47
Childcare services	0.00% 0	2.13% 1	6.38% 3	25.53% 12	65.96% 31	47

Q5 During the last 3 years, I think Sullivan's population has:

Answered: 49 Skipped: 0

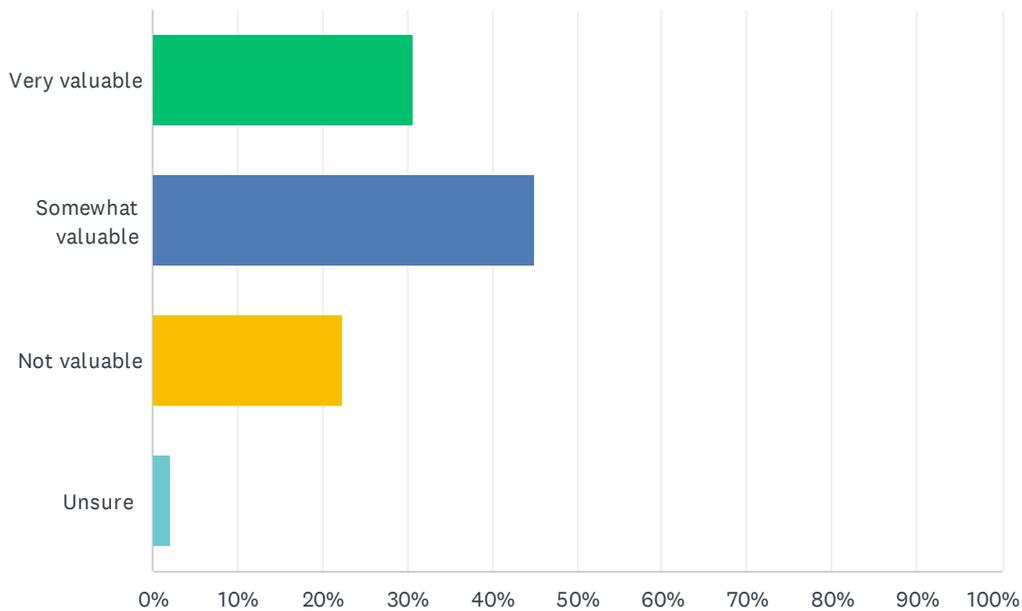


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES	
Increased a lot	12.24%	6
Increased somewhat	30.61%	15
Stayed pretty much the same	46.94%	23
Decreased	0.00%	0
Don't know/unsure	10.20%	5
TOTAL		49

Q6 How valuable is tourism to the community?

Answered: 49 Skipped: 0

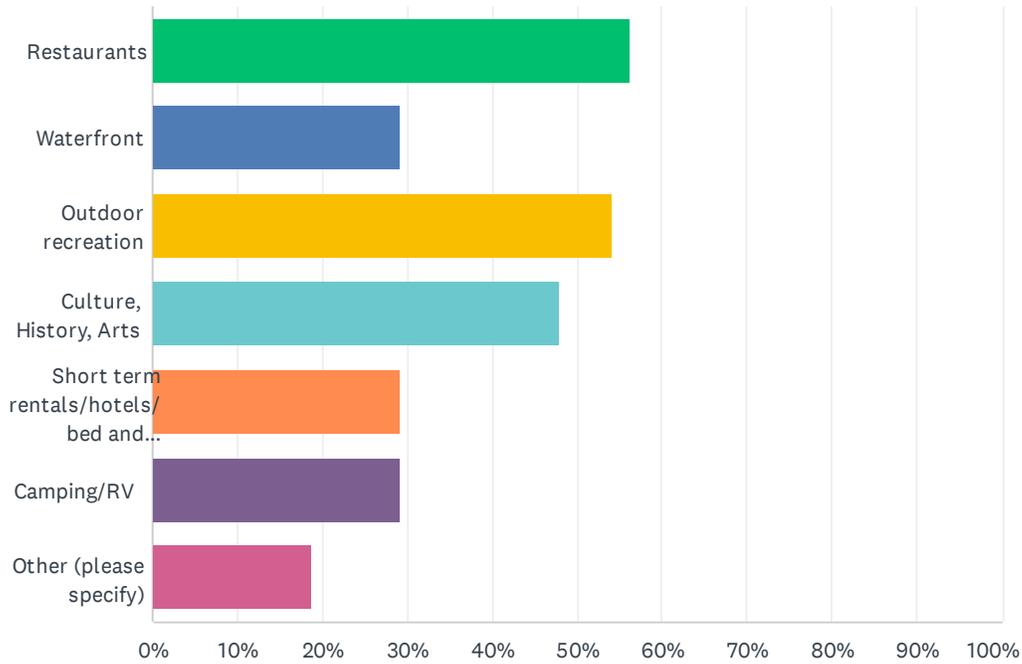


ANSWER CHOICES	RESPONSES	
Very valuable	30.61%	15
Somewhat valuable	44.90%	22
Not valuable	22.45%	11
Unsure	2.04%	1
TOTAL		49

Q7 Where would you like to focus tourism?

Answered: 48 Skipped: 1

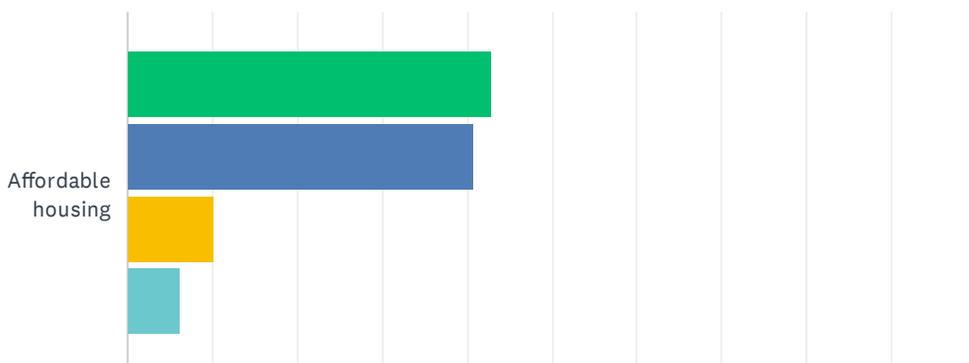
Sullivan Public Opinion Survey



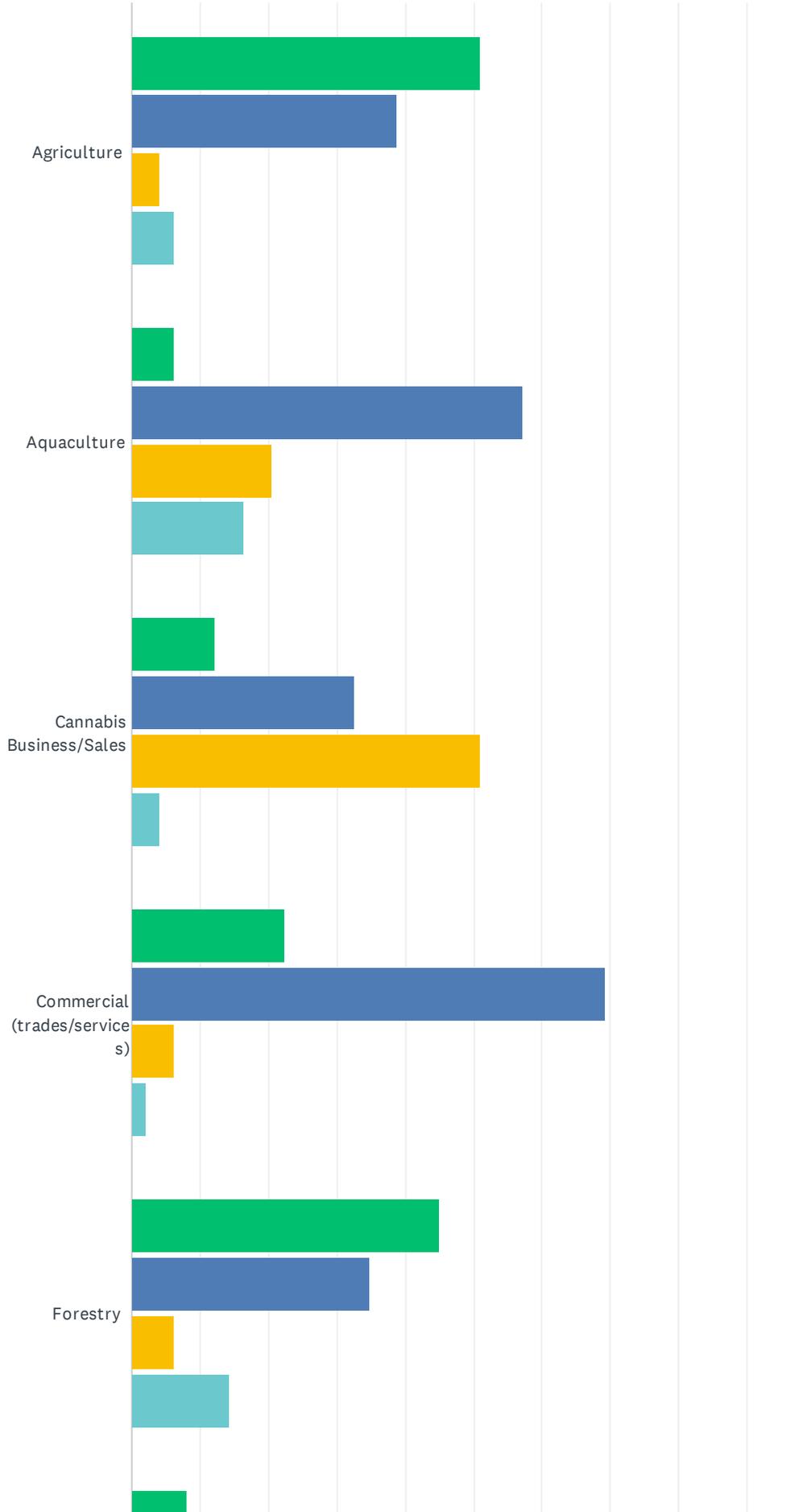
ANSWER CHOICES	RESPONSES	
Restaurants	56.25%	27
Waterfront	29.17%	14
Outdoor recreation	54.17%	26
Culture, History, Arts	47.92%	23
Short term rentals/hotels/bed and breakfasts	29.17%	14
Camping/RV	29.17%	14
Other (please specify)	18.75%	9
Total Respondents: 48		

Q8 Please check where you feel it is most appropriate for the following land uses to occur in the future:

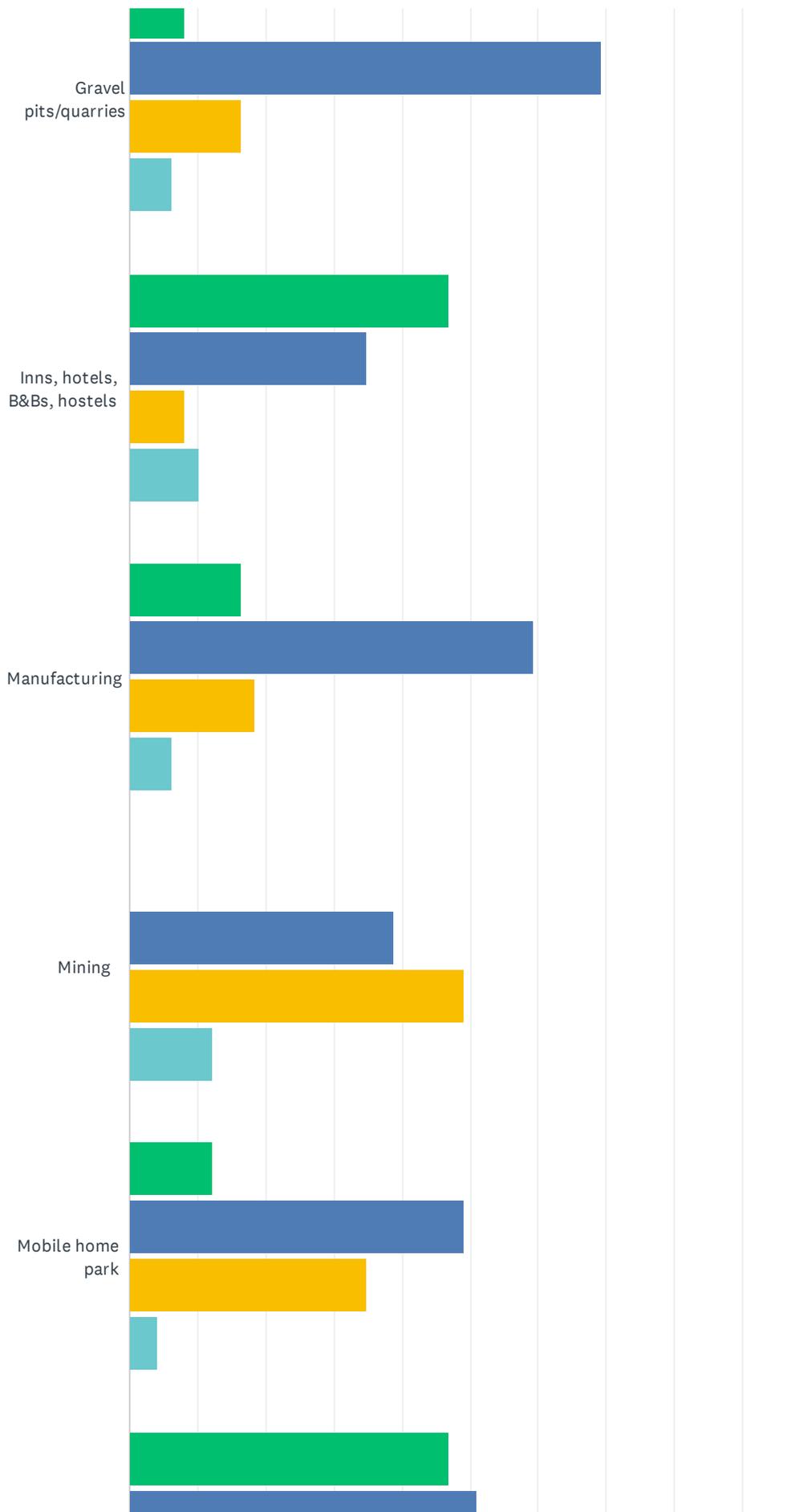
Answered: 49 Skipped: 0



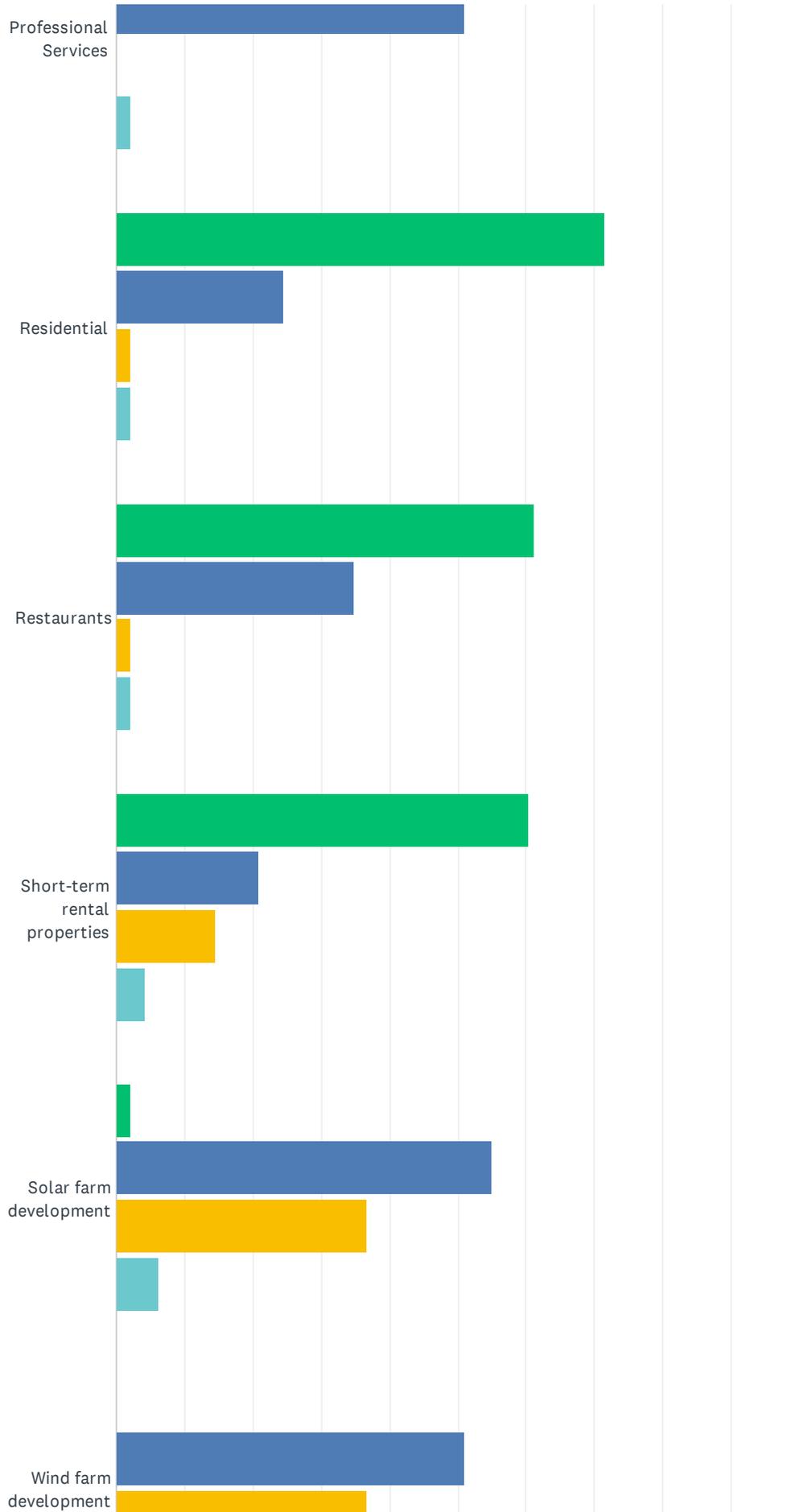
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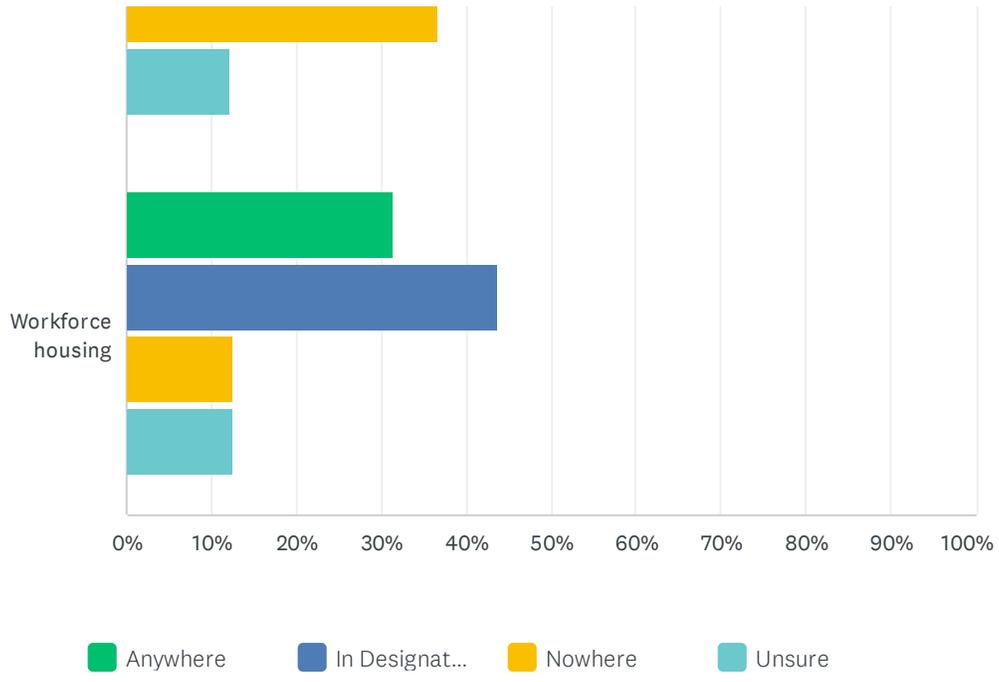
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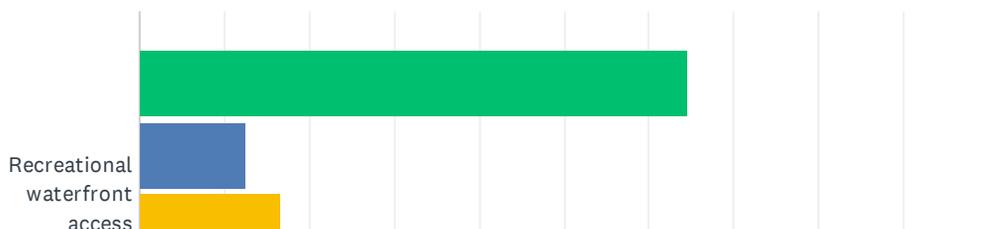


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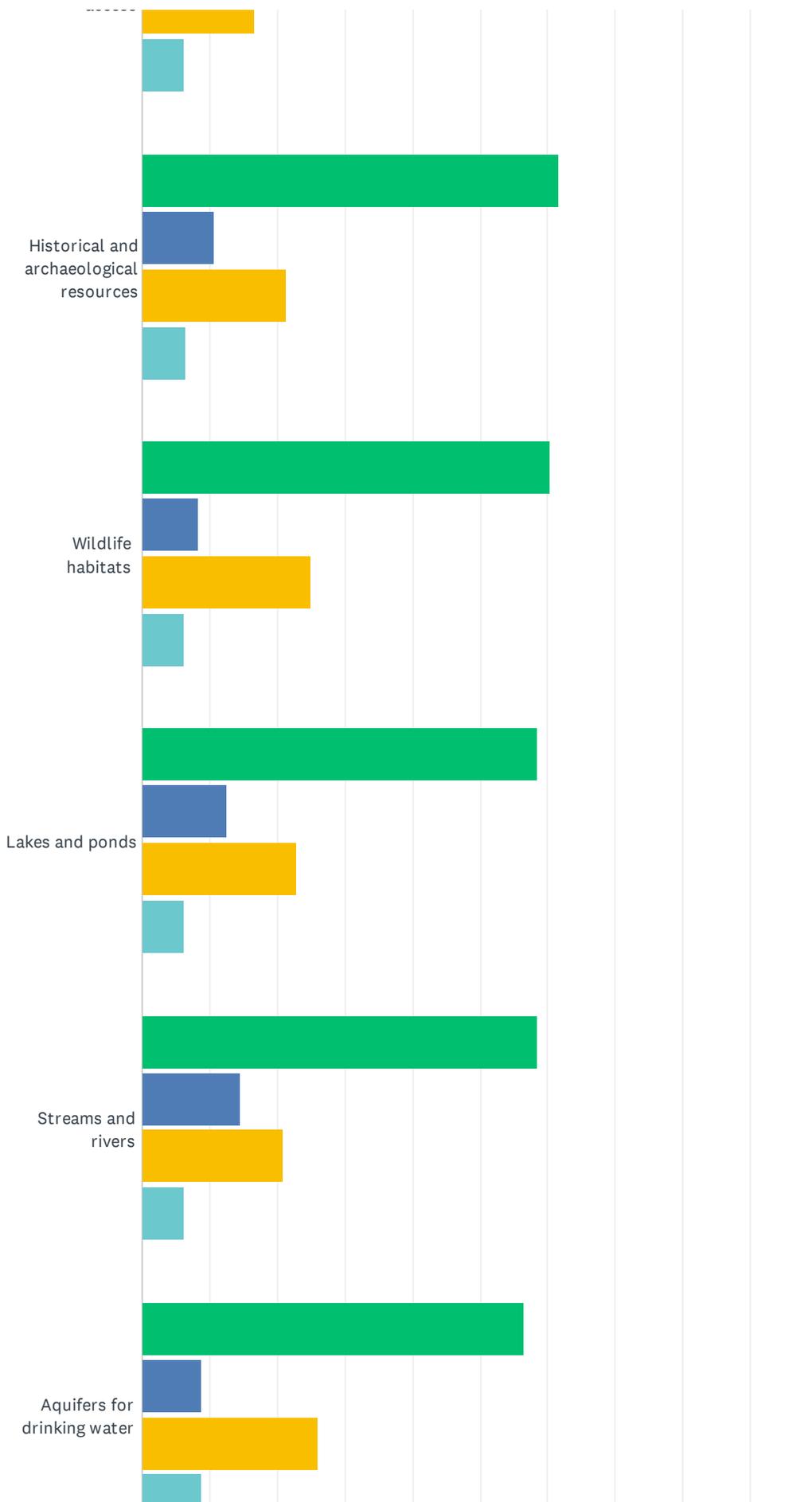
	ANYWHERE	IN DESIGNATED AREAS	NOWHERE	UNSURE	TOTAL
Affordable housing	42.86% 21	40.82% 20	10.20% 5	6.12% 3	49
Agriculture	51.02% 25	38.78% 19	4.08% 2	6.12% 3	49
Aquaculture	6.12% 3	57.14% 28	20.41% 10	16.33% 8	49
Cannabis Business/Sales	12.24% 6	32.65% 16	51.02% 25	4.08% 2	49
Commercial (trades/services)	22.45% 11	69.39% 34	6.12% 3	2.04% 1	49
Forestry	44.90% 22	34.69% 17	6.12% 3	14.29% 7	49
Gravel pits/quarries	8.16% 4	69.39% 34	16.33% 8	6.12% 3	49
Inns, hotels, B&Bs, hostels	46.94% 23	34.69% 17	8.16% 4	10.20% 5	49
Manufacturing	16.33% 8	59.18% 29	18.37% 9	6.12% 3	49
Mining	0.00% 0	38.78% 19	48.98% 24	12.24% 6	49
Mobile home park	12.24% 6	48.98% 24	34.69% 17	4.08% 2	49
Professional Services	46.94% 23	51.02% 25	0.00% 0	2.04% 1	49
Residential	71.43% 35	24.49% 12	2.04% 1	2.04% 1	49
Restaurants	61.22% 30	34.69% 17	2.04% 1	2.04% 1	49
Short-term rental properties	60.42% 29	20.83% 10	14.58% 7	4.17% 2	48
Solar farm development	2.04% 1	55.10% 27	36.73% 18	6.12% 3	49
Wind farm development	0.00% 0	51.02% 25	36.73% 18	12.24% 6	49
Workforce housing	31.25% 15	43.75% 21	12.50% 6	12.50% 6	48

Q9 How involved should the Town be in protecting the following:

