

2014
BRIDGTON
COMPREHENSIVE PLAN

FINAL DRAFT

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Introduction

More than three years ago, a newly appointed Comprehensive Plan Committee started working together. Now here we are, after more than a hundred committee meetings and dozens of meetings with the community, with *your* new Plan in hand, more committed than ever to see it implemented.

The Comprehensive Plan Committee sees Land Use (5) and the Economy (4) to be the top priorities in this Comprehensive Plan and believe they need to be the primary focus of its implementation. We believe the most pressing issues facing Bridgton today, as in the past, fall into these areas. Implementing the strategies found in these sections (4 and 5) of Chapter 12, Conclusions, Goals, Strategies, Timeline, will also offer solutions across the range of other subjects. People of Bridgton (2), and Housing (3) are both affected by what we do in Land Use and how we grow our Economy. Natural Resources (6) both affect and are affected by land use and economic growth. Careful planning in these areas is the best way to protect our water quality and the natural resources we all depend on. Transportation (7) is also affected by what happens in land use development and economic development. Public Facilities and Services (8) must both drive development and adapt to it, as in the case of Bridgton's Municipal Wastewater Disposal System. The expansion of this critical service is a major component of attracting the quality development we want here, as well as key to protecting water quality and the natural resources we depend upon. Municipal Finances (9) and Regional Coordination (10) are both affected by Bridgton's land use policy and economy.

You will see many references to both Land Use and the Economy in Chapter 12. There are strategies set out there for growing our economy and marketing our assets in new and better ways. The Comprehensive Plan Committee believes the only way to have the kind of development we want and need in Bridgton; attractive, well-placed, well-designed, high-functioning commercial development, that will enhance our lives as citizens here as well as help balance our tax burden, is to create a Land Use Ordinance to guide and manage growth. Chapter 11, The Future Land Use Plan offers a framework for this ordinance. It is the Committee's recommendation that these projects; developing our economy, expanding our wastewater system, and creating a land use ordinance, be tackled first.

With high hopes,

Your 2014 Comprehensive Plan Committee

Bob Wiser	Chuck Renneker
Greg Watkins	Ray Turner
Lucia Terry	Dick Danis
Bear Zaidman	Bill Vincent

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Chapter 1

HISTORICAL AND CULTURAL RESOURCES

The Setting

Bridgton is located in the scenic hills and lakes region of southwestern Maine. This region stretches from the low, sandy timberlands surrounding Sebago Lake in the east and rises to the west through numerous ridges and elevations to the summit of Mount Washington in the White Mountains. The Town is located in the northwest corner of Cumberland County, approximately 40 miles from Portland, 45 miles from Lewiston-Auburn in Androscoggin County and 25 miles from North Conway, New Hampshire.

Bridgton's 64 square miles encompass several lakes, ponds and high ridges with large tracts of mixed forests and some remaining agricultural lands. The central village lies between Highland Lake and Long Lake, approximately 300 feet above sea level.

Incorporation and Town Government

"Two centuries and more ago the area east of the Saco River in which the Bridgton township lies was known as Pondicherry, a name of uncertain origin, but probably applied to the wilderness tract because of the abundance of wild cherries and the numerous ponds visible from the summit of Pleasant Mountain." (Source: Bridgton, Maine 1768-1868)

The grant which formed Pondicherry Township was confirmed by the Massachusetts Legislature on February 24, 1763. At that time, Maine was still a region under the jurisdiction of Massachusetts. The township was commonly called Pondicherry for perhaps a couple of years until in 1767, the Proprietors named their tract for the man who undoubtedly had been the most influential in securing the grant, Moody Bridges. "Bridge's Town" was, over time, shortened to "Bridgton." (Source: Bridgton, Maine 1768-1968).

The first town meeting was held March 18, 1794, and town meetings continue to be the means by which policies are set and laws are made.

The Residents and Their Economy

It was most likely the tribes of the Sokokis and/or the Anasagunticooks, members of the Abanaki Nation, who populated this region for many thousands of years prior to the arrival of Europeans. The same bounty of woods, lakes and streams that sustained these peoples also attracted the new settlers, who claimed the land as theirs.

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From early beginnings as a European settlement, the Town of Bridgton has been an assortment of neighborhoods and communities dispersed over some 40,000 acres. The first settler, Captain Benjamin Kimball, established his store and hostelry on the shores of Long Lake in the North Bridgton section in 1768. A few years later, several of those early residents coming from the Andover-Boxford area of Massachusetts selected South Bridgton for their farms and homesteads. An indication of this continuing dispersion of the settlement over the landscape is the disclosure that there were at one time twenty-two autonomous school districts within the boundaries of the town, a system that was finally abolished in 1885.

Although the proprietors of the land grant may have selected a location on South High Street for the ministerial lot and the site of the combination meeting-house and town hall, it was in South Bridgton and North Bridgton that growth in population and "clearings" first occurred. The town grew in pockets of satellite design rather than spreading out from the Center, which in reality, came later in the wake of industrial expansion. Today, four distinct communities, the Village, North Bridgton, West Bridgton, and South Bridgton exist as well as smaller pockets of settled areas and residences which line the lakeshores and roadways of Bridgton.

In the early days, as the demand for services and materials grew, so did the Village. At just about the same time that Captain Kimball was establishing his headquarters in West Cove, Jacob Stevens was setting up his sawmill and gristmill where the outlet of Highland Lake flows into Long Lake. This was the first utilization of a waterway which determined the economy, growth and prosperity of Bridgton for at least 150 years. The stream still bearing Mr. Stevens' name at one time provided waterpower at twelve different locations serving a variety of mills and industries. And when the hydropower of this brook became overtaxed, the principal enterprises were already in place for conversion to other forms of energy.

Although many small and medium-sized businesses, such as tanneries, wood-working mills, door and sash manufacturers, flourished at several locations, it was the woolen industry that provided the impetus for Bridgton's development and business expansion. Rufus Gibbs was the pioneer and promoter of this emphasis on woolen mills together with many other lucrative personal interests. His Cumberland Mill at the foot of Main Hill (financed by lumbering and real estate dealings) provided the beginning at the midpoint of the 19th century. This action was followed by the construction of the Pondicherry Mill at the intersection of Portland and Main Streets in time to capitalize on the business generated by the Civil War. Somewhat later, the Forest Mills Company entered the production of fabrics and these three mills provided employment for more than 400 hands at the time of peak production.

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The industry, together with a variety of lesser but essential enterprise, created the demand for housing construction and commercial expansion and sparked an enthusiasm for connecting the town by rail with the outside world. The Bridgton and Saco River Railroad (1883-1940) was built essentially for freight transport and until highway services were developed to a reliable level, performed a vital function for all local businesses. Among the more obvious reasons for increased transportation capacities was a growing need for coal to provide the power that the various mills required and which exceeded what the little brook could supply.

The evolution of the residential and commercial areas of the Village began in the vicinity of Main Hill and worked southward generally along the course of this same Stevens Brook. Houses on High Street and those streets connecting with Main Street were among the first permanent homes and in many instances began as farm properties. The residential area south and east of Pondicherry Square was developed to a large extent by Frederick J. Littlefield and coincided with the growth in mill construction and employment. At the height of this post Civil War period of growth and prosperity, Bridgton could rightfully claim to be the trading center of western Maine. The town clung to this contention with conviction until the advent of the automobile and the advance of paved roads, which occurred in the 1920's.

The woolen industry in general began to falter shortly after World War I and all of New England was affected. American Woolen Company had taken over the Forest Mill operation and Deering, Milliken and Company of Portland owned the Pondicherry Mill property, which also included the Cumberland or so-called Gibbs Mill. Pondicherry Mill was the last survivor of the three and the Great Depression just about silenced the looms. The mill was operated marginally until the early 1950's.

Apart and aloof from the industrial and commercial sector, to a large degree, has been a resort business which began much earlier than is generally realized. There were hotels such as the Cumberland and Bridgton House catering to summer vacationers as far back as 1860. In 1897, a total of fifteen inns and boarding houses welcomed summer guests and a number of lakefront cottages were available for rent.

Summer resort operations in the Bridgton area have been subject to dramatic change. Hotels and inns, popular at the turn of the century, faded into near oblivion after the Great Depression and gave way to summer cottage communities, motels and, more recently, campsites that appeal to a special type of vacationer. A further transition is now in progress as rental cottages, in particular, are being acquired by non-resident owners as vacation homes for both summer and winter occupancy and second homes are being privately purchased or constructed along the lake shores and in outlying areas. The actual accommodations available to the summer tourist, at present, are fewer than was the case twenty-five years ago.

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Unfortunately, Bridgton's manufacturing base has suffered along with the rest of the State. Malden Mills closed its Bridgton Knitting Mills operation and more recently Sebago, Inc. closed its Pleasant Mountain Moc division. These closures removed hundreds of jobs from their peak rates. Dielectric Communications and Acorn Manufacturing also came and went and the Town has suffered a net loss of several hundred manufacturing jobs between 1994 and 2010.

Historical and Cultural Resources

In order to qualify as a true community, it has been said that a place must have meaning, identity and provide a sense of orientation. When a place is meaningful for its residents, it "makes sense", and offers feelings of safety and comfort. Having identity means that a place is distinguished from all other places. Identity comes from having a visible and understandable history—residents should be able to recognize the community's heritage, where it has come from, and the part it has played in a world of constant change. A sense of orientation is derived from the presence of historical and cultural landmarks. Landmarks are the result of the residents' ability, over time, to identify with the town and to find meaning in its landscape. (Elizabeth Brabec, "Town Character: Towards a Useable Definition," March, 1988).

A community's unique history should provide the perspective through which current trends are viewed. This background should also provide the context for long-range planning. In attempting to shape current and future change, and to direct growth in positive ways, a community should preserve and build upon those unique aspects of its character that provide residents with meaning, identity and orientation.

The Town of Bridgton is rich in landmarks which provide an ever-present link with its past. Until the 1987 plan, it was requested that "the Bridgton Historical Society, with the assistance of the Maine Historic Preservation Commission, update its inventory of historic sites and structures, promote inclusion of significant properties to the National Register, develop an historical sites map, and consider establishing Site markers." Following is an update of that inventory, and these sites are displayed on the Town of Bridgton Historic Resources Map. Although not included in this Plan, the Historic Resources Map was used in the development of the Future Land Use Map, and it may be viewed at the Town Office.

Sites on National Register of Historic Places

Over the past 30 years in Bridgton, the following sites have been placed on the National Register through the efforts of the individual property owners. At present, there is no organized effort in the town to register eligible buildings and sites.

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(Numbers correspond to the Bridgton Historical Resources map; sites are noted by red dots):

1. "Narramissic," The Peabody-Fitch House, Off Ingalls Road, South Bridgton
2. South Bridgton Congregational Church, Fosterville Road
3. "Stone House". Burnham Road
4. "Far Hills," The Benjamin Cleaves House, South High Street
5. Walker Memorial Hall, Lower Ridge Road, Bridgton Highlands
6. Farnsworth Mansion, Route 117, North Bridgton
7. Wales and Hamblen Building, Main Street
8. Dalton Holmes Davis Memorial, The Bridgton Public Library, Main Street
9. William F. Perry Mansion, Six Main Hill

Sites with Possible National Register Eligibility

These sites fit all of the criteria of eligibility for the National Register. They are considered important historical "anchors" in the town, in that they are identified with particular geographic areas. (Letters correspond to the Bridgton Historic Resources map; sites are noted by green dots):

- a. Johnson-Boggs House
- b. Fessenden-Rankin-Parker House
- c. Camp Pondicherry
- d. Sandy Creek Schoolhouse
- e. Stone-Cook-Richards House
- f. Camp Winona
- g. Martin-Redfield-Chalmers House
- h. Braun-Kinney House
- i. Tarry-A-While Resort
- j. Fremstead-Darnielle Cottage
- k. Ingalls Grove
- l. Clark-Ring Farm
- m. Fox-Perry Artist Colony
- n. Smith Mill
- o. Advent Church
- p. Methodist Church
- q. Congregational Church
- r. Gibbs-Giata's Mansion
- s. Littlefield-Simpson Mansion
- t. Bridgton Academy
- u. Kitson House and Pottery Site
- v. Bridgton Historical Society Museum (former fire station with intact hose tower)

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Areas Eligible for Possible Historic District Designation (National Register and/or Local)

The following areas also meet the criteria for eligibility for the National Register. Additionally, South Bridgton village and North High Street are areas which are considered important historical areas by the Maine Historic Preservation Commission. (Letters correspond to the Bridgton Historic Resources map, and areas are colored in blue):

- A. South Bridgton Village
- B. Highland Ridge
- C. Lower Village
- D. North and South High Streets/Main Hill
- E. North Bridgton Village

Historic Graveyards

This list is compiled by the Bridgton Historical Society, and is used frequently by residents and others seeking to trace family histories. There are many more small family and neighborhood cemeteries, some on private land. (Numbers correspond to the Bridgton Historic Resources map, and areas are colored in red):

- 10. South Bridgton
- 11. Sandy Creek
- 12. South High Street
- 13. Forest Hills
- 14. Four Corners
- 15. North Bridgton
- 16. Glines Graveyard

Open Land with Historic Significance

The following areas are privately owned, with the exception of Sabattus Island (also known as Winona's Island) in Moose Pond, which has been leased to the town by the State of Maine. They are considered areas of historic and/or scenic significance in Bridgton, and several are currently subject to development pressures. They are noted on the Historic Resources map as areas colored in green, but are not numbered or lettered:

- ▲ **Upper Ridge Road** - This area is known as the Linscott Farm. It is a scenic area of open fields with an intact 1830 farmhouse.

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- ⤴ **Del Chadbourne Road** - This is an unchanged 19th century gravel road overarched with trees. An intact 18th century farmhouse is set at the end of the road.
- ⤴ **Chadhourne Hill Road** - This is a drive through woods and fields, the road overarched with trees. It turns into the Del Chadhourne and Upper Ridge Roads mentioned above.
- ⤴ **Highland Ridge Road** - Scenic views of open fields, with unchanged historic buildings from the late 18th century to late 19th century. At the upper end of the road, one enters Ingall's Grove, an area of partly virgin forest.
- ⤴ **South Bridgton Village** - a nearly intact example of an 1800's agrarian village. Parcel north of South Bridgton, on Route 107 - this is the site of the Peabody home where the first church in Bridgton was founded. Religious services were held in a large room in the house, apparently constructed for the purpose, for seven years. The foundation of the house remains, and an historical marker was once placed there but has since been removed.
- ⤴ **Parcel north of the above site, just off Route 107 – “Bear Trap Mountain.”** This is the site of a large stone cavern which was used in the early days of settlement for trapping bears. The site was noted in a Bridgton history written in the 1850's as an 'historical curiosity,' making it one of the earliest noted "historical sites" in New England.
- ⤴ **Base of Pleasant Mountain** - an open field situated at the corner of Route 302 and the Mountain Road, leading to Shawnee Peak Ski Resort. This parcel affords a beautiful view and a scenic entrance to the mountain. It has been under considerable development pressure in recent years.
- ⤴ **Sabattus Island (also known as Winona's Island) in Moose Pond** - scenic view of Pleasant Mountain. The island is owned by the State of Maine and has been leased on a long-term basis to the Town.
- ⤴ **Route 302 south of Bridgton** - There exists an area just north of the Naples line along Route 302 which is undeveloped and wooded. This stretch of highway provides a natural separation between the towns of Naples and Bridgton, giving the feeling that Bridgton is a distinct town. Additionally, this stretch of highway offers a spectacular view of the mountains framed by the trees along both sides of the road.

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- ▲ **Narramissic, the Peabody-Fitch Farm** – Owned and operated by the Bridgton Historical Society as a “museum, historical site, demonstration center for early American life and crafts, or like purposes.” In addition to a 1797 house, a ca. 1830s barn and functioning blacksmith shop, it encompasses 25 acres of open fields, with dramatic mountain views and access to short hiking trails, including connections to “Bear Trap Mountain,” listed above.

Prehistoric Archaeological Sites

Seven prehistoric archaeological sites are on file with the Maine Historic Preservation Commission. These are identified as numbers 22.5, 22.9, 22.11, 22.12, 22.15, 22.16, and 22.63. These are on the Peabody Pond shoreline, on Stevens Brook, and the Long Lake Shoreline within one kilometer of Stevens Brook. The precise location of number 22.5 is not noted here, in order to protect it; however town officials may receive information on its location from the MHPC at the time protection measures are proposed. Sites that need further survey, inventory, and analysis are Bear River, the shorelines of Moose Pond, Highland Lake, and Long Lake, as well as other smaller brooks and ponds. With the exception of some of site 12.63 on Peabody Pond, the Town has not been surveyed by a prehistoric archaeologist.

Historic Archaeological Sites

Four historic archaeological sites have been identified by the Maine Historic Preservation Commission in Bridgton - the Kittson Pottery Site (circa 1815 - 1890, ME 056-001), Keene Machine Shop (20th century ME 056-002), American Legion Hall (20th century ME 056-003) and “Narramissic”, the Peabody-Fitch Farm (18th-19th century, ME 056-004). The Maine Historic Preservation Commission makes the following comment, "No professional historic archaeological survey has been conducted to date in Bridgton. The above-noted [Kittson Pottery] site was observed by a ceramics historian in the 1970's, but has not been archaeologically inspected. Future professional survey could focus on Anglo -American sites representing the earliest European settlement of the Town, which began in the 1760's." There are also ten water power sites, marking the location of mills along Stevens Brook between Highland Lake and Long Lake, which preserve important aspects of Bridgton's 19th and early 20th century industrial history. The locations of these sites are delineated on a map, produced by E.C. Jordan Co., Portland in 1902, which is in possession of the Bridgton Historical Society. A copy of this map has recently been placed on file with the MHPC, who will use it to identify these historic archaeological sites.

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Threats to Historic and Archaeological Resources

One threat to historic and archaeological resources is simply that their significance, and sometimes even their existence, is unknown. Development, redevelopment, or the failure to maintain these sites can diminish or destroy these resources. On the other hand, widespread public knowledge of archaeological sites can increase the likelihood that they will be disturbed or vandalized. The appearance of development adjacent to an historic building or site has a significant impact. Incompatible design can destroy the visual effect of a nearby historic building and greatly reduce its value.

In addition to each site or structure's individual historic significance, collectively these resources play a strong role in determining the town character which distinguishes Bridgton from other towns in the region. The clusters of 18th and 19th century buildings in the Village, in South Bridgton, and in North Bridgton create the sense of distinct and unique communities. In the countryside, the large farmhouses surrounded by expanses of fields are central to the "rural character" loved by Bridgton residents and visitors; and the collections of camps dotting the lakes are significant links with the region's long-standing history as a resort area.

At the present time, the Town has no control over proposed changes to existing buildings or the design of new buildings. Although individual residents have initiated the placement of a few buildings on the National Historic Register, this placement protects the buildings only from public development projects which receive federal funds. It does not protect them from state or local development, nor from any alteration by the owner or subsequent owners of the property. Without design standards in the Village, and along Routes 302 and 117, where commercial development is moving out from the Village, there is a strong likelihood that some of Bridgton's character will be diminished by the addition of poorly-designed commercial architecture.

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Chapter 2

THE PEOPLE OF BRIDGTON

During the period from 1970 to 2010 Bridgton's population has grown by 76%. A review of the four decades since 1970 (Table 2.1) reflects that the growth percentage was near or above 20% for the first two decades but declined significantly in the last two. During the last 40 years Bridgton's population has grown at a rate that has exceeded that of Cumberland County and the state of Maine by approximately 30%.

Table 2.1			
Population of Bridgton, Cumberland County, And Maine			
1920-2010			
Year	Bridgton	Cumberland County	Maine
By Actual Numbers			
1920	2,546	124,376	768,014
1930	2,659	134,645	797,423
1940	3,035	146,000	847,226
1950	2,950	169,201	914,950
1960	2,707	182,751	970,689
1970	2,967	192,528	992,048
1980	3,528	215,789	1,124,660
1990	4,307	243,135	1,227,928
2000	4,883	265,612	1,274,923
2010	5,210	281,674	1,328,361
By Percentage			
1970-80 change	19%	12%	13%
1980-90 change	22%	13%	9%
1990-00 change	13%	9%	4%
2000-10 change	7%	6%	4%
1960-10 change	92%	54%	37%

Source: U.S. Census 2010

Factors contributing to Bridgton's growth between 1960 and 2000 include the national trend to migrate from urban to rural areas, the Town's lakes and the relatively low cost of land and construction labor. The aging of Bridgton's population and the construction of seasonal homes would lead to the conclusion that individuals are retiring to their seasonal homes

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Comparative Population Change

Table 2.2 contains a summary of population changes over the past 40 years for Bridgton and a number of nearby communities, as well as Cumberland County and the State. The rate of growth in all jurisdictions shown has declined since the 1970-80 decade except for Bridgton’s increase in the eighties decade. In Table 2.2 the percentage change makes it appear that Bridgton has had the lowest growth rate. However, a comparison of the actual numbers reflects that Bridgton consistently had the largest real number growth in population.

What is not reflected in the table is the growth in seasonal residents. The significant increase in seasonal homes reflects that there is a significant population residing in Bridgton seasonally that is not reflected and which does have a major impact on the community.

	1970	1980	1990	2000	2010	% Change 1970-80	% Change 1980-90	% Change 1990-00	% Change 2000-10
Bridgton	2,967	3,528	4,307	4,883	5,210	19	22	13	7
Casco	1,256	2,243	3,018	3,469	3,742	79	35	15	7
Denmark	397	672	855	1,004	1,148	69	27	17	14
Fryeburg			2968	3083	3,449			4	19
Harrison	1,045	1,667	1,951	2,315	2,730	60	17	19	18
Naples	956	1,833	2,860	3,274	3,872	92	56	14	18
Raymond	1,328	2,251	3,311	4,299	4,436	70	47	30	3
Sebago	708	974	1,259	1,433	1,719	38	29	7	20
Sweden	110	163	222	324	391	48	36	46	21
Waterford	760	951	1,299	1,455	1,553	25	37	12	7
Cumb. County	192,528	215,789	243,135	265,612	281,674	12	13	9	6
Maine	993,722	1,124,660	1,127,928	1,274,923	1,328,361	13	9	4	4

Source: U.S. Census, 1970, 1980, 1990, 2000, 2010

Age Distribution

Table 2.3 contains a summary of age distribution for Bridgton, Cumberland County and the State for 2010. Bridgton’s age distribution in the under 5 category (5%) is the same as the other two jurisdictions (all 5%). The school age category, 5-17 (14%) has declined by 14% over the past ten years (Table 2.4). This category is presently slightly smaller than Cumberland County and the State (16 and 15% respectively) (Table 2.3). The changes in the 18-44 and 45 and older categories are significant. Table 2-4 reflects that the 18-44 category, generally the family formation and child bearing years, has declined by 16% in the last decade while the 45-64 and 65 and over categories have increase by

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38% and 33% respectfully. The aging of the Bridgton population specifically is further reflected in a comparison to that of Cumberland County and the State.

As reflected in Table 2.3 the 18-44 category is significantly less than that of the County and State. The middle age category (45-64) is slightly larger than that of Cumberland County and the State's. However the 65 and over category is 25% to 30% larger than County and State percentages.

Table 2.3						
Population by Age Category 2010						
	Bridgton		Cumberland County		Maine	
	#	%	#	%	#	%
Under 5	252	5	14,755	5	69,520	5
5-17	717	14	44,139	16	205,013	15
18-44	1,492	28	98,521	35	432,072	33
45-64	1,718	33	84,102	30	410,676	31
65 and over	1,031	20	40,157	14	211,080	16
Total	5,210	100	281,674	100	1,328,361	100

Source: U.S. Census, 2010

Table 2.4						
Bridgton Population Growth by Age Category 1990 - 2010						
	1990	2000	2010	% Change		
				1990-00	2000-10	1990-10
Under 5	288	250	252	-13	-	-13
5-17	832	829	717	-	-14	-14
18-44	1,666	1,780	1,492	7	-16	-10
45-64	866	1,249	1,718	44	38	98
65 and over	655	775	1,031	18	33	57
Total	4,307	4,883	5,210	13	13	21

Source: US Census, 1990, 2000, 2010

Household Size

The average household size in Bridgton has been declining since 1980, as it has in Cumberland County, the State of Maine and all nearby comparison communities except Sweden (see Table 2.5). In the year 2010, the number of persons per household in Bridgton was slightly less than the County and State levels, as well most comparison communities except Sweden. In general a higher number of persons per household

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reflects a higher number of school age children in the general population. A lower number projects a declining number of school age children.

Table 2.5 Comparative Household Size 1980-2010						
	1980	1990	2000	2010	% Change	
					1980-2010	2000-2010
Bridgton	2.62	2.54	2.5	2.24	-15	-10
Casco	2.99	2.83	2.58	2.41	-19	-7
Denmark	2.56	2.7	2.41	2.4	-6	-6
Fryeburg		2.6	2.4	2.4	-	-
Harrison	2.68	2.78	2.52	2.4	-10	-5
Naples	2.71	2.65	2.52	2.45	-10	-3
Raymond	2.94	2.85	2.66	2.5	-15	-6
Sebago	2.63	2.5	2.45	2.37	-10	-3
Sweden	2.3	2.31	2.45	2.2	-4	-10
Waterford	2.65	2.69	2.46	2.33	-12	-5
Cumberland County	2.65	2.49	2.38	2.32	-12	-3
Maine	2.75	2.56	2.39	2.32	-15	-3

Source: U.S. Census, 1980-2010

Household Type

Table 2.6 contains a summary of households by type for Bridgton and the State of Maine, as shown in the 2010 Census. The percentage of family households in Bridgton (67.4%) is slightly higher than the State as a whole (65.7%). The percentage of married couple families in Bridgton is slightly below the State figure (51.4% vs. 52.5%). The Town has a higher percentage of female householders (11.4% vs. 9.5%) as well as householders 65 years and over living alone (11.3% vs. 10.7%). There are 78 people in Bridgton reported to be living in group quarters.

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Table 2.6 Household By Type 2010				
	Bridgton		Maine	
	#	%	#	%
All Households	1,924	100	518,200	100
Family Households	1,296	67.4	340,685	65.7
Married couple Families	988	51.4	272,152	52.5
Female Householder	220	11.4	49,022	9.5
Non-Family Households	628	32.6	177,515	34.3
Householder Living Alone	497	25.8	139,969	27.0
Householder 65+	218	11.3	55,483	10.7
Persons in Households	4,805	98.4	1,240,011	97.3
Persons in Group Quarters	78	1.6	34,912	2.7
Institutionalized	45	0.9	13,091	1.0
Other	33	0.7	21,821	2.7

Source: U.S. Census, 2010

Educational Attainment

Based on 2010 Census data, the population of Bridgton that is 25 years and older has had slightly more formal education than the population of Cumberland County and the State as a whole. Approximately 93.7% of the Town's population had at least a high school diploma, and 24.9% had at least a bachelor's degree. Since the 2000 census the town's educational level has increased by 6.6% and 5.1% respectively.

Table 2.7 Educational Attainment								
	High School Graduate or Higher				Bachelor Degree or Higher			
	1990	2000	2009	2010	1990	2000	2009	2010
Bridgton	79.6	87.1	93.8	93.7	18.5	21.8	26.5	24.9
Casco	84.6	82.8	91.6	88.3	17.9	20.1	20.9	19.7
Denmark	89.6	88.5	96.1	92.2	23.1	25.8	30.9	30.8
Fryeburg	70.9	80.8	89.0	85.6	15.1	21.1	28.0	25.6
Harrison	82.3	87.9	91.8	91.2	18.6	20.5	23.1	23.3
Naples	80.1	87.4	92.5	92.6	12.2	16.0	22.2	21.3
Raymond	90.1	89.4	95.3	93.9	24.3	33.5	30.0	29.9
Sebago	84.6	92.1	95.4	95.1	18.2	22.2	25.1	26.6
Sweden	93.6	86.4	82.2	81.5	16.2	24.4	34.5	39.9
Waterford	74.0	84.8	90.7	89.1	18.1	16.2	21.6	17.1
Cumberland	85.0	90.1	92.8	93.3	27.6	34.2	38.3	39.5
Maine	78.8	85.4	89.4	89.8	18.8	22.9	26.1	26.5

Source: U.S. Census, 2010

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Median Household Income and Poverty

As reflected in Table 2.8A, in the 2000 to 2010 decade Bridgton's per capita income increased by 30% to \$22,506 and the median household income by 15% to \$42,420. The per capita increase ratio was comparable to that of the county and state. However, the median household income increased almost 9% less than the rate of increase for Cumberland County. This is reflected in the increase in the Town's population living below poverty. In 2000 the rate below was 12.9% and in 2010 it was 15.7% (Table 2.8).

Table 2.8		
Percent of Households Below Poverty		
	2000	2010
Bridgton	12.9	15.7
Casco	8.5	12.9
Denmark	12.0	7.1
Fryeburg	11.9	17.9
Harrison	9.8	12.8
Naples	6.7	18.0
Raymond	3.5	9.3
Sebago	5.3	6.8
Sweden	11.0	11.6
Waterford	12.4	11.1
Cumberland	8.0	10.7
Maine	11.5	12.8

Source: U.S. Census, 2010

Table 2.8A					
Income Levels					
	Per Capita Income		Median Household Income		
	2000	2010	1990	2000	2010
Bridgton	17,352	22,506	24,428	36,722	42,420
Casco	19,306	22,870	28,133	41,629	51,630
Denmark	21,227	28,563	27,500	40,000	45,885
Fryeburg	18,658	19,154	27,071	34,333	36,925
Harrison	17,898	25,721	29,009	35,478	41,622
Naples	18,176	25,851	27,721	38,141	52,824
Raymond	25,193	29,735	40,133	52,224	64,444
Sebago	18,995	25,021	29,219	40,391	48,281
Sweden	14,991	39,433	26,875	30,781	56,094
Waterford	16,416	22,382	28,438	31,458	41,339
Cumberland	23,949	31,041	32,286	44,048	55,658
Maine	19,533	25,385	27,854	37,240	46,933

Source: U.S. Census, 2010

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Employment and Occupations

Table 2.9 shows the occupations in which the population of Bridgton, the County and the State are employed.

Occupations	Bridgton		Cumberland Cnty		Maine	
	2000	2010	2000	2010	2000	2010
Management, professional & related	600	643	53750	62496	196862	224966
Service	397	756	19660	24589	95601	115271
Sales & Office	717	465	39108	36868	161480	160970
Farm, Fish, Forestry	9	0	865	755	10336	10367
Construction, Extraction, Maintenance	182	440	9911	11090	64064	66058
Production, Transportation, Material Moving	290	337	15318	13345	95666	79924
Total	2195	2635	138612	149143	624011	657556

Source: U.S. Census, 2010

Population Projections

In January of 2002, the State Planning Office released population projections by age category for every community in the State. These projections (Table 2-10) show a decline in the school age (5-17) category, and modest growth in all other categories except the 45-64 category, which shows an increase, from 1,249 people in 2000, to 1,684 people in 2015, a gain of 435 people or 35%. Table 2.1 shows that population growth in Bridgton has fallen just short of these projections. Please note that the State is no longer assembling these projections and we are just a year short of the end of these.

Age Group	2000	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
0-4	250	256	257	257	258	260	261	263	264	265	266	267	267
5-17	829	758	743	730	717	705	697	692	689	689	692	698	703
18-44	1,780	1,870	1,891	1,904	1,921	1,907	1,947	1,955	1,963	1,973	1,976	1,978	1,970
45-64	1,249	1,450	1,495	1,540	1,579	1,608	1,639	1,665	1,685	1,684	1,682	1,680	1,684
65+	775	793	795	801	806	821	835	850	861	892	921	950	980
Total	4,883	5,127	5,181	5,232	5,281	5,331	5,379	5,425	5,462	5,503	5,537	5,573	5,604

Source: Maine State Planning Office 2002

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Table 2.11 shows how Bridgton’s population was expected to change between the year 2000 and 2015, and the extent to which the older age categories will dominate the anticipated increases. Growth in the 45-64 category was projected to account for 60% of the population increase during that period, and the growth of the combined 45-64 and 65 and over categories will likely account for 89% of the Town’s growth during this time. There was projected to be a small increase in the under 5 population, and a loss of 15% in the 5-17 (school age) population.

Table 2.11 Bridgton’s Population Growth, 2000-2015						
	2000 Population		2015 Population		Change, 2000-2015	
	#	%	#	%	#	% Change
Under 5	250	5	267	5	17	7
5-17	829	17	703	13	-126	-15
18-44	1,780	36	1,970	35	190	11
45-64	1,249	26	1,684	30	435	35
65+	775	16	980	17	205	26
Total	4,883	100	5,604	100	721	15

Source: US Census, 2000 and Maine State Planning Office

The final table (2.12) provides a comparison of Bridgton’s projected future population with that of Cumberland County and the State of Maine in the year 2015. Overall, the distribution by age category of Bridgton’s population will closely approximate that of the population in Cumberland County and the State. Despite the large growth projected for the 45-64 category, the Town’s percentage of people in 2015 in that category will be smaller than at the County and State level. Table 2.4 shows Bridgton's actual population growth to 2010.

Table 2.12 Projected Population by Age Category, 2015						
	Bridgton		Cumberland County		Maine	
	#	%	#	%	#	%
Under 5	267	5	17,146	6	73,041	5
5-17	703	17	45,377	15	204,145	15
18-44	1,970	36	104,412	35	453,553	33
45-64	1,684	26	84,547	29	411,622	30
65 and over	980	16	43,736	15	228,661	17
Total	5,604	100	295,218	100	1,371,022	100

Source: Maine State Planning Office 2002

Chapter 3

HOUSING

Changes in Total Housing Stock

In the 1980's Bridgton awarded 522 permits for new residential single-family dwellings. In the 1990's Bridgton awarded 305 permits for new residential single-family dwellings. From 1997 through 2003 Bridgton awarded 385 permits for new construction – both single- family and commercial. 115 permits were issued for lakefront construction. There were 59 permits for new commercial construction, and 285 for residential construction. Of these residential permits, 105 were for lakefront homes, and 166 were for non-lakefront homes. A casual analysis reveals that about 15 of the 385 new construction sites during those five years were in designated growth areas, or about 4.5% of all permits, and an even smaller percentage of all residential permits. Commercial permits outside the growth areas contributed to commercial strip development in rural areas.

From 2003 through 2013 Bridgton awarded 632 permits for new construction, 27 for new commercial construction and 554 for single-family residences, with the balance in garages and additions. Of these residential permits, 89 were for lakefront homes, and 465 were for non-lakefront homes.

Table 3.1 includes a summary of the changes in total housing stock since 1980 in Bridgton, a number of adjacent communities, Cumberland County and the State of Maine. Unfortunately, the Census figure for total housing in Bridgton for 1990 (2,921) may be incorrect, because, based on the above description of building permits issued, it is not likely that there was an increase of 860 dwellings in the 1980's and only 142 units in the 1990's. If the figures for 1980 and 2000 are correct, Bridgton experienced an increase of 1,002 dwellings, or 49%, during that 20-year period. This was the highest numerical increase and the fourth highest percentage increase of any community shown in the table during that period. As of 2010 Bridgton had a total of 3,605; an increase of 542 housing units from 2000.

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Table 3.1

**Total Number of Building Units
1980 to 2010**

Town	1980	1990	2000	2010	Increase 1980- 2000	% Increase 1980- 2000	Increase 2000- 2010	% Increase 2000- 2010
Bridgton	2061	2921	3063	3605	860	42%	542	18%
Casco	1222	1677	1958	2231	455	37%	273	14%
Denmark	695	945	969	1107	250	36%	138	14%
Fryeburg								
Harrison	964	1193	1430	1511	229	24%	81	6%
Naples	1462	1946	2381	2889	484	33%	508	21%
Raymond	1642	2050	2534	2893	408	25%	359	14%
Sebago	988	1202	1240	1379	214	22%	139	11%
Sweden	215	238	266	241	23	11%	-25	-9%
Waterford	557	766	895	1114	209	38%	219	24%
Cumberland County	91,791	109,890	122,600	132,725	18099	20%	10,125	8%
State of ME	501,093	587,045	651,901	696,948	48,952	17%	45,047	7%

Source: US CENSUS 1980, 1990, 2000, 2010

Table 3.2 contains 2010 Census information on selected housing characteristics including total housing units, the number and percentage of year-round dwelling units, the number and percentage of seasonal dwellings, the percentage of owner occupied units, and the percentage of renter occupied units. In 2010, about two thirds of Bridgton’s dwelling units were year-round dwellings, and a third was seasonal units. Bridgton had the smallest percentage of owner occupied dwelling units (74%) of any comparison community, as well as the highest percentage of renter occupied dwelling units.

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**Table 3.2
Selected Characteristics of Housing Units – 2010**

	Total Dwelling Units	Yr Round Dwelling Units	Seasonal Dwelling Units	% Owner Occupied	% Renter Occupied
Bridgton	3605	2049	1014	78.9	21.1
Casco	2231	1385	573	81.2	18.8
Denmark	1107	449	520	85.6	14.4
Fryeburg					
Harrison	1511	964	466	92.9	7.1
Naples	2889	1394	987	78.7	21.3
Raymond	2893	1675	859	85.3	14.7
Sebago	1379	658	582	90.1	9.9
Sweden	241	139	127	100	0
Waterford	1114	615	280	66.9	33.1
Cumberland County	132,725	111,754	10,846	66.9	33.1
State of ME	696948	550431	101470	66.9	33.1

Source: US CENSUS 2010

Housing Types

In 2010, 71.4% of the housing units in Bridgton were detached, single-family dwellings. This is the smallest percentage of any municipality shown in Table 3.3, although it is higher than in Cumberland County or the State. In 2010, other types of dwellings in Bridgton included 239 mobile home (6.6% of the total), 250 duplex units (6.9%) and 223 multi-family units (6.3%).

**Table 3.3
New Housing Unit by Structure**

Town	Single Family Detached	2 Family	Mobile Home	3-4 Family	4 + Family	Seasonal Home	Total
Bridgton	62	0	8	0	0	5	75
Casco	68	0	10	0	0	6	84
Denmark	13	0	0	0	0	11	24
Fryeburg	0	0	0	0	0	0	0
Harrison	15	0	5	0	0	0	20
Naples	63	0	10	0	0	12	85
Raymond	51	0	3	0	0	8	62
Sebago	34	0	0	0	0	0	34
Sweden	6	0	3	0	0	0	9
Waterford	23	0	5	0	0	0	28

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Cumberland County	1,549	8	73	2	5	54	1,691
State of ME	6,920	75	1,076	49	13	371	8,504

Source: SPO/Maine Housing 2006

Housing Age and Services

Table 3.4 contains information on the age of housing and the percentage of homes with complete plumbing and kitchen facilities. Statistics on the age of housing have sometimes been used as a measure of the extent of substandard housing, but age is not necessarily a reliable gauge. Old housing in Bridgton does not necessarily mean deteriorated housing. As shown in Table 3.4, Bridgton has a somewhat larger percentage of homes constructed before 1939 (29.7%) than the County (28.6%) and State (28.3%). 97.85% of the homes in Bridgton are reported to have complete plumbing (97.7%) and kitchen facilities (98%).

Table 3.4

Housing Age and other Characteristics 2010

Town	Structure Built 2000-2009	Structure Built Before 1939	Complete Plumbing Facilities	Complete Kitchen Facilities
Bridgton	18%	29.70%	97.80%	98%
Cumberland County	8%	28.60%	99.40%	99.60%
State Of ME	7%	28.30%	99.20%	99.20%

Source: US Census 2010

Housing Affordability

One of the goals set forth in the State's growth management law is "to encourage and promote affordable, decent housing opportunities for all Maine citizens." The law is based on the premise that any village or town is a more desirable place to live when comprised of citizens of all income levels.

Affordable, decent housing to accommodate a portion of all income levels is identified as an important element to providing a foundation for economic balance.

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The State’s growth management law requires that each municipality “...shall seek to achieve a level of 10% of new residential development, based on a 5-year historical average of residential development in the municipality, meeting the definition of affordable housing.” Affordable housing is defined as an owner-occupied unit whose price results in a monthly housing cost that does not exceed 30% of the household’s gross monthly income. Monthly cost includes mortgage principal and interest, insurance, real estate taxes and utilities. A rental unit would follow the same formula, where the monthly rate includes utilities.

Those Mainers most often affected by lack of affordable housing include older citizens (often on fixed incomes) facing increasing maintenance and property taxes, young couples unable to afford their own home, single parents trying to provide a decent home to children, low income workers seeking a place to live within commuting distance of their jobs, and young adults seeking housing independent of their parents.

Affordable housing can include manufactured housing, multi-family housing, accessory apartments, rental of seasonal housing during off-season times, government assisted housing (both housing for families and elderly), and group and foster care facilities. In addition, decreased unit sizes, smaller lot sizes, increased density, and reduced frontage requirements can contribute to a community’s affordable housing stock.

Table 3.5

**Rent Affordability Quotient
Housing, Unable to Afford 2 Bedroom Rent in 2008**

	Maine	Cumberland County	Bridgton
% of Renter Households Unable to Afford Average 2 Bedroom Rent	57%	57.60%	54.3
Number of Renter Households Unable to Afford Average 2 Bedroom Rent	88,627	21,035	296

Sources: ME Housing – Unable to Afford 2 Bedroom Rent

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Table 3.6

Home Buyer Affordability Quotient Housing, Unable to Afford Median Home Price 2008

	Maine	Cumberland County	Bridgton
% of Households Unable to Afford Median Home Price	59.40%	67.80%	52.30%
Number of Households Unable to Afford Median Home Price	332,003	77,408	1,128

Sources: ME Housing 2008 – Unable to Afford Median Home Price

Housing Values

The 2010 Census contains a summary of housing values for both Bridgton and Cumberland County, as reported by a sample of homeowners. These estimates of value are based on the perceptions of homeowners and may not reflect actual values or selling prices. Note that in Bridgton 10.7% of respondents reported a value between \$50,000 and \$99,000, a range generally considered affordable for low-income households (see Table 3.5).

Table 3.7

Range of owner occupied housing values:

Value of these Homes	Number of Residents living In these Homes	Percentage of Residents living In these Homes
Less than \$50,000	92	5.4%
\$50,000-99,999	184	10.7%
\$100,000-\$149,999	430	25.1%
\$150,000-\$199,999	328	19.1%
\$200,000-\$299,999	383	22.4%
\$300,000-\$499,999	270	15.8%
\$500,000-\$999,999	26	1.5%
\$1,000,000 or more	0	0%

Source: US Census 2010

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Ownership Costs

Based on 2010 Census data as reported by a sample of homeowners and shown in Table 3.6, the median value of a home in Bridgton (\$170,200) was substantially lower than it was in Cumberland County (\$244,900) and approximately equal to the State as a whole (\$172,100). Median owner costs with a mortgage (\$1,228) were significantly less than those in Cumberland County (\$1,628), while median owner costs without a mortgage (\$529) were also lower than in the County (\$559). The percentage of people in Bridgton paying 30% or more of their income on homeowner costs (48.2%; a dramatic increase from 26% in 2000) is significantly larger than other two jurisdictions of Cumberland County 37.4% and the State 34.5%. In 2000 the Bridgton, Cumberland County & State percentages were approximately equal. (*This is an alarming change*).

Table 3.8

2010 Housing Costs

Town	Median Value	Owner occupied with Mortgage	Owner Occupied Without Mortgage	30% or More of Income
Bridgton	\$170,200	\$1,128	\$529	48.2%
Cumberland County	\$244,900	\$1,628	\$559	37.4%
State Of Maine	\$172,100	\$1,268	\$419	34.5%

Source: US Census 2010

Table 3.9

**Housing Selling Prices and Affordability
Housing, Unable to Afford Median Home Price, 2008**

	Maine	Cumberland County	Bridgton
% of Households Unable to Afford Median Home Price	59.40%	67.80%	52.30%
Number of Households Unable to Afford Median Home Price	332,003	77,408	1,128
Housing - Median Home Price, 2008			
Affordability Index	79%	75%	95%
Median Income	46,321	55,558	45,748
Affordable at Median Income	139,864	169,215	144,127
Income Needed for Median Price	58,951	73,874	48,088
Median Sale Price	178,000	225,000	151,500

Sources: ME Housing – Unable to Afford Median Home Price 2008

In 2000, the median sale price of a single family dwelling in Bridgton was \$117,500 and in Cumberland County it was \$135,000 (Maine State Housing Authority). Note that selling prices in both jurisdictions were greater than median housing values as reported by the Census in Table 3.9, above.

The Maine State Housing Authority reports that the housing affordability index for Bridgton for 2003 was 0.78 (a figure over 1.0 is affordable; an index less than one is unaffordable). For Cumberland County, the figure was 0.74, and for Maine it was 0.81. These figures would indicate that housing is currently slightly more affordable in Bridgton than it is in the County, but slightly less affordable than in the State. This report indicated that the median sales price of a single family dwelling in Bridgton in 2003 was \$148,000 (\$195,000 in Cumberland County).

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Rental Affordability

Based on the 2010 Census, the median gross rent in Bridgton (\$686) was lower than in either Cumberland County (\$851) and approximately equal to the State (\$688). The percentage of people in Bridgton paying 30% or more of their income on rent (43.4%) is lower than in the other two jurisdictions. The rents shown in Table 3.10 are reported by tenants and do not take into account the subsidies some may receive in the form of Section housing.

Table 3.10

2010 Rental Costs for a 1-room Apartment with Utilities

Town	Gross Rent	% of Income It Would Cost
Bridgton	\$686	43.4%
Cumberland County	\$851	52.2%
State of Maine	\$688	48.7%

Source: US Census 2010

*As of 2003, the Maine State Housing Authority reports that 56% of Cumberland County renter households can't afford the average two-bedroom rent in the Sebago Lakes Region. The figure is 58% for Cumberland County and 59% for Maine, which suggests that rents are not slightly lower in the Sebago Lakes region than they are in Cumberland County or Maine. Nevertheless, rental affordability remains a serious problem in all jurisdictions.

Future Growth and Housing Affordability

Since most of the Town's projected population growth over the next 10 years will be in the 45-64 and 65 and over categories, affordable housing will be less of a problem than would be the case if most of the growth were projected to be in the 18-44 category. It is reasonable to assume that people in the two older categories will have had more opportunity to accumulate equity and buying power than younger people, and thus will be better able to afford housing in Bridgton. It is also likely that some of the Town's projected growth will include people who currently own seasonal property in Bridgton, and will retire to these homes and convert them to year-round use.

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However, from a county-wide perspective, there is an affordable housing gap. Maine State Housing Authority (MSHA) data indicates that 40% of all households in the County are low income, so there is a need for 40% of future dwellings in Bridgton to be affordable.

As this Comprehensive Plan is being drafted, there are several new housing developments being constructed or planned with hopes of serving a growing population.

Chapter 4

THE ECONOMY

Introduction

The purpose of this chapter is to present a strategic plan for Bridgton's economic future in the context of its financial history, geographic location, demographics, and current available work force and technologies. The plan's goal is to put into place policies that provide stable employment opportunities at a living wage, provide a downtown that provides ample goods and services for both the resident and the visitor, and create a sustainable tax base to provide efficient municipal services to support the resident population and the business community at a high level of service.

Bridgton Historic Economy

Financial History, Geographic Location, Demographics

Bridgton has a natural geographic position between the lakes and mountains of western Maine that has historically given it an economic advantage. The attraction for people from all over to the natural beauty of the area created a strong tourist trade. The construction of transportation arteries around the lakes and therefore through Bridgton created a hub of commerce. These two economic forces have made the town what it is.

From the mid-1800's until the mid-1900's Bridgton prospered. Five power sites on Stevens Brook allowed varied manufacturing firms to provide substantial employment at sustainable wages for town residents and individuals from neighboring towns. However, changing technology and competition from other areas of the United States and other countries caused the closing of the aging mills.

However, the continued existence of a skilled labor force combined with recruiting efforts caused enterprises embracing new technologies to begin operations locally in the late 1950's and early 1960's. After that, new manufacturing firms producing knitted products, shoes, wooden dowels, and high-tech electrical components offered fairly compensated jobs, though at a reduced level from a decade earlier. This second period of growth was promoted by proactive solicitation of new businesses that included a business development corporation and a small venture capital corporation. Success caused complacency and active business development waned. Again advancing technology and competition caused the relocation or closing of all but a few of these firms in the late 1990's and beyond. Today little remains of the once flourishing manufacturing sector.

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During these years of manufacturing many support and service businesses were created on the traditional downtown Main Street. Two or more hardware stores, barbershops, eateries, clothing stores, theaters and other specialty and service businesses catered not only to Bridgton residents, but to the individuals in the eight adjoining towns and to others. The regional highway network made Bridgton easily accessible and these businesses flourished until the employment at the mills began to decline. Competition from new large stores and malls in Conway, NH, Windham, ME and the Maine Mall in S. Portland accelerated the loss of traffic in town retail businesses. At the time the final mills began to close many storefronts on Main Street also became dark and the buildings began to fall into disrepair.

Over time, and with the loss of year-round manufacturing jobs, Bridgton's economy became increasingly dependent on tourism. An analysis of sales and meal tax receipts for 2004 through 2010 reflect that retail sales decline by thirty-two percent (32%) during the months of January through April as compared to the four (4) peak summer months of June through September. October and November also show a significant decline in retail sales of approximately twenty percent (20%). This seasonal fluctuation is more pronounced in restaurants and lodging. For the same period comparisons the percentages are sixty (60%) and forty (40%) percent of peak summer volumes. This decline in winter business volume has caused the business model of many retail, restaurant and lodging facilities to be unsustainable.

Bridgton's tourist trade has a long history. Since the 1800's the region's lakes and mountains have drawn people to enjoy boating, swimming, camping hiking, foliage, and winter sports of skiing, hunting, snowmobiling, and snowshoeing. Prior to 1960 most tourist rented small cottages for one or two weeks. This constant turnover of transit tourist created a demand for services and product from local groceries and other specialty stores.

Beginning in the sixties the trend began to change from renters to families who began buying the previously rented cottages or building new structures that served as second or vacation homes. Frequent use of these homes causes them to be furnished with the families' getaway needs. This trend increasingly reduced the demand for services from local groceries, specialty stores, and restaurants. As the owners aged and retired many of the second homes became retirement homes. Retirees often became full time residents but other times became seasonal residents spending part of the year in warmer climates or traveling. This trend is reflected in Table 3.2 (Housing, page 3-3). It reflects that one third of all dwelling units are seasonal units or second homes.

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In the past ten years, even as employment decreased, Bridgton and adjoining towns saw an increase in full and part-time residents in Bridgton and adjoining towns, again utilizing Bridgton as a core of easy accessibility to retail and service businesses. The overwhelming success of a new Hannaford grocery, a Dunkin Donuts, Hancock Lumber and the doubling of the size of Renys, indicates that if a needed retail business is built that customers from neighboring towns will come. Once again, Bridgton's in-between location creates opportunities for retail businesses. This trend is shown in Tables 2.3 (People, page 2-3) and 3.1 (Housing, page 3-2). Reflected are increases of 17.7% in population and 14% in building units collectively in Bridgton and nearby towns during the 90's. The respective increases for the first decade of the current century are 5.7% and 15%.

Because of its location and historic economic prominence Bridgton was and still is a natural place for a hospital and medical services. Bridgton Hospital has long served the community. It has attracted a supporting cast of doctors and related medical services that provide a significant medical economic sector for the town and region.

As reflected in Table 2.8 (People, page 2-6), the consequences of the decline in the town's various economic sectors has caused a median household income that is significantly below that of the County and the State causing 15.7% of the population to be living below the poverty level.

Table 2.5 (People, page 2-4) reflects a significant increase in children younger than nineteen between 2000 and 2010 but a sharp drop in individuals in the age group 20-44 during the same period. The logical assumption is that the youth upon reaching adulthood are leaving to pursue education and employment opportunities at wage scales not available in the town and Lakes Region. Table 2.5 reflects that individuals are returning, moving or retiring to Bridgton after the age of 45. The percentage increase of individuals 45 to 64 years of age and 65 years and older are 21% and 45% respectively. This would lend proof to the previously mentioned idea that families are retiring to Bridgton because of its character and natural setting and to former second or vacation homes.

Technology

Today technology is moving forward at an ever faster pace. The speed of change and innovation has shorted the life cycle of a business. Often it is only approximately five years before it is eclipsed by a new business with new technology. The impact is no different on individuals seeking employment. Today's skills also become obsolete

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because of advancing technologies. Today most individuals must retrain themselves as least once every five years.

Closed manufacturing firms, an aged work force lacking retraining as caused local and regional employment at sustainable wages to be scarce in the town and region. What are left are service and retail positions that often pay near or at minimum wage. The exceptions are better salaried positions in health, insurance, construction and, to a limited degree, technology fields. The contradiction is that rural life often makes it a necessity to develop an ability to identify problems and develop solutions. An employer willing to train workers would often find a creative, mature, and dedicated work force in Bridgton

Existing Economic Sectors and Companies

The following is a list of major Bridgton businesses and employers.

Company	Economic Sector
Bridgton Memorial Hospital	Medical
Chalmers Insurance	Insurance
Howell Labs	Research and Development
Down East Inc.	Research and Development
Everlast Metal Roofing	Construction supplies
Macdonald Motors	Automotive
Shawnee Peak Mountain Resort	Tourism and recreation
Renys	Retail – department store
SAD 61	Education
Hancock Lumber	Construction supplies
Hannaford	Retail – groceries

These are foundation stones in Bridgton’s economy. They must be cherished and championed to continue be stable. It should be noted that with the exception of the hospital, all these firms were once local, incubator businesses that have grown into successful firms.

Summary of Bridgton Historic Economy

In summary Bridgton, like many American towns is a community having a strong economic history that for the short run has been displaced by technology development and competition from abroad. It still retains a geographical location that commands the core of the Lakes Region with its natural beauty. Its town center continues to have the traditional New England character found so attractive to residents and visitors alike. Its residents continue to have a strong independent self-reliant will. While changing with

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the times, tourism continues to be a major economic force. Along with this, Bridgton still retains eleven (11) major economic sectors, listed in the above section, from which a strong economy can be built.

Bridgton Economic Plan for the Future

Introduction

A plan for the future must be built on the reality of Bridgton's current economy, both assets and shortcomings. The dream of a national major corporation opening a significant presence is not a reality for numerous reasons. The future can be built only on today's truth. To do otherwise is to build on quicksand. Assets and shortcomings:

1. Tourism has been the town's most consistent economic sector.
2. In the past, innovative start-up enterprises have thrived until technology and competition closed or caused relocation. This entrepreneurial spirit is still reflected in the remaining major employers but is not being developed or revitalized by town or citizen support of the existing firms or by the active solicitation of new businesses.
3. A historic New England town center exists. It needs substantial infrastructure and physical improvement to attract tourist and varied business types. Presently the Main Street economy occurs during daylight hours. Owners of town center properties lack the real estate management expertise and perhaps financial resources to fund structural improvements and retain tenants to make properties economically viable.
4. At present the town wastewater system has limited additional capacity inhibiting new businesses from locating in the town center, unless a building with sufficient existing sewer allocation is obtained for its operations.
5. Major water resources for recreation and tourist attraction run the length of the town center.
6. Bridgton resides on the intersection of many of the major arteries needed to traverse the Lakes Region of western Maine.
7. The town's school system, while making significant educational improvements recently, has a reputation of inadequacy that causes families with children not to choose to locate to Bridgton.
8. The natural beauty of the region's lakes, mountains, lifestyle and recreational activities make Bridgton and the surrounding area a current choice for retirees.
9. Loss of young adults, the arrival of new retirees and the aging of residents is creating an older population.

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10. Bridgton Hospital is, and will become, an increasingly important economic engine.

The Plan's Components

Tourism

Tourism is multifaceted but is presently driven by the seasons. It exists as an economic sector because of the beauty of the lakes, mountains and streams of Bridgton and the Lakes Region area. Tourism here is based upon activities rather than historical or natural sights. Summer has the most activities and tourists. Many of these activities continue into the fall foliage season, extending the tourist season. Hunting season is another activity that draws people here. Winter brings new sports but a sharp decrease in tourist activities and access. Spring is even less generous but begins to start a new cycle.

Increasingly there are four types of tourist. First are the historical short-term renters of cabins and cottages. Campers at local campgrounds are appropriately placed in this group. While many return annually, increasing numbers find this reasonably priced vacation a way to taste the region's beauty and activities for the first time.

Children attending summer camps are a second type. At one time Bridgton had approximately sixteen such camps for boys and girls. Four remain in town today. Surrounding towns have had similar camp histories. The attending children are exposed to the summer activities of the area and remember them with a fondness that often cause them to return as renters in later years and to place their children in the camps they once attended.

Positive memories of these first two visitors can and do create future tourists. The sharing of their experiences is the word of mouth advertising that expands this economic sector of the town. However, it is the responsibility of the community to protect the experiences. To do so the plan anticipates:

1. Meeting with the camps and campgrounds at least semi-annually to discuss their needs and ways in which the town can contribute to their operations and campers experiences.
2. Meeting with agents and owners who rent cabins at least annually to discuss their needs and what services the town can improve upon to serve the renters.
3. Working with interested for profit and non-profit parties and individuals to develop public recreational activities for the public but with a concern for enticing and providing a positive experience for tourist.

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4. Developing a coordinated and easily understood dissemination of information concerning available activities and their location.

The third type of tourist is the day-tripper. These individuals come to Bridgton and/or the region for an escape or for a specific activity. These individuals may be from a nearby metropolitan area. They may be a bus tour using Bridgton as a point of interest on a longer trip. It may be shopping, hunting, foliage, golf, skiing and any number of activities that causes the one day or weekend excursion. Again the experience is about a favorable impression that causes their return. Many of the strategies to accomplish this are the same as above. Additionally the plan includes:

1. Providing easily observed and understood signage.
2. Adequate parking for downtown shopping and venues and at trailheads and recreational activity locations.
3. Tour bus parking and passenger pickup locations.
4. Descriptive and informative promotional material prepared and disseminated to attract day-tripper and bus tours.
5. Work with lodging operators to define ways that the town can assist in developing community assets to provide quality overnight stays that reach beyond the confines of the lodging properties.
6. Suggest that the Chamber of Commerce develop a volunteer committee of Bridgton residents to work specifically to develop and disseminate promotional material in cooperation with the town and for profit and non-profit entities to attract and direct day-trippers.

The final tourists are the owners of vacation or second homes. The residency of these individuals varies. Their homes may be used on weekends and for several weeks during the year. They may be seasonal residents. Finally, they may be individuals who reside in Bridgton the majority of the time but go south or travel for extended periods. While they may be quite familiar with the town their part-time residency may leave them unaware of certain assets or activities. Recognizing that some quantity of these part-time tourists will become full-time residents the plan includes the following;

1. Development of informational material concerning town and regional facilities, regulations, etc. that can be disseminated in a cost effective manner.
2. With the understanding the time spend in residency will be extensive suggest the Chamber of Commerce develop in-depth informational materials on regional recreation, educational and social activities.

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3. Work with Chamber members to develop a detailed and current source of products and services provided by member and non-member businesses within the town.

Historically, and confirmed by an analysis of sales tax receipts, the tourism season has been June through September. This creates a seasonal economy. However, as previously noted, winter also has many appealing activities. These are enjoyed by seasonal and part-time residents, though in lesser numbers than the summer and fall. What is largely missing is participation by short-term renters and day-trippers. Only skiing draws these tourists. In an effort to promote these tourists the plan envisions a determined effort to:

1. Work with existing for profit and non-profit winter businesses to define winter tourism opportunities. A particular need is the development of winter lodging. An example of such lodging is the cabins and yurts at the top of Pleasant Mountain.
2. Develop, expand and promote winter festivals and events. A November half marathon is an example.
3. Create through the town, Chamber of Commerce, or Economic Development Corporation, a volunteer and possibly paid position to promote winter tourism.

Home Construction

As discerned from Table 3.1 (Housing, page 3-2), the total number of building units (mostly single family homes) has increased by 27% between 1990 and 2010. Table 2.5, Population Growth by Age, (People, page 2-4) shows increases of 21% and 42% for the 45-64 and 65 and over age brackets respectively. When these facts are correlated the logical conclusion can be drawn that either these homes are being built as second homes, as retirement homes, or they are second homes that are now being converted into retirement homes.

The aging and retirement of the “baby boomers” will accelerate this trend. It is not new or unique. The significant development of Cape Cod is an example. It is happening elsewhere. The construction of second and retirement homes between locations will be competitive.

To maximize this economic opportunity a forward-looking business plan must have;

1. A governmental plan of;
 - a. Land and development management.

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- b. Infrastructure and service expansion to include but not be limited to water, sewer, trash, police, fire, library, community center, parks and beaches.
2. A community marketing plan possibly through the Economic Development Corporation (EDC) and the Chamber of Commerce (Chamber), promoting Bridgton as a vacation and retirement home location.
3. An educational program in cooperation with the State of Maine to teach building techniques and retain builders and developers who construct homes utilizing advanced but affordable technologies. An emphasis on energy efficiency in a time of rising energy cost has proven to be a competitive advantage for some builders.
4. A town center concept incorporating mixed use properties that will expand the downtown economy from just daylight hours to evening hours as well.
5. A recognition of the need for senior housing as defined in the Fair Housing Act and with the town providing the exemption therein provided.
6. A recognition of the need for and the encouragement to build housing to meet the need of individuals splitting their residence between Bridgton and elsewhere.

Senior Citizens

As reflected in Table 2.4 in People of Bridgton, the median age in Bridgton has increased from 39.8 to 44.4 in the past decade. This 12% increase in ten years reflects the aging of the population. Table 2.4 reflects that the cause of this change is the significant 42% increase in the number of individuals 65 years and over. These statistics identify a large growth in the Town's demographic that have special needs. This is a social responsibility, but also must be seen as an economic opportunity.

The non-profit social organizations and possibly the Chamber of Commerce and Economic Development Corporation need to identify the needs required by this age group. They need to work with existing for-profit entities. Working collectively, financial opportunities for creating new, and expanding existing businesses need to be identified. Doing so will develop an economic sector to meet an increasing need and provide employment opportunities.

Medical

An increasing, aging, population in Bridgton and surrounding communities, Bridgton Hospital (BH) and the broadly implemented "Patient Protection and Affordable Care Act" (the Affordable Care Plan) makes medical care an existing economic sector that will

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soon explode in size and opportunities. BH and Bridgton's central location in the Lakes Region makes this possibly the easiest expandable economic sector with the largest financial returns and employment increases in the near future at satisfactory salary levels.

The Economic Development Corporation (EDC), working with the Bridgton Hospital, needs to spearhead with the cooperation of government agencies, non-profits and for profit business to develop a plan to:

1. Identify institutional, professional and home-needed medical services.
2. Develop an expertise about the requirements and funding within the Affordable Care Plan.
3. Work with interested parties to develop business models to created businesses to meet the needs and increase local employment.
4. Develop a recruiting committee and promotional material to solicit businesses and entrepreneurs to locate medically related firms around the campus of Bridgton Hospital.

Start-up/Seed Businesses

Bridgton has a history of start-up or seed business. The Bridgton Historic Economy section of this chapter discusses this. For reasons therein discussed an attitude of doom and gloom presently exist that is just starting to lift. There is an old adage that says sell when the market is up and buy when it is down. This often applies to starting a business. In a lagging economy cost of material, labor, capital equipment and real estate are often a bargain. An historic example is the start-up Texas Instrument in a poor economy.

There are indicators that current economic conditions are changing. Some businesses are bringing off-shore operations home and often to rural America. Call centers in northern Maine towns and operations in the northern plains states are examples. Recent economic reports reflect an increase in business volume and employment levels.

What is needed in Bridgton is the rekindling of an optimistic attitude complimented by the availability of resources and identified opportunities. Bridgton's hub of a wheel location makes it ideal for backbone businesses that serve other businesses or provide unique services to the town and region. To accomplish this, Town government, Chamber of Commerce, Economic Development Corporation, and existing business community need to collectively develop plans for the following;

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1. Identification of businesses needed in the town and region, particularly of a backbone nature. Senior services and health care are two business sectors previously identified.
2. Retaining businesses that are using or developing new technologies.
3. Nurture the growing arts community in the Downtown. From 302 Gallery with its connected arts education space and Art in the Park, and the Rufus Porter Museum— to all the artisans and craftspeople who sell their work in local stores; this is an attraction for tourists and adds appeal to the small town lifestyle.
4. Taking advantage of the soon to be” Three Ring Binder” high-speed communication cable that will pass through Bridgton.
5. A governmental plan of (stated again because of importance);
 - a. Land and development management.
 - b. Infrastructure and service expansion to include but not be limited to water, sewer, trash, police, fire, library, community center, parks and beaches.
6. A commercial park to house businesses of varied types.
7. Professional and retail facilities to house businesses with such characteristics.
8. A locally developed venture capital entity to privately fund new or expanding businesses
9. A financial committee through the town and/or EDC to identify financing programs available through grants, state and Federal programs and the banking or private sector for funding town and or profit and non-profit entity financial needs.
10. An expertise of Federal and state programs for funding employee training of businesses through cooperation of the EDC and town agencies.
11. A cooperative apprentice program between businesses and the Lake Region High School to train future generation of skilled workers with an entrepreneurial spirit.
12. A working relationship between existing businesses, the Chamber, EDC, and town government to define the present and future needs that must be met to allow business to flourish and employment to grow.
13. EDC and government development of training programs for the presently unemployed and those lacking skills for advancement to higher paying positions.

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Town Center and major corridors

Bridgton has a traditional New England center. It is an asset. It also has major highways extending as spokes on a wheel to neighboring towns. Its geographical position forces those traveling in the Lakes Region to use these corridors and in doing so to pass through the town. Population reviews in Chapter 2 (People of Bridgton) shows that the town and surrounding communities are becoming increasingly dense and as a result the flow of traffic is increasing.

The town center is showing its age. The battle between the cost of renovations and obtaining a paying tenant is the chicken and egg problem. The paradox to this is that when properties are remodeled or new buildings offered they usually rent within a reasonable time. A limiting factor in the downtown is a lack of modernized infrastructure, particularly wastewater disposal. With thoughtful revitalization, the town center will be an asset providing quality space for retail, arts, recreation, professional, housing, and mixed uses.

The corridors are in many ways a clean canvas. Already located there are old and new auto-oriented businesses. Without planning and forethought these corridors may just become Anywhere USA. The town may lose its New England charm among the asphalt parking lots and cars in front of non-descript buildings.

To retain the asset of a New England historic character on the corridors and town center the citizens, government, EDC, Chamber, property owners and businesses must work together to create a plan that;

1. Manages growth and appearance on all arteries and town center.
2. Creates a governmental plan of (stated again because of importance);
 - a. Land and development management.
 - b. Infrastructure and service expansion to include but not be limited to water, sewer, trash, police, fire, library, community center, parks and beaches.
3. Creates a network of walkways that joins the distinct districts that compromise the town center.
4. Enhances town center parking that serves as access into town and is linked to the use of a network of walkways.
5. Allows education of property owners as to how to rehab properties and retain tenants.
6. Educates business and property owners on the importance of appearance and display of their business and property.

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7. Causes the beaches, streams and rivers of the town center to become well-marked assets that welcome their use and enhance the properties and businesses that abut them.

Schools

The Lakes Region High School's past performance has been much condemned. In 2013 exceptional efforts have been undertaken to change and improve. However, the reputation persists. This damages the ability to attract valued employees with young families to Bridgton. The School Board and the town government need to promote the high school to change the perception of it to one that recognizes the strides that are being made.

Excluding public schools, Bridgton has three teaching institutions:

- Birthwise Midwifery Schools
- Bridgton Academy
- New Hampshire Institute for Therapeutic Arts

Bridgton Academy is a nationally known college preparatory institute. The others are facilities teaching medically related skills.

The need for employee training has already been discussed. The expansion of medical services that will result because of the Affordable Health Plan will create a need to train individuals in medical services. From a small footprint an opportunity exists to build a new economic sector in Bridgton.

Summary

The Economic Plan uses Bridgton's geographic location as an asset, to build upon a century-old and changing tourism business sector and enhance future growth. Identified as additional sectors for growth are construction, health care, senior support services and backbone businesses supporting residential growth and other economic sectors within the town and region. The key to sustained growth is governmental development and expansion of supporting infrastructure. In addition, Bridgton's New England character is an attraction and a force that binds the community together. This character must be protected and replicated in future growth through a management plan.

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Chapter 5

LAND USE

Descriptive Summary

In the time since Bridgton's 2004 Comprehensive Plan was adopted the primary concerns and intentions of the citizens have remained the same; managing growth in ways that retain our special New England small-town character and protect our many natural resources. As the sub-text around these concerns has shifted and evolved priorities have changed accordingly.

Two major trends that have influenced Bridgton's growth and land use for the last half-century continue to do so. First, the attraction of Bridgton's beautiful natural setting continues to draw people from all over. Tourists, from day-hikers to summer campground dwellers, continue to find their way here and there continues to be growth in the second-home community. The town's lakes and streams, open spaces and natural beauty have resulted in continued extensive development, especially along the shores of its lakes, while Shawnee Peak Ski Area continues to be a draw for both visitors and second-home interest.

Secondly, Bridgton's commercial land use was formed originally by its history as a mill town. The downtown area grew to serve the mills located along the waterways running through it, and accommodating a growing population of mill workers. Since then, Bridgton's role as a regional commercial center has seen highs and lows. There is growing interest to restore Bridgton as that regional commercial hub once again, building on its setting amid lakes and streams, its location at the intersection of two state highways, and the character of its downtown as real assets.

These trends create opportunity in Bridgton for development and growth, especially in the downtown and along the corridors. Currently development is controlled primarily through shoreland zoning, which strongly influences downtown land use, as do FEMA floodplain maps. Other land use regulation includes site plan review for commercial uses and subdivision regulation review, both administered by the Planning Board. Site plan review is not judicial; it does not control the use of the property but rather how the land is impacted by the development. The Planning Board's review consists of all site development, including but not limited to storm water, parking, lighting, pedestrian/vehicular access, and landscaping. The Planning Board continually reviews its ordinance to determine adequacy and clarity. Subdivision regulation review follows the state statute as to process and seeks to control the impact of such development on the land, the neighbors, and on town services.

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Development patterns also revolve around the four major water bodies, Long Lake, Highland Lake, Moose Pond, and Woods Pond, as well as other smaller ponds, streams, tributaries and significant wetlands and aquifers. Residences and seasonal homes follow this pattern. Route 302 from Portland to New Hampshire creates a corridor-like pattern of a mix of residences giving way to commercial development, taking advantage of the thousands of cars that travel this corridor daily. These elements of water attraction and corridor traffic offer opportunity for development with access and recreation as market forces. Another asset Bridgton has is considerable soils suitable for small to medium agricultural uses. Agricultural development is becoming a nationally recognized economic driver for Maine. With careful planning, Bridgton can capitalize on its character and its proximity to remarkable natural resources, becoming an ever more unique commercial destination point.

Like many New England towns, Bridgton has distinct residential villages. Along with the downtown village areas, North Bridgton and South Bridgton have their own distinct village character.

North Bridgton is anchored by Bridgton Academy, which owns and uses many of the buildings in the village, including the old church. The village has a public library and its own Post Office. In a preliminary assessment by the Maine Historic Preservation Commission in 2010 the center of the village along Route 37 was deemed eligible to be in the National Register as an historic district. North Bridgton village lies adjacent to the Route 117 corridor connecting Bridgton with Harrison and points north, with views down Long Lake. In the areas up away from the village, mountain and lake views are enjoyed from some of the choicest residential properties in town. In public meetings held by the Comprehensive Plan Committee in this neighborhood in the fall of 2012, discussion centered around economic development in Bridgton's downtown, with residents supporting the need for a robust economy with ample goods and services. There was also discussion about the role and relationships between the Town and the Academy and the meeting helped to open this necessary dialogue. Attendees also expressed interest in having a small neighborhood store and/or eatery in the village, as there once had been, as long as such development was in keeping with the character of the village. There was general concern that new compatible commercial development should be centered in the downtown and along the corridors and that care should be taken with corridor development to keep these areas from becoming "strip commercial." There was general interest and acceptance of the concept of zoning beyond what is in current town regulation.

South Bridgton is reminiscent of a rural farming village. With the historic South Bridgton Church at its center, the village is characterized by its open fields, orchards, and rolling hills. The water bodies here are smaller and exude the instantly familiar character of small camps on a pond. Camp Micah is built on the site of Moose Pond Lodge, the oldest camp of its kind in the state. Camp Pondicherry is home to Maine's Girl Scout Camp.

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This part of town connects Bridgton to its neighbors to the south and provides a visual respite from the more heavily travelled ways. In the fall of 2012, the Committee met in this neighborhood and a major topic was the need for some kind of protection from land uses that conflict with the serenity of this mostly residential area. This group also voiced support for a strong and healthy downtown, for careful management of growth along the corridors, and for zoning.

Bridgton's downtown village neighborhoods spread from Main Street in all directions, out to the west beyond the Town Hall, along South High Street past the First Congregational Church, and Bridgton Hospital, by the Town Beach and along Highland Lake to Dugway Road, on the side streets around Main Street, across and around Pondicherry Square where Routes 302 and 117 intersect, and all the way to Plummer's Landing on Long Lake (see Future Land Use map). Many homes in these neighborhoods are older and in disrepair. As these old homes are purchased and renovated, the interest in these residential neighborhoods continues to grow. Much of the housing stock in the downtown's neighborhoods is affordable for people making the median income for the State of Maine (\$48,000); however, there are fewer homes affordable for Bridgton's median income (\$40,000).¹ The neighborhoods all have the crucial elements of great neighborhoods²: walkable to goods, services, and recreation; front setback lines conducive for socializing amongst neighbors and passersby; and buildings in a pedestrian scale (2.5 stories is considered optimal for residential scale.)³

The downtown commercial area is characterized by the rolling and curving topography of Main Street and by the eclectic variety of building styles. The critical elements for an economically robust downtown are all here: public facilities such as the Bridgton Public Library, Bridgton Community Center, and the Town Municipal Complex; parks with outdoor seating, pedestrian access through the business area and into residential neighborhoods, and a variety of new business openings and existing business expansions. Public investment continues on Depot Street in the downtown, with sidewalks coming there soon and with the town's adoption of Pondicherry Park. This park, along with a Reny's, a farmer's market, and a movie theater give Bridgton's downtown a unique presence unmatched by any other in the region. Nearly 10,000 cars⁴ drive Main Street each day, offering both challenges and opportunities for an active, inviting downtown to capture the interest of those passing through and cause them to stop and eat, shop, and generally seek goods and services here.

¹ Source: 2008-2012 US Census Update

² Source: 2013 American Planning Association *Great Places in America: Neighborhoods*

³ Source: Preservation Nation; National Main Street Center; Congress for New Urbanism; The Small Town Planning Handbook 2007 Segedy & Others

⁴ Source: Maine Department of Transportation 2012 Maine Transportation Count Book

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The highway corridors each have their own character as well. Route 302 from Naples is a major entry point, passing the Lake Region High School. With open land for future development, it forms a visually appealing approach to Town, through blasted rock outcroppings and wooded swampland. Route 302 from Fryeburg also has open land, its own share of swamps and its own appeal as one crosses the Moose Pond causeway with Pleasant Mountain above. Route 117 from Harrison is an open rural highway with limited curbs cuts and a wide right-of-way. It has Lakeside residential development on Long Lake to the east, and a wonderful view down the lake where the highway passes the village. Routes 117 and 107 coming from Denmark and Sebago are smaller, rural roads--though still heavily travelled; hilly and curvy, passing through mostly woods broken here and there by ponds, open fields, orchards and farmland, with sparse, mostly residential development.

In the last 10 years

Since 2004, the attraction of the area to those building second homes, influence on Bridgton of the commuter/bedroom community needs of people working in the Portland and Lewiston-Auburn areas, and technologies which allow people to do all kinds of work from a home in the country have all been growth factors in Bridgton.

From 2003 through 2013 Bridgton awarded 632 permits for new construction, 27 for new commercial construction and 554 for single-family residences, with the balance in garages and additions. Of these residential permits, 89 were for lakefront homes, and 465 were for non-lakefront homes.

The 2004 Comprehensive Plan reflected the community's desire to control growth and especially commercial development to protect the Town's natural resources and its small town rural character and way of life above all. This time the desire for a vibrant economy while still protecting the Town's natural resources and special charm has emerged as the priority. The shifting of the weights of these two concerns is due in part to the current economic challenges we face, and also in part to the effective implementation of the last plan's goals around protecting resources and creating recreational opportunities. The continued work on the Steven's Brook Trail, the BRAG playing fields project and the creation of Pondicherry Park have all directly served these goals set out by the community.

Along with this renewed desire for well-planned economic growth is a growing understanding in the community that with that careful planning, we can have a vibrant economy without losing what we love most here in Bridgton. This understanding was recently evidenced by the adoption of an ordinance in June 2012 requiring that new development or changed use of any property on Main Street in the Downtown be used for commerce on the ground floor, facing the street. Furthermore, plans are being explored for a possible expansion of the wastewater system, currently serving only part of the Downtown.

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There is growing understanding in the community that municipal sewer is an important tool to encourage desired development as well as having a critical role in the protection of Bridgton's water resources that are so important to the future of our town and its citizens.

Most projects that came out of the Land Use goals of the 2004 plan were constructed in the years from 2004-2010; new town parking lots, the retrofitting of many buildings, and the growth and expansion of several businesses in the Downtown being examples. In the slowed economy of the last several years Bridgton has been struggling again with closing stores and empty buildings. Currently though, there is some hopeful revitalization in the Downtown with the opening of several promising new businesses in the summer of 2013.

The 2004 Plan had as one of its "neighborhood values" the prohibition of "big box" development. The push and pull in the community around development was made evident in the 2010 vote not to prohibit fast food or big box development, allowing for the opening of a McDonald's in town in the fall of 2012. This vote was a catalyst for the Town to move again toward some kind of development plan. The concern then and now is that development be well managed, especially along Portland Street--at risk of becoming a bleak commercial strip, and an unappealing approach to the Downtown.

While Bridgton still contains a great deal of open land and is still essentially a rural community, the call for a comprehensive approach to development, to both encourage it and to have control of what goes where and how it looks is clear. The 2004 Comprehensive Plan set out the beginning of a framework for zoning. The Economic Development Plan, completed in 2005, called the Kent Plan, provided a further concept for implementing the Plan's strategies. Some of the recommendations in the Kent Plan were followed; the previously mentioned downtown parking lots for example. Since then an effort has been made to gear up and pursue the work of the 2004 Plan. A development plan for the highway corridors has been discussed, the principles of Form-Based Code have been studied, and the community has been drawn into a series of public sessions over the last three years. In addition, studies are being conducted for a possible expansion of the wastewater system. Through careful planning, the Town can embrace new development while retaining its rural, small-town character.

The Bridgton Comprehensive Plan Committee conducted several community input and design events, starting in the summer of 2011 with a series of design charrettes to acquaint citizens with the concepts of Form Based Code. In a series of neighborhood potluck supper meetings in the fall of 2012 the Committee began to talk about issues and discussion ensued around the downtown, the corridors, and economic growth for the town. In the summer of 2013 two series of meetings were held at local pubs and restaurants, with discussion around the goals and strategies laid out by the Committee.

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All of these public meetings reaped great participation and input from citizens who attended. Most voiced support for the ideas the Committee had put to paper so far. Desire for a strong downtown business district to act as an economic engine, concern for how the corridors get developed, and overall support for zoning to be created for the town's protection and compatible growth were the main themes heard in all the meetings. These events served two important purposes: the Committee was able to share with residents the broad concepts currently being considered and in turn, residents conveyed specific ideas about the future of Bridgton and its neighborhoods to the Committee.

This Comprehensive Plan expands on the goals set in previous years and lays out a framework for zoning in its Future Land Use Plan, Chapter 11. This Future Land Use Plan suggests methods for retaining rural character while encouraging well-designed commercial development, and offers strategies for enhancing housing, retail activity, and cultural and recreational opportunities both in the downtown village and throughout the corridors in and out of town in order to create meaningful growth areas, attract new business for a more vibrant economy, and further enhance the quality of life here in Bridgton.

In conclusion, the goals of the 2004 Comprehensive Plan have been revisited and built upon during these past three years. The strong support for zoning shown in the new Future Land Use Plan (Chapter 11) directly reflects the call to action found in the community.

Chapter 6

NATURAL RESOURCES

Life relies on natural resources such as air, land, water, plants and wildlife. The local economy depends on wise use and conservation of these resources. Continued development can have serious and cumulative adverse impacts on the natural resources and systems that support the economy and quality of life in Bridgton. Bridgton's natural resources are shown on maps contained in the appendix of this plan.

Groundwater Resources

The major source of Bridgton's drinking water is groundwater: precipitation that does not flow away as surface water infiltrates into the soil. Some may remain near the surface as soil moisture, where it is available for plants, but much percolates downward, becoming groundwater.

Bedrock and Sand and Gravel Aquifers

Wells drilled in bedrock usually yield a relatively low flow, and sometimes wells must be drilled to depths of several hundred feet to obtain adequate yields for household use. Where fractures in the bedrock are numerous, flows may increase significantly. These areas are called bedrock aquifers. In other locations, groundwater is available in higher yields from sand and gravel deposits that lie below the ground surface, but above the bedrock. These deposits, known as sand and gravel aquifers, are highly porous and allow for both storage and release of greater volumes of water through shallower wells that do not need to penetrate bedrock. Sand and gravel aquifers are important resources for large-scale community, agricultural and industrial water supplies, as well as an economical water source for individual homeowners.

Sand and gravel aquifers have been mapped by the Maine Geological Survey. In Bridgton, all sand and gravel aquifers have an estimated yield of between 10 and 50 gallons per minute. The town has three sand and gravel aquifers. They are located along the Bear River, along Willett Brook, including downtown Bridgton, and in the far northwestern corner of town along Sawyer Brook and the southeast shore of Kezar Pond. Of these, the largest is the Willett Brook aquifer, which extends for the entire length of the brook within Bridgton, including downtown Bridgton.

The location of the Bear River and Sawyer Brook aquifers within both Bridgton and neighboring towns makes these resources both available for use by and vulnerable to pollution from land use and development in any or all of the towns sharing them. No one town, therefore, can fully protect these shared resources by itself. To achieve this end, some form of regional cooperation may be required.

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The Bear River Aquifer serves as a public water supply for the Harrison Water District, which draws from a central well located in Harrison, just west of Harrison Village. The Town of Bridgton contracts with the Harrison Water District for service to North Bridgton. The estimated recharge area for this aquifer is north and west from the Bear River into the Towns of Bridgton and Waterford, encompassing over 130 acres. The central well supplies over 240 customers in Harrison Village and in North Bridgton. The Town of Bridgton, Parks and Recreation Department utilizes a spring for a public water supply at the Salmon Point Campground. The Department of Human Services lists more than 40 other private community water supplies that draw on groundwater—mostly camps, cottages, campgrounds, inns, and restaurants.

The Bear River Aquifer is located within Bridgton, Harrison and Waterford. Bridgton has an aquifer protection overlay district, which applies to the Bear River Aquifer and its recharge area. The rules of the overlay district limit the density and the nature of permitted uses, prohibiting uses which are incompatible with the long term water quality of the aquifer. Harrison also has an aquifer protection ordinance for the Bear River aquifer, and Bridgton's ordinance makes protection compatible across town boundaries.

The Bridgton Water District selected a well site in the Willett Brook aquifer to serve its nearly 2,000 customers and received funding to develop this source. The well is located upstream of the Sandy Creek gasoline spill, the town's transfer station, and downtown Bridgton, in order to ensure a clean supply. The western portion of the Willett Brook aquifer is the only viable source of groundwater for the District's public water supply.

The Bridgton Water District has implemented the Maine Department of Human Service's Wellhead Protection Program to help protect this last remaining source. This implementation occurred in three stages: (1) 100% protection of an area 300' in diameter around the wellhead; (2) protection of the aquifer as mapped by a hydro-geologist; and (3) protection of the watershed through the Willett Brook Aquifer Protection Ordinance, similar to the standards contained in the Town's Bear River Aquifer Ordinance. Clearly it will be especially important to ensure that development in the recharge area of this aquifer does not adversely affect its water quality.