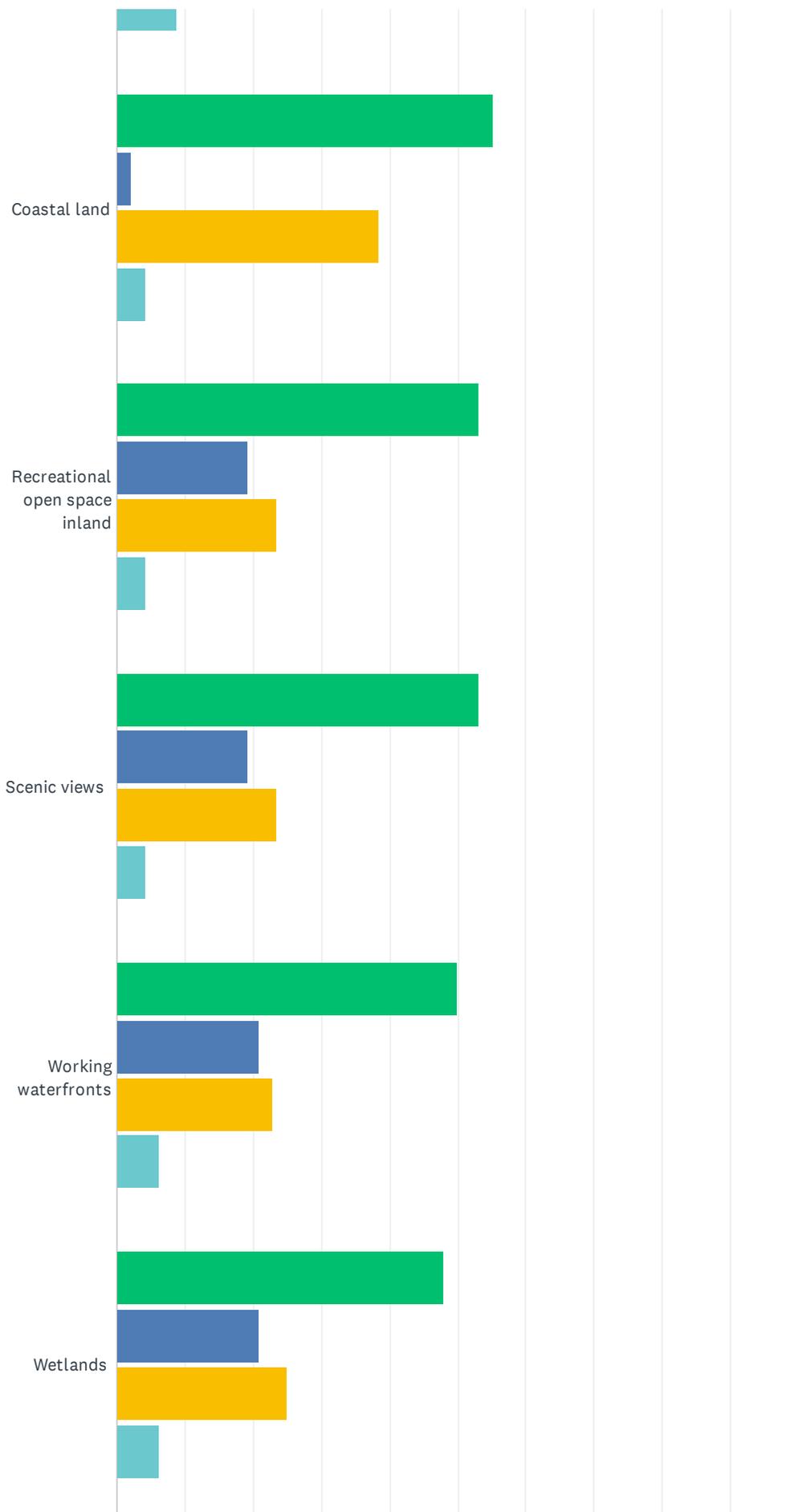
Answered: 48 Skipped: 1



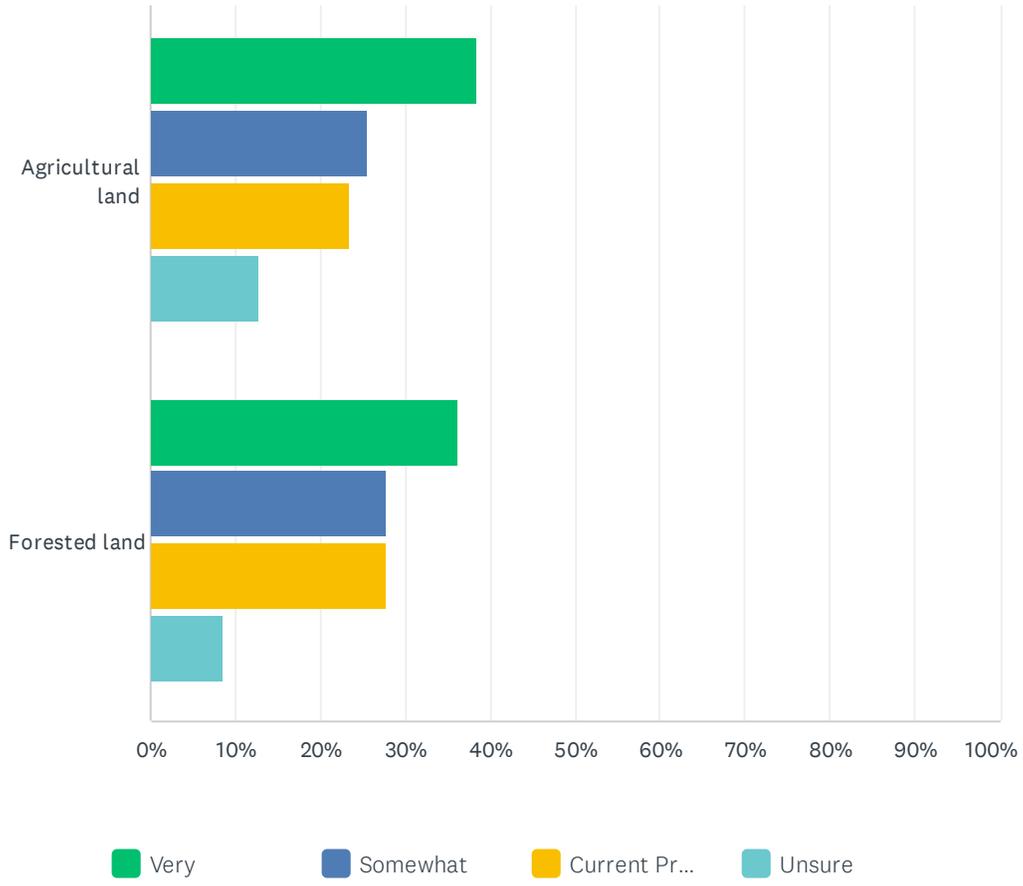
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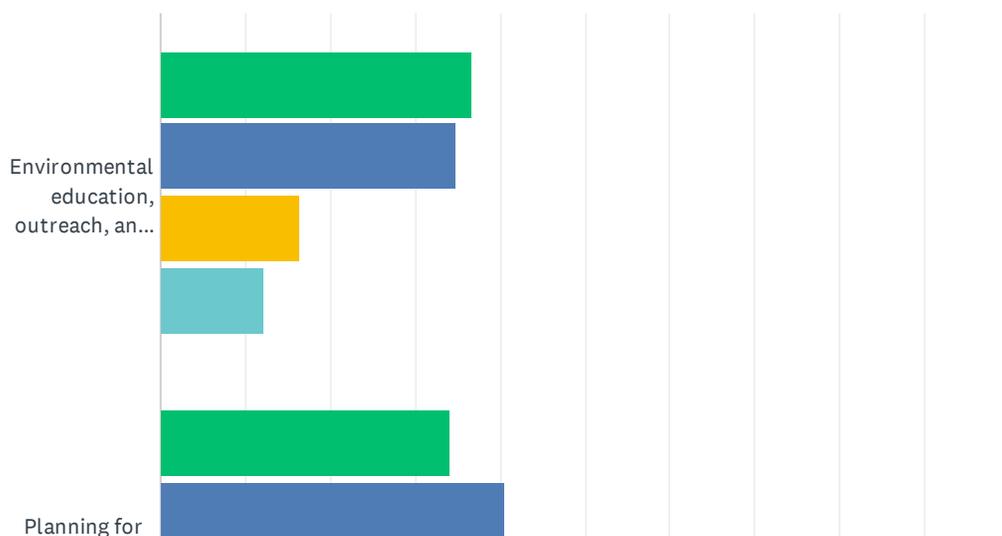


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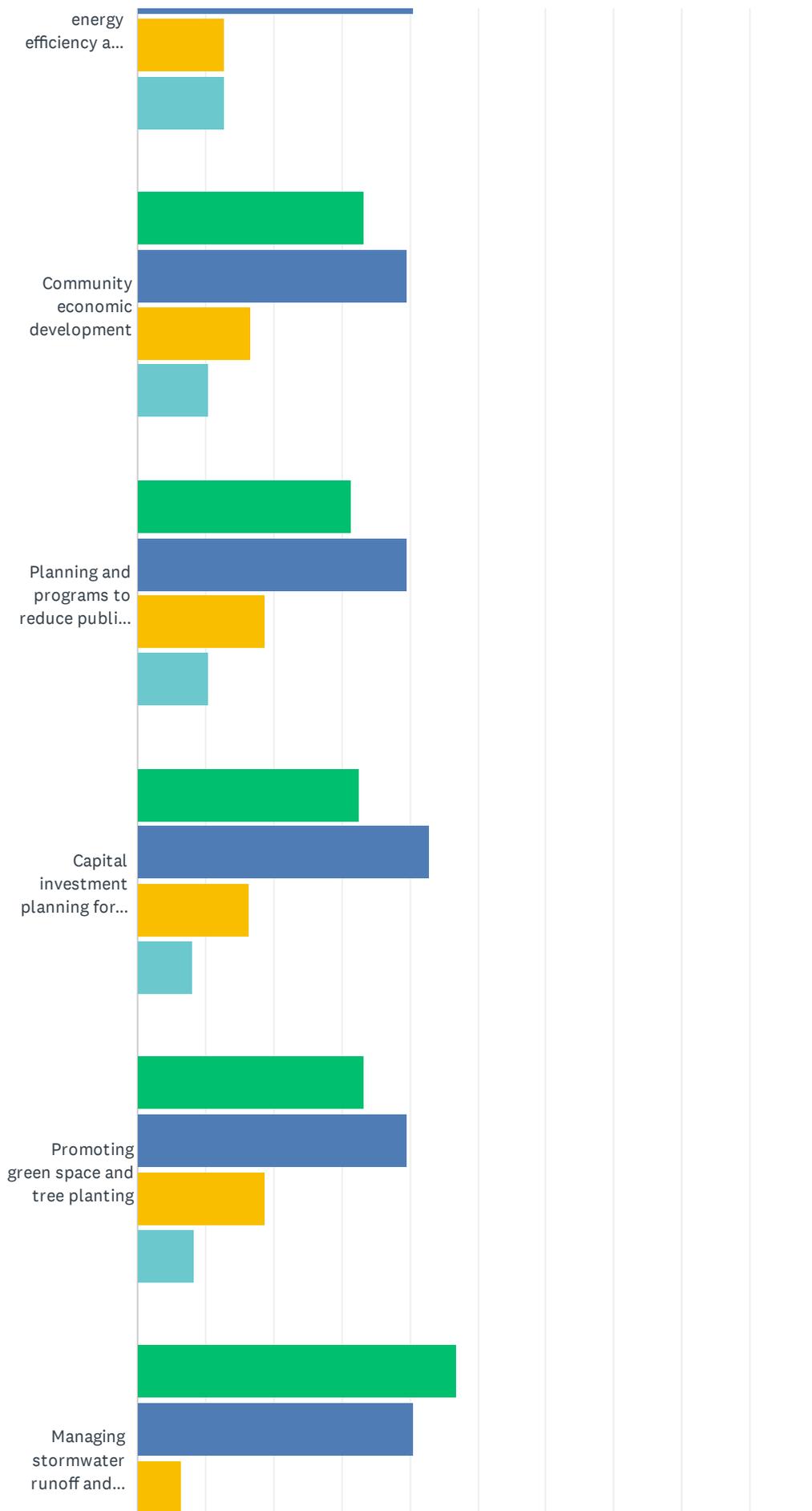
	VERY	SOMEWHAT	CURRENT PROTECTIONS ARE APPROPRIATE	UNSURE	TOTAL
Recreational waterfront access	64.58% 31	12.50% 6	16.67% 8	6.25% 3	48
Historical and archaeological resources	61.70% 29	10.64% 5	21.28% 10	6.38% 3	47
Wildlife habitats	60.42% 29	8.33% 4	25.00% 12	6.25% 3	48
Lakes and ponds	58.33% 28	12.50% 6	22.92% 11	6.25% 3	48
Streams and rivers	58.33% 28	14.58% 7	20.83% 10	6.25% 3	48
Aquifers for drinking water	56.52% 26	8.70% 4	26.09% 12	8.70% 4	46
Coastal land	55.32% 26	2.13% 1	38.30% 18	4.26% 2	47
Recreational open space inland	53.19% 25	19.15% 9	23.40% 11	4.26% 2	47
Scenic views	53.19% 25	19.15% 9	23.40% 11	4.26% 2	47
Working waterfronts	50.00% 24	20.83% 10	22.92% 11	6.25% 3	48
Wetlands	47.92% 23	20.83% 10	25.00% 12	6.25% 3	48
Agricultural land	38.30% 18	25.53% 12	23.40% 11	12.77% 6	47
Forested land	36.17% 17	27.66% 13	27.66% 13	8.51% 4	47

Q10 How would you rate your support for each? (Please select one response per row)

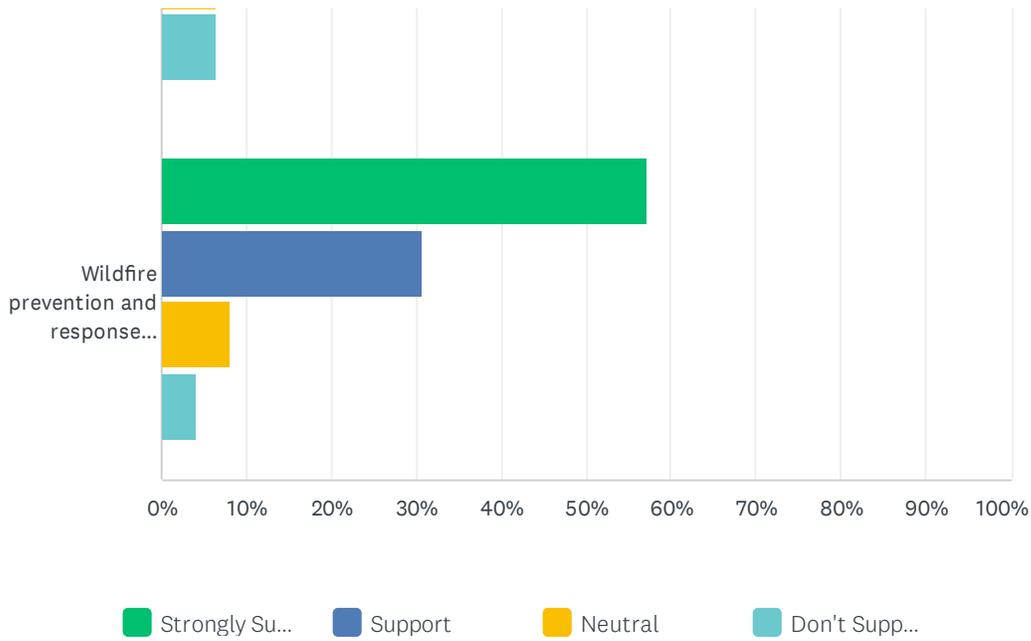
Answered: 49 Skipped: 0



Sullivan Public Opinion Survey



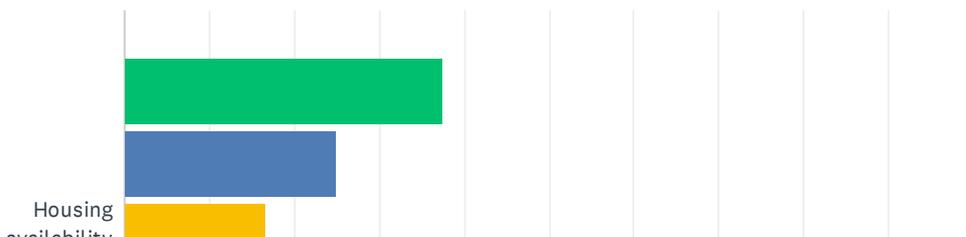
Sullivan Public Opinion Survey



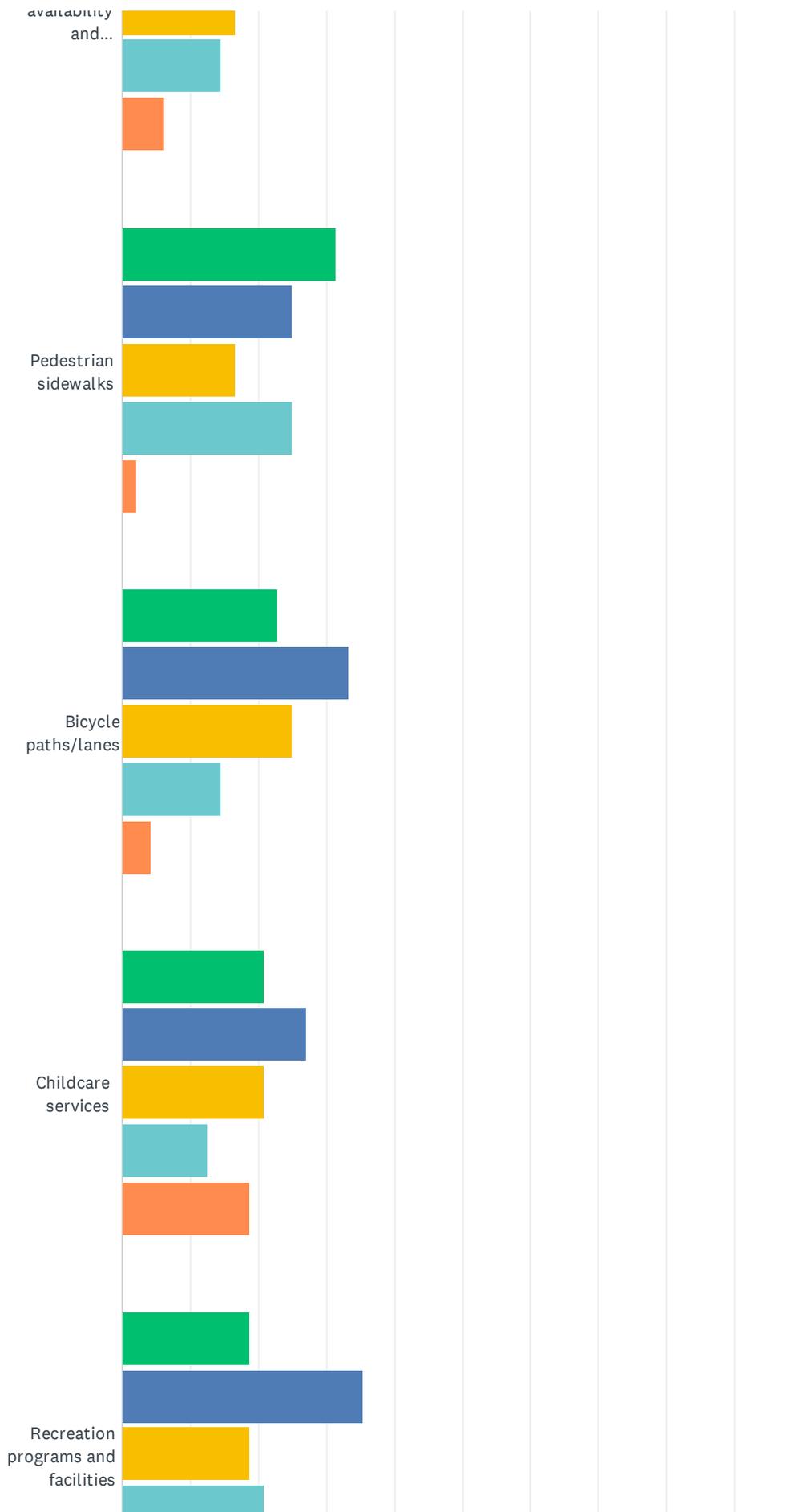
	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DON'T SUPPORT	TOTAL
Environmental education, outreach, and engagement programs	36.73% 18	34.69% 17	16.33% 8	12.24% 6	49
Planning for energy efficiency and reliability	34.04% 16	40.43% 19	12.77% 6	12.77% 6	47
Community economic development	33.33% 16	39.58% 19	16.67% 8	10.42% 5	48
Planning and programs to reduce public health risks	31.25% 15	39.58% 19	18.75% 9	10.42% 5	48
Capital investment planning for vulnerable municipal assets	32.65% 16	42.86% 21	16.33% 8	8.16% 4	49
Promoting green space and tree planting	33.33% 16	39.58% 19	18.75% 9	8.33% 4	48
Managing stormwater runoff and shoreline erosion	46.81% 22	40.43% 19	6.38% 3	6.38% 3	47
Wildfire prevention and response planning	57.14% 28	30.61% 15	8.16% 4	4.08% 2	49

Q11 Please provide your opinion of the following aspects of community life:

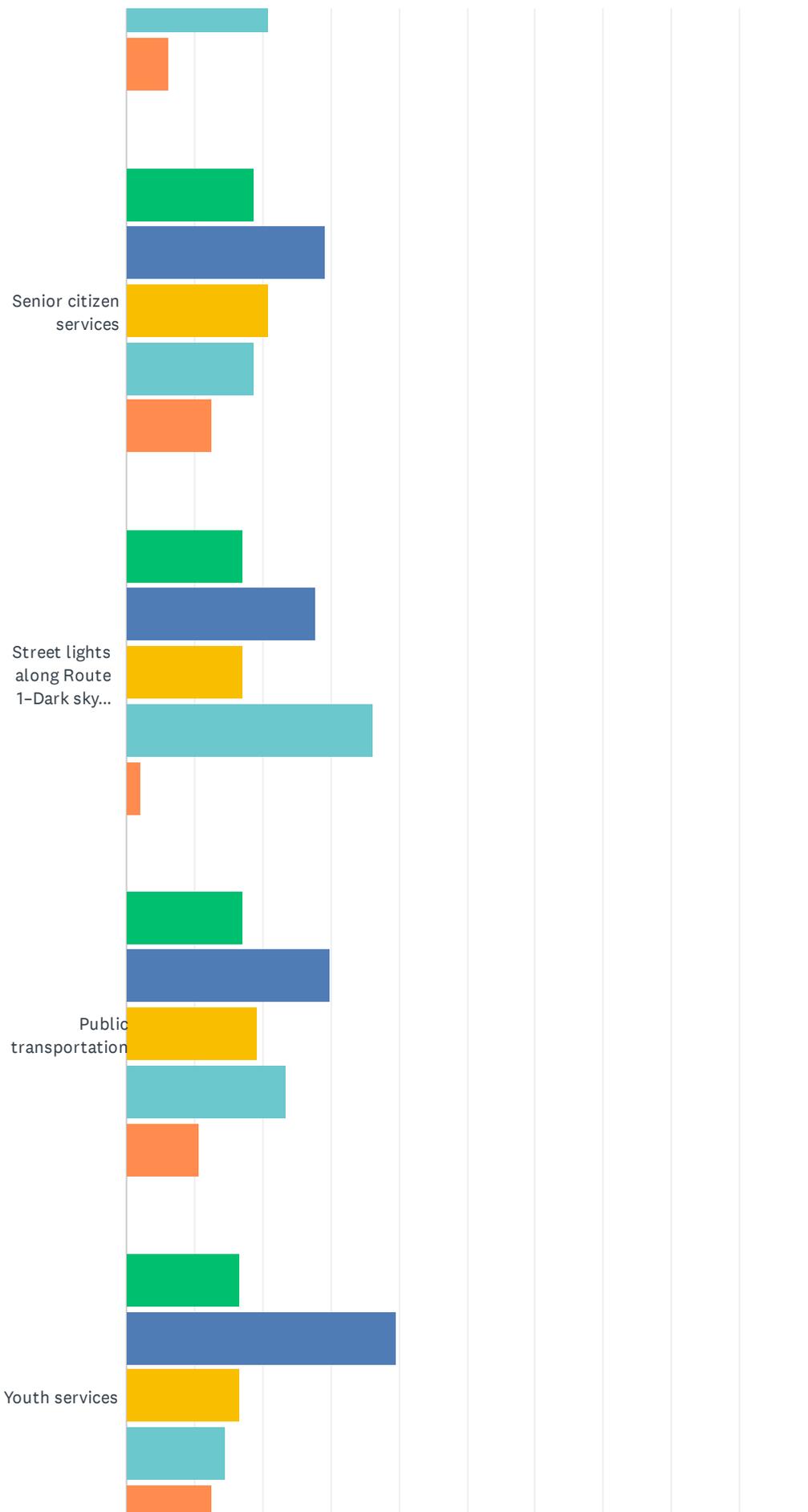
Answered: 48 Skipped: 1



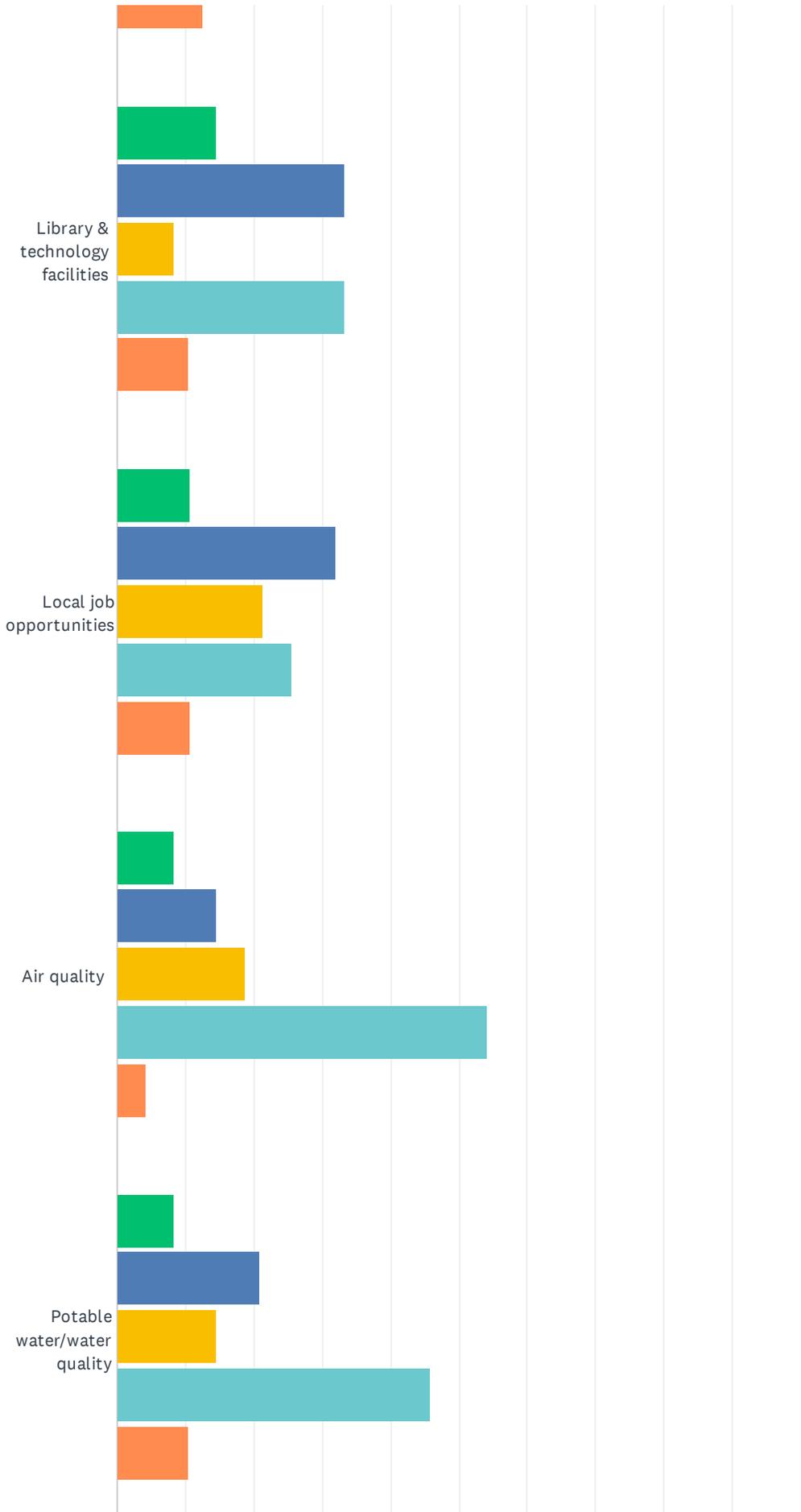
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Sullivan Public Opinion Survey



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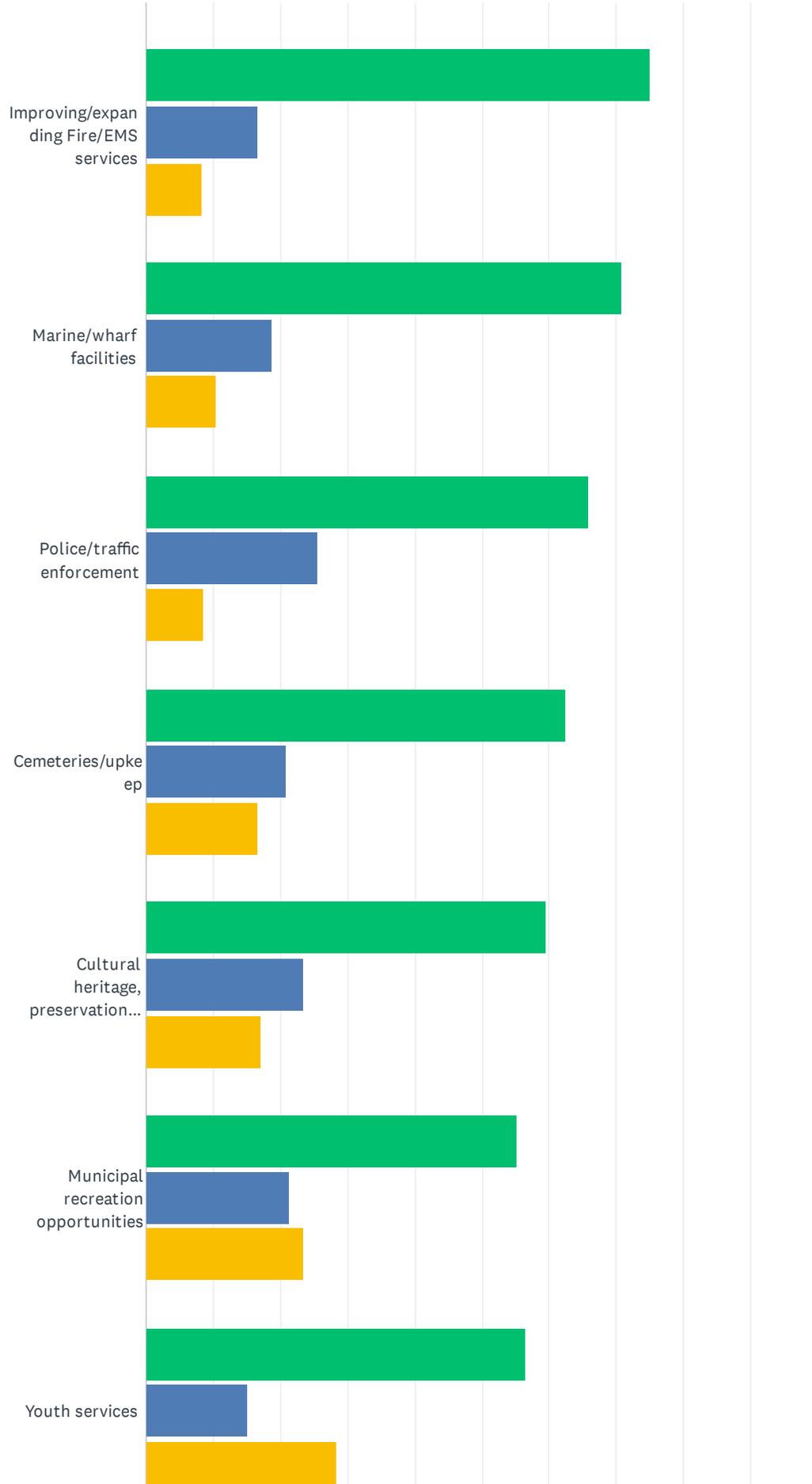
	NEEDS IMPROVEMENT OR ATTENTION RIGHT AWAY	NEEDS IMPROVEMENT OR ATTENTION	NEEDS STUDY	NOT AN ISSUE	DON'T KNOW/UNSURE	TOTAL
Housing availability and affordability	37.50% 18	25.00% 12	16.67% 8	14.58% 7	6.25% 3	48
Pedestrian sidewalks	31.25% 15	25.00% 12	16.67% 8	25.00% 12	2.08% 1	48
Bicycle paths/lanes	22.92% 11	33.33% 16	25.00% 12	14.58% 7	4.17% 2	48
Childcare services	20.83% 10	27.08% 13	20.83% 10	12.50% 6	18.75% 9	48
Recreation programs and facilities	18.75% 9	35.42% 17	18.75% 9	20.83% 10	6.25% 3	48
Senior citizen services	18.75% 9	29.17% 14	20.83% 10	18.75% 9	12.50% 6	48
Street lights along Route 1–Dark sky compliant	17.02% 8	27.66% 13	17.02% 8	36.17% 17	2.13% 1	47
Public transportation	17.02% 8	29.79% 14	19.15% 9	23.40% 11	10.64% 5	47
Youth services	16.67% 8	39.58% 19	16.67% 8	14.58% 7	12.50% 6	48
Library & technology facilities	14.58% 7	33.33% 16	8.33% 4	33.33% 16	10.42% 5	48
Local job opportunities	10.64% 5	31.91% 15	21.28% 10	25.53% 12	10.64% 5	47
Air quality	8.33% 4	14.58% 7	18.75% 9	54.17% 26	4.17% 2	48
Potable water/water quality	8.33% 4	20.83% 10	14.58% 7	45.83% 22	10.42% 5	48

Q12 I would like to see our property tax dollars spent on the following: Existing Facilities/Services