Threats to Groundwater Quality

Because sand and gravel aquifers are porous and transmit water rapidly, they are also susceptible to pollution from septic tank effluent, landfill effluent, leakage from above ground or underground storage tanks, hazardous materials used or stored at industrial sites, floor drains in garages or other work areas, road salt, sand-salt storage piles, fertilizers and pesticides. The productivity of an aquifer can be limited by covering the ground surface above it with impervious area.

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Extensive paving and building coverage can prevent water from quickly entering the ground and replenishing the groundwater supply. Removal of overlying sands and gravels may expose the water table to direct pollution and may result in increased evaporation.

Because Bridgton's aquifers occur in areas which are primarily flat or gently sloping and within areas with soils suitable for septic systems, the area may be easily excavated and easily developed and may be in demand for many uses. The town's planning process should carefully assess the availability of the aquifer in terms of present and future demands for water; the potential lasting values of aquifers should not be jeopardized by excessive exploitation of their other values.

In addition to existing conditions that may pose a threat to groundwater quality, the town should also consider the land use patterns that are expected to occur in the future. If growth and development is anticipated to occur in a way that would create or compound threats to groundwater resources, policy decisions should be made to address these issues. Development standards need to address some of this concern.

One of the Federal Safe Drinking Water Standards relates to the permissible concentration of nitrates in groundwater. Nitrates are a significant health hazard because they inhibit the ability of human blood to transport oxygen throughout the body. In infants, an excessive level of nitrate consumption can cause what is commonly known as "blue baby syndrome", in which the baby's skin actually appears to have a bluish hue. In fact it is an indication that the child's tissues and organs are seriously deprived of needed levels of oxygen. Nitrates are normally present in very low concentrations in groundwater. They are also present in human waste, and higher nitrate concentrations become distributed into groundwater through underground plumes of septic system effluent. Because nitrates are also present in fertilizer, including manure and synthetic fertilizers, agriculture is another significant source. Nitrates in groundwater from residential development can be problematic due to two causes. First, older developments and densely developed areas may contain a high proportion of homes with inadequately designed septic systems which have inadequately functioning septic systems, or cesspools or some other poorly designed or maintained systems. These systems may be located too close to adjacent wells. Second, the septic systems may meet the Maine Subsurface Wastewater Disposal Rules, but also may be located on such marginal soils that they are still too densely located to prevent excessive nitrate levels. The Maine Subsurface Wastewater Disposal Rules are designed to protect against bacterial and viral health hazards but the standards do not address nitrate levels.

Current Groundwater Protection Measures and Policy Issues

Bridgton's current Subdivision Regulations and Site Plan Review Ordinance prohibit a development from adversely affecting the quantity or quality of groundwater.

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State law requires that each town in Maine notify public water suppliers of proposed developments that would be located within the area that their well uses to obtain its source water (the source water protection area). Bridgton's aquifer protection ordinances apply special aquifer protection standards to proposed development when it is proposed over or in the recharge area for a sand and gravel aquifer.

Rivers, Streams and Brooks

State law defines a "river, stream or brook" as a channel between defined banks that is created by the action of surface water having two or more of the following characteristics:

- A. It is depicted as a solid or broken blue line on the most recent edition of the U.S. Geological Survey 7.5-minute series topographic map or, if that is not available, a 15-minute series topographic map.
- B. It contains or is known to contain flowing water continuously for a period of at least 6 months of the year in most years.
- C. The channel bed is primarily composed of mineral material such as sand and gravel, parent material or bedrock that has been deposited or scoured by water.
- D. The channel contains aquatic animals such as fish, aquatic insects or mollusks in the water or, if no surface water is present, within the streambed.
- E. The channel contains aquatic vegetation and is essentially devoid of upland vegetation.

"River, stream or brook" does not mean a ditch or other drainage way constructed, or constructed and maintained, solely for the purpose of draining storm water, or a grassy swale.

For the purposes of this Plan, we will use the term "river" to include rivers, streams and brooks. Bridgton has only one river, since a river is considered to be a flowing water body that drains 25 or more square miles of land area. At the confluence of Willett Brook and Steven's Brook near Depot Street, Stevens Brook meets that definition. Bridgton's only river is that segment of Steven's Brook from that confluence downstream to Long Lake. Bridgton has 526,889 linear feet or about 100 miles of streams and river. About 277,960 linear feet or about 53 miles are protected by Bridgton's Shoreland Zoning Ordinance.

The State has established Water Quality classifications for all rivers and streams in Bridgton. All have been classified "A" except for Steven's Brook which is classified "B".

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Class A is defined as water quality capable of supporting "drinking water supply, recreation in or on the water, fishing, industrial process and cooling water supply, hydroelectric power generation, navigation and a natural habitat for fish and other aquatic life." Class B is defined as being capable of supporting all Class A uses, except that it is capable of supporting "unimpaired" habitat, as opposed to the "natural" habitat of Class A.

Many of Bridgton's streams are protected by shoreland zoning with a 75 foot buffer zone and structure setback. Again, Steven's Brook is the exception since the portion designated as river has a 250 foot shoreland zone and a portion of the downtown section is zoned as General Development District, allowing a reduced setback and buffer area. Timber harvesting activities and development along the Town's streams could damage water quality, wildlife habitat and fisheries if not conducted properly or if conducted extensively.

Lakes

There are eleven lakes and ponds within Bridgton's borders. These lakes are intensively used for recreational purposes throughout the year, with the highest level of use during the summer months. Much of the Town's real estate value is found within the shoreland zone of its lakes and streams, making lakes and streams a key factor in much of the Town's economic activity. All lakes and ponds in Bridgton are legally considered Great Ponds, which are defined as "any inland body of water which in a natural state has a surface area in excess of 10 acres and any inland body of water artificially formed or increased that has a surface area in excess of 30 acres." For the purposes of this plan, we will use the term "lake" to include great ponds, lakes and ponds.

The surface water system within Bridgton is complex and diverse. Much of the town's land area, including the Adams Pond, Foster Pond, Holt Pond, Highland Lake, Long Lake, Otter Pond, Peabody Pond and Woods Pond watersheds, drain to Sebago Lake. Western portions of Bridgton contained in the Beaver Pond, Kezar Pond and Moose Pond watersheds drain to the Saco River. Bridgton shares the watersheds of most of these lakes with neighboring towns. Bridgton also contains some watershed lands for Berry Pond which is located in Sweden and Hancock Pond which is located in Denmark and Sebago. Responsible and consistent joint management of these watershed areas is essential for protecting water quality.

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Maine's Water Quality Goals for Lakes and Streams

The Maine Water Quality Classification System currently classifies all lakes in Bridgton as GPA. It is the State's goal that these waters remain Class GPA. GPA waters "shall be of such quality that they are suitable for.... drinking water after disinfection, recreation in and on the water, fishing, industrial process and cooling water supply, hydroelectric power generation and navigation and as habitat for fish and other aquatic life. The habitat shall be characterized as natural." (38 MRSA Section 465-A.) Highland Lake and Long Lake were recently added to the GPA attainment list after Total Maximum Daily Load (TMDL) assessments were completed for both lakes and large-scale, multi-year water quality improvement projects were implemented in both watersheds by the Lakes Environmental Association and Cumberland County Soil and Water Conservation District.

Threats to Lake Water Quality

Development within lake watersheds and the use of the lakes themselves pose several kinds of threats to stream and lake water quality. The threats to groundwater listed above are also threats to stream and lake water quality because lakes and streams are fed partially by groundwater flow. Beyond this however, there are several kinds of land use and development impacts that can have an adverse effect on both streams and lakes. Erosion and sedimentation from agriculture, timber harvesting, existing and new roads, ditches, building sites and driveways can add to the sediment loading and phosphorus loading of lake waters. Failing, poorly designed and/or maintained septic systems can add unacceptable nitrate and phosphorus loads plus bacterial and/or viral contaminants to surface waters. Pesticides and fertilizers in storm water runoff can pose a hazard to water quality. Point sources of pollution also pose a variety of hazards to surface waters. Gas and oil, and human waste discharges from boats on lakes can also pollute lake waters. And heavy powerboat use and/or poor regulation of water levels in lakes can erode shorelines and beaches. In recent years, a new threat has been added to the list: invasive aquatic plants.

Erosion and Sedimentation

Common land use and development practices, including agriculture, site development and timber harvesting, can often increase erosion resulting in sedimentation and the loss of valuable topsoil. Eroded sediment and topsoil can clog culverts, storm drains and ditches. It also contains phosphorus that will ultimately raise the phosphorus concentration and contribute to decline of lake water quality. To help minimize erosion and sedimentation, the Town of Bridgton has adopted erosion and sedimentation control requirements in its Site Plan Review, Shoreland Zoning, and Subdivision ordinances.

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Lake Phosphorus Levels

One of the most potentially serious impacts on lake water quality is the gradual increase in phosphorus concentrations in lake water due to additional phosphorus loading from development in lake watersheds. Phosphorus is a natural element that is a fertilizer for plants. It attaches to soil particles that are transported to lakes and streams through erosion and sedimentation during storm events. Other sources of this nutrient are pet wastes, lawn fertilizers, septic systems constructed in porous soils and decomposing organic matter. Maine's lakes are highly vulnerable to phosphorus loading. The cumulative impact of minute amounts of phosphorus coming from multiple sources throughout a lake's watershed can result in phosphorus levels that support regular algae blooms. The decomposition of short-lived algae also robs the lake of oxygen. This threatens many fish species, especially trout and salmon, and can trigger the release of additional phosphorus into the lake waters through a process called phosphorus recycling. With little or no oxygen at the lake bottom, phosphorus that is chemically bound to bottom sediments can be released into the water column. If a lake reaches this stage, this added phosphorus, combined with phosphorus already entering the lake from runoff, can lead to permanent changes in lake water clarity, loss of cold water fisheries and other economically and ecologically adverse effects.

Invasive Aquatic Species

Lake ecosystems in the United States and Canada face threats from at least eleven invasive aquatic plants. The aquatic plants now in Maine include variable-leaf and Eurasian milfoil, plus hydrilla, curly-leaf pondweed and European naiad. Hydrilla poses an especially serious threat because it is one of the most aggressive of the invasive species. The other six invasive plant species, not yet established in Maine, include parrot feather, Brazilian elodea, fanwort, water chestnut, European frog-bit, and yellow floating heart. Each of these species is established in at least one state or province adjacent to or near Maine.

There are also several invasive aquatic animals that pose a threat to Bridgton's waterbodies. These species include the Asian clam, Chinese mitten crab, Chinese mystery snail, northern pike, Quagga mussels, rusty crayfish, spiny waterflea and the zebra mussel. Of those species, the Chinese mystery snail is known to be in several of Bridgton's lakes and the northern pike, which is robust relative of our native chain pickerel is now known to be in nearby Sebago Lake.

Invasive wetland plants such as European common reed (phragmites), purple loosestrife and flowering rush also pose a significant risk to Bridgton's wetlands.

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Purple loosestrife and European common reed populations have grown dramatically in the area during the last decade and it is likely that they will continue to alter wetland habitat and displace native wetland species like cattails which provide a food source and habitat for a tremendous amount of wildlife.

The invasive algae known as didymo or “rock-snot” is also a problem that is rapidly spreading in New England. This species spreads rapidly in cool, low nutrient streams and rivers and can quickly cover valuable rocky habitat with a thick, yellowish layer coating of this matting algae. Didymo has not yet been found in Bridgton.

Invasive plants and animals are alien to Maine’s lake ecosystems, brought in by various means. Plants can be spread by boaters, carrying plant fragments from one lake to another on boats, trailers or fishing equipment. Where invasive plants become established, they can have severe impacts on lake ecosystems by displacing native species, decreasing biological diversity, changing habitat and biotic communities and disrupting the food chain. These changes can have significant socioeconomic consequences, such as the impairment of fishing, boating and other forms of recreation as well as reducing property values.

Local Actions and Regulations

Phosphorus controls have been implemented through the subdivision regulations, site plan review ordinance and shoreland zoning. While this is an important step toward keeping long-term phosphorus concentrations in lake water within biologically acceptable limits, they do not control phosphorus from individual lot development outside the shoreland zone that is not subject to subdivision review. Since single lot development can amount to more than half of all new residential development, and since phosphorus runoff from everywhere within a lake’s watershed eventually reaches the lake, phosphorus runoff from this kind of development still may pose a significant hazard to lake ecosystems over the long term. Bridgton’s site plan review ordinance, subdivision ordinance and shoreland zoning ordinances all require written erosion and sedimentation control plans as a condition of approval for new development plans.

Bridgton’s shoreland zone goes beyond the 250’ state minimum on lakes to a zone that extends 500’ inland from the normal high water mark. Bridgton’s shoreland zone also includes protection for streams and stream segments that are not mandated by the state. A new rule recently adopted by the Maine DEP, that is not part of shoreland zoning, now extends this protection to headwaters of all USGS mapped streams. The new rule requires a 75-foot buffer on streams *above* the juncture where shoreland zoning stops.

Bridgton’s shoreland zoning ordinance also protects steep slopes, islands, wetlands, some floodplains and fragile bays and coves by placing them in a Resource Protection

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District. This designation helps to protect areas unsuitable for development and important habitat areas.

Bridgton’s Subdivision Regulations require a phosphorus loading study for all subdivisions. Subdivisions must use the Maine Department of Environmental Protection's “Phosphorus Control in Lake Watersheds” manual (this manual has been updated and renamed “Stormwater Management for Maine”) and methodology to keep phosphorus export from new developments within lake watersheds at safe levels. The phosphorus control standard used is unique to each lake watershed and is expressed as the amount of phosphorus that can be exported from each new development on a per acre per year basis. This standard is called the Per Acre Phosphorus Allocation.

The Lakes Environmental Association has monitored water quality in all lakes in Bridgton. The monitoring results have been used to determine the Per Acre Phosphorus Allocations for each lake. The phosphorus control method involves policy decisions concerning the level of protection for each lake and the future area estimated to be developed over the next fifty years within each watershed.

Table 6.1
Per Acre Phosphorus Allocation

	Protection Level In PPB of Phosphorus	Total Watershed Acres	Acres Available for Development	Growth Factor	Acres Estimated for Development In Next 50 Years	Per Acre Phosphorus Allocation
Adams Pond	0.75	172	155	.35	54	0.038
Beaver Pond	1.00	1653	1353	.4	541	0.024
Hancock Pond	0.75	358	318	.3	95	0.049
Highland Lake	0.75	3600	3240	.4	1296	0.033
Holt Pond	1.00	1877	1477	.35	517	0.029
Foster Pond	1.00	1030	930	.35	326	0.037
Kezar Pond	1.00	2651	2401	.3	720	0.049
Long Lake	0.75	17672	16096	.4	6438	0.029
Moose Pond Basin 1	0.75	773	623	.35	218	0.03
Moose Pond Basin 2	0.75	2777	2377	.35	832	0.041
Otter Pond	1.00	790	711	.4	284	0.025
Peabody Pond	0.75	516	464	.3	139	0.052
Woods Pond	1.00	3266	2939	.35	1029	0.036

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Protection Level

This is expressed in parts per billion of phosphorus. The protection level is a community's goal for phosphorus control that sets a maximum allowable increase in phosphorus concentration for each lake. The higher the number, the more phosphorus is allowed to be added to the lake. A 1 ppb increase means that inputs into the lake in the next fifty years should keep the in-lake increase to 1 ppb or less. A 1 ppb increase is the threshold at which a noticeable decrease in water clarity would occur. Lakes with a .75 protection level are considered either unusually pristine, have an excellent cold water fishery or have very fragile water quality. The protection level would need to be adjusted if water quality conditions were to change significantly.

Total Watershed Acres

This is the number of acres of each lake's watershed in Bridgton.

Acres Available for Development

This is the number of acres that are not already developed and are suitable for development.

Growth Factor

This is the percentage of acres available that is estimated to be developed in the next fifty years. This figure may need to be adjusted if actual growth rates significantly exceed or fall below this estimated rate.

Acres Estimated for Development

This number is derived by multiplying numbers in the previous two columns.

Per Acre Phosphorus Allocation

This is the key number for phosphorus protection and control. For land developers, it constitutes the phosphorus budget for a particular project. To develop this figure, you must:

1. Take the amount of phosphorus that would cause a 1 ppb change in water quality. This amount is determined by the DEP and is not shown in the chart. It is computed using lake volume and flushing rate.

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2. Multiply the amount of phosphorus that would cause a 1 ppb change by the protection level.
3. Divide the number just calculated by the acres estimated for development.

The Lakes Environmental Association has been actively monitoring the water quality on Bridgton's lakes since 1970 and works with municipal officials to develop and refine planning, prevention and management tools. The Association has developed a water quality rating system for Bridgton's lakes. LEA classifies lakes by dividing them into categories based on their overall health and susceptibility to algal blooms. Lakes in the *Average Degree of Concern* category are those lakes that are currently in good health. The *Moderate Degree of Concern* category describes lakes where testing shows a potential or actual decline in water quality. The *High Degree of Concern* category is reserved for those lakes that appear to be near a fragile equilibrium point where detrimental algal blooms might occur.

Table 6.2
Basic Lake Information

Lake	Surface Area (acres)	Max Depth (feet)	Flushing rate (per year)	Long-Term Average Phosphorus as of 2011 (ppb)	Degree of Concern
Adams Pond	42	51	.54	7.0	High
Beaver Pond	69	35	3.7	9.2	High
Foster (Ingalls) Pond	136	28	.93	7.1	Average
Highland Lake	1,295	50	.94	6.7	High
Holt Pond	30	10	unknown	13.3	Average
Kezar Pond	1,447	12	unknown	19.3	Average
Long Lake	5,181	59	.94	7.1	High
Moose Pond	1,617	70	3.69	6.0	High
Otter Pond	86	21	.7	12.5	Moderate
Peabody Pond	701	64	.3	6.0	High
Woods Pond	452	29	.77	7.8	Mod/High

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Bridgton has been a leader in the effort to prevent the spread of invasive aquatic plants by establishing boat washing facilities, billboards and a courtesy inspection program in conjunction with the Lakes Environmental Association. The enormous impact an invasive plant infestation would have on the Lake Region's ecology and economy have prompted most area towns to establish local programs to augment the state's efforts.

State Actions and Regulations

State Non-point Source Pollution Controls

Larger development projects are subject to a permit requirement under Maine's Stormwater Management Law. For those projects that are subject to the law, the requirements are more stringent in watersheds that are 'Most at Risk from New Development.' Smaller projects are not subject to the law, but are subject to Maine's Erosion Control Law.

DEP List of Watersheds 'Most at Risk from New Development'

Maine's Stormwater Management Law, which regulates both stormwater volume and quality from new development to which it applies, uses a two-tier level of regulation. The more restrictive standards applied under this law apply in watersheds that the DEP has classified as "Most at Risk from New Development". Most at Risk lakes are identified by the Maine DEP as being particularly sensitive to eutrophication (premature aging and algae blooms) based on current water quality, potential for internal recycling of phosphorus, potential as a cold water fishery, volume and flushing rate, or projected growth rate in the watershed.

DEP Nonpoint Source Priority Watersheds List

The Maine DEP also lists lake watersheds that are high priority for financial and technical assistance related to nonpoint source pollution control. This is called the Nonpoint Source Priority Watersheds List. There is also a subsection of this list that includes 180 "highest priority" lakes. Waters within designated NPS Priority Watersheds have significant value from a regional or statewide perspective and have water quality that is either impaired, or threatened to some degree due to nonpoint source water pollution. This list, which was adopted by the Land & Water Resources Council in October 1998, will be used to help identify watersheds where state and federal agency resources for NPS water pollution prevention or restoration should be targeted.

The following table shows the listings of each lake within Bridgton or outside Bridgton but impacted by drainage from within Bridgton.

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**Table 6.3
Most at Risk**

Lake	On 'Most at Risk from New Development' List	On NPS Priority Watershed List	On Highest Priority Subsection of NPS Priority Watershed List
Adams Pond	YES		
Beaver Pond	YES	YES	
Foster Pond	YES	YES	
Highland Lake	YES	YES	YES
Holt Pond			
Kezar Pond			
Long Lake	YES	YES	YES
Moose Pond			
Otter Pond	YES	YES	
Peabody Pond		YES	
Woods Pond	YES	YES	

Surface Use and Lake Access

The increased popularity of boating and a steadily increasing public demand for lake access has pushed these issues to the forefront. As these pressures continue, Bridgton may want to consider joining Naples and Harrison in establishing mooring, harbormaster and marine patrol programs. The Town has already had discussions about a regional approach to these problems that may be the best resolution.

Lake access for swimming and boat launching is a demand that Bridgton has done well addressing historically. There are established public beaches at Woods Pond, Highland Lake, Moose Pond and at Salmon Point on Long Lake. There is primitive or undeveloped swimming access at Long Lake at the State Boat Launching Site and at Plummer's Landing and at Foster Pond. There are public launching sites at all major lakes: Long Lake, Highland Lake, Moose Pond, Peabody Pond and Woods Pond. Boat washing stations have been constructed at Highland Lake, Woods Pond and Moose Pond however a wash station is still needed at the Long Lake launch. There are private launching sites on Otter Pond and Adams Pond that have been used by the public. As demands change over time, the Town will need to continually assess and address the adequacy of public access to its lakes.

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Summary

The issue of water quality is tied particularly closely to the need for cooperation between neighboring towns. The Bear River, Bridgton's shared lakes (Holt Pond, Long Lake, Moose Pond, Kezar Pond and Peabody Pond) and shared watershed lands for Hancock Pond and Highland Lake are the most obvious examples of surface water resources that warrant cooperative protection. Streams and groundwater also cross town boundaries and will require similar cooperation between towns for effective long-term protection. Bridgton's water resources are significant in all aspects and, because of their fragile and vulnerable nature, will require vigilance to protect them in their existing condition. The fact that the town's economy is tied so closely to these resources gives added impetus for proper management.

Wetlands

Wetlands are vital natural resources that have both ecological and economic importance. They provide unique habitat, spawning and nesting areas for a broad spectrum of plants, animals and fish, including birds, waterfowl, shellfish, fish, insects, reptiles, amphibians, and many mammals. Wetlands serve as water purifiers for groundwater recharge and discharge, and help protect surface water quality downstream. Wetlands reduce flood hazard by absorbing rapid runoff like a sponge and then releasing it slowly to surface waters and, in some cases, groundwater. They reduce erosion and sedimentation in both stream channels and lake margins. And, in some cases they have scenic, historic and archaeological values.

Numerous wetlands exist in Bridgton covering over 2,100 acres. These include swamps, marshes, bogs, fens and the streams and numerous rivulets and springs that feed them. The most prominent are part of the wetland system associated with Willett Brook. Other wetlands in Bridgton are associated with streams that feed each of the lakes. Still others are not associated with streams, but simply occupy low-lying areas. About 1,100 acres of wetlands are protected under shoreland zoning.

"Wetlands" refers to the group of soils that are commonly found in a waterlogged condition. Some of these soils are ponded or have standing water on them most of the year. Wetland soils typically include soils that are poorly or very poorly drained, as defined by the Soil Conservation Service (SCS). In a wetland, the water table is typically at or near the ground surface for enough of each year to produce wetland vegetation.

The sensitive ecological balance of a wetland can be easily disrupted by many human activities. Historically, wetlands have often been filled, drained, or excavated to expand the amount of developable land. Their functions can also be severely impaired through clearing, paving or other development of adjacent land, causing reduced wildlife habitat,

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loss of groundwater recharge area, loss of scenic value, increased flood hazard, and other adverse impacts.

The Casco Bay Watershed Wetlands Functional Assessment

Update

The State Planning Office has developed a method of characterizing wetlands in Bridgton and other towns within the Casco Bay Watershed. This method provides a functional assessment of each wetland to rate its relative importance in each of five wetland function categories. These categories include: plant and animal habitat, sediment retention, flood flow alteration, fisheries habitat, and cultural and educational value.

A wetland that meets the rating system's threshold characteristics in any of these categories receives a "1". If it does not meet the threshold it receives a "0" for that category.

The Bridgton Wetlands Map shows the score each wetland received. Each wetland also has an identification number under this system. In the Appendix there is a table that shows for each wetland the threshold criteria against which each wetland was measured in all five categories. All wetlands are important. This new rating system provides a systematic approach to determining which wetlands are most important for providing each type of wetland function. It also lets us see which function or combination of functions each wetland is playing an especially important part in providing for the ecosystem as a whole.

Wetland Regulations

Because wetlands are ecologically important in all the ways described above, filling, dredging, draining and other alterations are regulated by federal, state and local government. At the local level, the subdivision law requires that all wetlands regardless of size must be shown on proposed subdivision plans.

Vernal Pools

Vernal pools are a category of wetland not currently mapped because there is no published source of information to document their locations. Vernal pools annually fill with water, but may dry out in some or most years. They lack fish populations making them a safe place for many amphibian species to lay their eggs in the spring. Vernal pools are permanent fixtures on the landscape and range in size from a few square feet to several acres. In addition to providing critical habitat for frogs, salamanders and fairy shrimp, vernal pools provide food and water for numerous upland forest animals such

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as deer, moose and ermine. Destruction of vernal pools means a decrease in biodiversity as amphibians are lost and the upland species that rely on them decline.

The state of Maine has laws protecting significant vernal pools but these laws only apply if the vernal pool has been identified. Planning boards can request that properties being developed under site plan or subdivision criteria be surveyed for vernal pools. Vernal pool surveys should be done by qualified professionals with their findings documented and presented to the board as part of the application along with the date of the survey(s).

Floodplains

Many of Bridgton's lake, river, stream and wetland shorelines areas are susceptible to flooding, especially during spring rains when frozen ground and remaining snow can produce excessive amounts of runoff.

On the National Flood Insurance Program maps, the 100-year floodplain is defined as the area that would be inundated by the flood from a storm of such intensity and duration that it statistically will occur, on average, once every 100 years.

Construction in these areas is restricted by local ordinance and federal flood insurance regulations. Under the National Flood Insurance Program, the federal government provides flood insurance to property owners within a community's 100-year floodplain at reduced rates, provided that that community adopts a floodplain ordinance that meets federal standards for building construction and flood-proofing. The Town of Bridgton has participated in the National Flood Insurance Program since 1982. Permitted uses in Bridgton's 100-year flood plain are limited to those allowed within the Resource Protection District of the Bridgton Shoreland Zoning Ordinance. Over time those federal standards have historically been subject to change and local floodplain management ordinance standards have had to be adjusted accordingly. This is an ongoing process and the Town will need to monitor its compliance to continue to meet the requirements for property owners' eligibility for NFIP coverage.

Forest Resources

Forests occupy more than half of Bridgton's land area and are composed mainly of softwoods including balsam fir, white pine, spruce, hemlock and hardwoods including maples, beech, birches, and red oaks. The forest provides habitats for plants and animals and serves important environmental functions such as protecting soils, filtering water and supplying oxygen, and they have scenic and recreational value for hikers, hunters, fishing, snowmobilers and cross country skiers.

Forests also are sources of employment. The harvesting of timber for production of lumber, pulpwood, firewood and other wood products has long been a major

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component of Bridgton's local economy. As a renewable natural resource, woodlands that are properly managed will continue to provide many jobs. There are currently over 10,000 acres of land in Bridgton taxed under the Maine Tree Growth Tax Law that provides some property tax relief for forest land.

Timber harvesting is sometimes done improperly or in wet conditions, resulting in erosion and sedimentation, phosphorus pollution of streams and lakes, and unsightly rutted logging roads. Logging in certain areas, or the cumulative impact of many logging operations, can radically reduce the ability of land to absorb runoff. On a widespread basis, this can lead to more marked changes in the water level of streams and rivers during storms and dry periods.

Bridgton's forests require careful management to ensure they remain environmental and economic assets.

The State of Maine currently regulates timber harvesting to prevent adverse impacts on the forest resource itself, and its ability to support wildlife and protect lake watersheds and fisheries. The Town of Bridgton currently has timber harvesting standards only in its Shoreland Zoning Ordinance.

Access to forests and open space areas for recreational uses is also a growing issue. With more private land being posted, hunters, hikers and nature enthusiasts will find access increasingly limited. The Town may wish to plan now to reserve land for recreational and other uses before particular valuable tracts are bought up or real estate prices become prohibitive.

Wildlife Habitats

Bridgton has always had an abundance of wildlife and a diverse range of habitats for plants and animals. This level of abundance and diversity has historically been supported by the large areas of undeveloped land and the many riparian and wetland habitats that link these larger undeveloped blocks. With the rapid development of the last decade, including new roads to support the new residential development in Bridgton and surrounding towns, a phenomenon known as habitat fragmentation has gradually been taking place. The size of the large blocks of unbroken habitat has decreased as new roads have extended into or crossed them. Similarly, the links between such blocks, the riparian areas along streams, lakeshores, and associated wetlands have been narrowed or interrupted and less able to function effectively as wildlife travel corridors between habitat areas.

The "Beginning With Habitat" Project, a joint partnership of several state agencies, including the Maine Department of Inland Fisheries and Wildlife, the Maine Natural Areas Program, the Maine State Planning Office, the US Fish & Wildlife Service, and the Maine Audubon Society, has mapped large habitat blocks remaining in Bridgton, many of which extend into neighboring towns. These areas are shown on the Habitat Blocks

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Map for the Town of Bridgton. Riparian Areas that link and penetrate into the habitat blocks are also shown on this map. And state conservation lands that are extremely unlikely to ever be developed are also shown. Note that riparian areas shown do not reflect existing development along lakeshores, streams or wetlands, which, if present, may detract from the use of particular areas and potential linkages between habitat blocks some types of wildlife. Bridgton currently has 2 parcels of 500 acres or more (totaling 1,113 acres), 8 parcels between 250 and 499 acres (totaling 2,420 acres) and 44 parcels between 100 and 249 acres (totaling 6,025 acres).

The presence of wildlife species on smaller undeveloped habitat blocks also occurs. This is often due to the presence of undeveloped riparian areas or other wildlife travel corridors linking smaller blocks to larger blocks beyond the area of the sighting. And various species of wildlife typically only found in large undeveloped habitat blocks, do occasionally venture into more densely developed areas than indicated on the chart.

As the density of development increases over time, the table shows the typical effects of habitat fragmentation on the diversity and composition of species remaining.

**Table 6.4
Habitat Block Sizes – Species Present**

1-19 Acres	20-99 Acres	100-499 Acres	500-2500 Acres	Undeveloped
RACCOON	RACCOON	RACCOON	RACCOON	RACCOON
	HARE	HARE	HARE	HARE
SMALL RODENT	SMALL RODENT	SMALL RODENT	SMALL RODENT	SMALL RODENT
	PORCUPINE	PORCUPINE	PORCUPINE	PORCUPINE
				BOBCAT, FISHER and COYOTE
COTTONTAIL	COTTONTAIL	COTTONTAIL	COTTONTAIL	COTTONTAIL
	BEAVER	BEAVER	BEAVER	BEAVER
SQUIRREL	SQUIRREL	SQUIRREL	SQUIRREL	SQUIRREL
	WEASEL	WEASEL	WEASEL	WEASEL
		MINK	MINK	MINK
	WOODCHUCK	WOODCHUCK	WOODCHUCK	WOODCHUCK
		DEER	DEER	DEER
MUSKRAT	MUSKRAT	MUSKRAT	MUSKRAT	MUSKRAT
			MOOSE	MOOSE
RED FOX	RED FOX	RED FOX	RED FOX	RED FOX
SONGBIRDS	SONGBIRDS	SONGBIRDS	SONGBIRDS	SONGBIRDS
		SHARP-SHINNED HAWK	SHARP-SHINNED HAWK	SHARP-SHINNED HAWK
			BALD EAGLE	BALD EAGLE
SKUNK	SKUNK	SKUNK	SKUNK	SKUNK

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		COOPER'S HAWK	COOPER'S HAWK	COOPER'S HAWK
		HARRIER	HARRIER	HARRIER
		BROAD-WINGED HAWK	BROAD-WINGED HAWK	BROAD-WINGED HAWK
		KESTREL	KESTREL	KESTREL
		HORNED OWL	HORNED OWL	HORNED OWL
		BARRED OWL	BARRED OWL	BARRED OWL
		OSPREY	OSPREY	OSPREY
		TURKEY VULTURE	TURKEY VULTURE	TURKEY VULTURE
		TURKEY	TURKEY	TURKEY
MOST REPTILES	MOST REPTILES	REPTILES	REPTILES	REPTILES
	GARTER SNAKE	GARTER SNAKE	GARTER SNAKE	GARTER SNAKE
	RING-NECKED SNAKE	RING-NECKED SNAKE	RING-NECKED SNAKE	RING-NECKED SNAKE
MOST AMPHIBIANS	MOST AMPHIBIANS	MOST AMPHIBIANS	AMPHIBIANS	AMPHIBIANS
		WOOD FROG	WOOD FROG	WOOD FROG

Source: A Response to Sprawl: Designing Communities to Protect Wildlife Habitat and Accommodate Development, Maine Environmental Priorities Project, July 1997.

Conservation Lands

Bridgton has several important blocks of conservation lands: The Holt Pond Preserve owned by the Lakes Environmental Association, and the Sebago Headwaters Preserve, Bald Pate Mountain Preserve, Pleasant Mountain Preserve and Pondicherry Park all owned by the Loon Echo Land Trust and a preserve at the northwest corner of Highland Lake owned by the Hancock Foundation. While there are numerous smaller parcels of parkland and preserved land, these are currently the most significant in terms of acreage.

Plant and Wildlife Habitat of Statewide Significance

The Beginning With Habitat project has compiled a High Value Plant and Wildlife Habitat Map for the Town of Bridgton. This map includes the locations of two types of Significant Wildlife Habitat: Deer Wintering Areas and Waterfowl and Wading Bird Habitat. The map also shows habitat locations for species of rare plants and wildlife that are endangered, threatened or of special concern.

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Significant Wildlife Habitat

Significant Wildlife Habitat is defined by the Maine Natural Resources Protection Act (NRPA), which became effective in 1988. It was intended to define, designate and protect Significant Wildlife Habitats from adverse effects of development. In the years since the Act's adoption, various state agencies have been developing statewide maps of the many types of Significant Wildlife Habitats. Those present in Bridgton are described below and shown on the High Value Plant and Wildlife Habitat Map.

Deer Wintering Areas

Areas of forest in which the combination of cover, remoteness, and availability of food are optimal for deer to gather and survive the winter. There are currently 11 deer wintering areas in Bridgton shown on the map, amounting to about 2,100 acres. Deer Wintering Areas as mapped have not been adopted as an NRPA-regulated habitat.

None of the deer wintering areas are protected from potential development under current state law, but habitat issues are considered under local subdivision review.

Waterfowl and Wading Bird Habitat

Areas used by waterfowl and/or wading birds for breeding, feeding, roosting, loafing and migration. The areas are shown on the map and generally occupy portions of streams and wetlands associated with those streams.

Rare Plants

Bridgton has several locations where rare or threatened plants exist. The approximate locations of these areas are shown on the Town of Bridgton Development Constraints Map. The locations are intentionally given as approximate because the resource is potentially threatened by exact knowledge of its whereabouts, and because the living resource may shift its location over the years.

Ground-fir, whose scientific name is *Lycopodium sabinifolium*, occurs in fewer than 6 locations in Maine, of which one is in Bridgton in the area of Choate Hill. This small plant's occurrence in Maine represents the southern limit of its range that extends from Newfoundland to Alaska. Its last recorded sighting was in September 1964. Its current status in this location is unknown. Ground-fir is listed as "threatened in Maine" by the State's Endangered Species Program.

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Central New England Mesic Transitional Forest, commonly known as mesic oak-pine forest, occurs in Bridgton, also near Choate Hill. This uncommon forest community type is less rare than ground-fir.

Next to Adams Pond there are approximately 15 acres of old growth hemlock forest. Old growth forest has never been cut. This stand of nearly pure hemlock is extremely rare, not because it is hemlock, but because it is an old growth stand.

None of these areas are protected from development. The Maine Natural Areas Program recommends to towns that are interested in protecting such areas that they refer applications for development or other land use within these areas to the Maine Natural Heritage Program for review and comment and to establish communications between the landowner and the Maine Natural Heritage Program, so that appropriate protection measures may be encouraged.

Rare Animals

The Maine Department of Inland Fisheries and Wildlife tracks the status, life history, conservation needs, and occurrences for animal species that are Endangered, Threatened or otherwise rare. Rare animal species and their habitat or locations in Bridgton are listed below and are shown on the High Value Plant and Wildlife Habitat Map for the Town of Bridgton. Rare animal habitat locations need field verification.

Table 6.5
Rare Animals

Map Number	Animal Name	State Rarity	State Status
74	Blanding's Turtle	S2	Endangered
75	Blanding's Turtle	S2	Endangered
76	New England Bluet	S1	Special Concern
76	Pine Barrens Bluet	S?	
77	Spotted Turtle	S3	Threatened
78	Ribbon Snake	S3	Special Concern

High Value Habitat for USFWS Priority Trust Wildlife Species

The U.S. Fish & Wildlife Service (USFWS) has responsibility under federal law for tracking and protecting migratory birds and federally listed endangered species. There are 64 Priority Trust Species in all, and the USFWS Gulf of Maine office has produced a map that identifies a composite of the top 25% of high value habitats for these species. There are three inland categories of these habitats. They include non-forested freshwater

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wetlands, lakes and rivers; grass shrub and bare ground; and forest, including forested wetlands.

Other Wildlife Resources

The Maine Audubon Society has conducted an annual loon inventory in Bridgton since 1984. Many of Bridgton's lakes still have suitable chick rearing areas and safe nesting sites and support nesting loons. Several of Bridgton's lakes and streams, including Steven's Brook, support cold water fisheries. Maintaining current phosphorus levels in Bridgton's lakes is essential for protecting these fisheries. Maintaining water quality and retaining shoreline shade vegetation is essential for protecting the fisheries in flowing waters.

The Beginning With Habitat Program, using expertise from the Maine Natural Areas Program and the Department of Inland Fisheries & Wildlife, has identified a set of Focus Areas of Statewide Ecological Significance which are intended to provide guidance to towns and other groups about what areas of the landscape contain concentrations of important habitats. Three of these Focus Areas, the Upper Saco River, Holt Pond and Otter Pond Focus Areas, fall completely or partly within the Town of Bridgton.

High Elevation Points and Steep Slope Areas

There are a large number of mountaintops and ridges in Bridgton and the surrounding towns. These areas are important scenic areas for the Town. These points of high elevation also serve as vista points from which views of the Region's lakes and the White Mountains can be obtained. Areas above 600 feet in elevation are considered particularly important.

Given Bridgton's varied topography, it is no surprise that there are areas with steep slopes in excess of 15 to 20 percent. Currently, Maine's Subsurface Wastewater Disposal Rules prohibit new septic systems on slopes of 20 percent or more. Steep slopes pose severe constraints to building construction and are therefore generally unsuitable for development.

Areas with Visual Significance

There are several scenic views and vista points in Bridgton. There are many high elevation points with dramatic views of nearby lakes and mountains and of the White Mountains.

Natural Resource Constraints To New Development

To provide adequate protection for valued natural resources, new development can be subjected to varying degrees of constraint, depending on which natural resources are

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present on or adjacent to the land where development is being proposed. These varying degrees of constraint are shown on the Natural Resources Constraints Map of the Town of Bridgton. This map shows where land is relatively difficult to develop, where development would adversely affect natural resources present if special precautions are not taken, and sometimes where development is already legally prohibited or needs to be if the resource present is to be protected.

The map reflects four categories of natural constraints to development: Few, Moderate, Severe, and Resource Protection. The latter category reflects only those natural resources that are currently zoned Resource Protection under shoreland zoning. The categories have been derived by overlaying all of the natural resource maps from this section on top of one another.

Land has been assigned to each category depending on the particular combinations of resources that occur. Note that the Development Constraints map does not show existing land use.

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Chapter 7

TRANSPORTATION

The Town of Bridgton is located in the Lake Region, in the northwest corner of Cumberland County. This region is the fastest growing region in the county. Bridgton is served by one major arterial, U.S. Route 302, a primary east-west highway, which runs 16.86 miles from the Bridgton/Naples town line to the Bridgton/Fryeburg town line. The State is responsible for the maintenance of arterial highways. Other major highways in the community include state numbered routes 107, 117, 37 and 93, all of which are classified by the Maine Department of Transportation (MDOT) as minor collectors. Collectively, these minor collectors include 19.34 miles of roadway. On minor collectors, the State and the community share maintenance responsibilities. Capital improvements require a 33% municipal match.

The bulk of the traffic passing through Bridgton travels on these highways. The growing economy in the Portland region has increased the volume of commuter traffic in the community and has encouraged development along the major routes. Because of its proximity to numerous lakes and other recreational areas, Bridgton is a community whose population more than doubles in the summer.

Traffic Counts

Given its role as the primary link between Portland and the Lake Region, Route 302 carries the greatest amount of traffic in Bridgton (see Table 7.1). Within Bridgton the five State routes and Knights Hill Road, carry relatively large number of vehicles. The traffic volumes on all these major roads have been increasing steadily over the years, due to the increased year-round and seasonal development in the Lake Region and due to an increase in the number of people commuting to and from the Greater Portland area.

Traffic volumes for State Highways are listed in Table 7.1. The information is based on traffic counts performed by MDOT between 2002 and 2010. The Average Annual Daily Traffic (AADT) counts are average counts that are generally lower than the actual field counts. During the eight-year period between 2002 and 2010, traffic counts on Route 302 (*in the location categories selected in the 2004 Comp Plan Study*) have increased by 1% and decreased up to 12%, depending upon location while traffic on Route 117 has increased between 7% and 9%.

Bridgton's changing demographics virtually guarantee that traffic will continue to grow over the next 10 to 15 years. Between 1980 and 1990, the Town's population grew from 3,528 to 4,307 people, an increase of 22%. From 1990 to 2000, there was a further increase from 4,307 to 4,883, for a gain of 13%; with the population increasing to 5,374 by 2010 or a 10% increase. The State Planning Office projects that by the year 2015, Bridgton's population will grow by another 721 people to a level of 5,604 people.