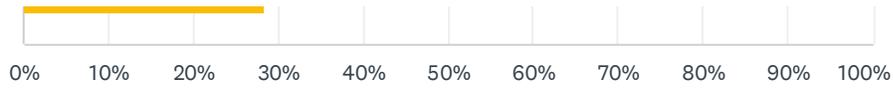
Answered: 49 Skipped: 0



Sullivan Public Opinion Survey



Sullivan Public Opinion Survey

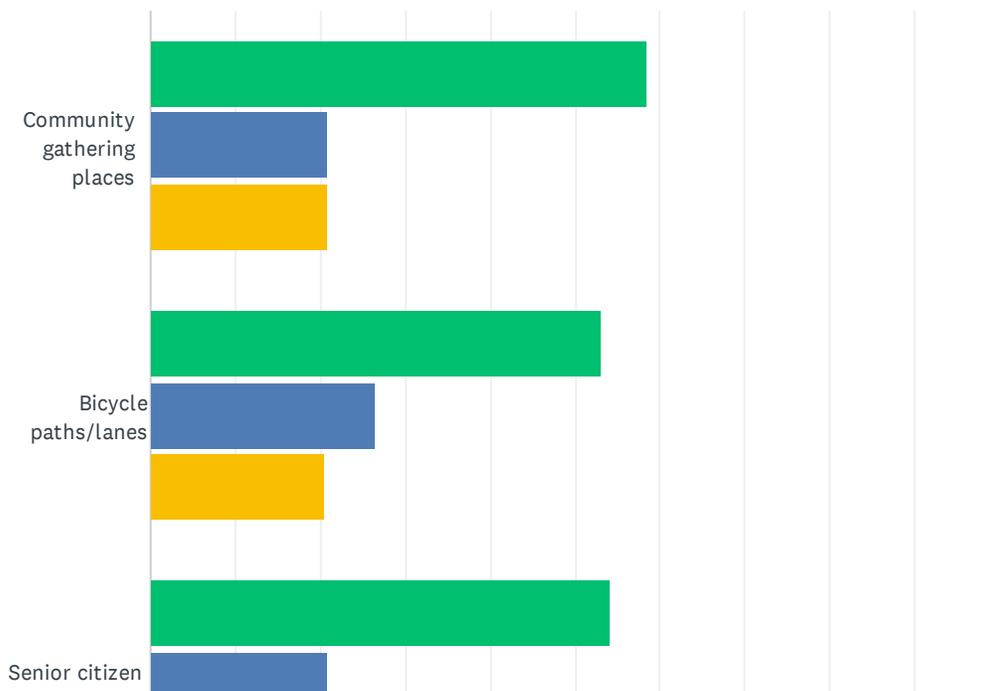


■ Yes
 ■ No
 ■ Don't Know

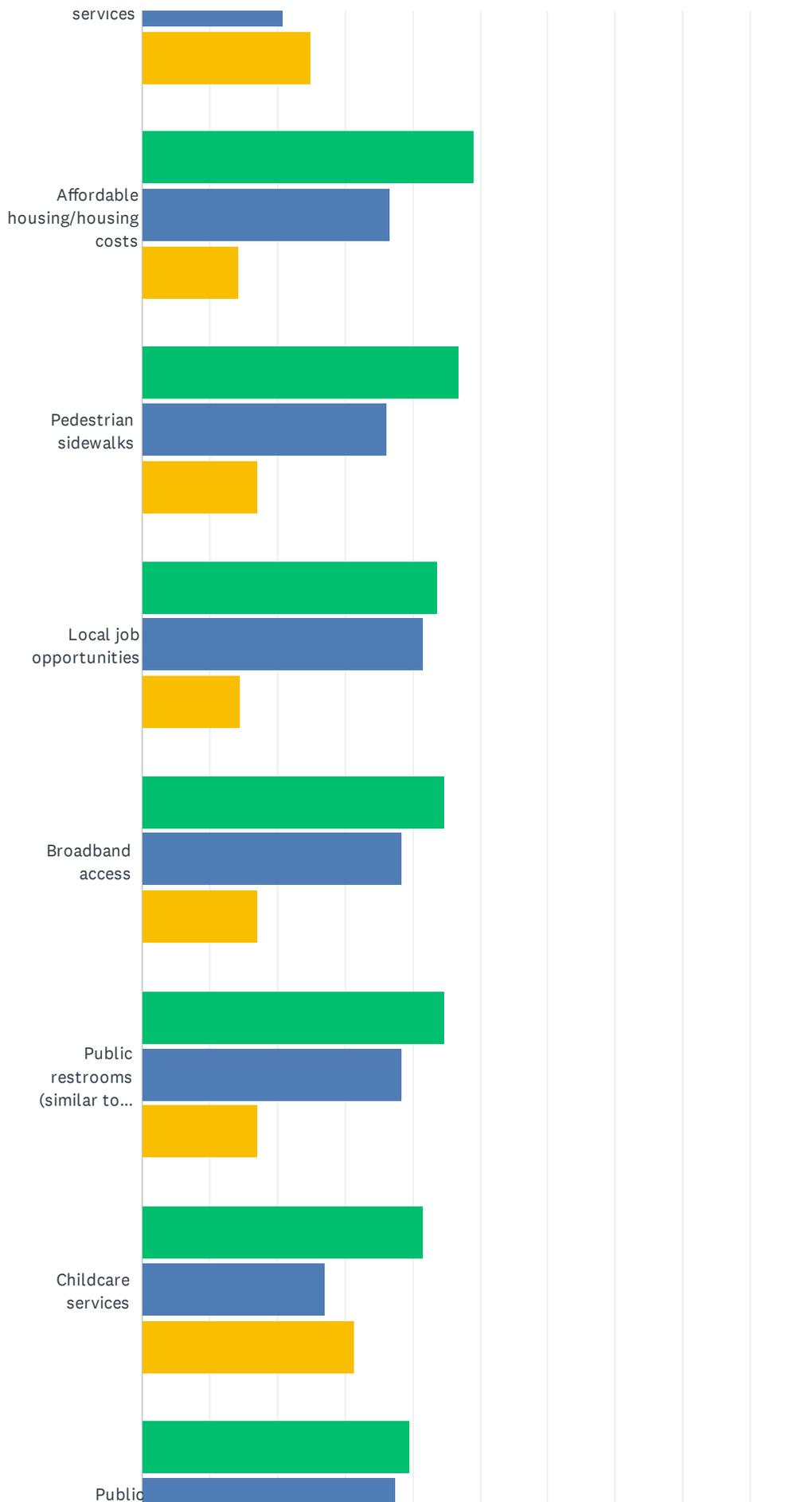
	YES	NO	DON'T KNOW	TOTAL
Town road improvements	91.84% 45	4.08% 2	4.08% 2	49
Improving/expanding Fire/EMS services	75.00% 36	16.67% 8	8.33% 4	48
Marine/wharf facilities	70.83% 34	18.75% 9	10.42% 5	48
Police/traffic enforcement	65.96% 31	25.53% 12	8.51% 4	47
Cemeteries/upkeep	62.50% 30	20.83% 10	16.67% 8	48
Cultural heritage, preservation, and library	59.57% 28	23.40% 11	17.02% 8	47
Municipal recreation opportunities	55.32% 26	21.28% 10	23.40% 11	47
Youth services	56.52% 26	15.22% 7	28.26% 13	46

Q13 I would like to see our property tax dollars spent on the following: New Initiatives

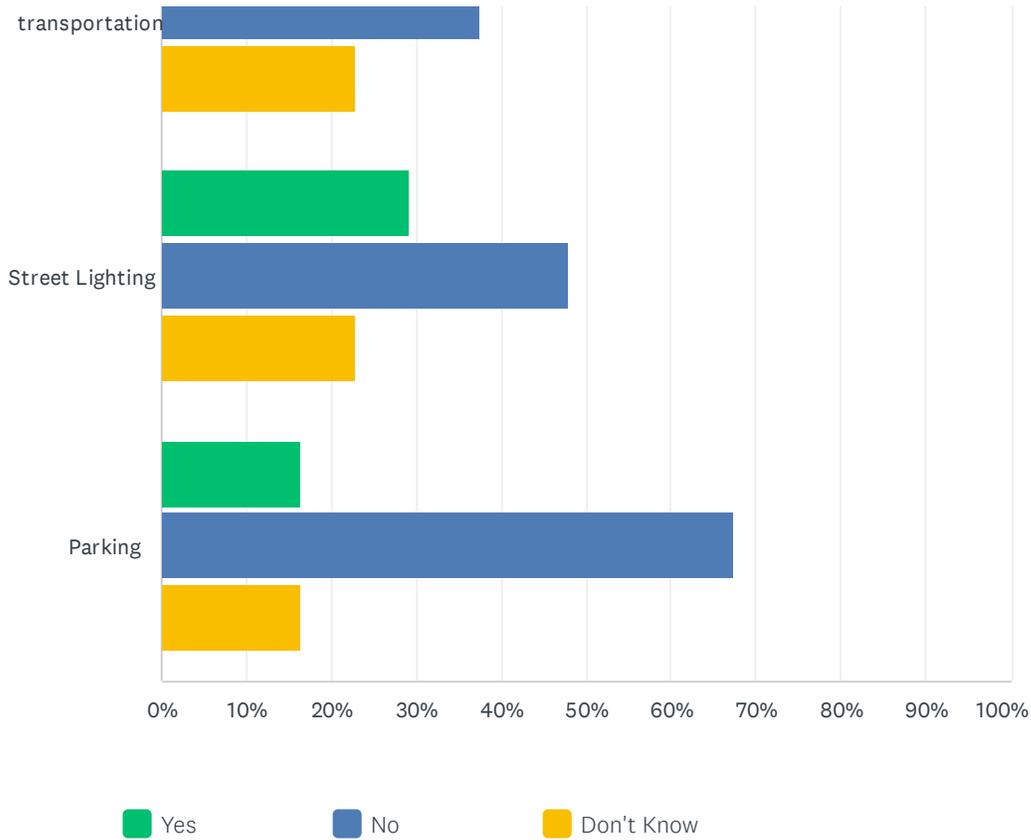
Answered: 49 Skipped: 0



Sullivan Public Opinion Survey



Sullivan Public Opinion Survey



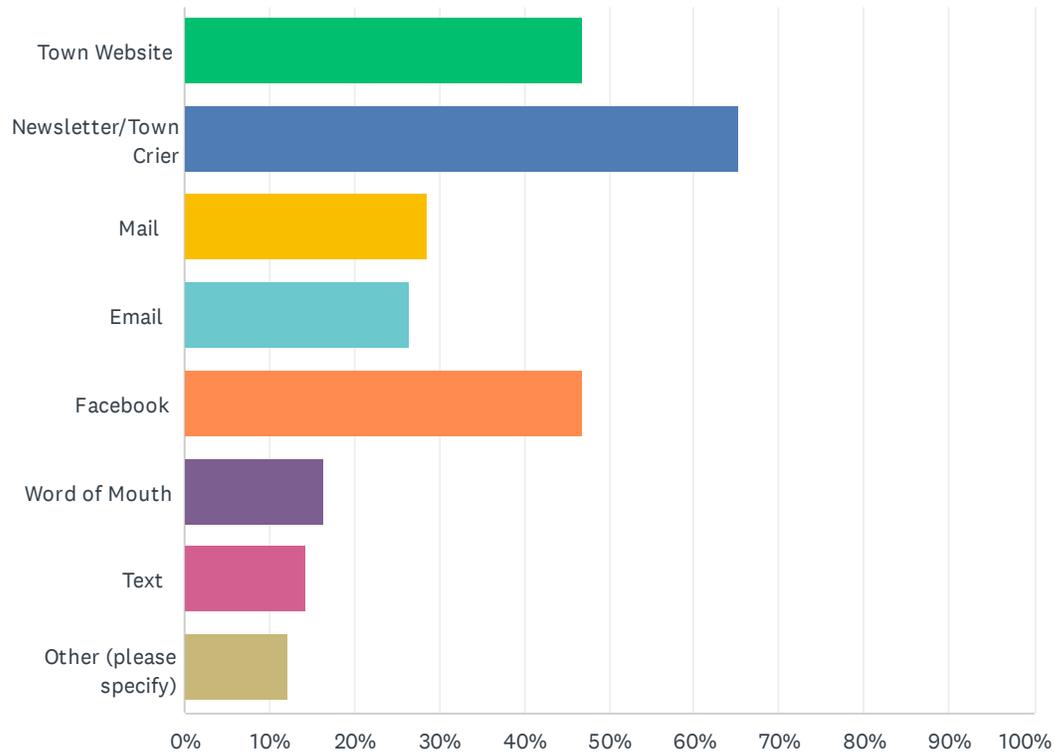
	YES	NO	DON'T KNOW	TOTAL
Community gathering places	58.33% 28	20.83% 10	20.83% 10	48
Bicycle paths/lanes	53.06% 26	26.53% 13	20.41% 10	49
Senior citizen services	54.17% 26	20.83% 10	25.00% 12	48
Affordable housing/housing costs	48.98% 24	36.73% 18	14.29% 7	49
Pedestrian sidewalks	46.81% 22	36.17% 17	17.02% 8	47
Local job opportunities	43.75% 21	41.67% 20	14.58% 7	48
Broadband access	44.68% 21	38.30% 18	17.02% 8	47
Public restrooms (similar to Long Cove)	44.68% 21	38.30% 18	17.02% 8	47
Childcare services	41.67% 20	27.08% 13	31.25% 15	48
Public transportation	39.58% 19	37.50% 18	22.92% 11	48
Street Lighting	29.17% 14	47.92% 23	22.92% 11	48
Parking	16.33% 8	67.35% 33	16.33% 8	49

Q14 What can the Town's government do to improve service to, and communication with, residents?

Answered: 28 Skipped: 21

Q15 How do you prefer to get information?

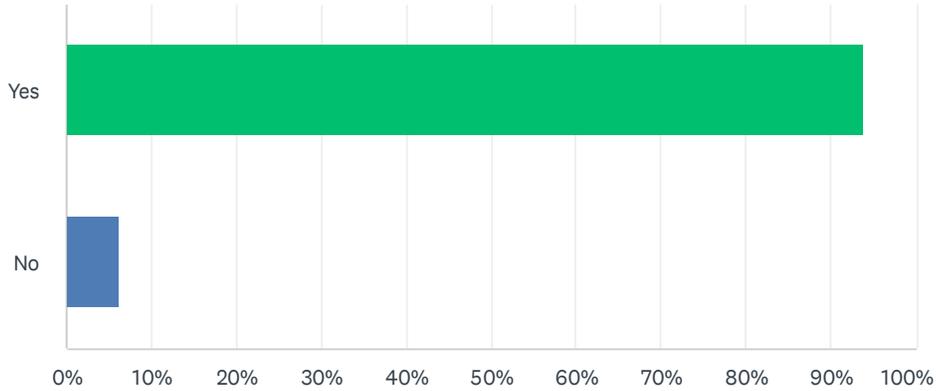
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Town Website	46.94%	23
Newsletter/Town Crier	65.31%	32
Mail	28.57%	14
Email	26.53%	13
Facebook	46.94%	23
Word of Mouth	16.33%	8
Text	14.29%	7
Other (please specify)	12.24%	6
Total Respondents: 49		

Q16 Do you have regular access to a device needed to effectively use the internet?

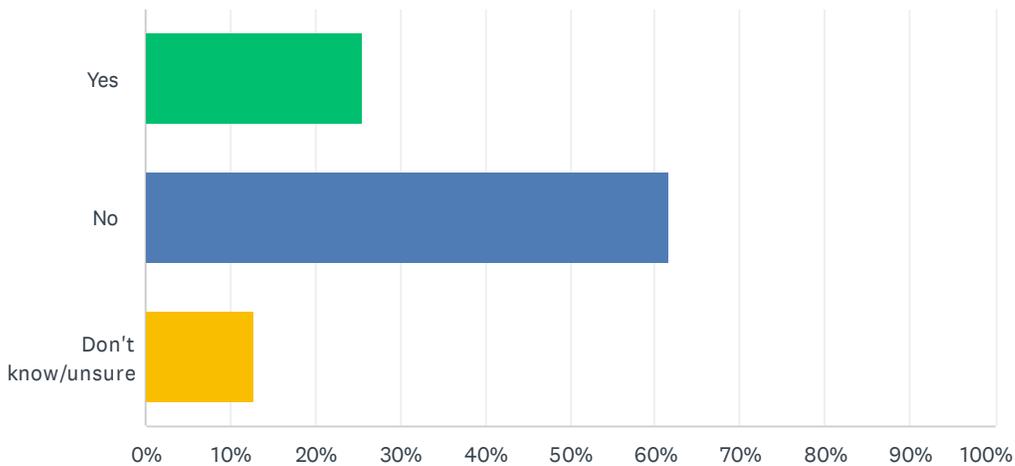
Answered: 48 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	93.75% 45
No	6.25% 3
TOTAL	48

Q17 Would you be interested in educational opportunities (workshops, courses) to improve your computer skills needed to live, learn, and work?

Answered: 47 Skipped: 2

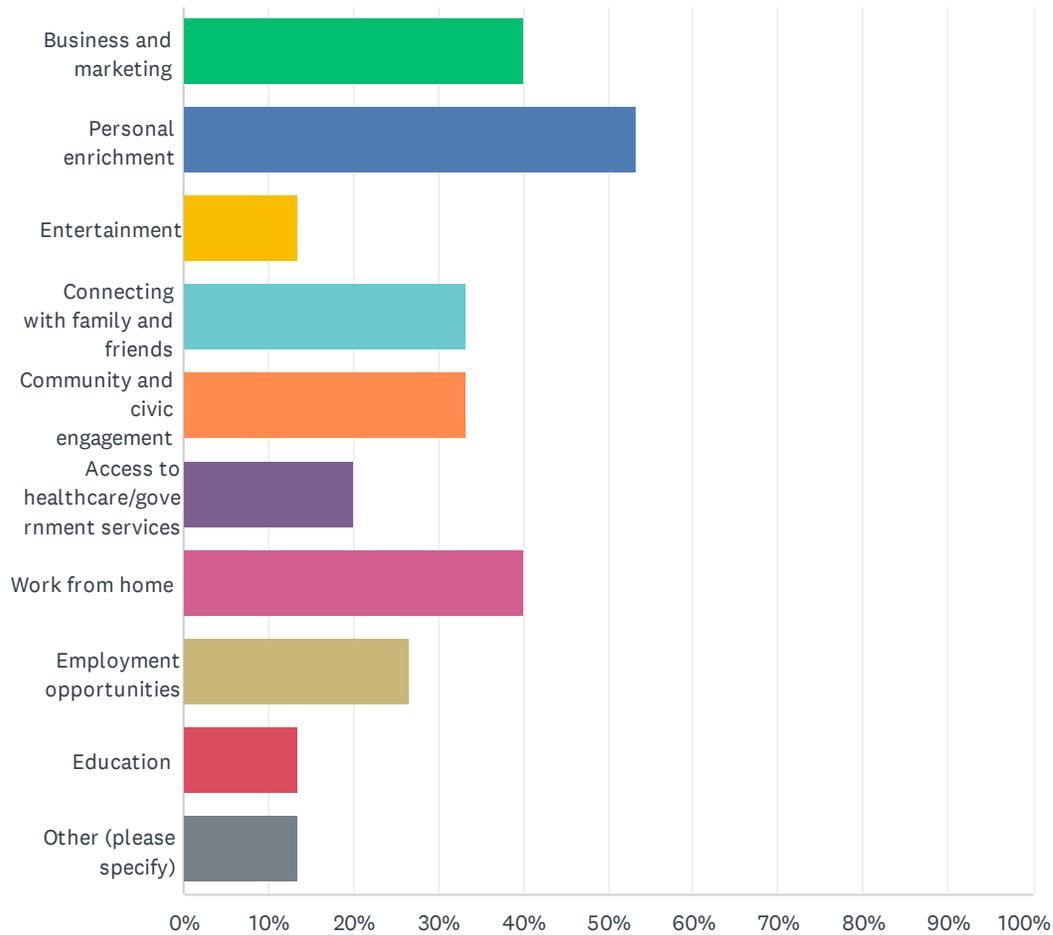


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES	
Yes	25.53%	12
No	61.70%	29
Don't know/unsure	12.77%	6
TOTAL		47

Q18 If you answered yes to the above question, what types of educational opportunities would be of interest to you?