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Table 7.1

**Town of Bridgton
Average Daily Traffic Counts**

Road Location	1995	1997	2000	2002	2010	% Change From 2002-2010
Route 302						
S. of Willett Rd.	7670	8910	8520	10,660	10720	1%
E. of Depot St.	9420	10,500	10,390	10,900	N/D	N/A
E. of Church St.	8570	9450	9080	9500	8400	-12%
E. of Knights Hill	2720	4220	4270	4980	5020	1%
At Fryeburg Line	3080	3560	3360	3970	3780	-5%
Route 117						
At Sandy Creek	5090	5340	5600	5870	L/U	N/A
At Denmark Line	1440	1660	1340	1700	1820	7%
At Sandy Creek	3370	2750		3000	3260	9%
South High Street						
S. of Willett Rd	1770	1940	2160	2520	2750	9%
S. of Monument	2230	3090	2590	3090	3630	17%
North High Street						
N. Monument	6010	7150	6820	6870	7600	11%
N. of Pumping Sta. Rd	6200	6950	6350		L/U	N/A

Source: MDOT N/D = No Data L/U = Location Unclear N/A = Not Applicable

Road Safety and Accident Summary

MDOT has identified vehicle accident locations on public roads in Maine (both State and town owned), and has provided a summary of this information for Maine towns. Based on a review of this data, there are no clear patterns for the accidents in Bridgton.

Access Management

The Maine Department of Transportation has adopted access management regulations that require property owners to obtain a permit from the Maine Department of Transportation prior to constructing driveways and entrances on the State's arterial and collector highways. The regulations contain standards for:

- Sight distance
- Driveway width
- Corner clearances
- Turnaround area/parking

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- Drainage standards
- Intersection angle/radius of edges
- Double frontage lots

There are additional standards for mobility arterials and retrograde arterials. A mobility arterial is a non-compact (not located in an urban compact area) arterial that has a posted speed limit of 40 mph or more and is part of an arterial located between urban compact areas or service centers that carries an annual average daily traffic of at least 5,000 vehicles per day for at least 50% of its length, or is part of a retrograde arterial located between two mobility arterials. A retrograde arterial is mobility arterial where the access related crash per mile rate exceeds the 1999 state average for arterials of the same posted speed limit. The Town of Bridgton will need to be aware of the new rules to avoid unintentionally supporting the creation of lots that cannot be granted an access management permit because they do not meet MDOT standards.

Bridges - There are 17 bridges in Town, of which 10 are owned by the State and 7 are owned by the Town.

**Table 7.2
Town of Bridgton, State and Local Bridges**

Bridge Name	Water Body	Roadway	Length	Owner
Browns Mill	new Smith Brook	Route 117	18 feet	State
Browns Mill	old Smith Brook	Townway	21 feet	State
Highland Lake	Stevens Brook	Highland Road	14 feet	State
Moose Pond	Moose Pond	Norwood Loop	66 feet	State
Pondicherry	Stevens Brook	Route 302	46 feet	State
Rodgers Brook	new Rodgers Brook	Route 117	30 feet	State
Rodgers Brook	old Rodgers Brook	Townway	21 feet	State
Sandy Creek	Willett Brook	Route 107	35 feet	State
Tannery	Stevens Brook	Route 302	21 feet	State
Woods Pond	Woods Pond	Route 117	14 feet	State
Bacon Street	Stevens Brook	Bacon Street	23 feet	Town
Cornshop	Stevens Brook	Depot Street	42 feet	Town
Foundary	Stevens Brook	Smith Avenue	41 feet	Town
Kansas Road	Stevens Brook	Kansas Road	23 feet	Town
Meadow Road	Willett Brook	Meadow Road	28 feet	Town
Walkers Shop	Stevens Brook	Depot Street	43 feet	Town
Willett Brook	Willett Brook	Willet Road	35 feet	Town

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**Table 7.3
Local Roads**

The following is a list of Town roads and their length.

Street Name	Total Length	Street Name	Total Length	Street Name	Total Length
Abenaki Rd	0.2	Adams Pond Rd.	0.3	Alonquin Ln	0.1
Allen Ave	0.1	Alpine Rd	0.3	Arrowhead Rd	0.2
Bacon St.	0.1	Ballard St	0.1	Bayberry Ln	0.3
Bear Pond Rd	0.1	Bennett St	0.2	Blue Jay Ln	0.1
Boulder Hill	0.1	Bramble Rd	0.5	Briar Rd	0.4
Brickyard Hill Rd	1.1	Brown Mill Rd	0.5	Bruce Warren Ln	0.7
Burnham Rd	2.8	Buswell Rd	0.6	Camp Pondicherry	0.5
Cedar Dr	0.6	Chadbourne Hill Rd	2.1	Chase St	0.1
Chickadee Ln	0.3	Church St	0.3	Commons Dr	2.8
Cottage St	0.2	Creamery St	0.1	Crockett St	0.1
Cross St	0.2	Cushman Ln	0.1	Deer Ln	0.1
Del Chadbourne	1.8	Depot St	0.4	Douglasville Rd	0.1
Dugway Rd	1.1	East Pondicherry	0.4	Elk Ln	0.1
Elm St	0.2	Evans Rd	0.4	Fern St	0.1
Forest Ave	0.3	Fosterville Rd	2.7	Fowler St	0.1
Fox Crossing Rd	0.4	Gage St	0.2	Garden Way	0.1
Green St	1.4	Grist Mill Rd	0.6	Harmon Rd	0.4
Hark Rd	0.3	Hemlock Point Ln	0.1	Highland Pines Rd	0.9
Holden Hills	0.2	Hotchkiss Ln	0.3	Ingalls Rd	1.1
Iredale St	0.1	Jim Douglass Rd	0.1	Johnson Way	0.1
Kansas Rd	4.2	Keene Ln	0.03	Kendall Ham Dr	0.2
Kennard St	0.2	Kilgore Rd	0.3	Kimball Rd	2.0
Knapp Rd	0.1	Knights Hill Rd	1.7	Knowles Point Rd	0.67
Lakeside Pines Rd	0.1	Loon Ln	0.1	Main St	1.6
Maple St	0.2	Meadow St	0.2	Mechanic St	0.1
Middle Branch Rd	1.7	Milbrook Rd	0.6	Monk Rd	1.5
Moore St	0.3	Moose Cove Lodge Rd	0.9	Moose Pond Rd	0.6
Morgan Rd	0.2	Morgan Elmer Ln	0.1	Mountain Rd	2.1
Mowatt Rd	0.2	Mt. Henry Rd	0.4	Naramissic Rd	0.1
Narrow Gauge Rd	0.1	Norman Ln	0.1	North Bay Rd	0.4

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North Bridgton Rd	3.0	North High St	1.0	North Rd	0.9
Nulty St	0.2	Oak St	0.2	Old Elm Rd	0.3
Park St	0.1	Partridge Ln	0.2	Perrault Ln	0.1
Pine St	0.1	Pinhook Rd	0.2	Pleasant St	0.1
Plummers Landing Rd	0.5	Pond Rd	2.2	Porter Hill Rd	0.3
Portland Rd	4.5	Power House Rd	0.5	Punkin Valley Rd	0.4
Raspberry Ln	0.9	Ray Whitney Rd	0.1	Sagewood Way	0.1
Salmon Point Rd	0.3	Sam Ingalls Rd	2.1	Sanborns Grove Rd	0.7
Sandy Creek Rd	0.7	School St	0.1	Skillsins Circle	0.1
Smith Ave	0.5	South Bay Rd	0.3	South Bridgton Rd	4.7
South High St	5.2	South Hotchkiss Ln	0.1	Stack Em Inn Rd	0.3
Steep Hill Dr	0.1	Stone Rd	0.3	Summit Rd	1
Sunset Rd	0.4	Swamp Rd	0.7	Tanglewood Rd	4
Tarry-a-While Rd	0.2	Town Farm Rd	0.5	Upper Ridge Rd	2.3
Village Rd	0.3	Walker St	0.1	Ward Acres	0.1
Warren St	0.1	Wayside Ave	0.2	Whitney Rd	1.1
West Pondicherry	0.3	Whispering Pine Ln	0.1	Willett Rd	0.6
Willis Park Rd	1.8	Winn Rd	0.8	Winona Rd	0.2
Winterberry Ln	0.4	Woodcock Ln	0.1	Wyonegonic Rd	0.1
Zion Hill Rd	0.3				

Source: Town of Bridgton as of 1/3/2012

**Table 7.4
Private Roads**

The following is a list of private roads in the town of Bridgton.

Road Name	Road Name	Road Name
Abbott Ln	Academy Ln	Achey Acres
Aft Dr	Alley Mae Ln	Alpenborg Ln
Alumni Ln	Alvarado Dr	Anchor Ln
Antler Ln	Asher Way	Aspen Dr
Auction Way	Autumn Dr	Barrington Dr
Bass Circle	Beal Ln	Bear Trap Rd
Road Name	Road Name	Road Name
Beaver Creek Farm Rd	Beachwood Ln	Bells Point

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Big Sandy Rd	Bittersweet Ln	Blackberry Ridge
Road Name	Road Name	Road Name
Blake Ln	Blueberry Hill Rd	Brag Way
Brewster Circle	Bridgton Marina Rd	Roadwing Way
Brocklebank Dr	Brookside Dr	Brookline Cottages
Carissa Dr	Casey Dr	Castle Ln
Charlie's Way	Chipmunk Ln	Choates Hill Ln
Christmas Tree Ln	Christopher Ln	Ciliberto Way
Circle Dr	Clearview Dr	Cluff Ln
Cody's Way	Collins Rd	Colony Ln
Colorwar Ln	Conforte Hill Rd	Cork Dr
Costello Ln	Costello Ln	Courtyard Circle
Cousins Point	Coveside Ln	Cranberry Ln
Crosby Ln	Crotched Pond Rd	Dalton Ln
Dauids View	Davis Ln	Dearborn Hill
Dearfield Village	Derwent Pl	Dickies Way
Dragonfly Ln	Dunkin Way	Dunrobin Ln
Dyvonyye Terrace	Eagle Way	East Pinnacle Rd
Easy Turns Way	Edgewater Ln	Everett Ln
Evergreen Rd	Faraway Dr	Farms Edge Rd
Fawn Ln	Faxon Ln	Finch Dr
Fish Tale Ln	Fitton Ln	Forbes Rd
Frances Bell Dr	Friendship Acres	Frost Farm Rd
Gallinari Way	Gabardi Ln	Game Way
Gammon Rd	George Packard Rd	Goldens Rd
Gordons Highway	Grady's Ln	Granite Dr
Grant Ln	Grayland Dr	Grosbeak Ln
Grover Way	Haggetts Way	Hamblen Ln
Hancock Dr	Hannahs Way	Hansel & Gretel Ln
Harborside Ln	Harvest Ln	Hatch Dr
Hazen Landing Rd	Headwall Dr	Heathersfield Dr
Hebb Dr	Herbeth Ln	Hidden Hollow Ln
Hio Shores North	Hio Shores South	Holly Loop
Holt Ln	Home Run Rd	Horseshoe Dr
Hospital Dr	Howard Trail	Hoyts Ridge Rd
Hummingbird Ln	Hurley Rd	Icabod Trail
Inisfree Ln	Island Point Rd	J.R. Mains Dr
Jaks Way	Jameson Dr	Jodi Way

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Johns Cove Rd	Jordan Ln	Joshua Way
Road Name	Road Name	Road Name
Juniper Circle	Justins Way	Kansas Shores Rd
Kansas Shore Rd South	Keller Rd	Kezar Heights
Kilborn Dr	Kingswood Rd	Kinney Ln
Kringle Way	Lake Dr	Lakeshore Dr
Larrabees Run	Laughing Place	Ledges Rd
Ledges Rd south	Libby Ln	Lighthouse Rd
Lighthouse Rd north	Lily Ln	Lindsay Way
Little Mountain Ln	Lombardo Dr	Long Lake Lodge Way
Lords Way	Lovella Dr	Lowell Ln
Luck Grove	Luck Grove South	Lumberyard Dr
Lyons Cove Way	M&M Circle	Mackeys Landing
Malcolm Rd	Malcolm Rd south	Maraposa Ln
Mariah Ln	Marina Circle	Martel Ln
Martin Dr	McDonalds Way	McIntyre Ln south
McIntyre Ln north	McKegney Way	Meade Ln
Meetinghouse Ln	Memory Ln	Merrill Cove
Merriweather Ln	Michaud Ln	Millers Way
Ministers Hill Rd	Misty Meadow Ln	Mitchell Ln
Mockingbird Ln	Molly Morgan Way	Moonrise Way
Morday Ln	Muirfield Dr	Nawandyn Dr
New Colonial Dr	Noble Ln	Noncarrow Way
North Shoreline Dr	Northwoods Ln	Obelazy Ln
Oberg Circle	Old Country Rd	Omera Ln
Orchard Creek Dr	Otter Pond Rd	Owl Ln
Overlook Dr	Parkview Ln	Perch St
Pheasant Way	Pickerel Ln	Piper Way
Praise Ln	Prelude Ln	Prescott Ridge
Presidential View Rd	Quarry Rd	Quarterhorse Rd
Reindeer Trail	Reynolds Rd	Ridlon Farm Rd
Rileys Run	Ring Farm West	Rising Sun Way
Rivard Ln	Rob Roy Ln	Robinson Way
Rocky Top Ln	Rogers Way	Roundy Way
Sail Ln	Sandy Cove Rd	Santa Claus Dr
Saunders Mill Rd	Sawyer Circle	Schantz Ln
Scott Ln	Seagull Ln	Secret Harbor
Selu Ln	Sensame Ln	Serenity Way

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Seymour Dr	Shady Acres	Ships Ln
Shore Acres	Shoreline Dr north	Shoreline Dr south
Shory Grove	Side City Rd	Silverblade Ln
Sleigh Bell Ln	Snow Valley Rd	Snowy Acres
Sokokis Ln	Solitude Ln	Sophies Way
S. Edgewater Ln	Spencers Point	Starlight Dr
Stonehedge Dr	Stevens Cove	Stoneleigh Dr
Sucker Brook Rd	Summer Hawk Ln	Sunfish Rd
Sunnybrook Farm Rd	Tanglewood Rd	Tanner Way
Taylor Town Rd	Texas Ln	The Birches
The Jungle	Thompson Rd	Top Hill Rd
Topeka Ln	Trailside Way	Triplet Trail
Trout Hook Ln	Troy Ln	Tuckermans Du Soliel Rd
Turkey Ln	Tuttle Ln	Twin Hills Ln
Two Ponds Rd	Two Tall Pines	Vista Dr
Washington View Ln	Waterview Trail	Waterview Trail south
Waumbucket Way	Wells Rd	Wells Rd south
Westwood Cottage Dr	Weymouth Dr	White Mntn Way
Whitetail Ridge	Wichita Ln	Wilber Moulton Ln
Wildhaven Rd	Wildwood Rd	Woods Pond Dr
Worster Way		

Source: Town of Bridgton as of 1/3/2012

Table 7.5
State maintained roads or portions of roads in Bridgton

<u>Road Names</u>	<u>Road Names</u>	<u>Road Names</u>
Harrison Rd (117)	Knights Hill Rd	Main St (302)
North Bridgton Rd (37)	North High Street (302)	Portland Rd (302)
Sandy Creek Rd (117)	South Bridgton Rd (107)	South High St
Sweden Rd (93)	Waterford Rd (37)	

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Airport

There is no regularly scheduled air service to Bridgton at present, but small planes can land at the Eastern Slopes Regional Airport (KIZG) in Fryeburg, 10 miles west of Bridgton. The airport, owned by the Town of Fryeburg and supported by region towns, has a paved 3,698 foot runway at an elevation of 452 feet.

Bus Service

The Town of Bridgton is working with Regional Transportation System and Greater Portland Council of Governments to bring bus service to Portland from Bridgton. The town will be looking at funding sources to make this happen in 2015/2016.

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Chapter 8

PUBLIC FACILITIES AND SERVICES

Certain services and facilities are provided by the Town to protect the public health and safety and to ensure the well being of all residents. The availability and adequacy of these services reflect the community's desirability as a place in which to live and work.

Municipal Government and Administration

The Town of Bridgton is governed by a Selectmen/Town Manager form of government that includes both elected and appointed officials. The Board of Selectmen is composed of five residents who are elected to the Board with staggered terms of office. It is the Selectmen's responsibility to exercise certain administrative and executive powers of the municipality through an appointed manager. Under this system, the Selectmen remain the executive body but they exercise their administration duties through the Town Manager.

The Planning Board is an elected Board of five regular and two alternate members.

Appointed boards and committees include:

- Board of Appeals*
- Budget Advisory Committee*
- Comprehensive Plan Committee*
- Investment Committee*
- Recycling Committee*
- Wastewater Committee*
- Community Development Committee*

Elected and appointed boards all depend on a sufficient number of volunteers willing to donate their time and expertise.

NOTE: The Bridgton Economic Development Corporation (EDC) was appointed originally as a public/private organization of the Town. At present it is a completely separate and autonomous group.

Bridgton Community Center

The Bridgton Community Center (BCC) is a multi-generational center offering activities and functions that enhance the quality of life for all citizens of Bridgton. It facilitates, develops and/or administers recreational, educational and health programs for people of all ages in the Bridgton area. The BCC provides support and meeting space for other non-profit organizations, support groups, and state programs. Local emergency fuel

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assistance, and community food service are also BCC programs.

The Community Center is a hub for social service information in the Bridgton area. Information is gathered by the staff and referrals are made to those in need of services. Often initial contact is made by the BCC through outreach.

The addition of a new kitchen through a Community Development Block Grant has provided the necessary space for increased nutrition and food programs for all ages through partnership with local churches, local food stores, and Southern Maine Area on Aging. Continued community investment in the BCC Gardens expands our fresh vegetable contributions to the Bridgton Food Pantry, area seniors and culinary programs.

Educational opportunities and training are also offered.

The BCC has provided space for the incubation of new nonprofit organizations such as Senior Transportation, Lake Region Non Profit Team and Lake Region Dental.

Bridgton Fire Department

Personnel:

The Bridgton Fire Department is a paid call department comprised of approximately 40 members. These members are paid for calls and some training and are not on duty at any specific time but respond from home or work when a call is received from dispatch. Members carry pagers and or radios to receive the calls, communicate, and coordinate the response to calls. All personnel train each Wednesday evening and some weekends throughout the year. Members attend training courses outside of the department as well. Some of these classes occur with our neighboring mutual aid communities and some are more regional. Many on the department are state certified as Firefighter 1 or 2 or Instructor 1 or 2. There are also personnel trained in hazardous materials response, open water and ice diving, vehicle extrication, wild-land firefighting, incident command, emergency management and many other areas.

Stations and Apparatus:

The Bridgton Fire Department currently has four stations to protect approximately 68 sq. miles of town. These stations located as follows with the listed equipment:

- Central Station: 7 Gibbs Ave.
 - Engine 1 – 2004 Central States engine w/1500 gpm pump 1250 gal tank, Class A&B foam, extrication tools, airbags, generator, lights etc.

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- Ladder 1 – 2009 Smeal 100' aerial platform w/200 gpm pump 300 gal. tank, Class A foam, 212' of ground ladders, generator, lights, extrication tools
- Reel 1 – 1983 GMC/homemade large diameter hose reel truck w/2500' 5" large diameter supply hose, fittings, hose bridges etc. as well as extra traffic control cones, signage, etc.
- Marine 1–1990 8' X 20' Yankee airboat and trailer w/water rescue equipment, ice rescue equipment, and dive equipment.
- Utility 1–2005 Kawasaki 4 wheeler and trailer w/associated safety equipment.
- Tank 4 – 2011 International vacuum tanker 3500 gallons, 500 GPM pump
- South Station: 305 South Bridgton Road
 - Engine 4 – 1998 Central States engine w/ 1500 gpm pump, 1500 gal. tank.
- North Station: 116 North Bridgton Road
 - Engine 5 – 1990 Middlesex engine w/1250 gpm pump, 1250 gal. tank
- West Station: 923 North High Street
 - Engine 6 – 2002 Central States engine w/1500 gpm pump, 1250 gal. tank
 - Forestry 49-1976 Army 6X6 forestry unit w/250 gpm pump, 1000 gal tank, forestry equipment.

Dispatch:

All calls for service for the Bridgton Fire Department are dispatched by Cumberland County Regional Communications Center in South Windham. This regional dispatch center has served the town since August of 2011.

Mutual Aid:

Bridgton Fire Department has a strong working relationship with all of our surrounding communities that allows for the provision of mutual aid when needed, both receiving and supplying. This mutual aid is provided through a statewide mutual aid agreement and in some cases is done automatically with some neighboring departments to provide the needed resources as quickly as possible. It is not uncommon for up to a dozen departments to provide on scene help and station coverage when a community has a serious incident to handle.

Additionally Bridgton and surrounding communities continue to train together in areas such as Fire Fighter 1 and 2 academics, water supply for large fire events and other specialized response.

Administration:

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The department has a part-time Chief (15 hrs per wk) and receives administrative help from an administrative assistant shared with the police department. A part-time inspector position (8 hrs per wk) has been added.

Bridgton Police Department

The Bridgton Police Department is comprised of eight full-time officers to include the Chief of Police, the Lieutenant, six full-time patrol officers, four part-time reserve officers, a full-time administrative assistant and two on-call animal control officers. This compliment of staff allows for the department to provide police coverage 24 hours a day, seven days a week.

The department participates in community events including the monthly Community Crime Watch meetings, CHOICES (Community Helping Officers in Cooperation with Educators) program as well as charity functions such as The Special Olympics.

The Drug Take Back initiative is an opportunity for citizens to turn in unused prescription medication for proper disposal.

The Department transitioned the dispatch center to contracting with the Cumberland County Regional Communications Center.

Further transition and change for the department was the hiring of a new position of Public Safety Administrative Assistant to support both the Police and Fire Departments. This position staffs the reception area in the Police Department Monday through Friday 8 am to 4 pm. This position also serves non-emergency functions such as issuing burn and concealed weapons permits.

The Department has partnered with the Bureau of Highway Safety to obtain grants to provide extra patrols for speed limit enforcement, seat belt enforcement, as well as OUI or impaired driving enforcement. Federal grants were obtained to procure new ballistic vests for our officers as well as new portable radios. In total we have procured about \$15,000 in grant funding.

Bridgton Water District

The Bridgton Water District is a quasi-municipal district governed by three trustees. The district is staffed by an Operations and Management Superintendent, an Administration Superintendent, and a Class 2 Operator. The District currently has 799 customers, 91 public fire hydrants, 6 private hydrants and 16 miles of water main.

The District obtains its water from an aquifer in the southwest corner of town known as Sandy Creek, specifically the Willet Brook Aquifer. The District pumps an average of 63,358,000 gallons, annually.

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In 1992 the District purchased approximately 60 acres of land surrounding the District wells in the Sandy Creek area. At that time, the District also built a new pumping station at a cost of 1.1 million dollars of which a \$500,000 federal grant was obtained.

In 2002, the District finished the construction of a new 1,000 foot, 12 inch water main on Highland Road and built a new 500,000 gallon reservoir. The District now has two underground reservoirs for water storage that provides a total of 1,100,000 gallons of water in reserve to fight fires and serve as a backup in case of a major break in one of the water mains.

In 2004, the District connected both ends of the District's water supply, forming one complete loop. The extension started at the end of service at South High Street (just past the Willett Road) out to the end of service at Sandy Creek. This extension included six new fire hydrants and added a number of customers to the system.

Harrison Water District

The Harrison Water District services 134 customers in North Bridgton with a 12-inch main located on Maine Route 117. The water is pumped from the Bear River Aquifer. North Bridgton system contains two 200,000-gallon reservoirs. The Town of Bridgton pays the Harrison Water District hydrant fees for the hydrants in North Bridgton.

The future of the system:

Plans should be made for grant monies to connect Bridgton Water District and the Harrison Water District along Maine Route 117. This would provide redundancy for both of the towns. A combined Water District should be formed to administer both systems.

Sanitary Sewer and Subsurface Sewage Disposal

Bridgton is served by a two-cluster wastewater disposal system. Bridgton collects the output of onsite, privately owned and maintained septic systems. Bridgton then pipes that waste to two separate underground aeration plants. One is located on lower Main Street (Harmon Field) and the other off Wayside Ave. (Dodge Field). The outlet of the aeration plants is then directed to underground drain fields for final disposal.

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Bridgton, in 2009 installed two underground aeration systems and rebuilt or repaired the underground drainage beds. This brought the systems' ability to handle the currently allocated sewage discharge in line with drainage capacity of the underground disposal fields.

Further studies of the systems Inflow and Infiltration (I&I) were made. Since the systems have been in use since 1978, none of the privately owned systems had been inspected for I&I. The reduction of I&I through this program has allowed more efficient use of the existing systems.

The Harmon Field system is currently at 100% capacity and the Dodge is 80% of capacity. The Wastewater Committee, under the direction of the Sewage Commissioners (Bridgton Board of Selectmen), is exploring the feasibility of an expansion of the system.

Public Works Department

The Public Works Department has many maintenance tasks including highway, vehicle, park and cemetery maintenance, and is also responsible for care and repair of town-owned buildings.

Summer highway maintenance involves 89 miles of road grading, ditch work, culvert maintenance and installation, brush cutting, roadside mowing and preparing roads to be paved. During the winter season the Department plows and sands approximately 120 miles of roadway. There is a staff of eight full-time employees, two full-time mechanics, and three full-time employees for parks and cemeteries.

The parks staff is responsible for each of the five Town-owned parks, the five Town-owned beaches, and the 13 cemeteries for which the Town is responsible. Duties include everything from mowing grass to repairing gravestones and burying the deceased. The Town cemeteries have adequate capacity for another 30 to 40 years.

The Town Garage is located on Willet Road south of the center village, and houses most municipal vehicles and equipment. Stored behind the Town Garage is the salt and sand used on winter roads. Salt is stored in a shed and sand is stored in a separate 7,000 cubic yard shed. There is a 1,500 gallon tank for storage of calcium chloride.

Town vehicles currently include 7 dump trucks with plows, two one-ton trucks, three pickup trucks, a front-end loader, a backhoe, and a grader.

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Bridgton Solid Waste and Recycling

The municipal transfer station is located south of the center village on Route 117 at 118 Sandy Creek Road. The eight acre site was the former home of the town's landfill. Following requirements of the Department of Environmental Protection, the landfill was capped and closed at a cost of nearly one million dollars.

The current facility is operated by a manager and one full-time employee and two to three part-time, on-call employees.

According to the state planning office, Bridgton was the first community to recycle, starting in 1979 when it built the 60 X 100 foot building presently on the site. In 2008 townspeople voted to go to single-sort recycling and send all the recyclables to EcoMaine in Portland. A second compactor was added to compact recyclables. The baling equipment remains in the building and the plan is to leave it there, idle, until 2014 when it is to be determined what direction EcoMaine will take. EcoMaine is a community-owned waste to energy and single sort facility in Portland governed by 21 Maine towns and cities.

Currently Bridgton pays a tipping fee of \$88 per ton for municipal solid waste and an assessment fee the towns share toward their debt which works out to \$70 per ton. This brings the cost to \$158. per for trash generated in Bridgton, in addition to the transportation costs. The single sort recyclables care hauled to EcoMaine for approximately \$205 per load (2012 figures). Metal, wood, demo, bulky items, tires and universal waste are separated from the municipal solid waste.

The transfer station maintains a backhoe, forklift and a set of truck scales to manage the facility.

Records show that Bridgton's recycling rate at EcoMaine is 21.1% and the state's figures are closer to 29%. The difference is that the state takes all separation into account when calculating its figures and EcoMaine only uses trash vs. recyclables. Currently Bridgton sends 2,150 tons of trash and 575 tons of recyclables to EcoMaine.

The 2012 Recycling Committee recommended to the select board that a pay per bag system would best increase recycling in Bridgton, however, the plan was defeated once again by the voters in 2013.

Recreation

Bridgton has an active, full-time recreation program led by a town-employed Recreation Director. All age groups are served with a variety of seasonal offerings including; swimming lessons, youth basketball, youth soccer, youth baseball and softball, ice

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skating, youth and senior trips as well as an extensive list of adult fitness programs during the week.

Bridgton has eleven surface water bodies within or along its borders. Some of these water bodies are used for public recreation programs in the summer. Long Lake, Highland Lake, and Woods Pond all have developed public access areas. The Town owns undeveloped land on Foster Pond. The State of Maine owns Sabbatis Island on Moose Pond (along the causeway), and the State boat ramps on Adams Pond, Moose Pond and Long Lake. Other ponds in Bridgton include Beaver Pond, Kezar Pond, Otter Pond, and Peabody Pond.

A Downtown Revitalization Program in the 1980's established several mini-parks in the village, which add to the aesthetic and recreational value of the downtown area.

Bridgton's recreation inventory includes the following:

- Two State organized public boat launches at Long Lake and Moose Pond.
- Two Town organized public boat launches at Highland Lake and Woods Pond.
- Camp/Picnic areas.
- Bridgton's Salmon Point Campground has 49 vehicle sites plus 2 tent sites.
- Fields and Courts: 5 playgrounds, 3 little league ball fields (for both baseball and softball).
- Anticipated town ownership of multiple fields and amenities at the Bridgton Recreation Advancement Group (BRAG) built complex.
- The Town Hall features a small gymnasium, measuring 3,500 sq. ft. It is used for a wide array of programs: including Senior Fitness, Tai Chi, Zumba, Table Tennis, Aerobics, Cardio Kickboxing, Fencing, Youth Basketball, Adult Basketball, Adult Soccer, Open Gym, Wing Chum Martial Arts, Toddle Playgroup, Four Square, Lacrosse, Baseball/Softball warm-ups, Dances, and the annual Community Halloween Party.
- Nature Trails: 3 miles in Perley Woods, 3.7 miles at Holt Pond, the one mile Stevens Brook Trail, and ____miles of trails in Pondicherry Park .
- Year-round foot trails: 65 miles, maintained by the local snowmobile club.
- The LEA Trail from Bald Pate Mountain to Lake Region High School is 6.5 miles long. The trail from Narramissic to Bear Trap is 1 mile long.

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- Winter Facilities- 10 miles of cross- country skiing at Shawnee Peak, 50 acres downhill, and 6500 sq. ft. of ice skating at the Bridgton Community Ice Rink behind the Town Hall.
- Open Spaces and recreation areas: 18,737 acres—including Bald Pate Mountain, Highlands Golf Course, Shawnee Peak, 12 acre Sabbatus Island, the BRAG (Bridgton Recreation Advancement Group) Recreational Complex, and miles of trails at Five Fields Farm.
- Swimming: 5 Town organized public beaches at Woods Pond, Highland Lake, and on Long Lake a combined total of 1,095 feet of beach.
- Programming: After-school programs: Bridgton Recreation now offers Karate, Mad Science, and a Songwriters Club at Stevens Brook Elementary School, and LRHS in addition to the standard youth athletic offerings.
- Youth Athletics: Lake Region Youth Soccer (K-6), LR Youth Basketball, Tee Ball. Cal Ripken Baseball, ASA Youth Softball, Swimming Lessons, LR Youth Lacrosse, LR Youth Field Hockey(through Casco Rec), Youth Football(through Naples Rec).
- Summer Trips: Senior Trip to Acadia National Park, Youth trips to Funtown/Splashtown, Whales Tale Water Park, and Portland Sea Dogs.
- Seasonal/ Holiday Events: 4th of July Fireworks and events, Halloween Party at Town Hall and the Festival of Lights in December.

Bridgton Public Library

The construction of the Courtyard at Bridgton Public Library was completed in 2010. The front door was then re-opened for public use for the first time since 1994 and remains open during library hours. Postings on Facebook, the library website, in the Bridgton News and on Lake Region TV are used to keep the public informed about available services and programs. The library is open on Tuesday, Wednesday, Friday and Saturday for a total of 30 hours each week. Thursday hours were added for eight weeks during July and August 2011 to expand service to the community.

Books and audio-visual material are the primary focus for the library, as well as a variety of programming. Three new eReaders were purchased for library users to try out and compare differences in the brands available and to understand this new delivery system for reading material.

The library has more than 29,000 books, magazines, audios and videos. In 2011 these items were checked out 43,841 times. 768 items were borrowed from other libraries through Interlibrary Loan. There were 30,268 individual visits to the library, 2035 people

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used the wireless internet during open hours. Wireless internet is always available so software is being tested to count the number of uses during all hours. 6,431 people used library computers in 2011.

Programming for youth, reference and research assistance , online database assistance, legal resource availability, and online book renewal are also services provided to visitors.

New library management software was installed. New hardware was installed further expanding bandwidth, thereby providing the speed and capacity to serve the increased number of users accessing the internet. An additional wireless router was installed to increase the reach of the wireless internet signal throughout the building and to the surrounding area to ensure unrestricted internet access regardless of library hours. Currently nine computers are available to the public.

The staff continues to stay informed through training and professional development.

Friends of the Bridgton Public Library supported the library with funds raised through their book sale, book bag, and apron sales.

The Library is a member of the newly formed Lake Region TEAM, a group representing many nonprofit entities in Bridgton, working together to support each other and maintain the rich cultural activity available in the area.

North Bridgton Library

North Bridgton Public Library services the area's residents and seasonal visitors. The library is expanding its services and purchasing more equipment in the future. The library is equipped with free wi-fi, PCs, laptops and a wireless printer. The library is connected to the Maine State Library Network which provides enhanced services to patrons as genealogy, college prep, and GED prep.

There is a very extensive mystery collection, including many old and rare mystery books. The library also has a large Maine book collection and Archive collection. There are community events here as book sales, open house events, girl scout meetings, farmers' market meetings, a knitting circle, mystery book club, conversational Spanish, computer courses, job seeking, career skills and children's programs.

The library has over ten thousand books and carries children, junior, young adult and adult books, as well as adult audio books. We offer Interlibrary loan services that allow patrons to check out books from libraries all over Maine. Membership is open to all Lakes Region area residents and summer residents.

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Bridgton Hospital

Bridgton Hospital, a Critical Access Hospital, plays a fundamental role in the health and vitality of the Lake Region and the Mount Washington Valley of New Hampshire, serving the health care needs of year-round and seasonal residents, businesses, and visitors.

Founded in 1917 as Northern Cumberland Memorial Hospital, Bridgton Hospital, a not for profit 501C organization, changed its name in 2000 to coincide with its merger with Central Maine Medical Center and kick off a capital campaign to build a new, state of the art, 52,000 sq. ft. hospital. The new 25-bed, \$12.5M facility opened its doors in January 2002.

In addition to its traditional hospital- based services, Bridgton Hospital provides primary care through its affiliated medical practice, offers an extensive variety of on campus specialty care services, an Urgent Care Center, and participates in a variety of health promotion and education initiatives that enhance community well-being. They have on-site medical practices on the hospital campus and off-site medical practices in Naples, North Bridgton, and Fryeburg.

The hospital and its physician group currently employ approximately 275 employees. It is one of the largest employers in the region with an annual payroll of nearly \$17M.

Over the next 10 years, Bridgton Hospital plans to focus on four key areas: quality, growth, finance, and satisfaction. Continually keeping an eye on trends in healthcare will allow the facility to maintain its place in the community as a viable community leader into the future.

Public Education

Bridgton is part of Maine School Administrative District #61, which also includes the towns of Casco, Naples and Sebago. Bridgton students in grades K-5 attend Stevens Brook Elementary School that was built in 2000 on Frances Bell Drive. During the 2013-2014 school year, 305 students attended SBES.

Based on projections from the Maine State Planning Office, the number of school-age children in Bridgton is expected to decline from an estimated 829 children in 2000 to 703 children by the year 2015. If these projections are reasonably accurate, and they have been holding true to predictions, Bridgton should have adequate capacity in the elementary school, and will not be exerting growth pressure on MSAD #61.

In relation to curriculum changes over the last few years at the elementary level in the District, the school has adopted a new core reading program. These programs emphasize large group and small group reading instruction, vocabulary, fluency and comprehension.

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The school is in their sixth year of full implementation of a standards-based math program at the elementary level called Everyday Mathematics. The state test scores across the District in mathematics in grades 3-5 have increased greatly since the introduction of this programming.

Lake Region High School has been utilizing federal funds under a School Improvement Grant for the last three years. Here are some of the details regarding the changes:

- ❖ LRHS has moved from having four period days of 75 minutes each to five period days with 68 minutes each.
- ❖ Teacher leaders were given the same day to work as a team (GOLD days) to help implement and review instructional changes.
- ❖ The academic day at LRHS begins at 7:28 am, as compared with 8:10 in previous years.
- ❖ LRHS changed from quarters and semesters to trimesters of 12 weeks each but has recently gone back to the semester schedule.
- ❖ Study Halls were replaced with enrichment and intervention time for grades 9 and 10 and Educational Explorations, which are self-guided/self-selected learning experiences, for grades 11 and 12.
- ❖ Extended Learning Opportunities (ELOs) are being provided for those students who passed their semester classes at the end of each semester. Any student who failed a core class, or class required for graduation, during a given semester is required to participate in remediation sessions and are given the opportunity to get their failing grade up to a 70% (passing) instead of having to wait until Summer School.

2014-15 Academic Structure:

All students in grades 9 and 10 will be enrolled in either the Freshman or Sophomore Academies respectfully so as to allow a specific focus on setting up the successful student.

- ▲ Science, Technology, Engineering, and Mathematics (STEM) Academy
- ▲ Academy of Visual and Performing Arts

Students will meet in their academies on Mondays, Wednesdays, and Fridays. The work done during the academy time will be project-based. There will be a total of 14 days worth of “academy time” each semester. LRHS will have only semesters next school year. Each semester will have 18 weeks.

Progress report grades will be posted by the end of week 6 and 12, followed by a final report card grade shortly after the end of week 18.

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Grade level advisory groups will be returning to LRHS on Mondays.

Band and chorus will be offered everyday (last block). 40 minutes of chorus followed by 40 minutes of band)

The Junior/Senior Alternative Academy will have 20 to 25 students (max) and will continue to be housed at CRES. There will be an application/interview process to be considered for this program.

Airport

Eastern Slopes Regional Airport, FAA Identifier KIZG, is located in Fryeburg, Maine. The Airport is 12 miles west of Bridgton. The Airport runway is 4200 x 75 feet with single wheel loading: 30.0 allowing for multi-engine airplane landings. Runway 14 elevation is 452 feet and runway 32 elevation is 420 feet. Runway edge lights are medium intensity. Runway 32 is served by a 3.00 degree VASI and an NDB-B approach. Major airframe and power plant service is provided by the FBO. Aviation fuel 100LL and JET-A are available.

The Airport is owned by the Eastern Slope Regional Airport Authority and supported by the region's towns. The Airport serves Bridgton's camps, schools and industry with a modern landing facility within 12 miles of Town.

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Chapter 9

MUNICIPAL FINANCES

Municipal finances consist of two considerations; revenues and expenditures. Revenues are methods utilized to provide funding for expenditures that provide common services for town residents that they cannot economically provide individually for themselves. Common town services usually include:

1. General government and administration
2. Education
 - a. Public schools
 - b. Continuing education
3. Public Works
 - a. Roads
 - b. Utilities
 - c. Sewer
 - d. Maintenance of town property
4. Public Safety
 - a. Police
 - b. Fire
 - c. Local Emergency Management
 - d. Emergency Medical Services
5. Health and sanitation
 - a. Waste services
 - b. Public Health
 - c. Cemeteries
6. Culture and recreation
 - a. Parks, trails, and beaches
 - b. Recreation programs
 - c. Youth and senior programs
 - d. Libraries
 - e. Festivals
7. Capital funding
 - a. Capital maintenance – repair, replacement of equipment , and structures
 - b. Asset management to provide maximize future revenues
 - c. Infrastructure expansion necessitated by town growth

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The quantity and level of services is a community decision balanced between its desires and the means to afford them. Affordability is determined by the ability to provide revenues without undue hardship on those providing it.

Town Expenditures

Table 9.1, Summary and Analysis of Municipal Expenditures shows that the total expenditures increased by 21% over the seven years from 2007 to 2013. With education removed remaining Municipal Expenditures increased by 15%. Examining education its cost increased 25% over the seven year period..

An analysis of expenditures (Table 1) reflects positive and negative changes. The largest percentage increase was the 414% in capital expenditures. During the 7 years of this increase the Town actively updated its aging fleet of vehicles.. However, it should have been expected that updating the fleet would have caused a decrease in vehicle maintenance cost. Instead it increased 46.6%.

Also significant were the increases of 175% in Human Services/Agency, 96% in long term debt service, and 38% in the county tax. It should be noted that the debt service is anticipated to decrease from \$210,300 in 2014 to \$3,174 in 2015. Finally the increases in general government of 13.5%, police department of 18.5% and fire department of 40.6% are notable. The cause while unconfirmed may be wage & associated labor cost.

**Table 9.1
Summary & analysis of Municipal Expenditures**

Expenditures	2007	2008	2009	2010	2011	2012	2013	% Increase	
								2007 - 13	2012 - 13
General government	352,512	333,789	376,841	355,623	378,908	399,396	400,206	13.5	0.2
Planning, assessing, enforcement	162,929	161,811	163,247	167,221	157,269	159,681	159,128	-2.3	-0.3
Police department	479,512	497,348	573,318	569,715	519,189	530,864	568,098	18.5	7.0
Public safety dispatch	178,137	184,309	212,645	221,624	194,380	144,815	131,499	-26.2	-9.2
Fire department	140,386	156,997	181,560	169,173	188,478	216,374	197,423	40.6	-8.8
Ambulance	70,000	69,000	68,000	67,000	66,000	55,000	49,500	-29.3	-10.0
Hydrants	163,861	199,683	164,808	199,683	193,356	173,919	170,376	4.0	-2.0
Street lights	32,182	33,322	34,729	31,084	28,638	28,603	28,768	-10.6	0.6
Insurance	143,212	127,248	128,020	173,429	151,440	188,687	120,351	-16.0	-36.2
Public works	583,167	679,702	656,325	690,807	523,817	533,774	562,620	-3.5	5.4

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Vehicle maintenance	236,135	325,718	294,711	276,956	321,997	297,432	345,784	46.4	16.3
Solid waste	712,491	698,915	693,853	660,380	650,813	597,795	561,462	-21.2	-6.1
Municipal complex	105,854	112,337	107,182	94,889	101,296	99,834	98,133	-7.3	-1.7
Cemeteries	19,385	5,533	19,150	26,444	24,021	21,451	22,921	18.2	6.9
Recreation and parks	225,431	222,759	245,945	245,478	249,702	198,066	220,991	-2.0	11.6
Libraries	84,000	84,000	85,000	85,000	79,000	75,000	70,000	-16.7	-6.7
Employee benefits	573,463	535,013	471,382	488,865	500,999	466,078	453,743	-20.9	-2.6
Human services/agency requests	35,880	90,514	94,679	96,167	100,777	99,628	103,599	188.7	4.0
General assistance	17,313	24,756	38,967	32,784	33,769	24,831	17,842	3.1	-28.1
Long term debt service	68,016	70,525	67,795	81,385	140,840	137,855	133,192	95.8	-3.4
Education	6,546,216	7,092,197	7,697,965	7,593,097	7,766,493	7,975,784	8,202,450	25.3	2.8
County tax	417,571	470,309	516,630	541,832	563,004	572,170	574,406	37.6	0.4
Fire equipment reserve	29,084		869,000	1,097				-100.0	NA
Computer system								NA	NA
Dam restorations								NA	NA
Army Res/Comm. Ctr	75,311	74,999	75,538	74,900	74,884	68,378	73,351	-2.6	7.3
CDBG grant	29,096	336,858	33,938	52,477	56,490	209,356	98,141	237.3	-53.1
Revaluation	169,392							-100.0	NA
Capital expenditures	174,192		575,589	306,617	405,976	738,876	894,414	413.5	21.1
FEMA			45,687	89,979		0			NA
Other	87,562	286,786	33,028	179,343	23,910	115,348	138,118	57.7	19.7
Total Expenditures	11,912,290	12,874,428	14,525,532	13,573,049	13,495,446	14,128,995	14,396,516	20.9	1.9
Annual % Increase in Total Expenditures		0.0808	0.1282	-0.0656	-0.0057	0.0469	0.0189		
Total Expenditures Less Education	5,366,074	5,782,231	6,827,567	5,979,952	5,728,953	6,153,211	6,194,066	15.4	0.7
% Increase Without Education		0.0776	0.1808	-0.1241	-0.0420	0.0741	0.0066		
Education Budget as % of Total Expenditures	0.5495	0.5509	0.5300	0.5594	0.5755	0.5645	0.5698		

Source: Bridgton's audited financial statements for 2007 - 2013

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Five major programs comprise approximately 90% of annual expenditures. Table 2 shows the total cost (in thousands) of these programs, their percentage of the total annual town expenditures, the net cost of each after revenues offset of fees generated from them and the percentage of fees born by the taxpayers.

Education comprised approximately 57 % of expenditures in 2013, an increase from 54% in 2007. It is funded solely by taxpayers. The educational budget is prepared by the regional school district and the town has little control over it except to accept or reject it when it is presented to the member towns as a referendum. While the preparation of the school budget is an open process only the town elected members of the School Board normally participate. It is seldom that town officials and board or committee members attend educational budget meetings.

The remaining four programs shown in Table 9.2 are largely but not totally funded by the taxpayers. Some portion of each is funded by licenses and permit fees, charges for services or use of facilities.

**Table 9.2
Analysis of Major Governmental Programs (in thousands)**

	2010				2011				2012				2013			
	Total Cost (\$)	% of Total Exp	Net Cost (\$)	% Born by Tax - payer	Total Cost (\$)	% of Total Exp	Net Cost (\$)	% Born by Tax - payer	Total Cost (\$)	% of Total Exp	Net Cost (\$)	% Born by Tax - payer	Total Cost (\$)	% of Total Exp	Net Cost (\$)	% Born by Tax - payer
Education	7593	57.3	7593	100.0	7766	56.8	7766	100.0	7976	65.3	7976	100.0	8202	0.7	8202	100.0
Public Safety	1359	10.3	1330	97.9	1306	9.6	1280	98.0	1265	10.4	1259	99.5	1268	0.1	1262	99.5
General Gov't	1312	9.9	991	75.5	1353	9.9	871	64.4	1399	11.4	970	69.3	1358	0.1	895	65.9
Public Works	1083	8.2	827	76.4	954	7.0	742	77.8	968	7.9	704	72.7	1053	0.1	807	76.6
Health/ Sanitation	675	5.1	664	98.4	665	4.9	665	100.0	613	5.0	595	97.1	578	0.0	573	99.1
Totals	12,022	91	11,405		12,044	88	11,324		12,221	100	11,504		12,459	1		94

Source: Bridgton's audited financial statements for 2011 and 2013

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Town Revenues

Having decided upon quantity and level of desired services the Town must raise revenues to fund expenditures. Levying real estate and personal property taxes and excise taxes on vehicles are the common means. Additionally fees are charged for licenses and services provided to individual residents. Finally state revenue sharing and Federal funding is a significant but decreasing source. Table 9.3, showing the Town's revenues for the years 2010 through 2013 proves this. During this four year period real, personal and excise taxes and intergovernmental sharing provided an average of 91% and 5.7% of the Town's revenues respectfully.

**Table 9.3
Annual Revenues**

	2010		2011		2012		2013	
	Amount	% of Total	Amount	% of Total	Amount	% of Total	Amount	% of Total
Taxes								
Real & personal property	11,346,216	84.72	11,779,598	85.66	12,354,740	86.12	12,952,215	86.86
Interest & costs on taxes	97,853	0.73	105,759	0.77	92,128	0.64	91,146	0.61
Excise taxes - motor vehicles	658,158	4.91	670,106	4.87	667,173	4.65	710,039	4.76
Excise taxes /boats trailers/aircraft	36,686	0.27	35,080	0.26	36,601	0.26	33,924	0.23
Total taxes	12,138,913	90.63	12,590,543	91.56	13,150,642	91.67	13,787,324	92.46
Licenses & Permits								
Business & victualers	1,836	0.01	2,025	0.01	1,911	0.01	1,954	0.01
Town clerk fees	14,604	0.11	15,589	0.11	17,565	0.12	16,479	0.11
Vehicle/boat/ATV	22,537	0.17	21,953	0.16	21,620	0.15	21,560	0.14
Building permits	24,522	0.18	27,128	0.20	24,888	0.17	24,803	0.17
Plumbing permits	7,725	0.06	11,330	0.08	13,775	0.10	13,261	0.09
Penalties/fines	1,332	0.01	16,430	0.12	11,726	0.08	13,229	0.09
Total licenses & permits	72,556	0.54	94,455	0.69	91,485	0.64	91,286	0.61
Intergovernmental								
Snowmobile refund		0.00		0.00	0	0.00		0.00
Veterans reimbursement	5,621	0.04	5,598	0.04	5,063	0.04	5,726	0.04
Municipal rent	56,154	0.42	58,343	0.42	58,289	0.41	58,702	0.39
General assistance	11,281	0.08	20,612	0.15	18,590	0.13	5,029	0.03
MDOT road assistance	102,984	0.77	107,552	0.78	111,704	0.78	109,173	0.73
FEMA/MEMA reimbursement	106,175	0.79		0.00		0.75		0.03
CDBG grants	130,043	0.97	72,772	0.53	107,286	0.16	4,321	0.18
CDBG grant administration	29,166	0.22	37,323	0.27	23,333	1.92	26,200	1.94

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State revenue sharing	271,810	2.03	268,909	1.96	276,027	0.44	289,283	0.35
Tree growth	32,896	0.25	34,302	0.25	62,803	0.01	51,467	0.01
Parks fee reimbursement	910	0.01	1,934	0.01	1,422	0.02	1,419	0.06
Gasoline refund	2,560	0.02	3,578	0.03	2,977	0.58	8,518	0.61
Homestead exemption	108,384	0.81	62,228	0.45	83,821	0.01	91,290	0.01
BETE	1,291	0.01	338	0.00	1,093	5.24	1,227	4.37
Total intergovernmental	859,275	6.42	673,489	4.90	752,408	5.24	652,355	4.37
Charges for services								
Fire/police department	13,650	0.10	10,053	0.07	5,617	0.04	5,635	0.04
General government	11,644	0.09	85,931	0.62	8,130	0.06	62,407	0.42
Cemeteries	-200	0.00		0.00		0.00		0.00
Transfer station	139,975	1.05	94,970	0.69	140,644	0.98	122,324	0.82
Recreation	7,305	0.05	8,017	0.06	6,717	0.05	7,576	0.05
Police & court officer	650	0.00	718	0.01	450	0.00	1,120	0.01
Cable TV	42,355	0.32	47,224	0.34	48,523	0.34	48,913	0.33
Planning & appeals	2,325	0.02	2,200	0.02	2,075	0.01	1,917	0.01
Public works	10,305	0.08	5,427	0.04	8,074	0.06	5,447	0.04
Dispatch	2,250	0.02	2,250	0.02		0.00	1	0.00
Alarm Revenue	11,515	0.09	13,140	0.10	80	0.00		0.00
Other	1,658	0.01		0.00		0.00		0.00
Total charges for services	243,432	1.82	269,930	1.96	220,310	1.54	255,340	1.71
Investment earnings	9,800	0.07	6,212	0.05	2,565	0.02	9,351	0.06
Unclassified								
Sale of property	65,535	0.49	17,342	0.13	49,656	0.35	30,660	0.21
Donations	296	0.00	1,762	0.01		0.00		0.00
Animal Control	1,393	0.01		0.00	2	0.00		0.00
Trust funds		0.00	71,537	0.52	78,456	0.55	84,670	0.57
Salmon Point		0.00		0.00		0.00		0.00
Adjust loan allowance	2,000	0.01		0.00		0.00		0.00
Other	86	0.00	25,582	0.19		0.00		0.00
Total unclassified	69,310	0.52	116,223	0.85	128,114	0.89	115,330	0.77
Total revenues	13,393,286	100.00	13,750,852	100.00	14,345,524	100.00	14,910,986	100.00

Source: Bridgton's audited financial statements for 2011 & 2013

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Historical Valuations and Taxes

Real estate and personal property taxes are levied based upon market valuations of properties. The total valuations are summed and compared to the budgeted expenditures to determine a mil (tax) rate. The rate is then applied to individual properties to determine the tax to be paid by the owner. Those properties having the greater value pay the largest real and personal property taxes.

Both the Town of Bridgton and the State of Maine compute valuations for the Town. The State compiles and adjusts its figures to reflect actual property transactions, and hence market values. Bridgton's valuations will reflect market value only in those years in which the Town conducts a revaluation and adjusts values to reflect market conditions. State valuation figures for any given year are two years old, and thus do not reflect recent changes in overall property values. State law requires that when a municipality's valuation drops below 70% of the State valuation, a revaluation must be undertaken.

Table 9.4 provides a summary of Bridgton's State valuation, municipal valuation, the tax assessment and tax rate for the years 1990 through 2013, as reflected in municipal valuations prepared by the State Bureau of Taxation and in municipal valuation returns. In the past seven years, Bridgton's State valuation rose from \$743 million to \$984.5 million, or 32%. During the same period, the Town's valuation rose from \$901.9 million to \$985.1 million, or 38.9%, and the Town's tax assessment rose from \$10 million to \$12.9 million, or 28.5%. A high valuation, or high tax rate does not necessarily mean that taxes are high. A community with a high valuation can raise a given sum of money with a relatively low tax rate, whereas a community with a low valuation can raise the same amount of money only with a higher tax rate.

Table 9.4
Historical Valuation and Taxes

	State Valuation	Municipal Valuation	Bridgton Tax Assessment	Tax Rate
1990	\$319,300,000	\$216,681,237	\$4,691,148	.02165
1995	\$355,350,000	\$338,587,208	\$5,938,820	.01754
2000	\$349,700,000	\$393,080,600	\$6,191,020	.01575
		New Valuation		
2007	\$743,050,000	\$901,874,925	\$10,042,139	.01130
2008	\$882,400,000	\$927,449,360	\$10,619,298	.01145
2009	\$993,350,000	\$939,284,450	\$11,431,092	.01217
2010	\$1,023,700,000	\$961,654,784	\$11,471,672	.01199
2011	\$1,060,000,000	\$965,716,545	\$11,781,742	.01220
2012	\$1,032,250,000	\$973,893,037	\$12,368,442	.01270
2013	\$984,500,000	\$985,102,681	\$12,904,845	.01310

Source: *Municipal Valuation Returns Statistical Summary, 1990-2001, 2006-2013 State Bureau of Taxation, and Town tax records*

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In the past seven years the tax assessment increased a total of 28.5% or an average of 4.07% annually. However, over the most recent four years the average increase has been only 2.1% per year. During the same period the state revenue sharing has decrease from \$413,269 (2006) to \$268,909 (2011) or 34.9%. Education increased from \$6,336,750 to \$7,766,493 or 22.5%. Considering loss revenue and significant educational cost increases the tax assessment and town budget have been managed to minimize impact upon property owners.

Valuation Comparison

State valuation comparisons and per capita valuations are two measures of a community's wealth relative to other communities. Table 9.5 contains a summary of State valuations and per capita valuations for Bridgton and nearby communities. Bridgton's 2010 State valuation (\$1,060.0 million) is higher than that of all comparison communities. In terms of State per capita figures, Bridgton has a higher per capita valuation (\$203,455) than the County (\$148,432) and the State (\$148,432). However, Bridgton's per capita valuation is lower than all of the comparison communities shown in the table except Casco (\$172,286), Fryeburg (\$112,308) and Waterford (\$169,382).

Table 9.5 Comparative Valuation Figures						
	Population		State Valuation		Full Value Per Capita	
	2000	2010	2000	2010	2000	2010
Bridgton	4,883	5,210	\$349,700,000	\$1,060,000,000	\$71,616	\$203,455
Casco	3,469	3,742	\$224,700,000	\$664,700,000	\$64,774	\$172,286
Denmark	1,004	1,148	\$100,100,000	\$302,300,000	\$99,701	\$263,328
Harrison	2,323	2,730	\$180,000,000	\$541,500,000	\$77,486	\$198,352
Fryeburg		3449		\$387,350,000		\$112,308
Naples	3,282	3,872	\$260,600,000	\$790,450,000	\$79,403	\$204,145
Raymond	4,299	4,436	\$371,150,000	\$1,026,000,000	\$86,334	\$231,289
Sebago	1,433	1,719	\$144,250,000	\$424,700,000	\$100,663	\$247,062
Sweden	324	391	\$29,350,000	\$87,050,000	\$90,586	\$222,634
Waterford	1,455	1,553	\$101,050,000	\$263,050,000	\$69,450	\$169,382
Cumberland County	265,612	281,674	\$17,267,300,000	\$41,809,450,000	\$65,009	\$148,432
Maine	1,274,923	1,328,361	\$72,302,650,000	\$170,336,350,000	\$56,711	\$128,230

Source: Municipal Valuation Returns Statistical Summary, 2000, 2010 State Bureau of Taxation & U.S. Census, 2000, 2010.

Table 9.5A, Bridgton's 2011 Taxable Valuations (Source John E. O'Donnell & Associates) shows that 92.8% of the tax base is residential and 7.2% is commercial. This weighting of the data base places an undue burden on the town's home owners. In 2010 the median value of a home was \$151,500, the median income \$42,420, the mil rate .01220 and the educational cost as a percentage of total expenditures 56.8%. The annual real property

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tax burden for a median income person owing a median home is \$1,848 or 4.4% of income. The education portion of burden is \$1,050 or 2.5%. (See Table 6) A review of the building permits from 2007 to 2011 showed that the valuation disparity is not shrinking.

**Table 9.5A
Bridgton 2011 Taxable Valuations**

Categories	Taxable Land Values	Taxable Buildings Values	Taxable Total Values	% of Total
Commercial	\$21,595,909	\$48,110,785	\$69,706,694	7.26
Residential	\$192,808,368	\$262,428,962	\$455,237,330	47.38
Waterfront / Waterfront Influence	\$270,074,946	\$120,888,944	\$390,963,890	40.69
Condominiums	\$23,944,881	\$20,919,412	\$44,864,293	4.67
Totals	\$508,424,104	\$452,348,103	\$960,772,207	100.00

Source: Town Assessor

**Table 9.6
Property Tax Burden Indicator**

	Full Value Mil rate		Median Household Income (\$)		Median Home Value (\$)		Taxes Paid Median Home (\$)		Tax as % of Household Income	
	1999	2010	1999	2010	1999	2010	1999	2010	1999	2010
Bridgton	16.76	12.20	27,923	42,420	96,403	151,500	1,615	1,848	5.79	4.4
Casco	13.28	10.85	34,930	51,630	113,597	113,597	1,508	1,233	4.32	2.4
Denmark	12.27	10.35	30,743	48,885	102,032	270,000	1,252	2,795	4.07	5.7
Harrison	-	9.75	-	41,622	-	148,750	-	1,450	-	3.5
Naples	13.11	11.60	37,174	52,824	121,242	179,000	1,590	2,077	4.28	3.9
Raymond	13.64	1.80	52,179	64,444	150,622	199,000	2,055	2,149	3.94	3.3
Sebago	12.88	13.35	36,780	48,281	112,318	187,500	1,446	2,503	3.93	5.2
Sweden	15.18	11.20	31,722	56,094	108,385	N/A	1,645	N/A	5.19	N/A
Waterford	11.51	12.75	31,156	41,339	82,119	207,250	945	2,264	3.03	6.4

Source: 2001 Property Tax Burden Indicators for Municipalities in Maine, Maine Municipal Association. FY 2011 tax rates as reported to the State Revenue Department, 2010 Census Data for Cumberland & Oxford Counties by the State Planning Office.

Property Tax Burden

Table 9.7 compares the total personal property valuations and the per capita amount of Bridgton and surrounding towns. Personal property taxes are of concern because of their impact on business. Business personal property is valued at fair market value and the local mil rate applied to determine the property tax. It is advantageous for a business to locate in a town

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having a low rate. Mil rates vary widely between Maine towns. Table 6 reflects that in 2010 Bridgton's rate is higher than all but two other towns.

Table 9.7
Personal Property 1999/2010

Town	Total Personal Property			
	1999		2010	
	Valuation	Per Capita	Valuation	Per Capita
Bridgton	\$15,052,204	\$3,074	\$13,021,100	\$2,499
Casco	\$19,159,200	\$5,523	\$13,627,161	\$3,642
Denmark	\$0	\$0	\$0	\$0
Harrison	\$7,420,100	\$3,194	\$2,231,900	\$854
Naples	\$7,420,100	\$2,138	\$6,250,866	\$1,614
Raymond	\$21,229,524	\$4,938	\$11,320,664	\$2,552
Sebago	\$327,292	\$228	\$2,039,283	\$1,186
Sweden	\$243,120	\$750	\$176,170	\$451
Waterford	\$15,386,286	\$10,575	\$1,319,757	\$850
Cumberland County	\$3,330,368,202	\$12,538	\$1,666,852,344	\$5,918
Maine	\$13,779,388,598	\$10,800	\$7,935,966,057	\$5,974

Source: Municipal Valuation Returns Statistical Summary, 2000, 2011 State Bureau of Taxation

This tax rate disadvantage can be mitigated in some situations utilizing the Business Equipment Tax Exemption (BETE) or Reimbursement (BETR) programs.

Other Revenue Sources

Table 9.8 is a summary of the municipal revenues shown in greater detail in Table 3. The table shows that during the eleven years of 2007-2013 the real dollar revenue from taxes increased by 18.6%. This was necessitated because of a 18.6% and 923.4% reduction in intergovernmental and investment revenues respectfully.

Table 9.8
Summary of General Fund Municipal Revenues

Revenues	2007	2008	2009	2010	2011	2012	2013	% Increase	
								2007 to 2013	2012 to 2013
Taxes	11,224,519	11,580,991	12,090,972	12,138,913	12,590,543	13,150,642	13,787,324	18.6%	4.8%
Licenses and Permits	97,310	90,178	74,897	72,556	94,455	91,485	91,286	-6.6%	-0.2%

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Inter governmental Rev	678,399	1,135,002	993,395	859,275	673,489	752,408	652,355	-4.0%	-13.3%
Charges for Services	298,246	312,576	260,816	243,432	269,930	220,310	255,340	-16.8%	15.9%
Investment Income	95,700	128,322	35,052	9,800	6,212	2,565	9,351	-923.4%	264.6%
Other Revenue	52,794	41,924	-28,821	69,310	116,223	128,114	115,330	54.2%	-10.0%
New funds									
Security Gains									
Transfer of funds									
Total Revenue	12,446,968	13,288,993	13,426,311	13,393,286	13,750,852	14,345,524	14,910,986	16.5%	3.9%

Source: Bridgton's audited financial statements for 2008, 2010, 2012 & 2013

Table 9.8A shows revenues as percentages of annual total revenues. The percentage of all revenues categories contributing to total revenues declined during the period 2000 to 2010 except Taxes and other revenue. The result is that property owners are increasingly bearing the burden of providing the revenue to fund town expenditures.

**Table 9.8A
Summary of General Fund Municipal Revenues as % of Total Revenue**

Revenues	2007	2008	2009	2010	2011	2012	2013	Increase / Decrease	
								2007-2013	2012-2013
Taxes	90.2	87.1	90.1	90.6	91.6	91.7	92.5	2.5	1.0
Licenses and Permits	0.8	0.7	0.6	0.5	0.7	0.6	0.6	-21.7	26.8
Intergovernmental Rev	5.5	8.5	7.4	6.4	4.9	5.2	4.4	-19.7	-23.7
Charges for Services	2.4	2.4	1.9	1.8	2.0	1.5	1.7	-28.5	8.0
Investment Income	0.8	1.0	0.3	0.1	0.0	0.0	0.1	-91.8	-38.3
Other Revenue	0.4	0.3	-0.2	0.5	0.8	0.9	0.8	82.4	63.3
New funds	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Security Gains	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Transfer of funds	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Revenue	100	100	100	100	100	100	100	100	100

Source: Bridgton's audited financial statements for 2008, 2010, 2012 & 2013

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The 2011 Maine Annual Review Taxable Retail Sales Report shows a decline in taxable sales in the Sebago region (includes Bridgton) of 11.69% during the years 2006-2011. When this declined is combined with the previously stated review of building permits the conclusion must be drawn the business portion of the tax valuation is not being retained because of the loss of business real and personal property. This would lead to the conclusion that residential owners are providing most of the 91.6% of the revenues generated by taxes.

Licenses, permits and Charges for Services – These revenues reached peaks in the years 2006 through 2008 and then decreased until they again rose in 2011, dropping slightly in the subsequent two years. They are sensitive to economic changes. It is likely that recent economic contractions caused the reductions in recent years.

Some of the fees for items within these categories are set by the State, but mostly by the Town. A sample test comparing Bridgton’s fees to Fryeburg and Windham showed that the fees were nearly identical to Fryeburg but only approximately two thirds of Windham’s. The purpose of these fees is to recover the cost that the town expends in providing services to individual members of the community as compared to services that benefit all citizens. Regularly conducted analysis of the cost of providing the varied services is a tool to confirm that the fees are adequate.

Transfer Station is a town cost center which also charges for services. In the Town’s annual audited reports the revenue and expenditures associated are shown separately. Table 9.9 presents both together. Shown over a six year period is a loss of \$98,010 in revenues with only a corresponding decrease of \$47,937. The result is a net increase in the cost of operating the Transfer Station of \$50,073.

**Table 9.9
Historical Transfer Station Revenues & Expenditures**

	2006	2007	2008	2009	2010	2011	2012*	2013*	Change 2006 - 2013	
									Amount of Decrease (-)	%
Revenues	192,980	178,839	207,516	155,917	139,975	94,970	84,386	73,394	-119,586	-50.8
Expenditures	698,396	712,241	698,615	693,553	659,805	650,459	597,639	560,962	-137,434	-6.9
Net	-	-505,416	-491,099	-537,636	-519,830	-555,489	-513,253	-487,568	17,848	9.9

Source: Bridgton’s audited financial statements for 2006, 2008, 2010, 2012 and 2013

* In 2012 the demolition fee charge town residents was increased from .06 to .10% per pound. The rate for years before 2012 was 60% of the rate for 2012 and subsequent years. To compare the 2012 and 2013 to prior year’s 60% of the 2012 and 2013 revenues of \$140,644 and \$560,962 respectively (as shown in the audited financial statements) are reflected in Table 9.9.

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Alarming is the loss of income. Solid waste removal has become expensive but a profitable business. The Transfer Station must be considered as a revenue generator and a cost center. The decrease in revenues indicates that the emphasis on generating revenue has changed.

The Station has gone to a single sort system utilizing Ecomaine. It no longer sorts and sells various wastes except for metals. An annual user sticker fee is charged to town residents and property owners. This fee is the same for all and does not differentiate between users based on waste volume or their sorting of waste. Fees are charged for specific types of waste such as construction demo, wood, Freon and etc.

Bridgton is a member of Ecomaine and became a guarantor of debt to start it. In 2014 the debt will be retired. This will substantially reduce the fees charged the member committees reducing future solid waste expenditures.

Intergovernmental – The impact in the reduction in State revenue sharing and Federal programs of 65% or \$463,285 over the past 12 years has forced Bridgton to sharply examine its priorities. With State and Federal finances being difficult it is unlikely that intergovernmental revenues will improve.

Maine law requires that 5.0% of the State Government's monthly sales, corporate and personal income tax revenues be set aside to fund the municipal revenue sharing pool. Presently the state is not funding the pool with the required 5%. The funds in the fund are distributed to towns based upon a formula using three statistics; State valuation, tax assessment and estimated or actual population. For Bridgton, having a large valuation and small population, the sharing has progressively decreased until the amount being received is near the minimum. The only possible improvement is if the pool is fully funded. Presently there is legislation before the legislator that if passed will modify the sharing formula. The change may not benefit Bridgton.

Municipal rent is included within the intergovernmental revenue category. The lease of space to the county and district court is most of the rent. It has been sometime since the lease has been renegotiated. While having the court as a tenant provides some economic benefit to the town the rent should be comparable to prevailing commercial rates. If utilities are provided their cost should be recovered in addition to rent.

A second rental facility is the Town Hall, rented as a function hall. Again comparable rents, recovering utilities should be charged.

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Additional Revenue Considerations

Purchasing – Presently purchasing of Town services and merchandise are done by department heads with limited regional coordination to achieve volume discounts. Control of purchases are managed only by a monthly comparison of actual purchases to those budgeted by the Board of Selectmen and the Town Manager. Additionally large purchases are discussed by department heads and the Town Manager. There is no formal purchasing policy.

Asset Management – The Town has significant assets comprised of operating funds and assets, trust funds and non-essential land.

Table 9.10 Trust Funds – reflect monies that have been placed in trust funds for specific purposes. By formula the income generated from the various trust are used for designated purposes. Moose Fund income is used to fund the maintenance of parks. The Bridgton Trusts are an amalgamation of many small funds.

The details of the Trust can be found in the Town’s audited financial statements. The Forestry Fund was established in 2012 with the intent of using earned income by formula for recreation.

Table 9.10
Trust Funds–June 30, 2013

Moose Pond Fund Trust	1,383,362
Bridgton Trust Funds	1,052,054
Forestry Trust Fund (To be Named)	68,733
Total	2,504,149

Source: Bridgton’s audited financial statements for 2013

In addition the Town has several restrictive funds as reflected in Table 9.10A.

Table 9.10A
Restricted Funds–June 30, 2013

Tax Incremental Financing(TIF)	\$162,718
Community Development Block Grants (CDBG)	257,127
Waste Water Capital Reserve	420,622
Total	\$840,467

Source: Bridgton’s audited financial statements for 2013

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The Tax Incremental Financing (TIF) fund that segregates and accumulates new incremental real estate tax revenues occurring because of increased valuations on improved properties within designated districts. A map of the existing TIF district is shown in the Appendix. These funds can only be spent to improve infrastructure within the district. As Portland Road, Main St. and Depot St are included within the district it is anticipated that the fund will grow quickly.

As an entitlement community Bridgton receives an annual set aside of Community Development Block Grants (CDBG). This Federal funds managed by the county are used to providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons.

Wastewater Capital Reserve is part of the sewer use fees that is accumulated for the repair, replacement or expansion of the sewer system.

Town Land – Owned land and buildings is Bridgton’s largest asset. Presently, as shown in Table 9.11 the total assessed value of these properties is \$9,025,174. Not reflected are properties that the town just received or will in the near future.

These properties are:

Pondicherry Park	66 acres of woodlands, wetlands and fields in the heart of downtown
BRAG ball fields	17.5 acres of recreational lands developed primarily for baseball
Memorial School	former school and undetermined acreage

Some categories in the table are required for town operations; “government use – solely,” parks, beaches, cemetery, island and parking. The remaining are real estate that the town is using but whose value may warrant the relocation of the use, a town operated water front campground, lots of varied sizes that generated no income except for periodic logging and tax acquired properties the town has not sold. The value of these categories is \$1,229,165, \$1,163,866, \$1,155,461 and \$401,582 for a total of \$3,950,074.

The first category is properties that are not required or can be relocated. Historic Town Hall is an example. It is presently used for town recreation purposes. Its sale with a continued private historic use could provide funding for a new community and recreational facility. The sale or trade of Town garage properties for land for a commerce center housing a new garage is another possible example. The Town should be open, flexible and creative in managing this category.

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In 2012, at the Selectmen's request, a study was conducted and a report prepared that recommended the competitive operation of the campground and the consideration of its sale and lot adjacent to it. The report showed that a sale would generate tax revenue that would be significantly in excess of operating the campground.

The final categories are \$1,121,537 of non-revenue producing land and \$401,582 of tax acquired lands. The potential development of the parcel in these two groups varies. Some can be sub-divided. If the 75% of the parcels were developed and the final value were four times the assessed values the new tax revenues created at the 2011 mil rate of .01220, would be \$55,746. Development of parcels in other categories could substantially add to these possible future tax revenues.

**Table 9.11
Town Owned Properties by Categories**

St #	Street Name	Map/Lot	Type	Acres	Valuation			Description
					Land	Building	Total	
Government use - Solely								
305	S BRIDGTON RD.	0005-0027Z-0TL	lot	1	44,000	50,000	94,000	Fire Station
118	SANDY CREEK RD.	0005-0081-0TL	gov	21	123,500	165,285	288,785	Transfer station
31	WILLETT RD.	0009-0055-0TL	gov	15.94	152,505	469,410	621,915	Town garage
3	CHASE ST.	0023-0093-0TL	gov	2	170,000	1,505,000	1,675,000	Town Offices
923	N HIGH ST.	0054-0010-0012-TL	gov	1	86,000	36,504	122,504	Fire Station
	Total			41	576,005	2,226,199	2,802,204	
Government use - Flexible/partial								
99	PORTLAND RD.	0009-0079-0TL	gov	8.2	40,440	0	40,440	Town garage
	WAYSIDE AVE.	0014-0076-0000TL	lot	20.4	52,930	0	52,930	2 ac Sewer Fields 18 wooded
34	N HIGH ST.	0022-0006-TL	gov	0.48	39,486	38,899	78,385	Lot behind town hall
26	N HIGH ST.	0022-0015-TL	gov	1.17	95,700	250,000	345,700	Town hall
7	GIBBS AVE.	0023-0111-TL	gov	1.3	59,000	200,000	259,000	Fire Station & Stevens Brook Frontage
15	DEPOT ST.	0027-0005-TL	gov	3.58	107,160	282,450	389,610	Community Ctr
	WILLETT RD.	0027-0006A-TL	gov	6.25	38,100	25,000	63,100	Snow dump

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	Total			41	432,816	796,349	1,229,165	
Beaches								
681	S HIGH ST.	0005-0001-00TL	Beach	0.72	370,790	300	371,090	Woods Pond beach
24	HIGHLAND RD.	0022-0059-TL	Beach	0.69	370,580	0	370,580	Highland Lake beach/boat ramp
	SALMON PT RD.	0031-0001-0TL	Beach	0.3	462,600	0	462,600	Salmon Pt Beach
	Total			2	1,203,970	300	1,204,270	
Beach/Campground								
102	SALMON PT RD.	0031-0006-0TL	Beach / Camp ground	13.75	1,152,375	11,491	1,163,866	Salmon Pt Beach / Campground
Parks								
31	N HIGH ST.	0022-0036-TL	Park	0.46	31,035	0	31,035	Memorial Park
18	S BRIDGTON RD.	0005-0064-00TL	Park	2.77	33,924		33,924	Park on Willett Brook
20	HIGHLAND RD.	0022-0058-0TL	Park	2	413,000	0	413,000	At Highland Lake beach
	MAIN ST.	0022-0087-TL	Park	0.52	32,115	0	32,115	Shorey Park
507	MAIN ST.	0025-007475-TL	Park	1.83	32,150	4,759	36,909	Ball field
	DEPOT ST.	0027-0045-TL	park	0.5	23,800	0	23,800	Park on Stevens Brook
	N BRIDGTON RD.	0039-0021-0TL	Park	0.47	23,330	0	23,330	Corner lot
	Total			8.55	589,354	4,759	594,113	
Cemetery								
	POWER HOUSE RD.	0029-0011-TL	Cemetery	10	42,600	5,783	48,383	Cemetery
Island								
	ALPENBORG LN.	0013-0029-0TL	Island	1	379,250	0	379,250	Beaver pond Island
Parking								
24	HIGHLAND RD.	0022-0082-TL	Parking	0.5	33,800	2,534	36,334	Highland Lake beach parking
	HIGHLAND RD.	0022-0083-TL	Parking	0.16	17,360	0	17,360	Highland Lake beach parking
34	MAIN ST.	0023-0011-TL	Parking	0.51	24,660	0	24,660	Parking behind Chalmers

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	PARK ST.	0023-0025-TL	Parking	0.26	1,300	0	1,300	Behind post office
	PARK ST.	0023-0026-TL	Parking	0.23	1,150	0	1,150	Parking
	Total			2	78,270	2,534	80,804	
Lots								
	TOWN FARM RD.	0001-0032-OTL	lot	105.2	282,312	0	282,312	Gravel, wooded, 400' frontage Foster Pond
	GRIST MILL RD.	0003-0015-OTL	lot	19.16	53,592	0	53,592	Marsh area on Holt Pond
	WILLIS PARK RD.	0006-0016-OTL	lot	25.34	58,428	0	58,428	Wooded buildable lot(s) near Portland Rd
	WILLIS PARK RD.	0006-0018-OTL	lot	30.83	60,609	0	60,609	Wooded buildable lot(s) near Portland Rd
	S HIGH ST.	0009-0045A-OTL	lot	16.37	48,094	0	48,094	Wooded lot Behind hospital
	SALMON PT RD.	0010-0020A-OTL	lot	26.42	62,220	1,400	63,620	Salmon Pt rear lot
551	UPPER RIDGE RD.	0018-0042-0005ONT	lot	0	0	756	756	Lease for repeater tower
23	HIGHLAND RD.	0022-0085-TL	lot	1.4	74,000	0	74,000	Lot behind Saunders Mill
	NULTY ST.	0023-0024A-OTL	Lot	0.02	100	0	100	Behind post office
	GIBBS AVE.	0023-0113-TL	lot	0.11	14,728	0	14,728	Across from fire station
	MAIN ST.	0024-0093-TL	lot	12.99	33,538	0	33,538	Behind laundry on Stevens Brook
	MOORE ST.	0025-0058-TL	lot	0.1	14,140	0	14,140	Small corner lot
	MAPLE ST.	0028-0007-TL	lot	2.3	33,360	0	33,360	Behind laundry on Stevens Brook
	KANSAS RD.	0028-0036-TL	lot	1.72	31,600	0	31,600	Wood lot on Stevens Brook
	KANSAS RD.	0029-0008-TL	lot	1.58	30,900	0	30,900	Wood lot on Stevens Brook
	HARRISON RD.	0039-0056-OTL	lot	0.12	1,200	0	1,200	Small corner lot
	N HIGH ST.	0054-0010-OTL	lot	22	57,000	0	57,000	large lot around fire station
	CEDAR DR.	0060-0001-OTL	lot	9.33	41,796	0	41,796	Limited Moose Pond, Pleasant Mtn views
	CEDAR DR.	0060-0022-OTL	lot	0.91	99,436	0	99,436	lot
	N HIGH ST.	0060-0024-OTL	lot	2.75	122,328	0	122,328	Corner lot

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								Cedar - N High
	Total			281	1,119,381	2,156	1,121,537	
Tax Acquired								
134	SANDY CREEK RD.	0005-0078	TA	2.6	49,720	61,635	111,355	Bad house subdivide-able wooded lot
	HIO RIDGE RD.	0008-0010	TA	64	72,540	0	72,540	cleared acreage
	HIO RIDGE RD.	0008-0023D	TA	40.3	65,600	0	65,600	cleared acreage
	WILDWOOD RD.	0009-0012A	TA	1.16	28,800	0	28,800	House lot
	WILDWOOD RD.	0009-0020-0TG	TA	28	9,643	0	9,643	Logged lot in tree growth
	SUMMIT DR.	0018-0031-0084	TA	5.01	40,612	0	40,612	Lot between Highland Lake & Stearns Pond
	QUARTERHORSE RD.	0019A-0040	TA	2.79	33,948	0	33,948	House lot
	SUNNYBROOK FARM RD.	0019A-0046	TA	7.07	39,084	0	39,084	House lot
	Total			151	339,947	61,635	401,582	
	Total of all Town land			549	5,913,968	3,111,206	9,025,174	

Managed Forestry —As part of a forestry program, managed for the Town by Integrated Forest Management (IFM), the town properties have been logged. As previously mentioned this program generated approximately \$82,500. Future cutting is unlikely to occur until 2016 or after. However, should the town elect to sell parcels each should be review for possible forestry revenues prior to a sale.

Historically, the Town has sold land by auction without any development or subdivision. After approval of a sale by citizens there is no restriction on how properties may be sold. Subdivision and the traditional use of realtors usually generate the largest revenues through advertising and sales efforts over time.

Grants, Gifts and Other – The Town department heads have done a commendable job of applying and receiving grants. A vast quantity of grants is offered by private and public institutions. To maximize receipt of them requires research and the ability to write grants.

In the past the Town has received gifts most often in the form of assets. Colleges, museums and charitable institutions seek out endowments to fund specific programs.

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While the Town cannot expect to fund the general revenues the possibility does exist to seek out endowments for community education and recreation programs, parks, walking trails. Solicitation efforts for gifts from full and part time residents for specific memorials named after the donor might provide an additional source of funding.

Impact fees – generate revenue to provide funding for cost incurred in increasing services because of growth. They are charged developers of new projects for anticipated new fixed cost that the Town may incur because of their actions. Such cost may include town equipment, infrastructure, new schools and other items not previously required. Such fees are not for replacement of existing equipment and facilities. Impact fees should be developed carefully and therefore minimized by a long term plan that anticipates increases in fixed cost because of growth.

Liabilities

The following is a summary of the various Town liabilities by type as of June 30, 2013:

Long Term

2009 Fire truck capital lease	\$ 126,180
2012 Photocopiers	8,928
2013 Tanker fire truck	<u>75,000</u>
Total Long Term	\$ <u>540,484</u>
Overlapping Debt (Town's share of other government's debt)	
Cumberland County	\$ 924,632
SAD #61	<u>6,132,490</u>
Total Overlapping Debt	
<u>\$7,057,122</u>	

Human Resources

Bridgton is comprised of full and part time residents with diverse backgrounds and experiences. Often these are in business and finance. The Town has a knowledgeable and capable staff. However, existing responsibilities restrict development of expertise and undertaking work in specialized financial areas. Inclusion of residents on specialized committees is a means of augmenting the Town staff for the betterment of the Town. The Investment, Budget and Sewer Committees are examples of this marriage. Making citizens participants in town management causes them to understand and contribute most often at no cost. While drawing on citizens can be needed in many areas the creation of a Finance Committee to develop an expertise in revenue sources and making recommendation to the Board of Selectmen for means of obtaining them is a current need.

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Chapter 10

REGIONAL COORDINATION

The Town of Bridgton has worked closely with other towns in the region and the county on provision of services and on the preparation of this update to the Comprehensive Plan.

MobilizeMe – the town is on the steering committee for this effort to mobilize the region for improved economic vitality.

Regional Workshops – a draft of this document will be presented to abutting communities and the Greater Portland Council of Governments, as well as Cumberland County and Western Maine Economic Development Council for their review and comment.

Greater Bridgton Lakes Region Chamber of Commerce – a draft of this document will be presented to our regional chamber.

Lakes Environmental Association – a draft of this document will be presented to this local private organization, tagged for tasks therein.

Loon Echo Land Trust – a draft of this document will be presented to this private regional conservation entity for their review and comment.

Department of Inland Fisheries and Wildlife – made a presentation of Beginning with Habitat and discussed habitat issues with the committee on January 28, 2013. See Beginning with Habitat maps in the Appendix of this Plan.

Healthy Lakes Coalition – a draft of this document will be sent to this regional public health organization for review and comment

Provision of Services and other coordinated efforts:

Fire

The Bridgton Fire Department has worked towards regional coordination with many neighboring fire departments for many years. One example of regional coordination that has occurred is the Formation of the Cumberland/Oxford Fire Chiefs Association to coordinate and improve mutual aid response in all 13 regional communities.

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This group has worked together for nearly 25 years on projects such as:

- A. Establishing and coordinating automatic and mutual aid throughout the region.
- B. Coordinating and sponsoring annual regional training academies for new personnel.
- C. Joint purchases of supplies such as foam, hose, training materials etc. to obtain better pricing and standardize regionally.
- D. Joint traffic management plans for large events, both planned and emergency, that involve more than one community.
- E. Joint training on such subjects as water supply to benefit all involved towns.
- F. Coordinating major equipment purchases allowing communities to compliment each on emergency scenes.
- G. Establishing and coordinate operations of a regional water rescue/dive recovery team with members from several of the communities.
- H. The group is looking at the possibility of future radio frequency sharing among the communities that use Cumberland County Regional Comm. Center.
- I. This group is also looking to build and manage ongoing a regional training facility for area fire, police and emergency medical services departments.
- J. Established close working relationships with other groups such the Cumberland County Fire Chiefs, Oxford County Fire Chiefs, Western Maine Firefighter Association, Maine State Federation of Firefighters and Maine Fire Chiefs Association.

Police

The Police Department works closely with the Sheriff's office at the County level, as well as with the State Police. We use Cumberland County for dispatch.

Solid Waste

The town of Bridgton is a member of the Regional Waste Systems (RWS) in Portland and works with other members of RWS on management issues related to RWS.

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Chapter 11

A FUTURE LAND USE PLAN FOR BRIDGTON

I. Introduction and Process

The Future Land Use Plan expresses in outline form, the citizens' vision for Land Use in the next decade. The implementation of this vision would be accomplished by the crafting of a growth management plan, including a code of development standards, based on the existing physical form and historic land use of the town. This plan will be in the form of a land use ordinance and the State will recognize it as zoning.