Answered: 15 Skipped: 34

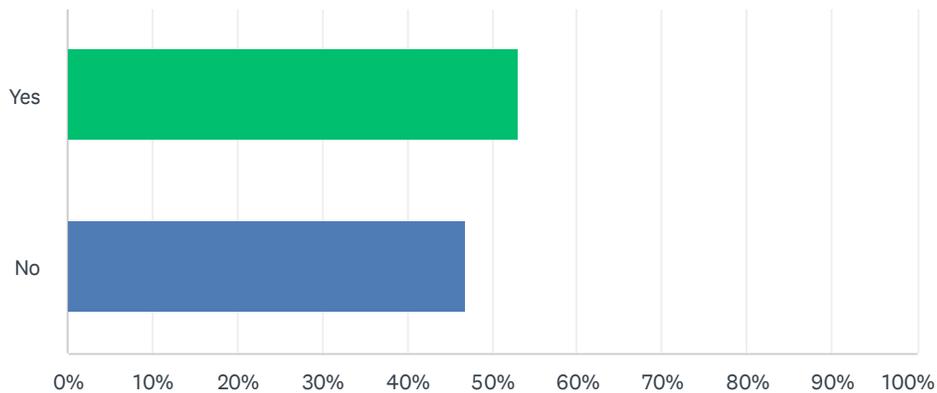


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES
Business and marketing	40.00% 6
Personal enrichment	53.33% 8
Entertainment	13.33% 2
Connecting with family and friends	33.33% 5
Community and civic engagement	33.33% 5
Access to healthcare/government services	20.00% 3
Work from home	40.00% 6
Employment opportunities	26.67% 4
Education	13.33% 2
Other (please specify)	13.33% 2
Total Respondents: 15	

Q19 Have you served on a Town committee?

Answered: 49 Skipped: 0

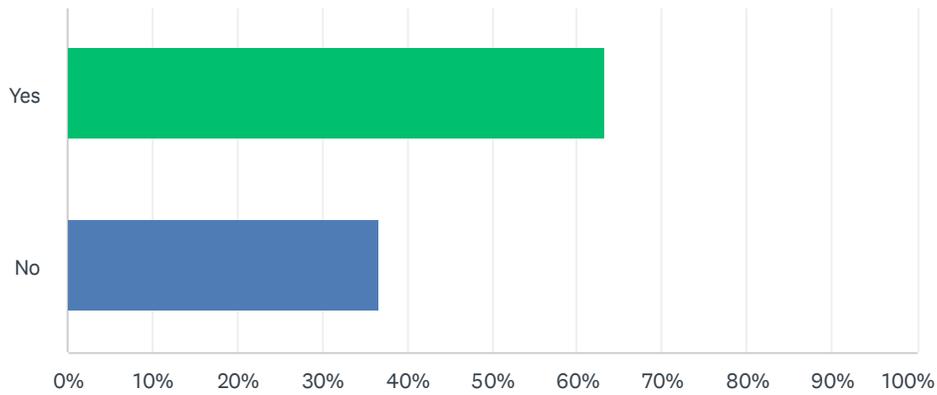


ANSWER CHOICES	RESPONSES
Yes	53.06% 26
No	46.94% 23
TOTAL	49

Q20 Have you attended any Town meetings in the last 12 months?

Answered: 49 Skipped: 0

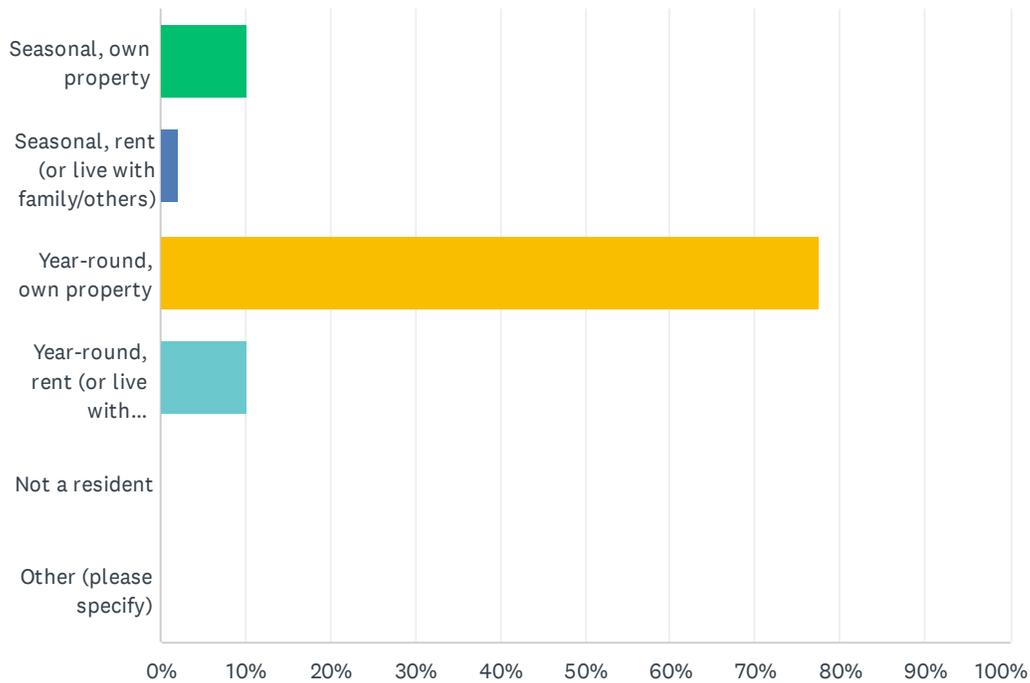
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ANSWER CHOICES	RESPONSES	
Yes	63.27%	31
No	36.73%	18
TOTAL		49

Q21 What is your relationship to Sullivan?

Answered: 49 Skipped: 0

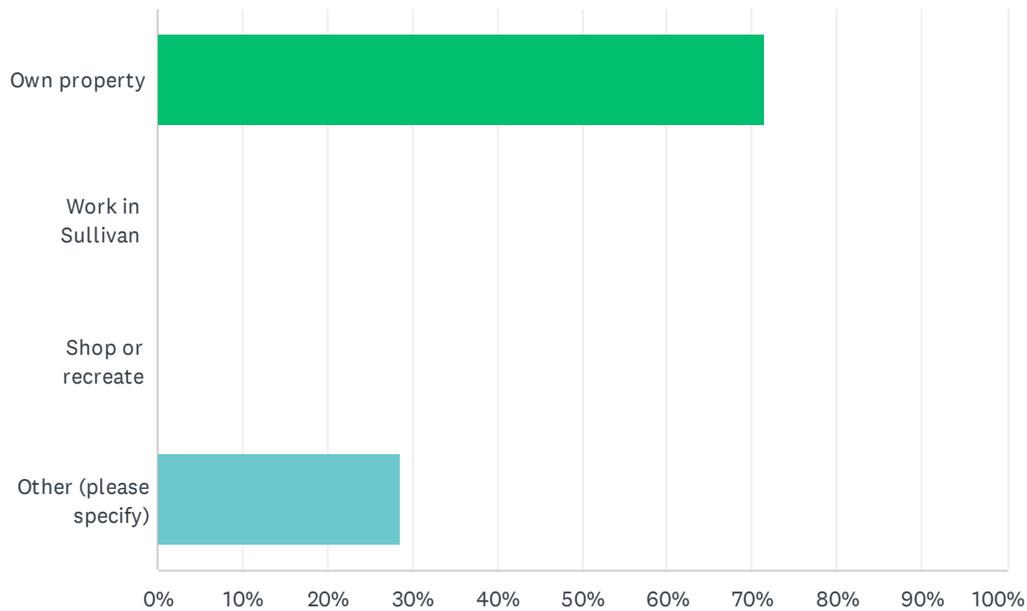


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES	
Seasonal, own property	10.20%	5
Seasonal, rent (or live with family/others)	2.04%	1
Year-round, own property	77.55%	38
Year-round, rent (or live with family/other)	10.20%	5
Not a resident	0.00%	0
Other (please specify)	0.00%	0
TOTAL		49

Q22 If you are not a resident, what is your relationship to Sullivan?

Answered: 7 Skipped: 42

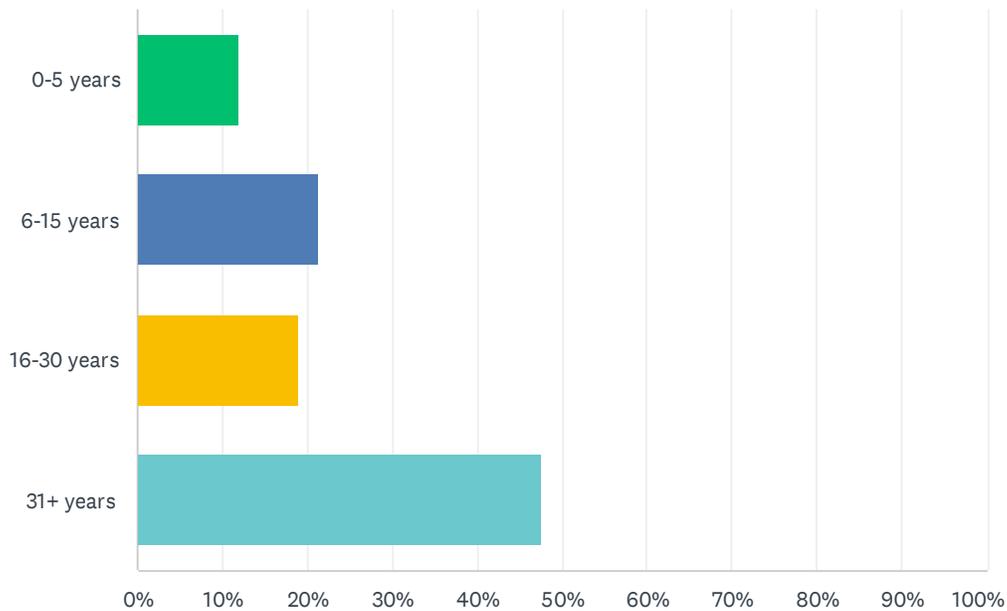


ANSWER CHOICES	RESPONSES	
Own property	71.43%	5
Work in Sullivan	0.00%	0
Shop or recreate	0.00%	0
Other (please specify)	28.57%	2
TOTAL		7

Q23 If you're a year-round resident, how many years have you been living in Sullivan?

Answered: 42 Skipped: 7

Sullivan Public Opinion Survey

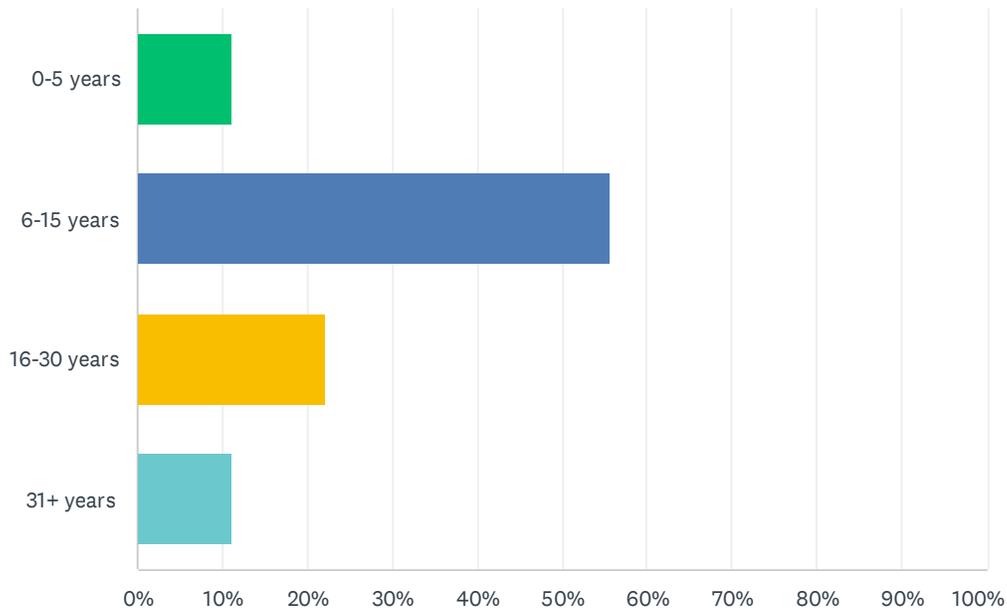


ANSWER CHOICES	RESPONSES
0-5 years	11.90% 5
6-15 years	21.43% 9
16-30 years	19.05% 8
31+ years	47.62% 20
TOTAL	42

Q24 If you're a seasonal resident, how many years have you been visiting or seasonally residing in Sullivan?

Answered: 9 Skipped: 40

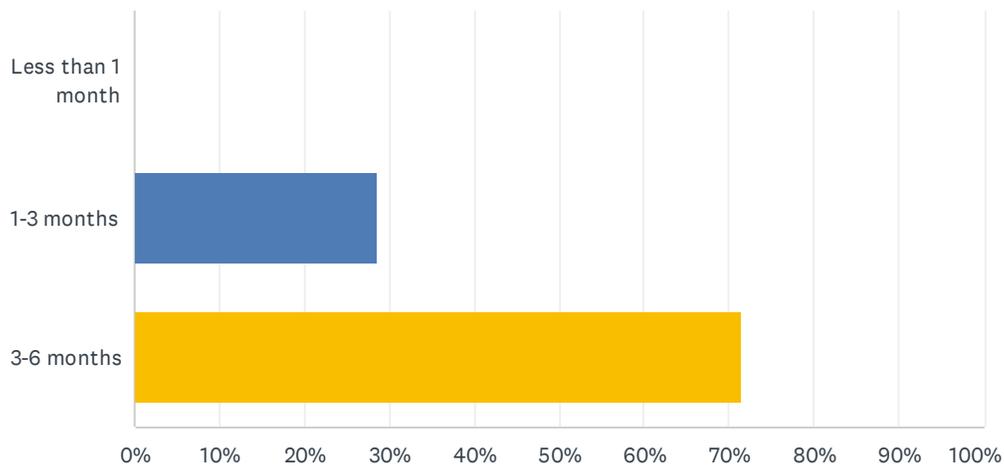
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ANSWER CHOICES	RESPONSES
0-5 years	11.11% 1
6-15 years	55.56% 5
16-30 years	22.22% 2
31+ years	11.11% 1
TOTAL	9

Q25 If you're a seasonal resident, how many months a year do you reside in Sullivan?

Answered: 7 Skipped: 42

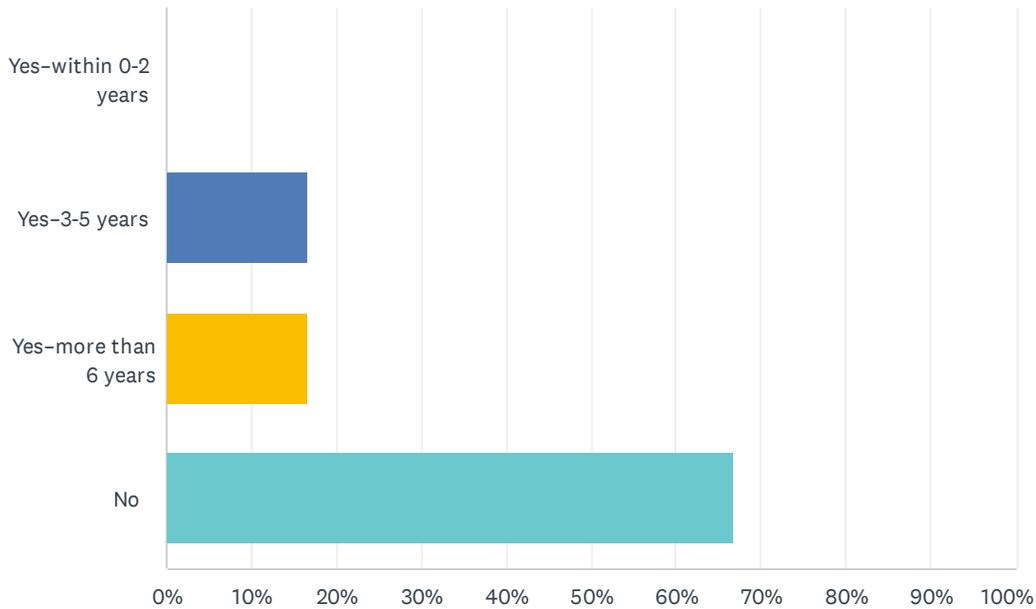


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES
Less than 1 month	0.00% 0
1-3 months	28.57% 2
3-6 months	71.43% 5
TOTAL	7

Q26 If you're currently a seasonal resident, do you plan to move to Sullivan year-round?