The Future Land Use Plan reflects the influence of many neighborhood meetings, including several in the downtown where residents of the town expressed strong support for several key elements relating to land use and to the creation of a zoning plan to implement these goals in the Downtown, along the highway corridors, and across all the neighborhoods of Bridgton:

- Protect the character of Bridgton while preserving the private property rights of its citizens
 - Minimal restrictions meant only to protect residents from incompatible uses, protect natural resources, and preserve the existing character of the landscape
 - Encouragement and incentives to direct commercial growth to appropriate growth areas
- Expand and nurture economic growth in ways that build on the assets we have
 - Beautiful setting
 - Tourism: Four season destination
 - Critical opportunities from regional traffic on intersecting corridors
 - Charming downtown with much opportunity for growth
 - Hospital and related facilities
 - Skilled work force
 - 3-ring binder: High-speed fiber-optic cable
- Expand and nurture economic growth that contributes to the vitality of the downtown
 - Expanded goods and services
 - Expanded activities, entertainment, recreation

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- Jobs
- Commercial tax base
- Enhanced quality of life
- Expand and nurture economic growth with plans for commercial development in designated growth areas along the inner 302 and 117 corridors
 - Expanded goods and services
 - Jobs
 - Commercial tax base
- Retain and protect the New England village character of the downtown and the outlying villages through thoughtful planning and the use of development and design standards
 - human-scale, walkable, pleasant, dense, accessible
- Protect the Town's many natural resources
 - Water quality
 - Wildlife habitat
 - Woods
 - Views
 - Lakes, streams and swamps
- Protect the character of the Town's rural neighborhoods
 - Walkable, bike-able, quiet country roads
 - Fields and wooded buffers along the roads
- Protect and encourage the Town's working resources
 - Forestry
 - Agriculture

The Future Land Use Map graphically depicts how Bridgton plans to direct and manage potential growth over the ten-year planning period. Recognizing that Bridgton's land use patterns have been formed over many decades, the map strives to describe, differentiate, and unify these patterns to allow for better understanding of how land uses fit together. It is not a zoning map, and the boundaries of identified areas on the map are general. But the map and associated plan will help guide development of the management plan, future zoning, other land use measures, and the capital investments program.

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The designations on the map are intended to provide for the best use of various areas of Town in accordance with the community's growth patterns, goals and policies as expressed throughout this Comprehensive Plan.

Each designation addresses particular situations and is intended to reflect natural constraints and opportunities of the land and desires of the community.

The map and plan embody the concept that the Town include distinct growth, transitional, and rural areas in its land use planning. Designation of these areas has evolved directly from:

- An understanding of Bridgton's water and natural resource systems.
- The historic development of the community;
- A desire to preserve a traditional New England village and countryside pattern, and to keep its character intact;
- The need to extend and use public services in the most efficient manner possible;
- A desire to provide ample opportunity for development of a broad range of housing;
- A desire to create new opportunities for business and commercial growth;
- The input of community comments received at public meetings, forums, and other communications.

The following designations will be considered:

- ❖ Downtown Village Business District
- ❖ Downtown Village Neighborhood
- ❖ Inner Corridor
- ❖ Outer Corridor
- ❖ Outer Village Neighborhood
- ❖ Lakeside Neighborhood
- ❖ Rural Neighborhood

The Future Land Use Plan presents a vision of what Bridgton residents want their town, area by area, to be in the future. What follows is a review of the types of development standards being considered; and then a more detailed description of the designated zones and examples of how zoning could influence development.

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II. Development Standards for Bridgton

The Comprehensive Plan Committee adopted the motto “A Better Bridgton by Design” to emphasize the value of our town and the importance of community involvement in planning for its future. Conscious of the fact that the citizens of Bridgton have rejected in the past the lack of flexibility involved in traditional zoning we have looked at other ways of ensuring appropriate, yet flexible development standards in the creation of a growth management plan for our community.

To this end the Committee has considered favorably the use of development standards based on the organizing principles of form-based code as well as other types of zoning and land use regulating methods to construct a growth management plan unique to Bridgton. There are many advantages to this kind of code of development standards that:

- Encourages, and is the result of, public participation
- Has the ability to use clear standards to implement the community’s vision
- Has the ability to use these standards to control the character and function of the public realm by encouraging independent, individual development and diligently planned projects that fit into the vision of the community
- Has the ability to use these standards to support historic preservation and complementary development
- Understands that as development progresses, these standards allow the town to evolve and grow in a planned and sustainable manner
- Provides a basis for pedestrian scale development in the downtown, creating an inviting business district and lively street for both the visitor and the resident consumer
- Provides a basis for re-development, infill, and new development that can have a stand-alone presence and be unique yet respect and enhance the character of the street
- Is prescriptive (it states what you want), rather than proscriptive (what you don’t want)
- Emphasizes building form and how buildings fit into and interact with the public realm
- Encourages mixed uses, putting people on the street for business, shopping, dining, entertainment and enjoyment
- Allows for diversity of housing stock in neighborhoods
- Has the ability to transform or preserve existing lots/buildings
- Focuses on architectural form and public spaces, adding to the varied skyline and eclectic mix that is Bridgton

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In summary, rather than being organized strictly around USE, as in most types of traditional (Euclidian) zoning, with design and functionality taking secondary roles; Bridgton's growth management plan will focus on DESIGN and FUNCTIONALITY first while encouraging mixed-use, especially in the downtown area. This management plan will be written as a zoning ordinance in the implementation phase of this Comprehensive Plan. There will continue to be opportunities for the public to have input into this process, in fact it is required that the citizens be involved every step of the way. A fuller description of how a growth management plan for Bridgton could work follows next.

III. Differentiating and Designating Areas

Growth, Transition, and Rural Areas

As we attempt to describe areas of town, we determine what the unifying aspects are for an area and what differentiates one area from another, in terms of the physical lay of the land and the uses we see there by asking questions such as these:

- What makes our rural roads and neighborhoods what they are?
- And what makes the highway approaches to downtown Bridgton different from these country roads?
- How is Bridgton's Main Street different from its downtown residential neighborhoods?
- What unifying characteristics are shared by all our lakeshore areas; not only the shorefront properties but further away from the waterfront in the extended contiguous areas?
- At what point do those characteristics change and become unified with the area that lies beyond?

It is this natural topography and the town's historical development pattern that informs these demarcations and leads to a sense of where new development should be and where things should be left alone as much as possible to best guide future growth.

It is the contrast between areas of largely untouched, natural beauty, downtown, and small, more compact villages, that is the product of the Town's historical development. The designation of growth and rural areas reflects the Town's desire to preserve this traditional development pattern. To accomplish this basic policy, the Town must avoid suburbanization of the community.

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Suburbanization is characterized by a development pattern of single-family homes on relatively large lots, no or limited public utilities, and little public open space. This development pattern not only rigorously separates different types of land uses so that places of living are distant from places of work, education, shopping, service, and social activity, but also makes reliance on the automobile for even convenience items necessary. In contrast, building on the existing village and countryside pattern creates a system of residential neighborhoods in which privacy and large yards are traded against distance, isolation, heavy reliance on the automobile, intrusion into wildlife habitat, and loss of rural character.

The village and countryside pattern of settlement typically imposes less expense on municipal services, is easier to serve, and is less damaging to the Town's natural and scenic environment than a spread-out, automobile-oriented suburban pattern of settlement. It can also produce a high quality of life and comfortable living space. Therefore, the Town may direct development toward designated growth areas and manage development of rural areas with discretion. To the extent that development does occur in rural areas, developers should be required to take measures to lessen the burden to serve it, for example, by building-in fire and other safety measures, and by expecting those residents that choose to build homes in those areas to be prepared to assume greater inconvenience and financial burden for health and safety needs.

These rural, transitional, and growth areas will be refined during the implementation phase of the Land Use Plan and for purposes of Bridgton's Future Land Use Plan, are sub-divided as follows:

Rural Neighborhood and Lakeside Neighborhood are the Plan's designated rural areas.

Rural Neighborhood —These areas are not likely to have access to public services like public sewer or water and may include only those community facilities that draw few visitors and are compatible with rural activities and traffic levels. There is a certain quality of life in these rural areas that is cherished by those who live there. The rural designation is intended to provide long term protection of rural resources, important natural features, large blocks of un-fragmented habitat and open space, and scenic lands from incompatible development that could threaten natural resource-based industries, working landscapes, or the character of Bridgton. This designation includes those areas of the community that have multiple natural resource constraints, and/or are especially important for resource-based, scenic, and/or recreational opportunities, and/or are especially important for long-term water quality.

Land uses should be focused on small-scale residential, agricultural, and the resource assets of the area. If developed in a manner sensitive to the objectives of these areas, mineral extraction, essential services, and some low intensity outdoor recreation, public, institutional, or commercial activities may be acceptable.

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Lakeside Neighborhood — This designation represents the mostly residential development surrounding Bridgton's lakes. While the Town's Shoreland Zoning Ordinance (SZO) supersedes anything the Plan adds, the intention for the Lakeside Neighborhood designation is to lift up the common protected status of these areas, no matter which lake, and to further protect portions of developments and associations that may lie outside the scope of the Shoreland Zoning Ordinance (SZO) with information and incentives that create understanding and stewardship of these fragile areas. Lakeside Neighborhood areas overlap Inner Corridor, Downtown Village Business District and Downtown Village Neighborhood areas in places, as well as the Shoreland Zone (see map). Each of these will need to be thoughtfully addressed in the zoning plan. In the Downtown, Shoreland Zoning has development layers, GDI and GDII, intended to allow flexibility for downtown development. These layers will need to be revised to allow further flexibility for the town. Lakeside Neighborhood areas on Highland Lake and Long Lake where they overlap with Downtown Village Neighborhood areas and with Inner Corridor areas, as well as the Downtown Village Business District, need to be carefully addressed to allow for vibrant redevelopment that will serve these growth areas of town. The Department of Environmental Protection (DEP) will need to be engaged in this process. In North Bridgton, where Lakeside Neighborhood, Shoreland Zoning, Outer Corridor, and Outer Village Neighborhood areas all come together, the priority of the layers has to be set in the zoning plan, with Shoreland Zoning first, then Outer Village Neighborhood overlapping both Lakeside Neighborhood and Outer Corridor.

Outer Corridor and Outer Village Neighborhood are designated as transitional areas.

Outer Village Neighborhood — This designation is intended to provide for a share of anticipated residential development over the planning period, but is neither intended to accept the amount or density of development appropriate for growth areas nor is it intended to provide the level of protection for rural resources afforded in Rural Neighborhood or Lakeside Neighborhood areas. Rather, these Outer Village Neighborhoods can provide a transitional buffer from a denser growth area to rural areas. This designation includes those areas of the community that are largely developed and suitable for medium density development, do not at this time require expansion of municipal facilities, and do not include significant rural production, natural resource, and/or large areas of undivided and undeveloped land. Outer Village Neighborhoods are intended to provide for limited, suburban or rural residential development opportunities and at this time include the more densely settled areas in North Bridgton and South Bridgton.

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Outer Corridor — This designation applies to the highway corridors along Routes 302 and 117, outside the growth areas, and as they extend to the Town's borders. These transitional areas share important characteristics that help define Bridgton to the traveler as well as to those of us who live here: a strong sense of the natural beauty of the area is found in the balance of village and countryside development patterns. These areas are the public face of Bridgton's rural charm.

Downtown Village Business District, Downtown Village Neighborhood and Inner Corridor are designated as growth areas.

While all of Bridgton will grow in various ways over the next ten years, the designation of growth areas is intended to ensure that the Town plans for growth by directing it to areas most suitable for development and away from areas where it would be incompatible. Growth, in this context, should be understood not simply as new building structures but also as redevelopment and revitalization projects. Typically, a town's designated growth areas will contain sufficient area to accommodate anticipated growth and development, are physically suitable for development, redevelopment, or revitalization, and can be efficiently served by public facilities. To encourage development in growth areas, it is important that these areas are pleasant places to be. To assure that growth areas are attractive and desirable locations, it is important that open spaces, parks, and overall quality of the landscape is not an afterthought, but is front and center in the design of the areas. Linked open spaces, parks and natural areas, sensitively located and well maintained landscaped buffers, and an abundance of shade trees, especially as part of the streetscape, are a critical part of ensuring that different land uses are good neighbors, that privacy is a key factor in design, and that growth areas are desirable places to live and work. Directed growth areas in Bridgton include the Downtown Village Business District, Downtown Village Neighborhood and the Inner Corridor areas.

Downtown Village Business District — These mature, developed areas have traditionally accommodated a higher density of Bridgton's population, a greater mix of businesses and institutions, and an overall higher intensity of use than occurs in the rest of the Town. Furthermore, presently much of the Town's commercial and a large part of its social activity take place in the Downtown Village Business District. This designation is intended to encourage the preservation, revitalization, and some expansion of development in the Downtown Village Business District and to protect it from encroachment from incompatible uses. The Downtown Village Business District should be served by public sewer and water and is host to a number of community and municipal facilities.

Downtown Village Neighborhood — These are the primarily residential areas surrounding Bridgton's Main Street and extending from Highland Lake to Long Lake. This designation is intended to allow for infill development with similar types of uses at comparable densities, which are generally higher than what occurs in other parts of the community. Where necessary, public sewer and water should be extended.

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Taken together, the primary objective of the Downtown Village Business District and the Downtown Village Neighborhood designations is to reinforce the concept of Bridgton's downtown village lifestyle, as a special and attractive aspect of small-town life. To accomplish this, the Town could adopt an approach to dealing with existing buildings that encourages their full utilization by allowing flexibility in their use. Permitted uses may include higher density residential, comparable to the intensity and design of existing development in the surrounding village, community facilities, and appropriately scaled retail, office, service, and other nonresidential uses suitable for a central business area and mixed use village. Existing nonresidential uses that are not necessarily village-oriented may continue to be allowed, but may only undertake limited expansion as part of overall renovation and maintenance necessary to allow for continued economic operation of the properties. Development proposals should undergo design review to ensure compliance with these standards and maintenance of a comfortable and attractive pedestrian environment.

The Downtown Village Business District together with its residential areas should strive to serve as the center of Bridgton's social and cultural life. A safe, comfortable, and attractive pedestrian environment shall be a key focus of amended standards of development, which will be part of required design review of new development. These downtown growth areas overlap Lakeside Neighborhood areas along Highland Lake, where the Town beach, residences, and businesses are located right on the water, and in the residential area of Plummer's Landing on Long Lake. **Shoreland Zoning and General Development areas I and II (GDI and GDII) in the Downtown Business District need to be reviewed for best possible flexibility in these areas.**

Inner Corridor— These are the areas of highway corridor coming in and out of town and at risk for further decay, sprawl and unattractiveness. As an extension of the density and vibrancy of the Downtown Village Business District, carefully planned growth in these areas can result in a charming, eclectic, mixed-use, pedestrian-friendly, economic driver for Bridgton. A unifying code of development standards and strong incentives for existing and new business to participate could be part of the Plan's policies, the intentions for which are summarized next.

V. Land Use Zone Designations and Policies

The policies outlined here, area by area, are meant to be examples of how Bridgton's growth management plan may be developed. The intent is to identify and describe the areas of Bridgton as they are unified or differentiated with and from each other, and then to make sample policy statements that might lend themselves to the desired growth and enhancement, or keeping as-is of these areas. These suggested policies come directly from the Committee's meetings and public sessions, and as applied to each area, should show clearly the distinctions of each.

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Downtown Village Business District

The Downtown Village Business District represents Bridgton's traditional downtown along its Main Street and includes several off-Main Street areas as shown on the Future Land Use Map. In this area are located at this time; Town Government, including Police and Fire Departments, District Court, public services such as Library and Community Center, parks, town beach, and retail, professional, and service businesses, along with single family homes and apartments. The Downtown Village Business District overlaps Shoreland Zoning areas along Highland Lake, where the Town beach, residences, and businesses are located right on the water, and in heart of the downtown along Corn Shop Brook and Stevens Brook. **Shoreland Zoning and General Development areas I and II (GDI and GDII) need to be reviewed for best possible flexibility in these areas.** A main focus of this entire Plan and the primary goal of the Downtown Village Business District is to achieve a lively, highly functional downtown supporting an intentional mix of retail, office/institutional, and residential uses at relatively high densities. This is where new vitality finds a home amid downtown Bridgton's historic and eclectic mix of architecture and existing uses. This is where carefully planned growth puts people on the street participating in an 18-hour economy.

Downtown Village Business District Policies

1. The Plan supports an intentionally dense and integrated mix of uses in an effort to encourage an active, lively, 18-hour downtown environment.
 - a. Recruit targeted retail, office, healthcare, entertainment, and other commercial uses
 - b. Identify opportunities to encourage second story residential uses and other compatible uses
 - c. Streetscape, sidewalk, and signage enhancements
 - d. Create connectivity by linking sidewalks to parking, to services and facilities, to the beach
 - e. Focus on linking recreational opportunities
 - f. Focus on new business development, and supporting new life for old buildings for ground floor commerce and upper floor apartments
2. The vitality and function of the downtown area should be protected from decline through a variety of practices including but not limited to:
 - a. A new code of development standards
 - b. Development of incentives to encourage well-designed development
 - c. Streetscape, sidewalk, and signage improvements
 - d. Design protection and preservation of distinct architectural resources
 - e. Strong support for preserving, rehabbing and repurposing old buildings

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3. While currently located at sites in the Downtown Village Business District, Fire and Police Departments, Municipal Complex, and District Court may, in the next planning phase, need to be relocated to sites that will better accommodate their growth. Stevens Brook Elementary School, Bridgton Community Center and Bridgton Public Library provide community-serving anchors in the downtown and should be highlighted, visually connected, and protected in the Downtown Village Business District.

- a. Support expansion of water and sewer in this district.
- b. Examine opportunities to encourage, incentivize, or require design improvement to non-conforming structures, sites, and parking lots.
- c. Supports connectivity of public resources throughout the District through the development and enhancement of sidewalks and signage.
- d. Encourage opportunities for public events and gatherings in high quality public spaces.

Downtown Village Neighborhood

The Downtown Village Neighborhood areas represent Bridgton's residential village neighborhoods, located downtown off Main Street as shown on the Future Land Use map. The goal is to protect and enhance the character and function of these neighborhoods, keeping their small-town appeal while offering close access to the activity of Main Street and the Inner Corridor commercial areas.

Downtown Village Neighborhood Policies

1. Encourage neighborhood safety and connectivity through sidewalks and trails
2. Support expansion of water and sewer throughout the Downtown Village Neighborhood areas, allowing for better use of small lots and increasing property values
3. Encourage well-designed residential infill development when opportunities present
4. Allow home business in primary residence or attached, with care taken to ensure compatibility with neighborhood values for noise, traffic and visual appeal.
5. Define and protect special and historic neighborhood features and identities

Inner Corridor

The Inner Corridor areas are the other main focus of concern and desire for careful planning. From Bridgton's main intersection at Pondicherry Square, Route 302 runs east to Portland and the coast and west to Fryeburg on its way to North Conway and beyond, becoming Bridgton's Main Street on its way. Route 117, runs from the intersection to Harrison and points north and south to Denmark and beyond.

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While there is ongoing concern for the potential, seen in so many other places, of these corridors becoming developed in ways that detract from our vision of Bridgton, there is also real opportunity, with careful planning, for commercial growth that enhances these approaches to the downtown, inviting people to stop and experience all we have to offer, while adding to the economic vigor of the Town. The Inner Corridor Development Areas represent the stretches of highway in all directions as they radiate from the Downtown Village areas and abut the Outer Corridor transitional areas as they continue to the town line, as shown on the Future Land Use map.

Inner Corridor Policies

1. Support an intentional mix of uses in order to encourage development that offers residential, commercial, recreational, and employment uses in close or reasonable proximity to one another.
2. Support the extension of water and sewer to areas designated as Inner Corridor Development Areas. Furthermore, lines should be sized for additional expansion for further private development of these services.
3. Inner corridor roadways are intended to have upgraded infrastructure such as but not limited to sidewalks and shade trees.
4. New *residential* development in the inner corridor area is intended to be located at the backs of lots away from the highway and accessed by side streets and could incorporate design characteristics including but not limited to:
 - a. Mix of residential housing types patterned after the eclectic diversity and varied skyline found in the town's residential village areas.
 - b. Residential development in the inner corridor is intended to be more dense than in the rural residential areas of the town. Townhouses, condominiums and apartment buildings could be directed here.
 - c. Well-designed passive and active green space
 - d. Pedestrian connectivity with sidewalks and trails
 - e. The Town may examine opportunities to encourage, incentivize or require design improvements to non-conforming structures, sites, and parking lots.
5. New *commercial* development in the inner corridor area is intended to be located to take best advantage of the corridor frontage and could incorporate design characteristics including but not limited to:
 - a. Mix of commercial building types and eclectic design diversity patterned after the varied skyline found in Bridgton's downtown and surrounding neighborhoods
 - b. High to medium density with shared entrance, parking and connected green space
 - c. Well-designed passive and active green space

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- d. Pedestrian connectivity with sidewalks and trails
- e. The Town should examine opportunities to encourage, incentivize or require design improvements to non-conforming structures, sites, and parking lots.

Lakeside Neighborhood

The Lakeside Neighborhood includes the mostly residential areas in the Shoreland Zone surrounding each of Bridgton's lakes. Each lake and the properties there are distinct in certain ways, but the Lakeside Neighborhood designation will highlight their shared nature. The Town's Shoreland Zoning Ordinance lays out development standards for the protection of the water bodies we all value so highly. Lakeside Neighborhood areas include development along the lakes beyond Shoreland Zoning, including entire associations and their roads, as they abut Rural, Village, and Inner Corridor areas.

Lakeside Neighborhood areas overlap downtown growth areas along Highland Lake, where the Town beach, residences, and businesses are located right on the water, and in the residential area around Plummer's Landing on Long Lake. There are businesses located in Lakeside Neighborhood areas—summer camps and campgrounds among them, and the continued commercial use of these properties should be supported. **The Plan recommends that Shoreland Zoning be reviewed to allow for flexibility in supporting these and other compatible commercial uses.**

Lakeside Neighborhood Policies

1. Support strict compliance with Bridgton's Shoreland Zoning Ordinance
2. Inform and encourage voluntary attendance to BMPs (Best Management Practices) for critical watersheds

Outer Corridor

The Outer Corridor characterizes the highway approaches into Bridgton from its borders with its neighboring towns and abutting the Inner Corridor Development Areas. These sections of Route 302 and Route 117 lend residents, visitors, and passers-through alike, an appealing vision of rock outcroppings, woods, and swamps, with a smattering of residences, businesses and side roads along the way.

Outer Corridor Policies

1. Support a wide range of uses, at medium and low densities.
2. Support a balance of commercial development with open space.
3. Support the appeal of these transitional areas, encouraging the use of vegetated buffers along the corridor frontage, building setbacks commensurate with building scale, architectural design that reflects the town's historical form, and side road access where applicable, to limit curb cuts.

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Outer Village Neighborhood

The Outer Village Neighborhood represent Bridgton's small villages; North Bridgton and South Bridgton, located along and off the highway corridors. These neighborhoods each have their own distinct history and identity. The goal is to protect their rural appeal and differentiate them from the activity of downtown and the business corridors.

Outer Village Neighborhood Policies

1. Encourage neighborhood safety and connectivity through sidewalks and trails
2. Define and protect special and historic neighborhood features and identities
3. Support small, compatible, community-serving businesses

Rural Neighborhood

Bridgton is a mostly rural community, as shown on the Future Land Use Map, its country roads dotted with both old and new residential uses, spread out in all directions from the downtown and the state highways that crisscross it. These areas are the “countryside” of the village and countryside pattern and the citizens want to preserve and protect the rural feel and function, as well as the natural beauty of these areas. The Rural Neighborhood is intended to support low-density residential development and selected non-residential and agricultural uses in a relaxed regulatory climate.

Rural Neighborhood Policies

1. Residential densities could be supported at one unit per acre parcel or greater. However, in an effort to consider steps toward a more environmentally sustainable community, the Town may consider ordinance amendments designed to encourage cluster development—the practice of allowing smaller lot sizes clustered more closely together, while achieving the balance of the development in preserved open space.
2. Small scale, rural-serving non-residential commercial uses may be directed to locate at intersections with arterial roads or major crossroads. Agribusiness and other rural employment options could be encouraged to locate at major crossroads as well. Non-residential site development should follow conservation design techniques, focusing on preservation of natural features, a reduced footprint, and limits on impervious surfaces.

Conservation Planning Areas (see Constraints to Development map)

Designated Conservation Planning areas protect and preserve environmentally sensitive areas and high value open spaces from residential, industrial and commercial encroachment.

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Shoreland Zoning affords protection of our water bodies. Additionally, and throughout the Town, sensitive natural resources including floodplains, parks, historical buildings and sites, woodlands and prime wildlife habitat, much-loved views and vistas, prime agricultural lands, and natural recreational areas could be preserved to ensure the continuation of that which is our greatest asset as a Town. A designated growth area may sometimes have Conservation Planning areas located inside its boundaries, including some land areas that are physically unsuitable for development or redevelopment, such as a stream, small flood prone area, small natural hazard area, small pond, or small critical natural resource, as long as they are of a scale and a level of protection that does not hinder the effectiveness of the growth area. Protection of these natural resources contributes to the community's overall health and sustainability and enables it to invite robust economic development without fear of losing what it values most.

Conservation Planning Policies

1. In Conservation Planning areas, occurring throughout the town, residential development could, for example, be supported at very low densities on private well and septic. Standards should encourage low-impact construction practices.
2. As a general policy, commercial development should be limited in these areas. Where development is appropriate, low impact engineering and architectural design practices should be incorporated into all projects.

VI. Conclusion

In conclusion, the Comprehensive Plan is only as good as the tools developed for its implementation. This Plan takes seriously the development of such tools. The best formula for the successful implementation of the 2014 Comprehensive Plan is one that prioritizes the development of a new regulatory structure, including a new zoning ordinance and development standards, as introduced in the Future Land Use Plan. This Comprehensive Plan makes no stronger recommendation.

Chapter 12

CONCLUSIONS, GOALS, STRATEGIES, AND TIMELINE

Introduction

Chapters 1-10 of the Comprehensive Plan set out the present circumstances in the Town of Bridgton as related to a number of different subjects. Chapter 11 is the Future Land Use Plan, the Comprehensive Plan's framework for zoning. Chapter 12 lays out the goals and strategies for addressing these subjects and these circumstances. This is the implementation chapter.

Chapter 12 is in spreadsheet form, essentially an outline spread across the page. It is organized by the chapters found in the Plan: these are the headings of the sections. Each chapter section is organized by, from left to right: subject within that chapter, conclusions of findings on that subject, goals addressing the conclusions, strategies for meeting the goals, in some cases actions on those strategies, and then designations of responsible parties and timeline for implementation and accomplishment of goals.

For example, as you read across, left to right, in People of Bridgton, 2 is the second Chapter, 2-1, the name of the Chapter, 2-1-1, the first conclusion from that Chapter, 2-1-1-1, the first goal that goes with that conclusion, and on across the page. 2-1-1-2 is the second goal for that conclusion and so on. As you read across the page that first goal is further developed into strategies, actions, and implementation information. As you read down the page, more conclusions and goals are added. The sequential numbering throughout is helpful if working in a group, on implementation for instance—to refer to where you are, but has no meaning for the casual reader.

The assignment of responsible parties is secondary to the first and final responsibility for this Plan and its implementation, which lies with the citizens of Bridgton, and is placed in the hands of their elected body, the Board of Selectmen (BOS). It is the Select Board, which will appoint committees and delegate tasks to implement this Comprehensive Plan. The designation of BOS as responsible, across the breadth of the spreadsheet, is implied.

The timeline designations of short-term (ST), mid-term (MT), long-term (LT), and ongoing (OG) are assigned to strategies to help to organize and set priorities for implementation of the Comprehensive Plan. Short-term (ST) recommends that the

implementation of the strategy be completed in 1-3 years, Mid-term (MT), completed in 3-5 years, and Long-term (LT), completed in 5-10 years, by the end of this Plan's tenure. On-going (OG) refers to strategies that are being implemented now to some degree and should continue to be addressed throughout the tenure of this Plan.

As the reader becomes familiar with Chapter 12, it will become apparent how many of the goals and strategies are interconnected across chapter subjects. The hundreds of strategies listed here can be implemented efficiently by looking at how the work can be grouped and distributed to serve a wide range of goals.

CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Chapter	Subject	Conclusions	Goals	Strategies	Actions	Responsibility	Time Line
1 HISTORIC AND CULTURAL RESOURCES							
1	1-1 Historic and Cultural Resources	1-1-1 Bridgton Historical Society (BHS) serves to archive the Town's historical records and physical historical assets.	1-1-1-1 To recognize Bridgton's history as a valuable asset and support BHS's work to create an archive of easily accessed historical records	1-1-1-1-1 Conduct a survey and create a computerized inventory of resources in consultation with the Maine Historic Preservation Commission (MHPC). 1-1-1-1-2 Promote links between economic development and historic preservation. 1-1-1-1-3 Create a web site for public access of BHS data files.	See work of Bridgton Historical Society.	Town of Bridgton (BOS), Budget Committee, BHS, citizens BHS, Town Planner, EDC BHS	MT MT MT
			1-1-1-2 To adequately fund the BHS	1-1-1-2-1 Create and annually update a financial plan for funding BHS programs. 1-1-1-2-2 Create a plan to stimulate membership and volunteers. 1-1-1-2-3 Create a plan for obtaining grants.		BHS BHS, Town Planner BHS, Town Planner	ST ST OG
		1-1-2. Bridgton has a significant number of sites on the National Register of Historic Places, sites eligible for the Register, areas eligible for Historic District Designation, historic grave-yards, open land with historical significance, prehistoric and archaeological sites.	1-1-2-1 To protect known significant sites, historical buildings, and sensitive archaeological areas.	1-1-2-1-1 Adopt language to protect historical and archaeological resources, and preserve the character of our traditional village areas and other early settlement locations. 1-1-2-1-2 Seek volunteers to identify additional historic resources including all cemeteries. 1-1-2-1-3 Educate and encourage town and citizen contribution of artifacts through the BHS to the Maine Memory Network. 1-1-2-1-4 Develop name plaques and a mapped program of historical sites to facilitate self-guided auto and walking tours.	Preserve and maintain Narramissic.	BHS, CEO, Planning Board BHS, Town Planner BHS, Town Planner	MT OG OG OG
		1-1-3 Historic sites and records are an economic resource.	1-1-3-1 To utilize BHS's knowledge of the town's historical assets to promote tourism.	1-1-3-1-1 Develop Narramissic, BHS's historic homestead, as an interactive historic tourist attraction.	Study possibilities for restoration and repurposing of Bridgton's Town Hall.	BHS, Town Planner	MT
2 PEOPLE OF BRIDGTON							
2	2-1 People of Bridgton	2-1-1 Population growth is slowing. The census shows that age groups under 44 are decreasing while those over 44 are increasing indicating the Town is becoming more and more a retirement community.	2-1-1-1 To encourage young families to come and stay here.	2-1-1-1-1 Develop and promote increased year-round recreational activities to attract young adults to experience and help define Bridgton as a multi-generational community. 2-1-1-1-2 Promote the continued improvement of the schools. 2-1-1-1-3 Create new and varied employment opportunities.	See work of Bridgton Community Center (BCC)	CDC, EDC, Town Planner, BCC CDC, EDC, School Department CDC, EDC, Town Planner	LT OG OG
			2-1-1-2 To support the needs of senior residents.	2-1-1-2-1 Develop and promote agencies and businesses to provide for senior needs. 2-1-1-2-2 Build and fund a multi-generational, community and recreational center offering senior services and recreation. 2-1-1-2-3 Promote increased year round recreational activities for seniors within a multi-generational community.	See work of Bridgton Community Center (BCC)	CDC, EDC, Town Planner, BCC CDC, EDC, Town Planner CDC, EDC, Town Planner, BCC	MT LT ST
		2-1-2 The number of residents having a high school degree has increased significantly in the past ten years, while the number of residents with college degrees has decreased, indicating that local kids going on to graduate from college are not returning.	2-1-2-1 To create employment opportunities to retain and attract college graduates.	2-1-2-1-1 Create programs to seek businesses embracing new technologies.		CDC, EDC, Town Planner	MT
		2-1-3 Individual incomes in Bridgton are not increasing as fast as the cost of living, causing the number of citizens living at or below the poverty level to increase.	2-1-3-1 To raise the median income of Bridgton's citizens.	2-1-3-1-1 Create adult continuing and vocational re-training programs. 2-1-3-1-2 Create programs to seek businesses embracing new technologies. 2-1-3-1-3 Address the need for employment training as a business opportunity.		CDC, EDC, Town Planner, School Department CDC, EDC, Town Planner, Board of Selectmen CDC, EDC, Town Planner, School Department	MT OG MT
		2-1-4 There is cause for concern regarding the health of Bridgton's citizens.	2-1-4-1 To raise awareness and offer opportunities for increased health.	2-1-4-1-1 Work with regional groups to address health concerns. Dental, physical activity, local clinic.		CDC, EDC, Town Planner, BCC	
3 HOUSING							
3	3-1 Housing	3-1-1 While the US Census data indicates that 53% or 1,227 households in Bridgton cannot afford a median-priced home, Bridgton does have an adequate balance of types, including affordable housing for full and part-time residents. Median home values and median sales prices are probably distorted by values of lakefront homes as they represent 43%, and with condos, 48% of all homes in Bridgton.	3-1-1-1 To assist in developing and maintaining sanitary and affordable housing for all citizens, whether full-time, part-time, seniors, young singles, or families.	3-1-1-1-1 Continue to develop and support services for health care, emergency care, personal care, and other senior services, such as Meals for Me, to allow seniors to remain in their homes as long as possible.		CDC, Town Planner, Cumberland County, Community Center, Other Third Parties	OG

ST-Short-term (completed in 1 to 3 yrs)
MT-Mid-term (completed in 3 to 5 yrs)
LT Long-term (completed in 6 to 10 yrs)
OG-On-going (continually implemented)

Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Subject	Conclusions	Goals	Strategies	Actions	Responsibility	Time Line
				3-1-1-2 Meet at least semi-annually with builders and realtors to discuss housing needs, learn of their plans, and develop coordinated ideas and plans to meet changing needs.	CDC, EDC, Town Planner, Code Enforcement Officer, Board of Selectment	OG
	3-1-1-2 To ensure that housing is maintained at levels required by Town building codes.		3-1-1-2-1 Continue to require inspection and issuance of occupancy permit for new constructions and conversions. 3-1-1-2-2 Develop a voluntary program of inspection of residential homes & rental units. 3-1-1-2-3 Develop an educational program for updating and maintaining housing to modern and cost-efficient standards. 3-1-1-2-4 Continue to administer and enforce the IRC (International Residential Code) that the Town adopted in 2002, and the NFPA (National Fire Protection Association) Code which was adopted by the State Fire Marshal's Office. 3-1-1-2-5 Study the advisability of adopting the International Property Maintenance Code, or parts of it tailored to Bridgton's needs.		Planning Board, Code Enforcement Officer, Board of Selectment CDC, Town Planner, Planning Board, Code Enforcement Officer CDC, Town Planner, Planning Board, Code Enforcement Officer Planning Board, Code Enforcement Officer, Board of Selectment	OG MT MT OG
	3-1-1-3 To promote both smart growth and economic development by building affordable and market housing downtown.		3-1-1-3-1 Amend Town ordinances to make clear that conversion of existing single-family dwellings on central water and sewer to duplexes and multi-family dwellings is permitted, and increase allowable densities for such conversions, and for the construction of new duplexes and multi-family units. 3-1-1-3-2 Provide for a mix of housing types and incomes; focus on retirement housing. 3-1-1-3-3 Encourage housing within walking distance of downtown village. Consider mixed-use properties to accomplish this. 3-1-1-3-4 Develop a wastewater system capable of supporting mixed-use and increased density of housing units. 3-1-1-3-5 Develop a program to educate and facilitate the use of grant and loan programs to develop, rehabilitate and maintain residential housing.		Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment CDC, Town Planner, Planning Board, Code Enforcement Officer, Third Parties CDC, Town Planner, Planning Board, Code Enforcement Officer, Third Parties Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment, Waste Water Committee Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment	ST MT MT ST OG
3-2-1 While affordable housing choices exist, young people and young families have difficulty purchasing homes because of lack of know-ledge, low income levels, or lack of good credit.	3-2-1-1 To facilitate young people, new families and first time buyers in the purchase of affordable homes.		3-2-1-1-1 Develop a program to educate buyers on how to find and purchase a home and what the credit and financial requirements are. 3-2-1-1-2 Develop a program to assist individuals to improve their credit ratings. 3-2-1-1-3 Implement the strategies in the economy chapter to increase employment and income-building opportunities to facilitate home purchases, particularly for young individuals.		CDC, Town Planner, Planning Board, Code Enforcement Officer, Third Parties CDC, Town Planner, BCC, Third Parties CDC, Town Planner, BCC, Third Parties	ST ST OG
3-3-1 The age of rental units are of concern as many are older. The US Census shows that most meet standards as they have kitchens and plumbing.	3-3-1-1 To encourage the modernization of existing units and the construction of new rental units that particularly meet the needs of either young people or an aging population.		3-3-1-1-1 Enforce existing ordinances to insure that rental properties are maintained at required levels. 3-3-1-1-2 Review and change building codes to allow mixed-use structures and increased residential densities for the purpose of increasing the economic viability of in-town housing units. 3-3-1-1-3 Use Community Development Block Grant (CDBG) funds to establish a housing rehabilitation program to develop affordable rental housing from Bridgton's older buildings. 3-3-1-1-4 Encourage the construction of Senior Housing as defined in the Fair Housing Act to meet the needs of an aging population. 3-3-1-1-5 Encourage the development of ADA compliant units in accordance with Accessibility Guidelines. 3-3-1-1-6 Encourage the conversion of unused and underused housing space for small apartments.		Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment CDC, Town Planner, BCC, Third Parties CDC, Town Planner, Third Parties CDC, Town Planner, Third Parties	OG ST ST MT OG MT
3-4-1 The Town has no designated entity to plan or oversee its long range housing needs.	3-4-1-1 To develop a means to plan and oversee the Town's varied long range housing needs.		3-4-1-1-1 Designate a Town entity or person to be responsible for planning and overseeing the Town's varied and long-range housing needs. 3-4-1-1-2 Meet at least semi-annually with builders and realtors to discuss housing needs, learn of their plans, and develop coordinated ideas and plans to meet changing needs. 3-4-1-1-3 Compile an inventory of current housing stock. Identify historic trends and compile future housing needs in conjunction with future growth.		Town Planner, Board of Selectmen Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment, CDC	ST OG ST

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Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Chapter

Subject	Conclusions	Goals	Strategies	Actions	Responsibility	Time Line
	3-5-1 While mobile or manufactured homes is a source of affordable housing the Town has weak building codes to ensure their livability and sanitary conditions.	3-5-1-1 To assist in the development and maintenance of sanitary and affordable mobile and manufactured housing.	3-5-1-1-1 Continue to allow single mobile homes and manufactured housing in any area of town not designated as Resource Protection, subject to the performance standards developed from The Future Land Use Plan. 3-5-1-1-2 Prohibit manufactured homes made prior to June 15, 1976, from being brought into the community unless applicants can demonstrate that these units meet minimum health and safety standards set forth in Rule 02-385 of the Maine Department of Professional and Financial Regulation. 3-5-1-1-3 Require that all manufactured housing units located outside of mobile home parks be at least 14 feet in width and with exterior siding that is residential in appearance. 3-5-1-1-4 Adopt a mobile home park ordinance, using as a guide the standards for mobile home park development recommended in the latest version of the handbook entitled "Maine's New Mobile Home Park Law." 3-5-1-1-5 Limit mobile home parks to the area adjacent to the village center within one-half mile of the MDOT Urban Compact boundary.		Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment	OG
	3-6-1 Bridgton's tax base is becoming increasingly residential (93%) and less commercial (7%) placing the funding of town functions increasingly on residents.	3-6-1-1 To develop a more balanced tax base of residential and commercial properties to relieve the tax burden on residential homes.	3-6-1-1-1 Implement the strategies of The Economy chapter and The Future Land Use Plan to expand the economic and commercial base of the Town.		Town Planner, Planning Board, Code Enforcement Officer, Board of Selectment	OG
4 THE ECONOMY						
4	4-1 Tourism	4-1-1 Tourism is the town's most consistent economic sector. The major tourist season is June through September with the winter months the slowest . This creates a seasonal economy that hinders business and employment continuity.	4-1-1-1 To create a year-round, 4-season tourist season.	4-1-1-1-1 Work with existing for profit and non-profit winter-hardy businesses to define winter tourism opportunities. A particular need is the development of winter lodging. 4-1-1-1-2 Develop and promote winter festivals and events. A November half-marathon is an example. 4-1-1-1-3 Create a volunteer task force, and possibly a paid position to promote tourism.	CDC, EDC, Town Planner, Chamber of Commerce, Tourist Businesses	ST
					CDC, EDC, Town Planner, Chamber of Commerce, Tourist Businesses, Non-profits	OG
					CDC, EDC, Town Planner, Chamber of Commerce.	MT
	4-1-2 Bridgton has three types of tourist that need to be retained and increased by proactive efforts to enhance their stay here. First are the short-term renters. This group includes cabin and cottage renters, campers at campgrounds, and children attending summer camps.	4-1-2-1 To ensure renters and campers return to the area every year.	4-1-2-1-1 Meet with the summer camps and camp-grounds at least semi-annually to discuss their needs and ways which the town can contribute, to enhance camper experiences. 4-1-2-1-2 Meet with agents and owners who rent cabins at least annually to discuss their needs and what services the town can improve upon to assist owners and renters in the experience they offer tourists. 4-1-2-1-3 Work with interested for-profit and non-profit parties and individuals to develop public recreational activities targeted to enticing tourists and providing a positive experience for them. 4-1-2-1-4 Develop a coordinated and easily understood way to distribute information concerning available activities.		CDC, EDC, Town Planner, Chamber of Commerce, Owners	OG
					CDC, EDC, Town Planner, Chamber of Commerce, Owners	OG
					CDC, EDC, Town Planner, Chamber of Commerce, Owners, Non-profits	MT
					CDC, EDC, Town Planner, Chamber of Commerce	ST
	4-1-3 The second type of tourist is the day tripper.	4-1-3-1 To impress the day tourist with recreational and vacation resources to encourage their return for additional short trips and for longer stays.	4-1-3-1-1 Provide signage that is easily observed and understood. 4-1-3-1-2 Provide adequate parking for downtown shopping, venues and at trail heads and recreational locations. 4-1-3-1-3 Define and develop community assets and attractions that will help lodging operators provide a great tourist experience beyond the lodging itself. 4-1-3-1-4 Develop and distribute promotional material in cooperation with the town and for profit and non-profit entities to attract and direct day trippers and bus tours.		CDC, Town Planner, Public Works	ST
					CDC, Town Planner, Public Works, Town Manager, Board of Selectmen	MT
					CDC, EDC, Town Planner, Chamber of Commerce, Owners	ST
					CDC, EDC, Town Planner, Chamber of Commerce	ST
	4-1-4 The third type of tourists are the owners of vacation or second homes. They are part-time tax paying residents and tourists who may become full-time residents.	4-1-4-1 To recognize these groups as concerned taxpayers and part-time residents that participate in the community on a seasonal basis and may become full-time residents in the future.	4-1-4-1-1 Develop informational material concerning town and regional facilities, services, regulations, etc. that can be distributed in a cost effective manner. 4-1-4-1-2 Develop a current and detailed source of products and services provided by businesses and government offices within the town. 4-1-4-1-3 Provide in-depth informational materials on regional recreational, educational, and entertainment activities.		CDC, EDC, Town Planner, Chamber of Commerce	ST
					CDC, EDC, Town Planner, Chamber of Commerce, Town Manager	ST
					CDC, EDC, Town Planner, Chamber of Commerce, Recreational Director	ST

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Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Chapter

							<u>Time Line</u>
Subject	Conclusions	Goals	Strategies	Actions	Responsibility		
4-2 Construction	4-2-1 Construction is a major economic sector stimulated by the building of residential second homes used for retirement and vacation.	4-2-1-1 To manage growth and infrastructure in a way that preserves the town's New England character while stimulating a balance of residential and commercial growth and construction.	4-2-1-1-1 Develop an easily understood growth management plan and ordinances to stimulate quality growth throughout the town.	See Future Land Use Plan, Chapter 11.	CPC, Town Planner, Planner Board, Town Manager, Board of Selectmen		ST
					Police, Fire, Sewer, Waste Mgmt., Departments, Library Board, BCC, Recreation Director, Town Planner, Water Department		MT
					CDC, EDC, Town Planner, Chamber of Commerce, Recreational Director		ST
					State of Maine, CEO, School Department, EDC, Town Planner		MT
					EDC, Town Planner, Chamber of Commerce,		MT
					EDC, Town Planner, Chamber of Commerce, BCC		MT
					EDC, Town Planner, CEO		OG
4-3 Seed/start-up businesses	4-3-1 Bridgton has a history of entrepreneurship that can be revitalized.	4-3-1-1 To rekindle the Town's history for business creation to establish a full range of employment opportunities.	4-3-1-1-1 Identify what businesses are needed in the town and region, particularly those that will provide backbone to the town's economy.	4-3-1-1-1 Identify what businesses are needed in the town and region, particularly those that will provide backbone to the town's economy.	CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce		OG
					CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce		LT
					CDC, EDC, Town Planner, Chamber of Commerce		MT
					CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce, Board of Selectmen		ST
					CDC, EDC, Town Planner, Chamber of Commerce		OG
					CDC, EDC, Town Planner, Chamber of Commerce, School Department		ST
					CDC, EDC, Town Planner, Chamber of Commerce, Town Manager		ST and OG
					CDC, EDC, Town Planner, Chamber of Commerce, School Department		MT
					CDC, EDC, Town Planner, Chamber of Commerce		ST
4-4 Town Center	4-4-1 A historic New England downtown center exists. It needs substantial infrastructure and physical improvement to attract tourists and varied types of business. Presently the Main Street economy occurs during daylight hours. Owners of some downtown properties lack the real estate management expertise or financial resources to fund structural improvements and retain tenants to make properties economically viable.	4-4-1-1 To create a vibrant Downtown Village Business District that attracts residents and tourists alike and results in an 18-hour economy making it economically beneficial for property owners to remodel or construct new buildings.	4-4-1-1-1 Create a downtown merchant marketing organization.	4-4-1-1-1 Create a downtown merchant marketing organization.	CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce		ST
					CDC, EDC, Town Planner, Chamber of Commerce, Public Works, Town Manager, Board of Selectmen		ST
					CDC, EDC, Town Planner, Chamber of Commerce		ST

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Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Chapter

	<u>Subject</u>	<u>Conclusions</u>	<u>Goals</u>	<u>Strategies</u>	<u>Actions</u>	<u>Responsibility</u>	<u>Time Line</u>
				4-4-1-1-5 Facilitate new or relocating businesses in finding locations.		CDC, EDC, Town Planner, Chamber of Commerce	OG
				4-4-1-1-6 Create a program to show the advantage of doing business in Bridgton and supporting new business formation.		CDC, EDC, Town Planner, Chamber of Commerce	ST
4-5	Medical	4-5-1 Bridgton has a variety of medical and related businesses. The Bridgton Hospital is its foundation. The Town's location and the Affordable Care Act provide an opportunity to develop an expanded business sector around health care.	4-5-1-1 To attract medical and health care businesses and create employment opportunities.	4-5-1-1-1 Identify institutional, professional, and home needed medical services.		CDC, EDC, Town Planner, Bridgton Hospital	ST
				4-5-1-1-2 Develop an expertise in the requirements and funding within the Affordable Care Act.		CDC, EDC, Town Planner, Bridgton Hospital	OG
				4-5-1-1-3 Work with interested parties to develop opportunities in the health care sector and increase local employment.		CDC, EDC, Town Planner, Bridgton Hospital	OG
				4-5-1-1-4 Develop a recruiting committee and promotional materials to solicit businesses and entrepreneurs to locate medically related firms in Bridgton.		CDC, EDC, Town Planner, Bridgton Hospital	ST
4-6	Retail	4-6-1 Because of its location Bridgton is the transportation hub of the Lakes Region. Historically, it has been the retail and service center of the region. While its prominence in these functions has declined, increasing populations across the region's towns is again providing the opportunity for retail growth.	4-6-1-1 To make Bridgton the center of specialized retail stores in the Lake Region and encourage regional retailers to the 302 and 117 corridors, as well as the Downtown.	4-6-1-1-1 Develop a land-use plan of; a) Land and development management b) Infrastructure and service expansion, including but not limited to, water, wastewater disposal, trash, police, fire, library, community center, parks and beaches.	See Future Land Use Plan, Chapter 11.	CDC, EDC, Town Planner, Retail Businesses	MT
				4-6-1-1-2 Create a network of sidewalks and walking trails that link the distinct areas of the Downtown Village Business District and village residential neighborhoods.		CDC, Town Planner, Public Works	MT
				4-6-1-1-3 Enhance downtown parking that links with sidewalks and trails.		CDC, Town Planner, Public Works	MT
				4-6-1-1-4 Provide help to property owners on how to rehab and enhance properties to retain tenants and be financially viable.		CDC, EDC, Town Planner, Chamber of Commerce	OG
				4-6-1-1-5 Create programs for businesses and property owners to address appearance and display opportunities.		CDC, EDC, Town Planner, Chamber of Commerce	OG
				4-6-1-1-6 Enhance access to and appearance of the beaches, streams and rivers of the Downtown so they can assets that welcome use and enhance the properties and businesses that abut them.		CDC, Town Planner, Town Manager, Public Works	MT
4-7	Technology	4-7-1 In the past Bridgton had a work force and businesses that understood & used technology for economic gain in a competitive world.	4-7-1-1 To attract a work force trained in current and emerging technologies.	4-7-1-1-1 Develop programs to continually train and re-train individuals and businesses in new technologies. (Training could become an economic sector.) 4-7-1-1-2 Develop apprentice programs.		CDC, EDC, Town Planner, School Department, State	OG
						CDC, EDC, Town Planner, School Department	OG
4-8	Schools	4-8-1 Bridgton has a foundation of private and public schools that comprise a business sector that produces trained workers in various fields .	4-8-1-1 To recognize and grow the private and public schools to enhance this business sector.	4-8-1-1-1 Work to return adult education courses to Bridgton.		CDC, EDC, Town Planner, School Department	MT
				4-8-1-1-2 Develop public and private schools that offer programs to train and re-train workers.	Work with state officials to explore the possibility of developing the town as a regional business/employee training center.	CDC, EDC, Town Planner	MT
				4-8-1-1-3 Seek out another specialty school to locate in Bridgton.	Seek licensing, building trades, and technology training.	CDC, EDC, Town Planner	MT
				4-8-1-1-4 Meet with schools semi-annually to discuss their needs.		CDC, EDC, Town Planner, Town Manager	OG
4-9	Existing Economic Sectors and Companies	4-9-1 Existing businesses are the current economic foundation and must be nurtured and assisted in expanding.	4-9-1-1 To encourage and help existing business to stay and expand in Bridgton.	4-9-1-1-1 Encourage communication between town government and the business community.	Meet with existing business individually and collectively at least semi-annually to review and assist with their needs, especially infrastructure needs that can be provided by town.	CDC, EDC, Town Planner, Town Manager	OG
				4-9-1-1-2 Ensure reasonable infrastructure is available to existing business to facilitate growth.		CDC, EDC, Town Planner, Town Manager	OG
4-10	Marketing Bridgton	4-10-1 Bridgton currently does not have a professional marketing campaign that supports the town and town assets and growth.	4-10-1-1 Develop a plan to promote Bridgton.	4-10-1-1-1 Hire an accomplished advertising/marketing agency to evaluate, market and promote the Town.	Professionally designed branding, website, signage, marketing	CDC, EDC, Town Planner, Town Manager	ST
5 LAND USE							
5	5-1 Land Use	5-1-1 Bridgton has developed from its mill town origins in a way typical of New England towns. However, residents feel the need to manage growth and development to better ensure Bridgton's appeal and sustainability in the future.	5-1-1-1 To encourage well-placed, well-designed development for the town's betterment and to protect Bridgton's small town appeal.	5-1-1-1-1 Create and implement a Management Plan that includes development standards for the growth areas, to include the following:	See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board	ST
				5-1-1-1-2 Require roadway buffers for development on Route 302 and 117 corridors.		Town Planner, CEO, Planning Board	ST
				5-1-1-1-3 Require developments to connect with trail systems and vehicle access points.		Town Planner, CEO, Planning Board	ST

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Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

					<u>Time Line</u>	
<u>Subject</u>	<u>Conclusions</u>	<u>Goals</u>	<u>Strategies</u>	<u>Actions</u>	<u>Responsibility</u>	
			5-1-1-4 Encourage rear service drives, combined curb cuts and side road developments to reduce traffic problems on Routes 302 and 117		Town Planner, CEO, Planning Board	ST
			5-1-1-5 Encourage agricultural uses in areas of appropriate soils.		Town Planner, CEO, Planning Board	ST
			5-1-1-6 Encourage manufacturing and industry in the corridors away from the downtown.		Town Planner, CEO, Planning Board	ST
			5-1-1-7 Serve the growth areas of the Downtown and the Inner Corridors with town wastewater disposal.		Town Planner, CEO, Planning Board, Town Manager, BOS, Waste Water Committee	ST
			5-1-1-8 Allow hotels and conference centers outside of growth areas by special use permit.		Town Planner, CEO, Planning Board	ST
5-2-1 The Planning Board is currently charged with enforcement of Subdivision Regulations, Shoreland Zoning Ordinance, and Site Plan Review.	5-2-1-1 To empower the Planning Board to implement the management plan.	5-2-1-1-1 Modify Town Ordinance to allow Planning Board to undertake zoning amendments as part of their charge.		It is important for a citizen group to work with staff to review staff-generated language to ensure the tenets of the policies contained in this plan are executed appropriately.	Town Planner, CEO, Planning Board	ST
		5-2-1-1-2 Modify the legal budget to assist staff in reviewing language and assist in finding inconsistencies in the ordinances during this process.		It is standard planning and zoning practice for the town attorney to participate fully in the crafting of land use regulation.	Town Planner, CEO, Planning Board, BOS, Town Attorney	ST
		5-2-1-1-3 Create a committee to develop a land use and management plan and write a zoning ordinance for the Town.		Include Planning Board liaison and Town Planner on this committee.	Town Planner, CEO, Planning Board	ST
5-3-1 The town has worked on the concepts of form-based codes to encourage and manage high quality development in the downtown and inner corridor growth areas.	5-3-1-1 To have development in the downtown that is dense and pedestrian scale, and visually compatible with the surrounding environment. and create transitional zones from the downtown area to the outer corridors.	5-3-1-1-1 Downtown Village Business District will allow for pedestrian scale development, walking distance to parking, mixed use, two to three story buildings, proportional window placements, public spaces, civic uses, evening uses, and preservation of historic structures.		See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board	ST
		5-3-1-1-2 Downtown Village Neighborhood areas allow for pedestrian scale single family, 2 family and multi-family development in a compact pattern to allow convenient pedestrian access to the Downtown Village Business District. Some low impact commercial and home-based occupations will be allowed, and street trees and setbacks required to allow for pedestrian street definition.		Create a Sidewalk Fund for new and upgraded sidewalks in Downtown Village Neighborhoods, and require all new development in these areas to pay into it.	Town Planner, CEO, Planning Board	ST
5-4-1 The citizens have shown real concern about the look and feel of Portland Road and the other highway corridors coming into town.	5-4-1-1 To have well-designed development along the corridors that is both highly functional and visually appealing.	5-4-1-1-1 The Inner Corridor will allow commercial developments at a slightly larger scale than the village, with the size of development being relative to lot size; setbacks will be in keeping with respective frontage speed limits; sidewalks, street trees, and green buffers will be required of all new projects.		See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board	ST
		5-4-1-1-2 The Outer Corridor will allow a larger scale of development for more vehicular accessed uses, pedestrian access should be addressed and where practical, incorporated into the development, and managed curb cuts will be encouraged to reduce traffic impacts to the corridor.		See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board	ST
5-5-1 The town has a Shoreland Zoning Ordinance and Subdivision Regulations as required by the State statute.	5-5-1-1 To ascertain that Subdivision Regulations and Shoreland Zoning are as effective as possible in meeting town goals.	5-5-1-1-1 Investigate all possibilities for the town's shoreland zoning and resource protections to best serve town goals, allowing both further protections as needed, and carefully planned development by special permit.		See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board	ST
		5-5-1-1-2 Work with both the Town and DEP to allow shoreland zoning to better serve town goals by accommodating appropriate commercial uses by special permit, including but not limited to, recreational uses, home-based business, camps and lakeside services.			Town Planner, CEO, Planning Board, BOS, Town Attorney	ST
		5-5-1-1-3 Work with the Town, DEP, FEMA, and Army Corps of Engineers to create zoning that allows for re-development, infill, and new development in the Downtown Village Business District.			Town Planner, CEO, Planning Board, BOS, Town Attorney	ST
		5-5-1-1-4 Work with the Town, DEP, FEMA, and Army Corps of Engineers to create zoning that enhances the waterways in the downtown to better serve town goals; protecting these resources from degradation and properties from flooding.			Town Planner, CEO, Planning Board, BOS, Public Works Director	ST
5-6-1 Much of the growth areas of the downtown and the corridors are on state regulated highway, Route 302, which carries the majority of traffic through the town.	5-6-1-1 To manage both the advantages and the disadvantages this reality poses, to best meet town goals.	5-6-1-1-1 Work with MDOT to come up with a plan for curb cut allowances that encourages typical downtown development of small lots; addressing delivery needs, on street parking, and alley or side street signage.		See Future Land Use Plan, Chapter 11.	Town Planner, CEO, Planning Board, BOS, Public Works Director	ST
		5-6-1-1-2 Conduct a study to determine the validity of a Route 302 truck route.			Town Planner, CEO, Planning Board, BOS, Public Works Director	ST

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Chapter 12
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Chapter	Subject	Conclusions	Goals	Strategies	Actions	Responsibility	Time Line
6 NATURAL RESOURCES							
6	6-1 Natural Resources	6-1-1 Bridgton has natural resources, including lakes, mountains, and open spaces that enhance the quality of life, provide recreational opportunities, and create value as a tourist destination. Programs have successfully been developed to protect these assets. These programs must be strengthened and maintained to continue to protect the town's natural resources.	6-1-1-1 To improve, maintain, and protect the quality of surface and ground waters.	6-1-1-1-1 Continue to monitor water quality of all surface and ground water bodies to ensure water quality.	Continue to work with Lakes Environmental Association (LEA) for testing and monitoring. See LEA Water Report in Appendix.	BOS, Planning Board, LEA	OG
				6-1-1-1-2 Continue to develop a local and regional plan of education about invasive aquatic species, and boat, float plane, and other water craft inspections.		BOS, Planning Board, LEA	OG
				6-1-1-1-3 Continue to administer and enforce phosphorus control standards as part of the subdivision review process.		CEO, Planning Board, LEA	OG
				6-1-1-1-4 Expand the town's wastewater disposal system		CEO, Waster Water Committee, BOS	
			6-1-1-2 To protect significant aquifer areas from inappropriate land uses.	6-1-1-2-1 Develop clear standards for what is appropriate land use in these areas.		CEO, Planning Board, LEA	OG
			6-1-1-3 To protect sensitive areas including forested wetlands, islands, steep slopes, shallow marshy coves, and shorelands.	6-1-1-3-1 Continue to review, administer, and enforce the existing Shoreland Zoning Ordinance to best meet town goals.	Review Development Constraints Map (in Appendix) and "Beginning With Habitat" maps (in Appendix) when planning Land Use initiatives.	CEO, Planning Board, LEA	OG
			6-1-1-4 To ensure that soils are suitable for proposed land uses.	6-1-1-4-1 Continue to require evidence of soil suitability as part of the permit application or site plan review process.		CEO, Planning Board, LEA	OG
			6-1-1-5 To reduce the danger of flood damage to structures in floodplain areas.	6-1-1-5-1 Work with the Federal Emergency Management Agency to revise floodplain maps so they reflect actual flood hazard areas.		CEO, Planning Board, Town Planner	OG
			6-1-1-6 To ensure coordination between towns for watershed and resource protection.	6-1-1-6-1 Work with neighboring towns to develop approaches to regional watershed, lake level management, and aquifer recharge area management.		CEO, Planning Board, Town Planner, LEA	OG
				6-1-1-6-2 Investigate the creation of a regional wastewater management plan.		BOS, Town Planner	
			6-1-1-7 To preserve a balance of agriculture and forest resources as future development occurs.	6-1-1-7-1 Encourage cooperation among organizations and land owners to establish an open space protection program, including woodlands and farm fields.	Develop a procedure to put landowners directly in contact with IF&W and other stakeholders.	BOS, Planning Board, CEO, other stakeholders	OG
				6-1-1-7-2 Encourage the preservation of land with prime agricultural soils and forest resources by encouraging clustering of residential uses.		Planning Board, Town Planner	OG
			6-1-1-8 To minimize adverse impacts of erosion and sedimentation to the watershed.	6-1-1-8-1 Continue to review, administer, and enforce requirements for sediment and erosion control that are currently in the Subdivision Regulations and encourage similar controls with all other development, including phasing of projects and 3rd party inspection.	Develop a method of inspection and enforcement.	BOS, CEO, Planning Board, LEA	OG
			6-1-1-9 To encourage and protect high value wildlife habitat.	6-1-1-9-1 Utilize "Beginning with Habitat" maps and resource agencies to define high-value plant and animal habitat.	See "Beginning With Habitat" maps in Appendix	LEA, Planning Board	OG
				6-1-1-9-2 Develop a balanced approach in protecting high value wildlife habitat.	Identify and map vernal ponds.	Planning Board, CEO, LEA	OG
				6-1-1-9-3 Consider a cooperative alliance with neighboring towns to protect high value habitat and large contiguous land areas across town boundaries.		BOS, Town Planner, other stakeholders	OG
			6-1-1-10 To develop, protect, and maintain adequate public access to lakes and ponds.	6-1-1-10-1 Assess the adequacy of public access to lakes and ponds, recommending additional launching sites or public beaches as appropriate.		CEO, Public Works, Recreation Department, LEA	OG
			6-1-1-11 To develop, protect, and maintain the Town's fishery resources.	6-1-1-11-1 Maintain high water quality in all town water bodies.		BOS, Planning Board, Town Planner, LEA, other stakeholders	OG
				6-1-1-11-2 Replace, re-size, and maintain State, Town, and private culverts.		BOS, Planning Board, Town Planner, LEA, other stakeholders	OG
				6-1-1-11-3 Work with IF&W to develop the brook trout fisheries.	See "Beginning With Habitat" maps in Appendix	BOS, Planning Board, Town Planner, LEA, other stakeholders	OG
7 TRANSPORTATION							
7	7-1 Transportation	7-1-1 Motor vehicles are the main form of transportation using town and state roads. While currently roads are in poor to fair condition, insufficient funding may jeopardize future condition. The rising cost of oil and asphalt will make paving significantly more expensive in the future.	7-1-1-1 To develop and adequately fund a transportation management and growth plan to facilitate mobility and allow safe delivery of persons, goods and services on improved highways and town roads while retaining the town's New England small town character and attractiveness.	7-1-1-1-1 Prepare and regularly update a road improvement plan to improve all town roads over a ten-year period and pave all roads according to a publicly posted schedule that maintains the road surface in good condition.		Town Manager, Public Works, Budget Committee, Board of Selectmen	OG

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Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

					<u>Time Line</u>
Subject	<u>Conclusions</u>	<u>Goals</u>	<u>Strategies</u>	<u>Actions</u>	<u>Responsibility</u>
			7-1-1-1-2 Maintain communications with MDOT to assure continued maintenance and upgrading of state-classified roads.	Maintain regular public meetings between MDOT and Public Works concerning status of roads and work required.	Town Manager, Public Works OG
			7-1-1-1-3 Review and maintain standards for existing and future public and subdivision roads.	Assess condition of dirt roads and do cost analysis of maintenance for possible paving.	Town Manager, Public Works, Budget Committee, Board of Selectmen, Planning Board, Town Planner OG
			7-1-1-1-4 For commercial areas, develop consistent standards for road and shoulder cross-section.		Town Manager, Public Works, Board of Selectmen, Planning Board, Town Planner ST
			7-1-1-1-5 Review policy for accepting ownership of new roads in the designated growth areas of the community. Establish criteria for minimum standards.		Planning Board, Town Planner ST
			7-1-1-1-6 Review policy for not accepting ownership of private roads in designated rural areas of the community.		Planning Board, Town Planner ST
	7-1-1-2 To improve signage, landscaping and buffers along highway corridors.	7-1-1-2-1 Ensure adequate signage for municipal roads and parking lots.			Town Manager, Public Works, Budget Committee, Board of Selectmen ST
		7-1-1-2-2 Develop a growth management plan for the corridors and the downtown to provide for responsible growth and which incorporates design/streetscape standards for commercial areas to maintain the New England small town character and attractiveness of Bridgton.	See Chapter 11, Future Land Use Plan.		CPC, Planning Board, Town Planner ST
		7-1-1-2-3 Maintain mobility and safety on Routes 302 and 117 and make attractive gateways at approaches to commercial/ growth areas.			CPC, Planning Board, Town Planner, Police & Public Work Departments ST and OG
	7-1-1-3 To plan for and provide appropriate alternative transportation options.	7-1-1-3-1 Promote means of public transportation.		Work to get bus to Bridgton.	Town Planner, Police & Public Work Departments ST
		7-1-1-3-2 Develop bike and pedestrian pathways that connect to roads and parking areas to create alternative and connected transportation opportunities.			Town Planner, Police & Public Work Departments LT
		7-1-1-3-3 Work with MDOT, GPCOG, and neighboring communities on long term solutions to the region's traffic problems particularly on major regional corridors.			MDOT, GPCOG, Town OG
		7-1-1-3-4 Encourage the creation of public transit opportunities within Bridgton, to and from regional employment and service centers, and in cooperation with neighboring communities.		Seasonal (non-rail) trolley service dock for Songo River Queen	Town Planner, Police & Public Work Departments ST
		7-1-1-3-5 Work with the MDOT to provide rideshare parking areas.			MDOT, GPCOG, Town Planner LT
	7-1-1-4 To plan and provide for safe roads.	7-1-1-4-1 Support appropriate measures to alleviate or manage high traffic volume and accident prone areas.			Town Planner, Police & Public Work Departments OG
		7-1-1-4-2 Evaluate critical locations for road improvements, utilizing accident records maintained by BPW and MDOT.			Police & Public Works, MDOT & Town Planner OG
		7-1-1-4-3 Conduct a study to determine the validity of a Route 302 truck route.			Town Planner MT
		7-1-1-4-4 Ensure adequate parking throughout the town at recreational areas, tourist sites, and in the downtown.			Town Planner, Police & Public Work Departments OG
	7-1-2 The number of private roads in Bridgton exceeds the number of Town accepted roads. Their maintenance is funded privately. Limited or difficult access by emergency vehicles is a health and safety issue.	7-1-2-1 To ensure that private roads are maintained at the level required for their approval to ensure safety of citizens.	7-1-2-1-1 Review criteria for private roads and encourage maintenance of them at safe level.		Planning Board, Fire Department, Public Works, CEO OG
8 PUBLIC FACILITIES AND SERVICES					
8	8-1 Town Administration	8-1-1 The Town's form of government is an acceptable long-range means to govern and manage the provided services. The responsibilities and authorities of officials and committees need to be formally defined.	8-1-1-1 To review the existing 1793 Engrossed Act. Create a town charter as needed to clearly define the roles of municipal officials, boards and committees.	8-1-1-1-1 Form a charter commission to create a charter for presentation to the Town's voters and Maine Legislature for approval.	Board of Selectmen ST
		8-1-2 The strategies of the Comprehensive Plan need to be implemented and the Plan kept current.	8-1-2-1 To designate a group to oversee the implementation of the Plan.	8-1-2-1-1 Create or designate a standing committee to make recommendations to the Selectmen and to see that their directives to implement the plan are carried out.	Board of Selectmen ST
			8-1-2-2 To continually review the Plan to reflect changes.	8-1-2-2-1 Make the Comprehensive Plan Committee a standing committee.	Board of Selectmen ST
		8-1-3 The Town lacks an appropriate meeting space for large groups.	8-1-3-1 To develop a modern meeting space for assemblies.	8-1-3-1-1 Review the updating of existing facilities or building of new facilities to meet the town's current and future needs.	Board of Selectmen, CDC ST
	8-2 Fire Department	8-2-1 While presently adequate the Fire Department's staffing, equipment, funding and policies need to be reviewed annually to account for changing population and environment.	8-2-1-1 To develop and review annually a long term plan for staffing, stations, equipment needs and other concerns.	8-2-1-1-1 Keep an updated plan detailing staffing, station and equipment needs.	Fire Depart, Town Manager, Board of Selectmen, Budget Committee, Town Planner OG

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	8-2-2 Mutual aid cooperation with other communities is adequate but needs fine tuning to insure fairness in the cost borne by each town.	8-2-2-1 To develop an effective mutual aid pact with neighboring towns that shares fairly the burden of cost.	8-2-2-1-1 Develop and review annually, mutual aid policies with neighboring towns.		Fire Depart, Town Manager, Board of Selectmen, Town Planner	OG
			8-2-2-1-2 Track the cost of providing and receiving mutual aid to determine its fairness.		Fire Depart, Town Manager, Board of Selectmen, Budget Committee	ST
	8-2-3 Public and private roads can be inaccessible to emergency equipment.	8-2-3-1 To upgrade the accessibility of public roads for emergency vehicles and fund such upgrades.	8-2-3-1-1 Inspect, identify, list and prioritize hazardous roads, including a cost estimate for improvements.		Fire Depart, Public Works, CEO	OG
		8-2-3-2 To assist with upgrading the accessibility of private roads for emergency vehicles, including funding options for such upgrades	8-2-3-2-1 Inspect, identify, list and prioritize hazardous private roads that may prevent fire protection.		Fire Depart, Public Works, CEO	OG
			8-2-3-2-2 Meet with private road owners to encourage and teach methods to upgrade their roads.		Fire Depart, Public Works, CEO	OG
			8-2-3-2-3 Have CEO inspect and enforce compliance to standards and maintenance for Planning Board-approved subdivision roads.		Fire Depart, Public Works, CEO	OG
			8-2-3-2-4 Ensure Planning Board follows ordinances and regulations for approving private roads.		Planning Board, Fire Depart, Public Works	ST
	8-2-4 Presently the central and sub stations are adequate for current needs. However, the town should anticipate the expansion, repair, rebuilding or replacement of the station possibly in a new location.	8-2-4-1 To have modern, well located stations to provide adequate fire protection of all town structures.	8-2-4-1-1 Annually assess the physical condition and needs of each station in light of fire protection needs and changing insurance requirements.		Fire Department, Town Planner	OG
8-3 Police Department	8-3-1 While presently adequate the Police Department's staffing, equipment, funding and policies need to be reviewed annually in terms of changing population and environment.	8-3-1-1 To develop and review annually a long term plan for staffing and equipment needs: additions and updating.	8-3-1-1-1 Develop an updated plan detailing staffing and equipment needs.		Police Depart, Town Manager, Board of Selectmen, Budget Committee	OG
	8-3-2 Currently the Police Department manages efforts to minimize crime.	8-3-2-1 To continue to minimize crime and its impact on town citizens consistent with Town growth.	8-3-2-1-1 Develop a report stating prior crime facts, trends and plans for combating future crime.		Police Depart, Town Manager, Board of Selectmen,	OG
			8-3-2-1-2 Continue to enhance the effectiveness of the Community Crime Watch.		Police Depart	OG
			8-3-2-1-3 Continue to support a program with the schools to teach about the dangers of substance abuse, its prevention, and crime prevention.			OG
		8-3-2-2 To continue to create opportunities to be open and transparent with the public	8-3-2-2-1 Use all available means of communication to effectively share information.		Police Depart, School Department, Public Health	OG
8-4 Water Supply	8-4-1 The water supply and quality is adequate for the current town commercial and residential density but the town's growth must be planned for.	8-4-1-1 To ensure the availability of a sufficient water supply to an expanding community.	8-4-1-1-1 Develop an annually updated long term plan that anticipates needs and sources with recommendations for protecting water quality.		Bridgton Water District, Harrison Water District, Board of Selectmen	ST and OG
			8-4-1-1-2 Review annually rates and other funding for operations, and for upgrades and expansion.		Bridgton Water District, Harrison Water District, Board of Selectmen	OG
		8-4-1-2 To protect the quality and quantity of the water supply.	8-4-1-2-1 Continue cooperative regional efforts with Bridgton and Harrison Water Districts to protect existing water supplies.		Bridgton Water District, Harrison Water District, Board of Selectmen	OG
			8-4-1-2-2 Continue to administer and enforce the Aquifer Protection Ordinances for Willett Brook & Bear River aquifers.		CEO	OG
8-5 Sewer Department	8-5-1 The existing sewer system is old, serves a limited area of the town, and does not meet the present or future needs of the town.	8-5-1-1 To provide a wastewater disposal system that can serve areas of town that currently have a high density of residences and business and/or where growth is anticipated.	8-5-1-1-1 Develop and update annually a long term plan that anticipates sewer needs and sources with recommendations for protecting water quality.		Wastewater Superintendent, Wastewater Committee, Town Planner, Town Manager, Board of Selectmen	ST
			8-5-1-1-2 Research technologies that will best provide efficient and cost effect sewer services to the greatest number of users.	See Wastewater Disposal Feasibility Study 2/27/14	Wastewater Superintendent, Wastewater Committee	ST
		8-5-1-2 To fund the research, planning and construction of new sewer disposal facility.	8-5-1-2-1 Seek out research, engineering and planning grants.		Wastewater Superintendent, Wastewater Committee, Town Planner, Town Manager, Board of Selectmen	ST and OG
			8-5-1-2-2 Pursue State and Federal construction funding.		Wastewater Superintendent, Wastewater Committee, Town Planner, Town Manager, Board of Selectmen	ST and OG
	8-5-2 Most of Bridgton is served by private subsurface sewage disposal systems.	8-5-2-1 To protect the water supplies and natural resources of the town from excessive or defective private subsurface sewage disposal systems.	8-5-2-1-1 Enforce the provisions of Bridgton ordinances, state plumbing code, and shoreland zoning standards relating to subsurface sewage disposal.		CEO, Planning Board	OG
8-6 Public Works	8-6-1 While presently adequate Public Work's staffing, equipment, physical plants, funding, and policies need to be reviewed annually in terms of changing population and environment.	8-6-1-1 To have a long term plan for staffing and equipment needs.	8-6-1-1-1 Develop and annually update a long term plan that anticipates public works needs.		Public Works, Public, Town Planner	OG
	8-6-2 Funding for town infrastructure has been insufficient, resulting in a lack of updating and modernization.	8-6-2-1 To have well-designed municipal signage with emphasis on the downtown.	8-6-2-1-1 Institute a method for tracking information about signs that need updating or replacing	The CPC recommends a sign committee be formed to address 8-6-2-1.	Public Works, CEO, Town Planner	ST
			8-6-2-1-2 Seek alternative funding for signs.		Public Works, Town Planner	ST

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		8-6-2-2 To have a well-maintained sidewalk and trail network.	8-6-2-2-1 Create a plan for connecting the downtown with a network of sidewalks and trails. 8-6-2-2-2 Create a schedule to annually fund the repair and maintenance of sidewalks. 8-6-2-2-3 Seek alternative funding for construction of new sidewalks and trails with grants and the Safe Routes to School, MDOT Quality Community and Depart. of Environment Trails Fund in addition to CDBG funds.		Public Works, Town Planner	MT
		8-6-2-3 To have a well-maintained network of public and private roads.	8-6-1-3-1 Develop and annually update a long term plan that anticipates the maintenance and reconstruction of roads. 8-6-2-2-2 Annually fund the repair and maintenance of public roads.		Public Works, Budget Committee, Town Manager, Board of Selectmen Public Works, Budget Committee, Town Manager, Board of Selectmen	OG MT
8-6-3	Condition of equipment and planned replacement schedule is satisfactory. Acquisition of equipment should be considered to save rental and labor cost.	8-6-3-1 To maintain an inventory of equipment that facilitates the maintenance of roads in a safe and efficient manner.	8-6-3-1-1 Analyze potential labor savings to justify new equipment acquisition for cost effective road maintenance. 8-6-3-1-2 Conduct cost analysis to consider the purchase of equipment that will save rental and labor cost.		BOS, Town Manager, Department Heads	OG OG
8-6-4	The municipal office complex, recreation, public works, and waste disposal facilities are aging and in need of replacement or modernization.	8-6-4-1 To have buildings that are modern, energy-efficient, high-functioning, and cost effective in providing town services.	8-6-4-1-1 Conduct a survey of town facilities to determine their condition, usefulness, and cost-effectiveness in providing services. 8-6-4-1-2 Consider consolidation of town services and facilities to a new location.		Public Works, Budget Committee, Town Manager, Town Planner, Board of Selectmen Public Works, Budget Committee, Town Manager, Town Planner, Board of Selectmen	ST MT
	8-6-5 While the town has an equipment funding program it lacks a capital replacement and/or modernization program for buildings.	8-6-5-1 To plan for required equipment and building replacement.	8-6-5-1-1 Maintain a reserve fund to fund both anticipated and un-anticipated major repairs, updates, and replacement of major town assets such as buildings and sewer system.		Public Works, Budget Committee, Town Manager, Town Planner, Board of Selectmen	OG
8-7 Transfer / Solid Waste Station	8-7-1 Disposal of solid waste is expensive. Cost can be minimized by reducing solid waste by educating citizens to recycle utilizing a well designed recycling/waste facility. An effective program will minimize the environmental impact of the town's solid waste.	8-7-1-1 To develop and review annually a long term plan for staffing and equipment needs for recycling and disposal of waste.	8-7-1-1-1 Develop and annually update a long term plan that anticipates recycling and disposal needs and sources with recommendations for protecting the environment.	See work of Recycling Committee 2013.	Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen	OG
		8-7-1-2 To reduce solid waste disposal cost.	8-7-1-2-1 Develop techniques to change the habits of citizens, causing them to recycle more. 8-7-1-2-2 Continually review using third-party vendors, handling recycling in-house or other alternatives to maximize revenue or reduce cost. 8-7-1-2-3 Perform a cost benefit analysis of purchasing equipment versus using third parties. A town roll off truck to transport waste is an example. 8-7-1-2-4 Consider a user fee based on volume.	See work of Recycling Committee 2013. See work of Recycling Committee 2013.	Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen, Budget Committee Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen, Budget Committee	OG OG OG OG
		8-7-1-3 To have a well organized and well equipped facility allowing time and cost efficiencies.	8-7-1-3-1 Perform an efficiency study of the current facility. 8-7-1-3-2 Consider planning for a new facility designed for waste transfer.		Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen Solid Waste Facility Manager, Recycling Committee, Town Manager, Board of Selectmen	MT MT
8-8 Recreation	8-8-1 Recreation programs, serving all age groups, are diverse and excellent. The present indoor facility is fully utilized and unless expanded or replaced will limit services in the near future.	8-8-1-1 To continue to have a full range of Recreation programs and facilities that provide diverse choices, encouraging participation of all citizens for enjoyment and health.	8-8-1-1-1 Develop a comprehensive recreation plan that charts programs and facilities needed to fulfill the needs of all age groups of residents. 8-8-1-1-2 Develop a promotional plan to attract participation. 8-8-1-1-3 Design and plan for an indoor facility that will serve future recreational needs. 8-8-1-1-4 Link trails and sidewalks to include streamside areas, overlooks, and bridges, for greater recreational use and value. 8-8-1-1-5 Seek funding from multiple sources for recreational programs, facilities, and trail building, including maintenance.		Recreation Director, Town Manager, Board of Selectmen Recreation Director, Town Planner Recreation Director, Town Planner, Private groups, Community Center Recreation Director, Town Planner, Private groups, LEA Recreation Director, Budget Committee, Town Manager, Board of Selectmen	ST OG MT MT OG
		8-8-1-2 To promote the recreational programs and facilities available to full and part-time residents and visitors.	8-8-1-2-1 Create promotional materials that describe the recreational opportunities Bridgton offers, program-based, as well as access to the natural world. 8-8-1-2-1 Emphasize Bridgton as a place for active participation in recreational activities for all ages.		Recreation Director, Town Planner, LEA Recreation Director, Town Planner	ST ST and OG
8-9 Libraries	8-9-1 The Town contributes to two local, privately owned public libraries which provide many services that the Town would otherwise have to provide.	8-9-1-1 To continue to contribute to the funding of the libraries so they can continue to serve the community as modern libraries.	8-9-1-1-1 Meet annually with the libraries to the understand their funding needs.		Library Boards, Town Manager, Budget Committee, Board of Selectmen	OG

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8-10	Bridgton Hospital	The Bridgton Hospital is at the core of Bridgton's quality medical service sector, and is an indispensable asset.	To continue to have a quality hospital, primary care, urgent care and emergency facility.	8-9-1-1-2 Ensure the libraries maintain their partnership in the state's inter-library loan program.		Library Boards, Town Manager, Board of Selectmen	OG				
				8-10-1-1-1 Meet at least semi-annually with the hospital administration to discuss any cooperation they may need from the town.		CDC, EDC, Town Manager, Town Planner, Public Health Officer, Board of Selectmen	OG				
				8-10-1-1-2 Partner with the hospital to review infrastructure needs.		CDC, EDC, Town Manager, Town Planner, Public Works, Board of Selectmen, Sewer Committee	OG				
				8-10-1-2 To develop Bridgton as a regional medical center with the Hospital at its center.	8-10-1-2-1 Seek out medical services to locate here that compliment what the Hospital offers.		CDC, EDC, Town Planner, Hospital	OG			
					8-10-1-2-2 Facilitate a plan for an annual forum to bring all town medical providers together to discuss and coordinate common needs and ways they can benefit each other.		CDC, EDC, Town Planner, Public Health Officer, Hospital	ST and OG			
					8-10-1-2-3 Develop means of encouraging medical personnel to locate to Bridgton.		CDC, EDC, Town Planner, Public Health Officer, Hospital	ST and OG			
				8-11	Public Education (SAD #61)	Quality of the education in the public schools is good in grades 1-5, average in junior and senior high but improving rapidly at all levels. The elementary and middle school facilities are good and the high school's are excellent.	To provide an excellent education supplemented by specialized vocational, math, science, arts and cutting edge knowledge in existing and emerging fields.	8-11-1-1-1 Encourage parent involvement in students' education.		School Department, CDC, Board of Selectmen	OG
								8-11-1-1-2 Facilitate plans for semi-annual meetings between businesses, the Economic Development Corporation, and school officials to define real world needs. Communicate consensus to state officials directly and through lobbying.		School Department, EDC, Local businesses, Town Planner, Voc-tec Director, High School Principal, Teacher Department Heads	ST and OG
								8-11-1-1-3 Prepare students for college, vocational schools, trades and/or the military.		School Department, College, Military, Vocational School Representatives	OG
								8-11-1-1-4 Develop apprentice and mentoring programs.		School Department, EDC, Local businesses, Town Planner, Voc-tec Director, High School Principal, Teacher Department Heads	OG
	8-11-1-2 To supplement school funding in diverse ways through private and business sources.	8-11-1-2-1 Create a program for businesses to contribute equipment or help fund equipment purchases.		School Department, EDC, Local businesses, Town Planner, Voc-tec Director, High School Principal, Teacher Department Heads	OG						
		8-11-1-2-2 Create a program for business to sponsor training for various specialties.		School Department, EDC, Local businesses, Town Planner, Voc-tec Director, High School Principal, Teacher Department Heads	OG						
8-12	Bridgton Community Center (BCC)	The Bridgton Community Center's physical plant limits programing.	To expand or build a facility through a public/private partnership that can provide multi-generational programs and activities that enhance the quality of life for town citizens.	8-12-1-1-1 Define all the programs that the BCC would like to offer and update annually.	See work of Bridgton Community Center.	BCC Board of Directors, CDC, Senior and Adult Education Representatives, Town Planner	OG				
				8-12-1-1-2 Design a facility that could house a broad range of multi-generational activities and serve as a community meeting center.	See work of Bridgton Community Center.	BCC Board of Directors, CDC, Senior & Adult E Representatives, Town Planner	OG				
				8-12-1-1-3 Develop and update annually a comprehensive plan that charts programs and facilities needed to fulfill the needs the community.	See work of Bridgton Community Center.	BCC Board of Directors, CDC, Senior & Adult E Representatives, Town Planner	OG				
				8-12-1-1-4 Create and update annually a funding plan.	See work of Bridgton Community Center.	BCC Board of Directors, CDC, Senior & Adult E Representatives, Town Planner, Budget Committee	OG				
9 MUNICIPAL FINANCES											
9	9-1 Expenditures	Expenditures have decreased in the past two years with the emphasis switching from services for citizens to those supporting town government.	To evaluate the purposes and goals of expenditures.	9-1-1-1-1 Conduct town wide workshops to determine the future services that require expenditures.		BOS, CDC, Town Planner, Budget Committee, Finance Committee	OG				
				9-1-2 The decrease in the Public Works expenditures reflects a relaxed emphasis on infrastructure.	9-1-2-1 To maintain existing and develop new infrastructure to meet the current and future needs of the Town.	9-1-2-1-1 Budget money annually to a capital replacement fund for maintaining and developing infrastructure.		BOS, CDC, Town Planner, Budget Committee, Finance Committee	OG		
						9-1-2-1-2 Seek out, apply for and obtain grants and intergovernmental funding for infrastructure.		BOS, CDC, Town Planner, Budget Committee, Finance Committee	OG		
				9-1-3 At 57% education is the largest category of expenditure.	9-1-3-1 To ensure quality education for a more manageable cost.	9-1-3-1-1 Meet with elected school board representatives to receive verbal and/or written reports on the school budgeting process.	Meet with SAD 61 towns and launch campaign to change current formula.	BOS, Budget Committee, Finance Committee	ST		
						9-1-3-1-2 Continue to have BOS representatives attend and participate in school board budget meetings.		BOS	OG		
	9-1-4 The Town presently has a capital improvement plan.	9-1-4-1 To have a clear plan for financing the replacement and expansion of public facilities and services.	9-1-4-1-1 Identify future changing and expanding needs using input from department heads and town wide workshops.		BOS, CDC, Town Planner, Budget Committee, Finance Committee, Departments Heads	OG					
			9-1-4-1-2 Develop an annually updated five-year business plan that includes a capital improvement program.		BOS, Town Manager, Finance Officer, Budget & Finance Committees	MT					