Answered: 6 Skipped: 43

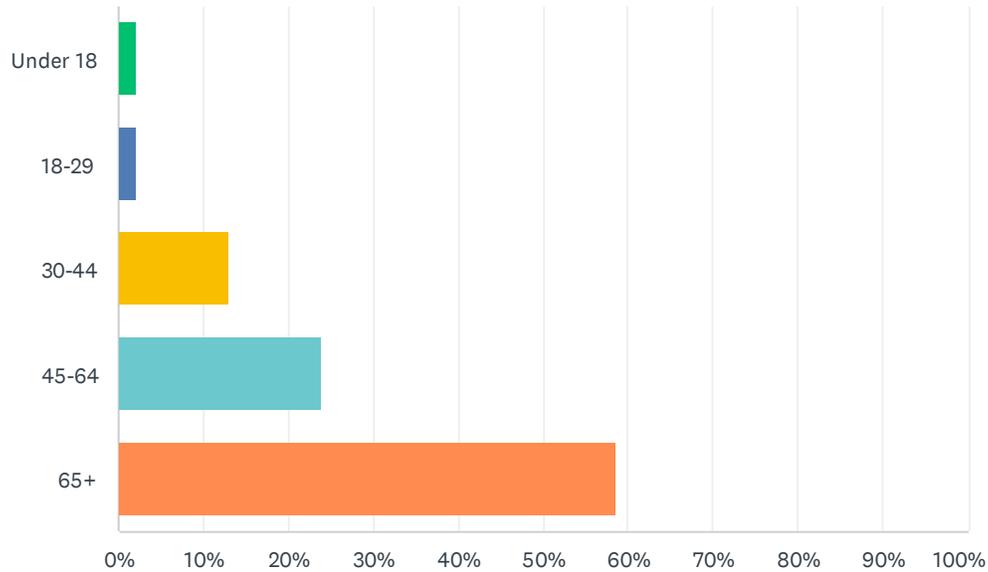


ANSWER CHOICES	RESPONSES
Yes-within 0-2 years	0.00% 0
Yes-3-5 years	16.67% 1
Yes-more than 6 years	16.67% 1
No	66.67% 4
TOTAL	6

Q27 What is your age bracket?

Answered: 46 Skipped: 3

Sullivan Public Opinion Survey

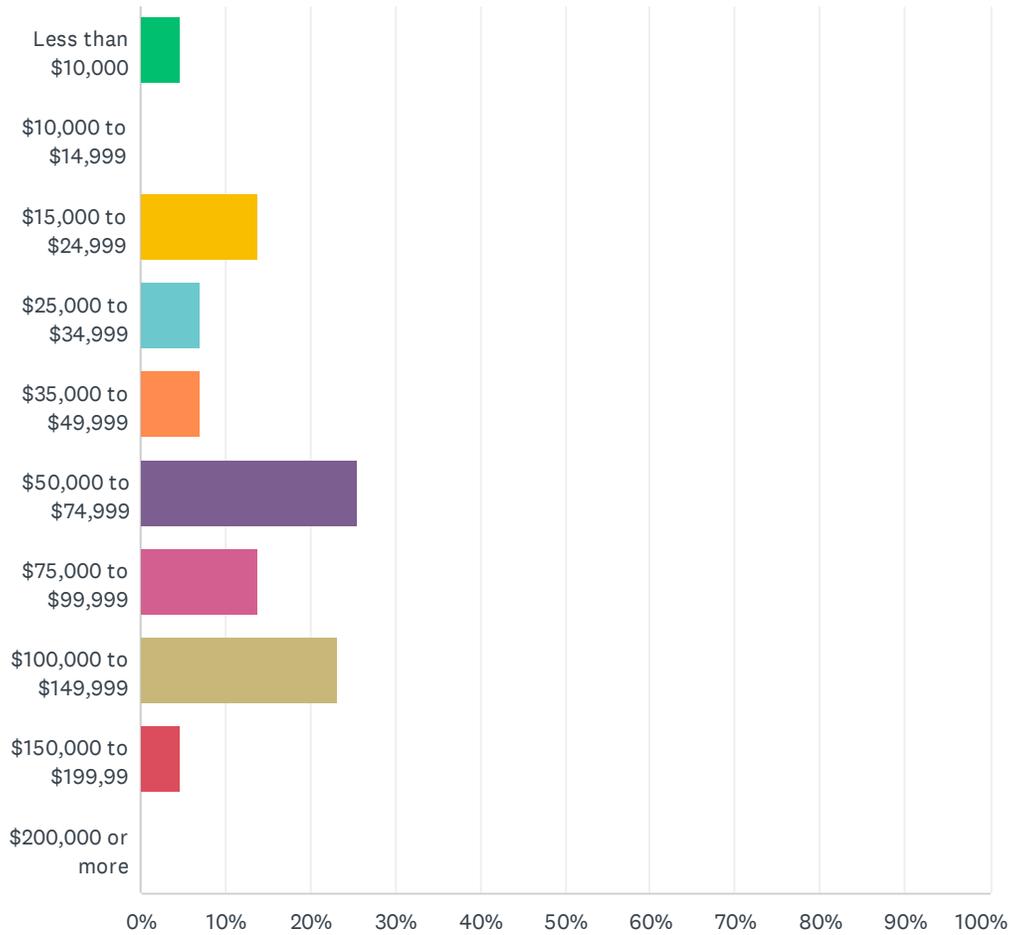


ANSWER CHOICES	RESPONSES
Under 18	2.17% 1
18-29	2.17% 1
30-44	13.04% 6
45-64	23.91% 11
65+	58.70% 27
TOTAL	46

Q28 What is your annual household income?The U.S. Census asks several questions about household income. The choices below reflect the “buckets” reported by the Census Bureau. As with the other questions, we ask about income to confirm whether we have a representative sample of Sullivan residents responding to the survey.

Answered: 43 Skipped: 6

Sullivan Public Opinion Survey

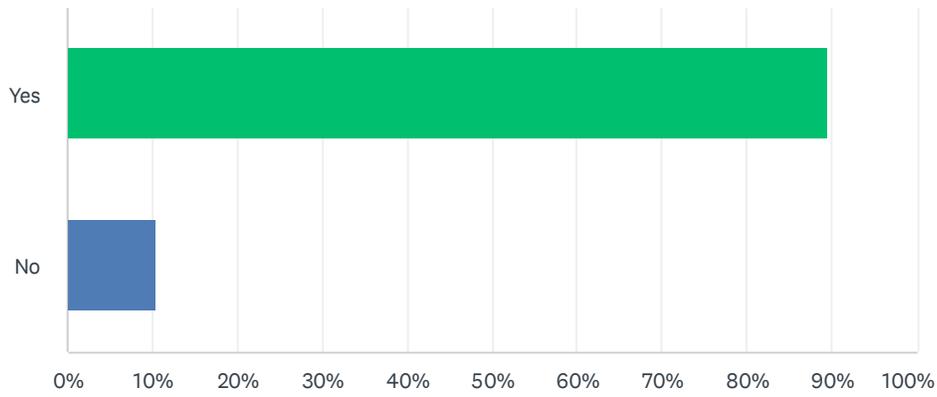


ANSWER CHOICES	RESPONSES
Less than \$10,000	4.65% 2
\$10,000 to \$14,999	0.00% 0
\$15,000 to \$24,999	13.95% 6
\$25,000 to \$34,999	6.98% 3
\$35,000 to \$49,999	6.98% 3
\$50,000 to \$74,999	25.58% 11
\$75,000 to \$99,999	13.95% 6
\$100,000 to \$149,999	23.26% 10
\$150,000 to \$199,99	4.65% 2
\$200,000 or more	0.00% 0
TOTAL	43

Q29 Do you own land in Sullivan?

Answered: 48 Skipped: 1

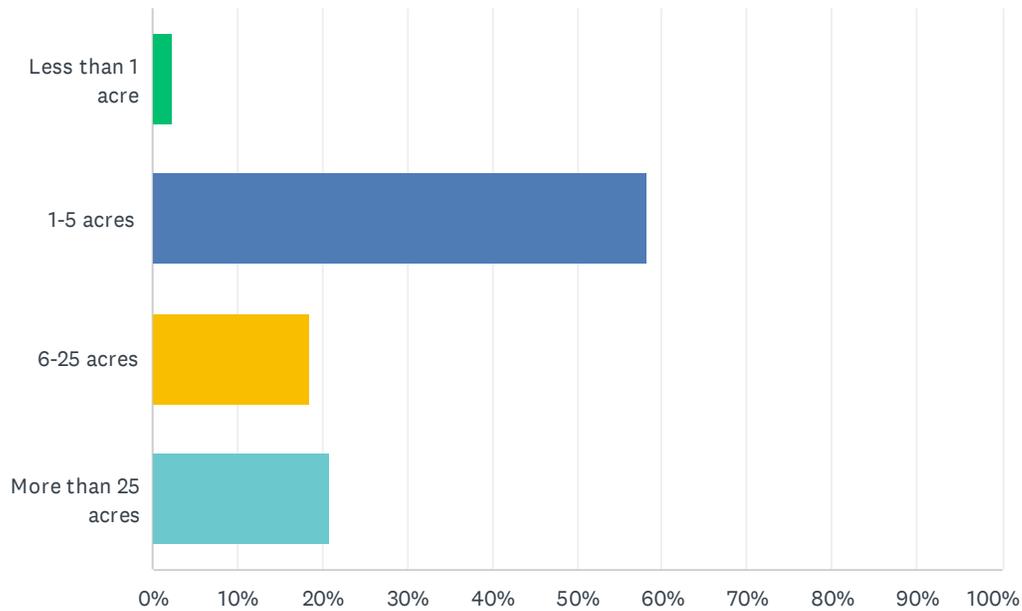
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ANSWER CHOICES	RESPONSES	
Yes	89.58%	43
No	10.42%	5
TOTAL		48

Q30 If yes, how much land do you own in Sullivan?

Answered: 43 Skipped: 6

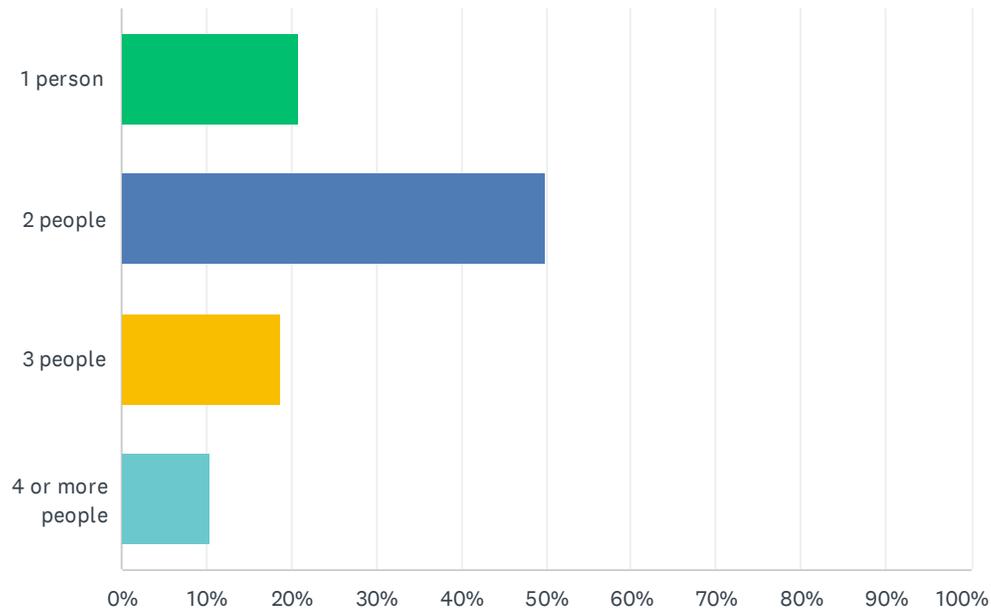


Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES
Less than 1 acre	2.33% 1
1-5 acres	58.14% 25
6-25 acres	18.60% 8
More than 25 acres	20.93% 9
TOTAL	43

Q31 What is your household size?

Answered: 48 Skipped: 1

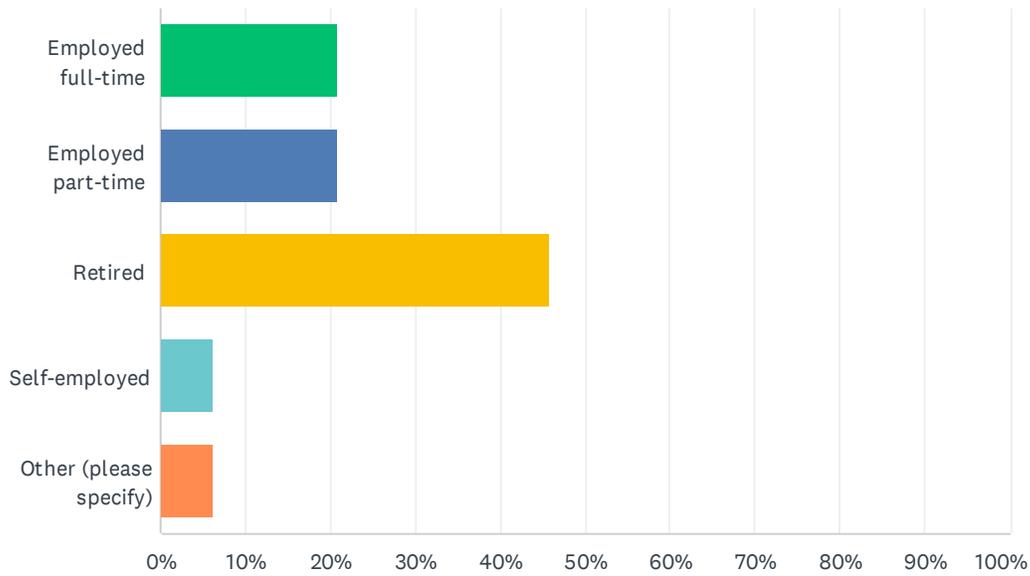


ANSWER CHOICES	RESPONSES
1 person	20.83% 10
2 people	50.00% 24
3 people	18.75% 9
4 or more people	10.42% 5
TOTAL	48

Q32 What is your employment status?

Answered: 48 Skipped: 1

Sullivan Public Opinion Survey

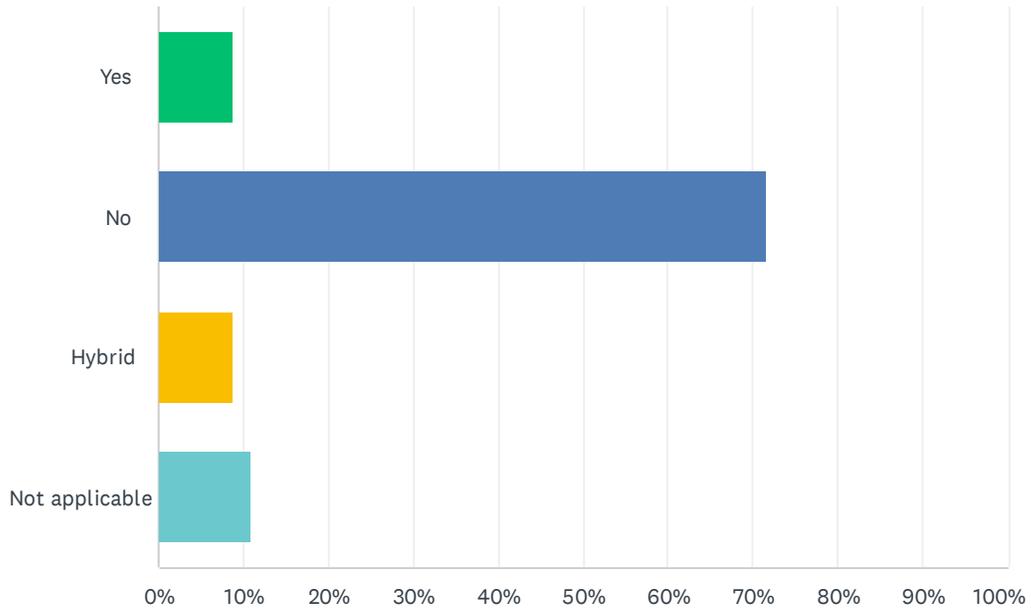


ANSWER CHOICES	RESPONSES	
Employed full-time	20.83%	10
Employed part-time	20.83%	10
Retired	45.83%	22
Self-employed	6.25%	3
Other (please specify)	6.25%	3
TOTAL		48

Q33 Do you work remotely from your home as your primary form of employment?

Answered: 46 Skipped: 3

Sullivan Public Opinion Survey

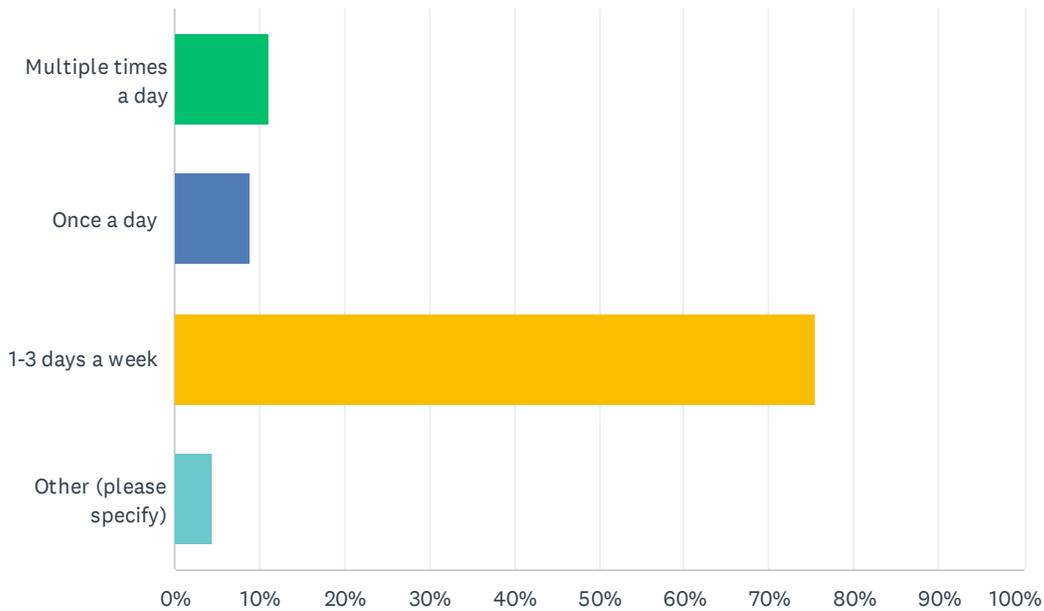


ANSWER CHOICES	RESPONSES	
Yes	8.70%	4
No	71.74%	33
Hybrid	8.70%	4
Not applicable	10.87%	5
TOTAL		46

Q34 How often do you leave Sullivan for reasons other than work?

Answered: 45 Skipped: 4

Sullivan Public Opinion Survey

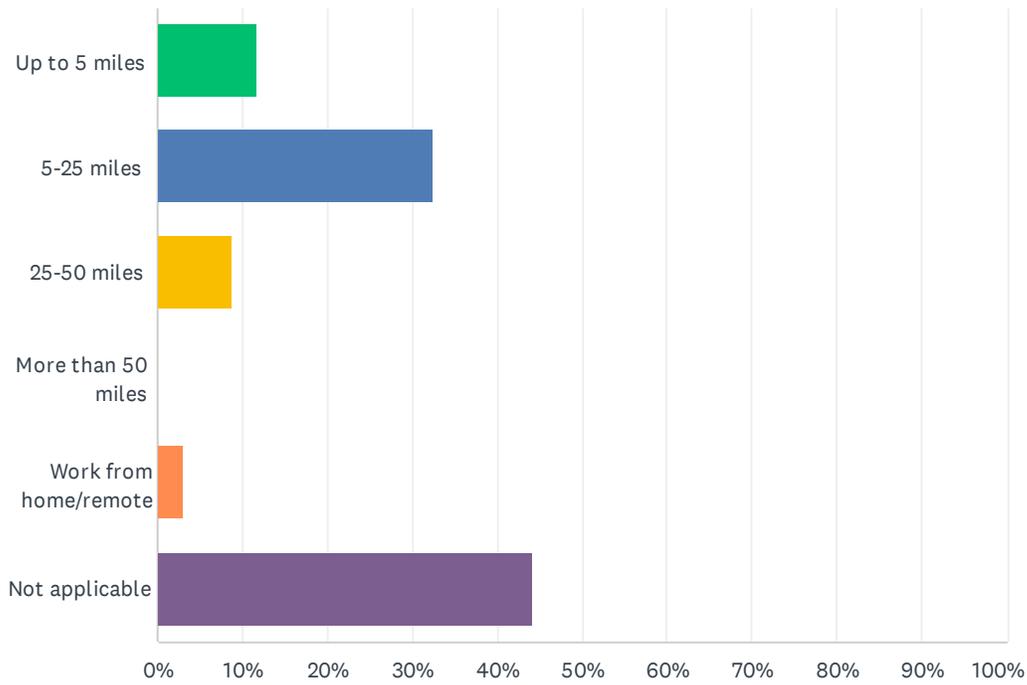


ANSWER CHOICES	RESPONSES	
Multiple times a day	11.11%	5
Once a day	8.89%	4
1-3 days a week	75.56%	34
Other (please specify)	4.44%	2
TOTAL		45

Q35 If you commute to your workplace, what is the one-way distance to your workplace?

Answered: 34 Skipped: 15

Sullivan Public Opinion Survey

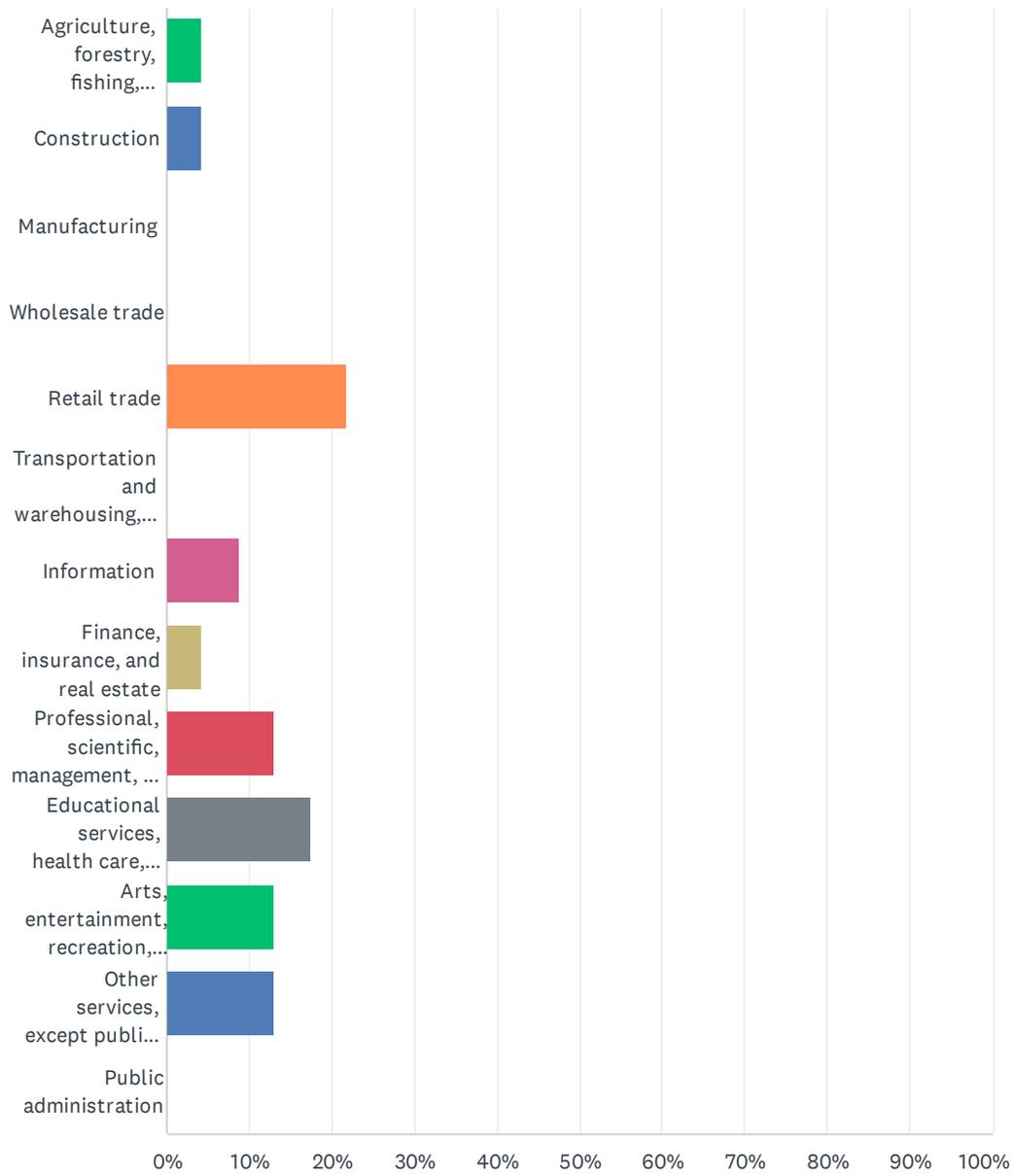


ANSWER CHOICES	RESPONSES	
Up to 5 miles	11.76%	4
5-25 miles	32.35%	11
25-50 miles	8.82%	3
More than 50 miles	0.00%	0
Work from home/remote	2.94%	1
Not applicable	44.12%	15
TOTAL		34

Q36 What industry do you work in?

Answered: 23 Skipped: 26

Sullivan Public Opinion Survey



Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES	
Agriculture, forestry, fishing, hunting, and mining	4.35%	1
Construction	4.35%	1
Manufacturing	0.00%	0
Wholesale trade	0.00%	0
Retail trade	21.74%	5
Transportation and warehousing, and utilities	0.00%	0
Information	8.70%	2
Finance, insurance, and real estate	4.35%	1
Professional, scientific, management, and administrative	13.04%	3
Educational services, health care, and social assistance	17.39%	4
Arts, entertainment, recreation, accommodation, and food	13.04%	3
Other services, except public administration	13.04%	3
Public administration	0.00%	0
TOTAL		23

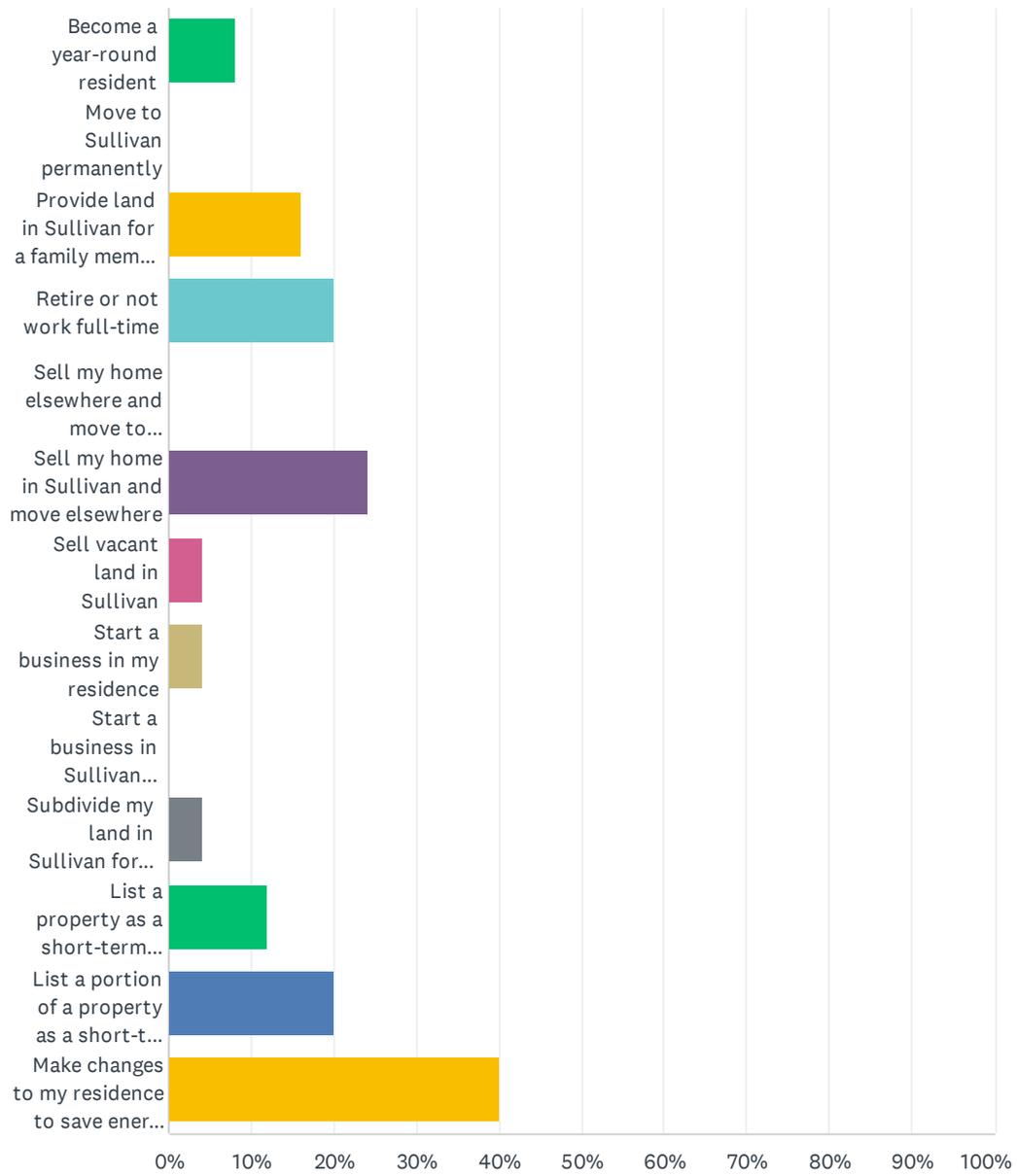
Q37 In what area of Sullivan do you live (year-round or seasonally)?

Answered: 38 Skipped: 11

Q38 Which of the following activities do you expect to do in the next five years?

Answered: 25 Skipped: 24

Sullivan Public Opinion Survey



Sullivan Public Opinion Survey

ANSWER CHOICES	RESPONSES	
Become a year-round resident	8.00%	2
Move to Sullivan permanently	0.00%	0
Provide land in Sullivan for a family member to build a home	16.00%	4
Retire or not work full-time	20.00%	5
Sell my home elsewhere and move to Sullivan	0.00%	0
Sell my home in Sullivan and move elsewhere	24.00%	6
Sell vacant land in Sullivan	4.00%	1
Start a business in my residence	4.00%	1
Start a business in Sullivan outside of my residence	0.00%	0
Subdivide my land in Sullivan for sale	4.00%	1
List a property as a short-term rental (e.g., AirBnB/VRBO)	12.00%	3
List a portion of a property as a short-term rental (e.g., AirBnB/VRBO)	20.00%	5
Make changes to my residence to save energy or switch to a renewable source	40.00%	10
Total Respondents: 25		

Q39 What issues do you anticipate the Town of Sullivan will face during the next decade? During the next 20 years?

Answered: 36 Skipped: 13

Q40 What concerns and observations do you wish to share with the Comprehensive Plan Committee?

Answered: 26 Skipped: 23