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9-2 Revenues	9-2-1 The burden of rising costs is increasingly falling on the property taxpayer, particularly the existing residential owner.	9-2-1-1 To balance the tax burden, by increasing business tax revenue to ease the burden on residential home owners.	9-2-1-1-1 Develop a plan to attract businesses to expand, open or build in Town. Such a plan should be included in the Comprehensive Plan in the future.	Develop an economic development strategy. See Chapter 11, Future Land Use Plan.	BOS, CDC, Town Planner, EDC		ST
			9-2-1-1-2 Manage personal property taxes to minimize the impact on businesses considering locating in Bridgton.		BOS, Assessor, Town Manager, Finance Committee, Town Planner		ST
		9-2-1-2 To have alternative means of creating revenue other than property taxes.	9-2-1-2-1 Periodically review town fees and permits to ensure that they recover associated costs and are competitive with other towns.		BOS, Town Manager, Finance Officer, Budget & Finance Committees		OG
			9-2-1-2-2 Maintain rents at levels that are comparable to other leased properties.		BOS, Town Manager, Finance Officer, Finance Committee		OG
		9-2-1-3 To maximize Town land and properties for best use and revenue potential.	9-2-1-3-1 Conduct a study and evaluation of all Town owned land to determine their governmental need vs. privately owned economic value and ability to generate real estate taxes. Trading land and relocating town facilities should be considered.	See work of Community Development Committee 2013.	BOS, Town Manager, Finance Officer, CDC Finance Committee, Assessor, Independent Appraiser		ST
			9-2-1-3-2 Consider placing principal from any Town land sales in trust and use earnings to fund specific expenditures and/or to stimulate expansion of the tax base, particularly the business base.		BOS, Town Manager, Investment & Finance Committees, CDC, EDC		ST
			9-2-1-3-3 Recognize that some portion of the increase in tax revenue because of the sale and development of town properties should be allocated to stimulate expansion of the tax base, particularly the business base.		BOS, Town Manager, Investment Committee Finance Committee, CDC, EDC		ST
	9-2-2 While it is only a small % of revenue, Bridgton's personal property mil rate is higher than most surrounding towns and hinders the Town being chosen as a place to locate businesses.	9-2-2-1 To mitigate the impact of personal property taxes on businesses to encourage them to locate in town.	9-2-2-1-1 Account for personal and real property taxes separately to determine their % as a total of tax revenues.		BOS, Town Manager, Assessor, Finance Officer		ST
			9-2-2-1-2 Determine what flexibility the Town has in determining the fair market value of business assets.		BOS, Town Manager, Assessor,		ST
			9-2-2-1-3 Develop an expertise in State programs that exempt business assets from personal property taxes		BOS, Town Manager, Town Planner, EDC, Finance Committee		ST
	9-2-3 Charges for services, licenses and permits may or may not be sufficient to recover costs related to them.	9-2-3-1 To ensure that charges for services, licenses and permits recover the cost associated with each.	9-2-3-1-1 Conduct at least a bi-annual analysis of cost associated with services, licenses and permits to ensure that the charges for the same are sufficient to achieve break-even.		BOS, Town Manager, Finance Officer, EDC, Finance Committee		OG
	9-2-4 Revenues of Transfer Station have decreased significantly in the past three years.	9-2-4-1 To maximize the revenues that are available in the recycling of waste.	9-2-4-1-1 Conduct a study of the value of classes of recycled waste, vendors, cost associated with processing and transporting, and self-managing or contracting.	See work of Recycling Committee 2013.	BOS, Town Manager, Recycling Committee, Transfer Station Manager, Town Citizens		OG
			9-2-4-1-2 Determine if annual user fees should be based on waste volume.		BOS, Town Manager, Recycling Committee, Transfer Station Manager		OG
			9-2-4-1-3 Conduct at least a bi-annual analysis of fees charged for specific waste to determine their adequacy.		BOS, Town Manager, Recycling Committee, Transfer Station Manager		OG
	9-2-5 The Town has a small uncoordinated grant program maintain by individual department heads.	9-2-5-1 To have a town-wide, public and private sector grant program to maximize grant revenues.	9-2-5-1-1 Develop a Town staff member or a committee with expertise to support department heads to identify, write and obtain grants for public and private purposes.		BOS, Town Manager, CDC, EDC, Town Planner, Finance Committee, Departments Heads		ST
	9-2-6 The Town has limited impact fees to recover capital expenditures necessitated by new growth.	9-2-6-1 To recover capital expenditures incurred solely because of new development.	9-2-6-1-1 Conduct a study to determine the reasonableness, feasibility and methods of instituting impact fees.		BOS, Town Manager, CDC, EDC, Town Planner, Finance Committee		ST
9-3 Liabilities	9-3-1 The Town debt is well managed. Of concern are the contingent liabilities to the county, SAD 61, and Ecomaine totally \$4,188,017 at June 30, 2011.	9-3-1-1 To manage debt with discretion but with wisdom to facilitate the Town's growth and meet its goals.	9-3-1-1-1 Use debt as a revenue tool to spread large expenditures over many years.		BOS, Town Manager, CDC, EDC, Town Planner, Finance Committee		OG
9-4 Human Resources	9-4-1 There are citizens in Bridgton with diverse financial backgrounds and expertise.	9-4-1-1 To use citizen expertise to help Town staff in developing and managing financial assets.	9-4-1-1-1 Create a standing Finance Committee to advise the Board of Selectmen by researching methods and developing solutions to maximize returns on assets and finance projects.		BOS, Town Manager, CDC, EDC, Town Planner		ST

10 REGIONAL COORDINATION

10-1 Greater Portland Council of Governments	10-1-1The Greater Portland Council of Governments's mission is providing responsive service and leadership to our municipal members and community partners through regional cooperation and collaboration.	10-1-1-1 To work actively with GPCOG to ensure Bridgton's goals are part of the overall regional partnerships and cooperative efforts.	10-1-1-1-1-Continue work with Mobilize ME as staff time permits.		BOS, Town Manager, CDC, EDC, Town Planner		OG
			10-1-1-1-2 Continue work with regional efforts to foster a collaborative relationship within the GPCOG area.	Actively participate in the regional bus efforts to bring commuters into Portland and commuters and visitors to Bridgton.	BOS, Town Manager, CDC, EDC, Town Planner		ST
			10-1-1-1-3 Partner with GPCOG staff for projects to assist the town to forward our goals.	Continue connections with GPCOG for the future re-development of the Memorial School.	BOS, Town Manager, Town Planner		OG
				Investigate other grant prgrams to collaborate with GPCG to forward other goals of the town	BOS, Town Manager, Town Planner		OG

ST-Short-term (completed in 1 to 3 yrs)
MT-Mid-term (completed in 3 to 5 yrs)
LT Long-term (completed in 6 to 10 yrs)
OG-On-going (continually implemented)

Chapter 12
CONCLUSIONS—GOALS—STRATEGIES—TIMELINE

Chapter	Subject	Conclusions	Goals	Strategies	Actions	Responsibility	Time Line
					Work with GPCOG to pursue data mapping partnerships and collaborations	BOS, Town Manager, Town Planner	OG
					Participate in programs as appropriate to assist the town in reducing energy consumptions and emissions	BOS, Town Manager, Department Heads	OG
10-2	Opportunity Alliance	10-2-1 Opportunity Alliance's mission is in community development in Cumberland County.	10-2-1-1 To work with Opportunity Alliance on shared goals to provide services to our residents in the area of community development.	10-2-1-1-1 Participate as time permits in regional public health initiatives that will benefit Bridgton residents.	Support efforts to provide dental care as well as other health care support services to Bridgton residents.	BOS, CDC	ST
					Support mental health and addiction prevention services to Bridgton residents	BOS	ST
10-3	Lakes Environmental Association and Loon Echo Land Trust	10-3-1 These organizations protect our lakes and the lands that make Bridgton and its surrounding areas special.	10-3-1-1 To support projects that benefit Bridgton and forward the goals and objectives of this plan.			BOS	OG
10-4	Fire Services	10-4-1 Bridgton Fire has agreements with adjoining towns to provide fire services when called.	10-4-1-1 To continue to foster these relationships to provide good response times.	10-4-1-1-1 Support the Regional Chief's Association efforts in training, radio frequency sharing, equipment purchases, and traffic management plans.		BOS	OG

ST-Short-term (completed in 1 to 3 yrs)
 MT-Mid-term (completed in 3 to 5 yrs)
 LT Long-term (completed in 6 to 10 yrs)
 OG-On-going (continually implemented)

Glossary of Terms

The purpose of this section is to assist users of this Comprehensive Plan in fully comprehending the contents and the objectives.

A.

Affordable housing – housing that is priced to rent or purchase by persons of low to moderate income; the development also has funding sources to keep development costs low from housing agencies and/or government entities; this is in contrast with market rate housing which may be affordable but with no conditions to retain affordability if the market changes

Agrarian – A term to describe agriculture or rural matters

Aquifer – An underground layer of permeable rock, sediment (usually sand or gravel), or soil that yields water. The pore spaces in aquifers are filled with water and are interconnected, so that water flows through them. Sandstone, unconsolidated gravels, and porous limestone make the best aquifers. They can range from a few square kilometers to thousands of square kilometers in size.

Arterial – Arterials serve countywide, statewide or interstate travel, linking cities and large towns to an integrated highway network. As a general rule of thumb, speeds on the arterial system are relatively high, although speeds may be lower through urban areas. Volumes of traffic typically range from thousands to tens of thousands of vehicles per day. Arterials are further divided between principal and minor arterial roads. (source: Maine DOT)

C.

Charter – Bridgton's original document is actually an "Engrossed Act" that established the governmental structure of Bridgton. A Charter is a document, written under strict standards of Maine Statutes (Title 30-A.2.2 Chapter 111) to set out home rule authority of how a town is managed, operated and governed.

Collector Road – Collectors link smaller towns, villages, neighborhoods, and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. Daily traffic volumes generally range in the thousands. Collectors are divided between rural and urban collector roads. As a further division, rural collectors are divided between major and minor collector roads. (source: Maine DOT)

Final Draft

Community Development Block Grant (CDBG) – The Community Development Block Grant (CDBG) program is a program from the Federal Housing and Urban Development that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD. The CDBG program provides annual grants on a formula basis. Bridgton is part of the entitlement communities in Cumberland County. The CDBG entitlement program allocates annual grants to entitlement communities to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. HUD determines the amount of each grant by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas. (partial source: HUD.gov)

Conventional zoning (also referred to as Euclidian zoning, which refers to the first US Supreme Court case that upheld zoning as constitutional; an appropriate arm of government {Ambler vs City of Euclid, Ohio}) – an ordinance focused on the segregation of land-use types, permissible property uses, and the control of development intensity through numerical parameters (e.g., number of allowed dwellings per acre, height limits, setbacks, parking ratios). Design guidelines may be used to supplement conventional zoning. Development quality, scale and uses allowed in a given area is dependent on a community’s planning objectives which are translated through local land use regulations including zoning, subdivision, building, and public infrastructure standards.

D.

Design Standards – a set of standards that aims to maintain a certain level of quality and architectural or historic character, addressing features such as building facades, public spaces, or landscaping. (source: EPA.gov)

E.

Entitlement community – a term used in the Community Development Block Grant program for municipalities that are:

- principal cities of Metropolitan Statistical Areas (MSAs);
- other metropolitan cities with populations of at least 50,000; and
- qualified urban counties with populations of at least 200,000 (excluding the population of entitled cities) are entitled to receive annual grants.

HUD (Federal Housing and Urban Development) determines the amount of each entitlement grant by a statutory dual formula which uses several objective measures of community needs, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas. Bridgton receives a set aside amount from the Portland/Cumberland County appropriation of funds from HUD.

Final Draft

F.

Federal Emergency Management Agency (FEMA) – The federal agency under which the National Flood Insurance Program (NFIP) is administered.

Form-based Code – form-based code is a land development regulation that seeks predictable built by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a guideline, adopted into town ordinance. A form-based code offers an alternative to **conventional zoning** regulation. Form-based codes address the relationship between building facades and the public street, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, in contrast to conventional zoning that utilizes distinctions in land-use types. (partial source: Form Based Codes Institute)

G.

Groundwater – the water found underground in the cracks and spaces in soil, sand and rock. It is stored in and moves slowly through geologic formations of soil, sand and rocks called aquifers. Groundwater is the resource for wells. (partial source: The Groundwater Foundation)

I.

I&I – Inflow and Infiltration – see definitions below (source: Wastewater Committee)

Inflow – shall mean intrusion of water into sewer directly from storm drains.

Infiltration – shall mean intrusion of groundwater into sewer from leaks in structures.

L.

Land Use – refers to how the land is used (e.g. commercial, residential, industrial, recreation, open space, public utility, or institutional)

Low to Moderate Income – an income based upon the median household income in an area as provided by the Us Census. Bridgton uses the Cumberland County data as updated to base services as provided in the CDBG program, as well as any affordable housing provision.

S.

Small Town Character – This is not easy to define – it’s the Bridgton people see, experience and feel – it’s a parameter the Committee used in response to the public concerns received at meetings throughout the process – that is, to not lose what we have and value most as we grow and change.

Final Draft

Stormwater – the water that flows over the land from rainfall during or after a storm event or as a result of snowmelt; generally, part of this runoff will be absorbed through infiltration, while the rest will make its way to streams and lakes; storm water pollution is the water from rain, irrigation, garden hoses or other activities that picks up pollutants (cigarette butts, trash, automotive fluids, used oil, paint, fertilizers and pesticides, lawn and garden clippings and pet waste) from streets, parking lots, driveways and yards and carries them through the storm drain system and straight to the ocean. Also included are oils, grease and metals; reference to point-source pollution is storm water pollution from a specified point

Subdivision – means the division of a tract or parcel of land into 3 or more lots within any 5-year period that begins on or after September 23, 1971. This definition applies whether the division is accomplished by sale, lease, development, and buildings or otherwise.

The term "subdivision" also includes the division of a new structure or structures on a tract or parcel of land into 3 or more dwelling units within a 5-year period, the construction or placement of 3 or more dwelling units on a single tract or parcel of land and the division of an existing structure or structures previously used for commercial or industrial use into 3 or more dwelling units within a 5-year period. (Source of partial definition Maine Revised Statutes Title 30A Section 4401)

Final Draft

Appendix

Listed below are the documents, studies and plans that shall be considered part of this Comprehensive Plan. They are intended to complement, support and expand upon the Chapters and the Conclusions, Goals, and Strategies of the 2014 Comprehensive Plan

Spring 2004

BRIDGTON ECONOMIC DEVELOPMENT & DOWNTOWN REVITALIZATION PLAN Prepared for the Bridgton Economic Development Committee and the Town of Bridgton By Kent Associates Planning & Design, Gardiner, ME In association with Planning Decisions of Hallowell, Maine, and Wright-Pierce of Topsham, Maine

November 2011

BRIDGTON WALKABILITY STUDY Prepared by Greater Portland Council of Governments and Maine Department of Transportation

December 2012

BEGINNING WITH HABITAT State of Maine Department of Inland Fisheries & Wildlife

July 2013

RURAL ACTIVE LIVING ASSESSMENT (RALA) FOR THE TOWN OF BRIDGTON Prepared by Greater Portland Council of Governments

August 2013

FORMER BRIDGTON MEMORIAL SCHOOL REUSE PLANNING Prepared by Greater Portland Council of Governments, Ransom Consulting Engineers & Scientists, and Todd Richardson, Landscape Architects for the Town of Bridgton

2013/2014 as most recently amended and finalized

WASTEWATER DISPOSAL FEASIBILITY STUDY Prepared by Woodard & Curran for the Town of Bridgton

MAPS

Bridgton Streams, Rivers, Lakes, Ponds, and Wetlands

Bridgton High Value Plant and Wildlife Habitat

Bridgton Aquifers

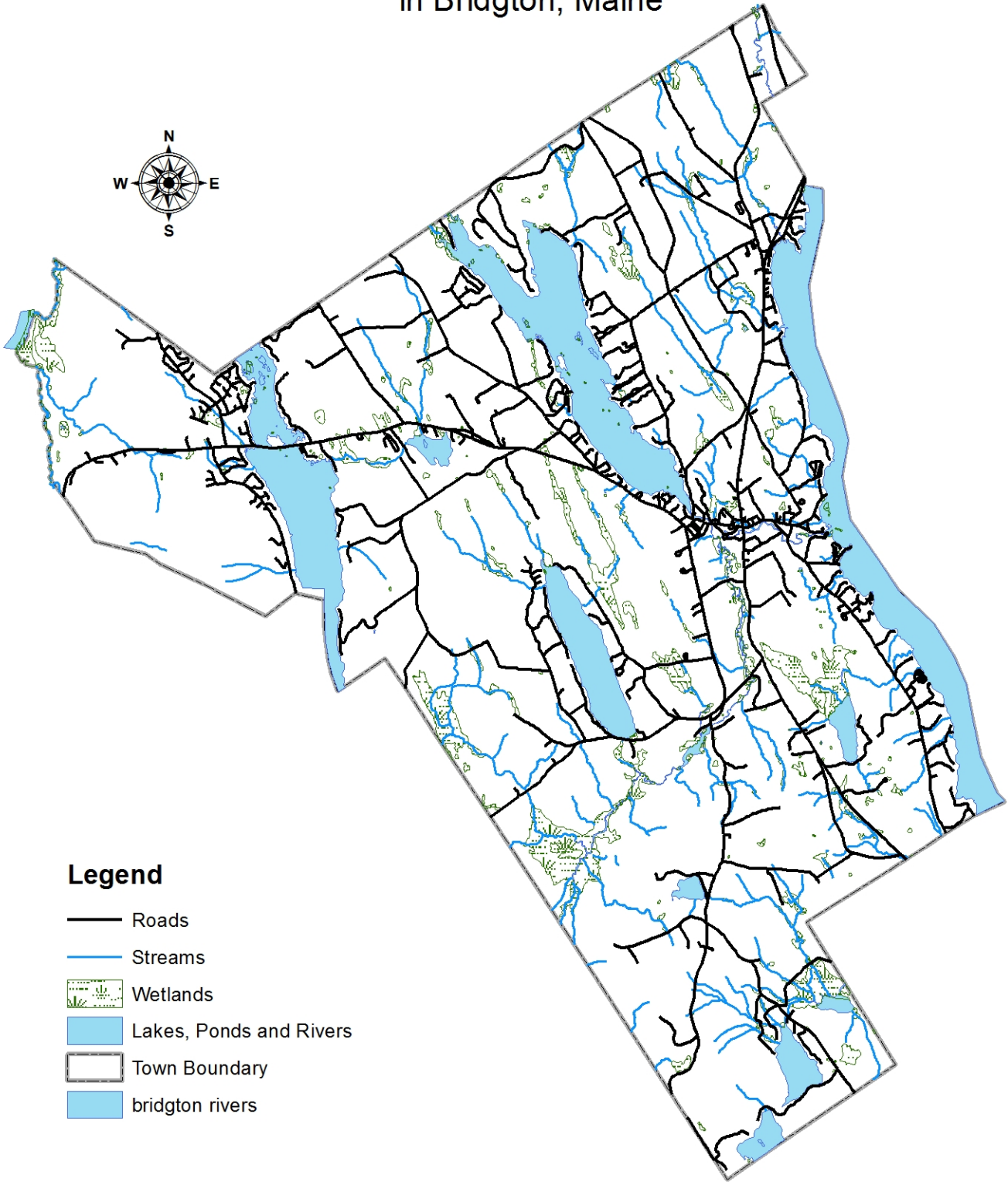
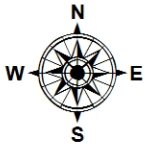
Town of Bridgton Development Constraints

updated March 2014







Town of Bridgton Future Land Use Map (goes with Chapter 11 Future Land Use Plan)

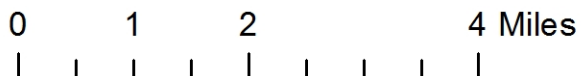
updated April 2014

Streams, Rivers, Lakes, Ponds and Wetlands in Bridgton, Maine



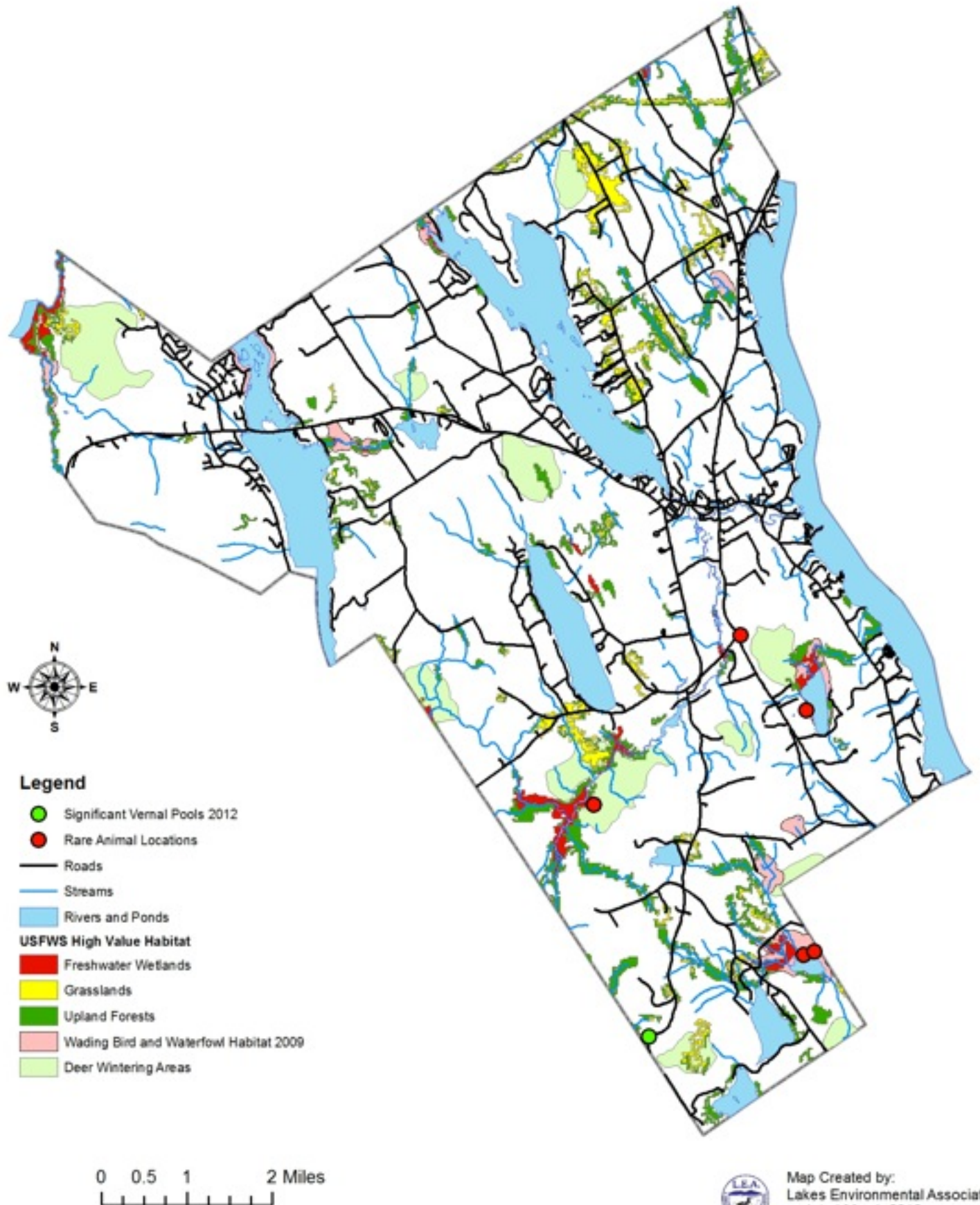
Legend

-  Roads
-  Streams
-  Wetlands
-  Lakes, Ponds and Rivers
-  Town Boundary
-  bridgton rivers

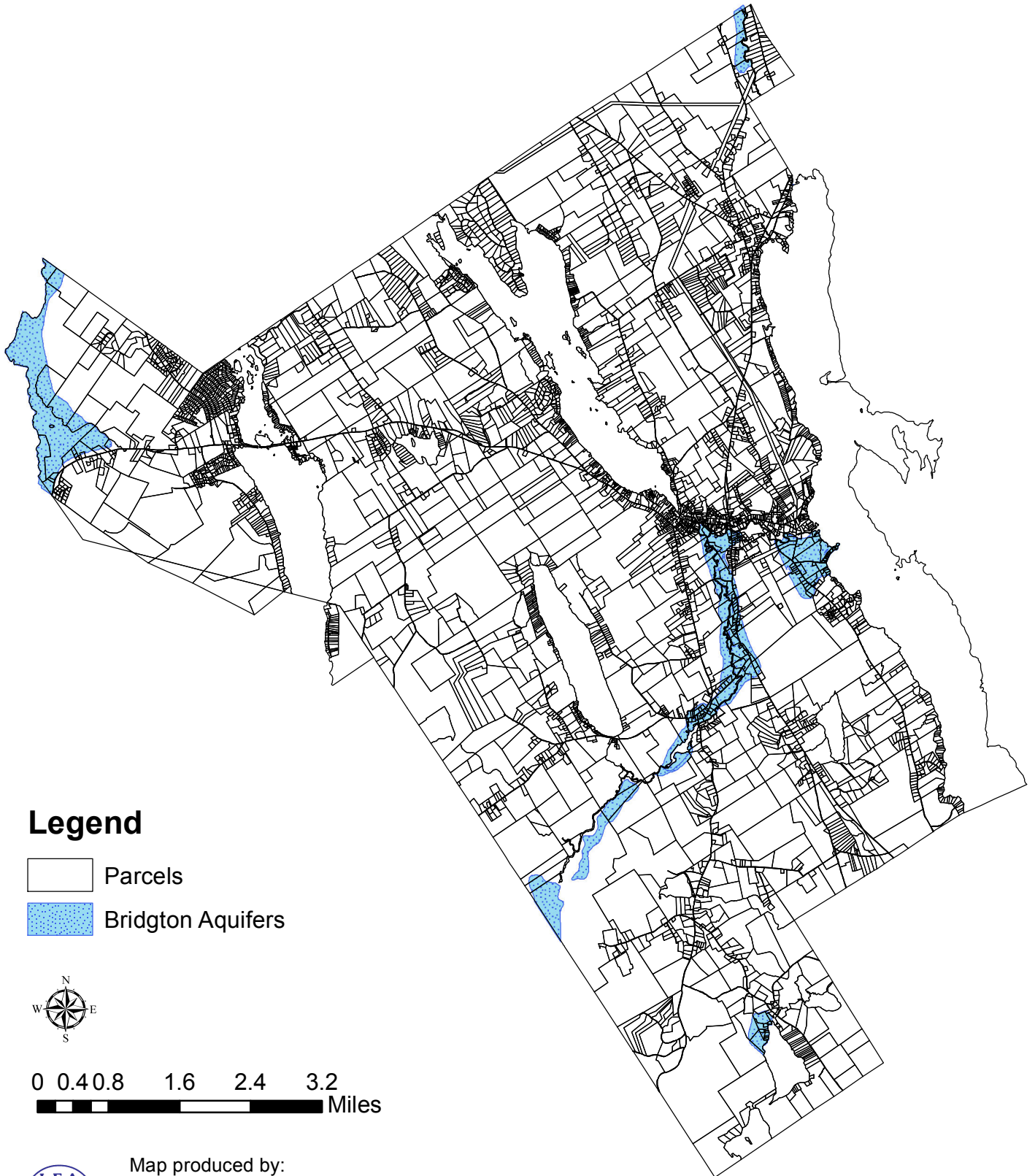


Map Created by:
Lakes Environmental Association

Bridgton High Value Plant and Wildlife Habitat



Bridgton Aquifers



Legend

-  Parcels
-  Bridgton Aquifers

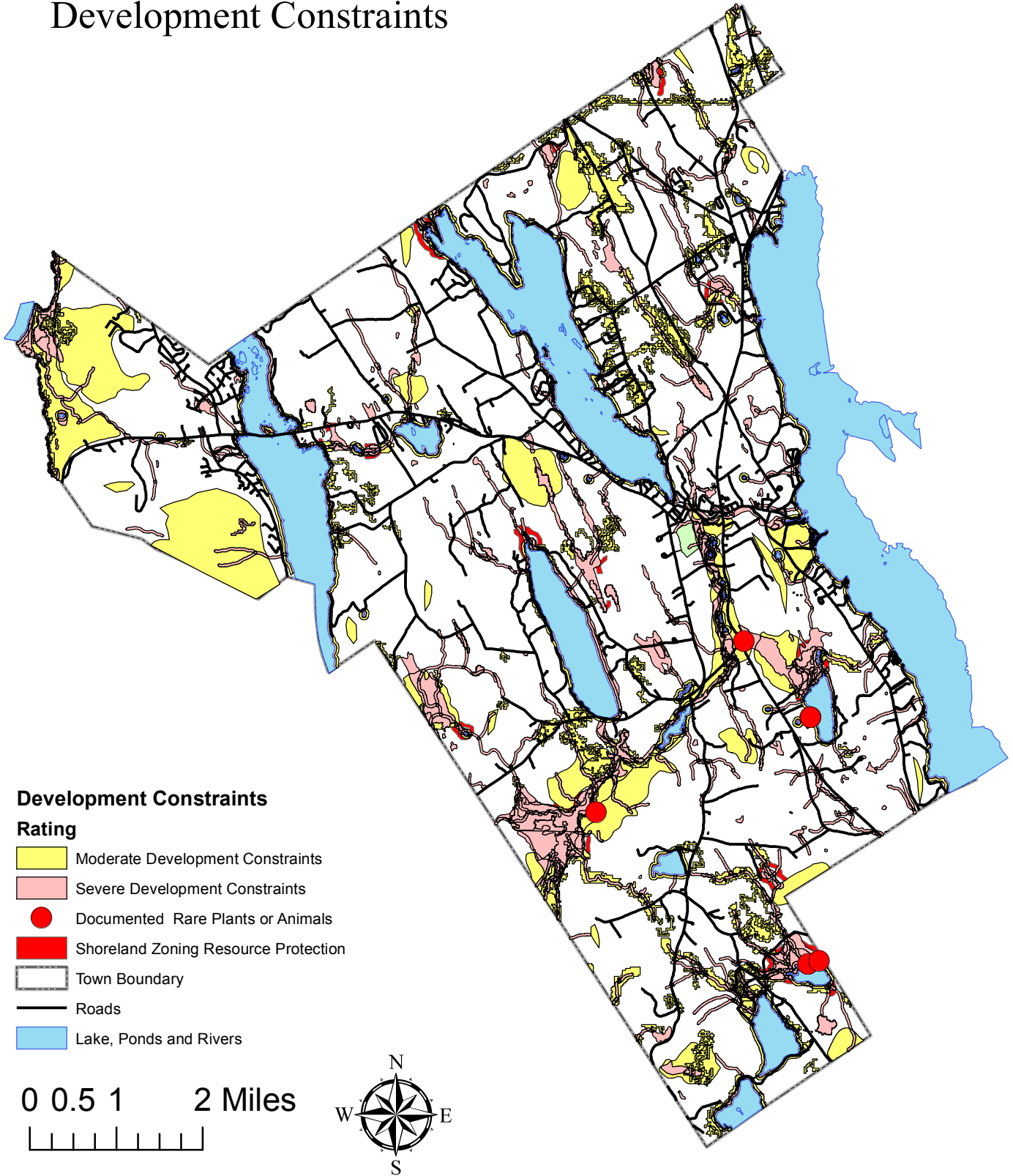


0 0.4 0.8 1.6 2.4 3.2
Miles



Map produced by:
Lakes Environmental Association
230 Main Street, Bridgton, ME, 04009
207 647 8580












Town of Bridgton Development Constraints

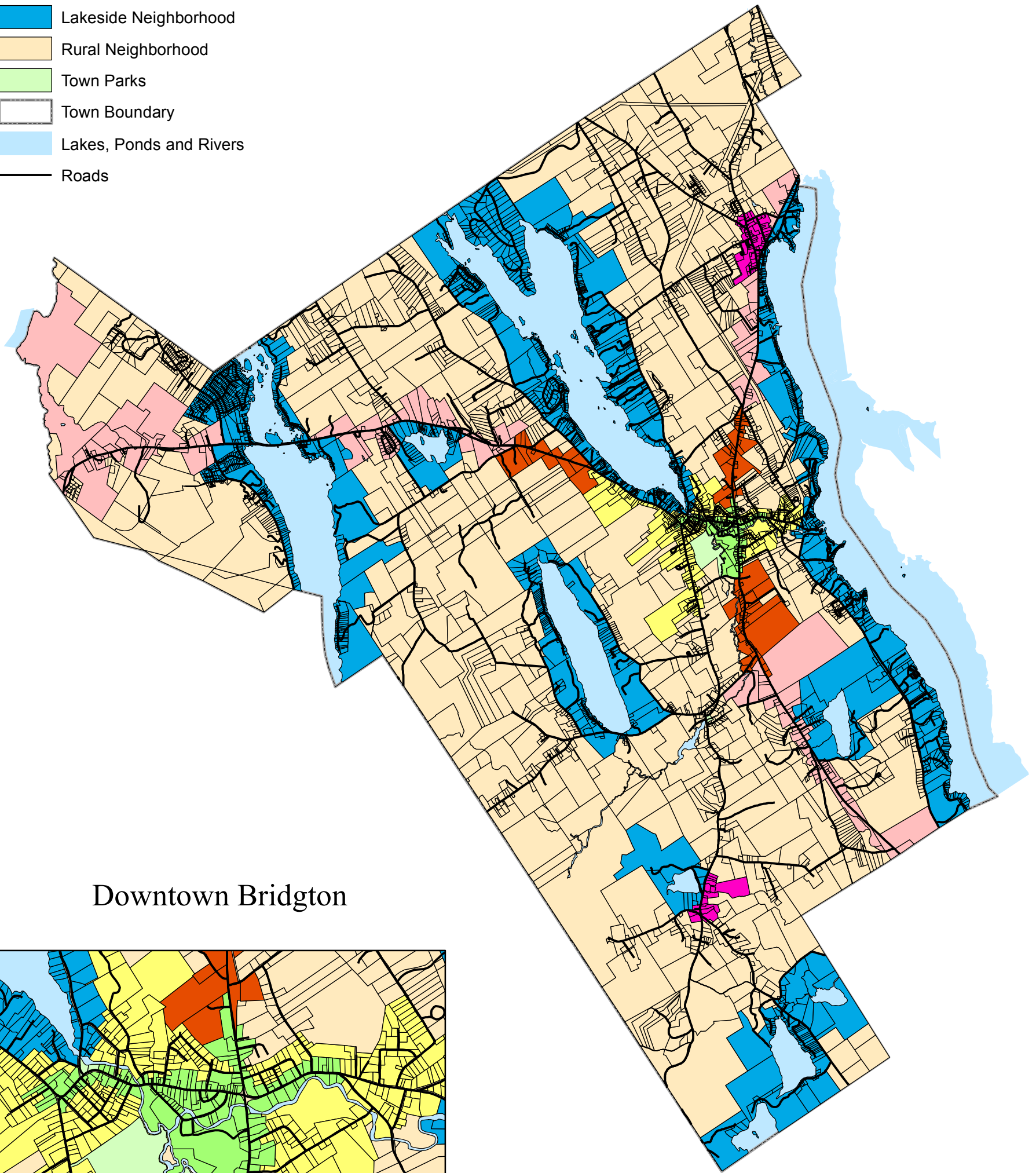


Map created by:
Lakes Environmental Association
updated March 2014
2014 constraints 8 x 11

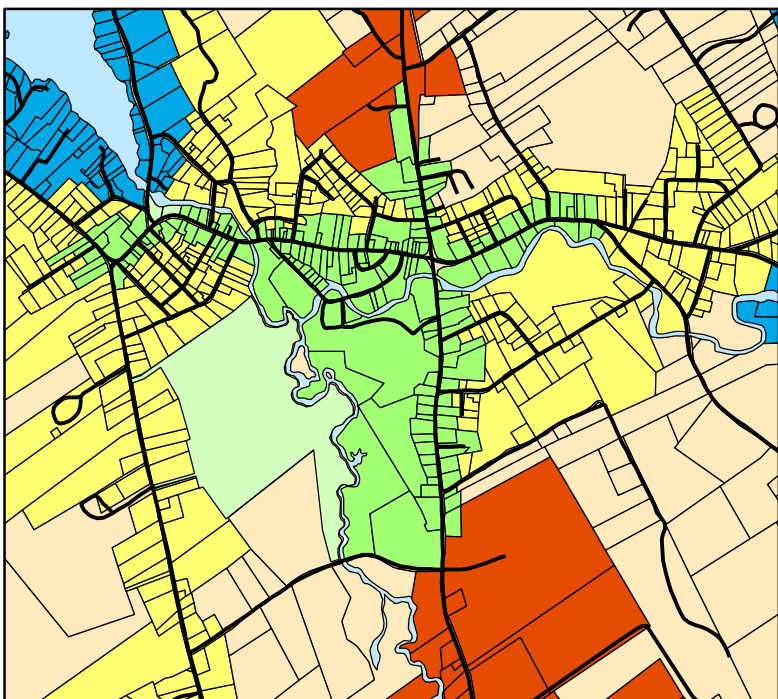
Town of Bridgton Future Land Use Map

Future Land Use Map 2014

-  Downtown Village Business District
-  Downtown Village Neighborhood
-  Inner Corridor
-  Outer Corridor
-  Outer Village Neighborhood
-  Lakeside Neighborhood
-  Rural Neighborhood
-  Town Parks
-  Town Boundary
-  Lakes, Ponds and Rivers
-  Roads



Downtown Bridgton



Map created by:
Lakes Environmental Association
updated April 2014
Land_use_district11 x17 2014





Town of Bridgton

3 Chase Street, Suite 1

Bridgton, ME 04009

NOTICE OF A PUBLIC HEARING

Comprehensive Plan

Bridgton Select Board

August 12, 2014

6:00 PM

Hearing Room in Municipal Building

Pursuant to Maine Revised Statutes Title 30-A Part 2 Subpart 6-A Chapter 187 Subchapter 2 Section 4324 Paragraph 8, the Bridgton Select Board, along with the appointed Comprehensive Plan Committee will hold a public hearing on the draft Comprehensive Plan for the Town of Bridgton. The purpose of this hearing is to receive and consider comments from the public on the proposed plan. The Comprehensive Plan is available for downloading at the town's website: <http://www.bridgtonmaine.org/comprehensive-plan-committee.html> or for public inspection at the Municipal Offices at 3 Chase Street, the Bridgton Public Library on Main Street, and the Bridgton Community Center on Depot Street. Questions or comments prior to the hearing can be directed to Anne Krieg, AICP Director of Planning, Economic & Community Development at ecodevdir@bridgtonmaine.org, phone 207-647-8786, or in person by appointment. The Bridgton Comprehensive Plan Committee also meets on Mondays at 6 PM in the Select Board Hearing Room in the Municipal office to answer questions and receive comments.

The Town of Bridgton strives to ensure our meetings are accessible to all. Please alert us if you require special services to participate in meetings.

This notice was posted in the Municipal Office on July 11, 2014 and will be published in the Bridgton News for publication dates of July 24, July 31, and August 7th.

Contact:

Anne M. Krieg, AICP – Director of Planning, Economic and Community Development

Phone: (207) 647-8786 • Fax: (207) 647-8789 •

Email: ecodevdir@bridgtonmaine.org

Town of Bridgton

Comprehensive Plan Committee Public Forums Continue this fall

Forums Schedule

- **September
30th 7 PM at
Shawnee
Peak**
- **October 7th
4 PM at
Beth's Café**
- **October 21st
5 PM at
Gastropub**



The forums we had this summer were so helpful, we decided to do some more this fall! We are looking to have this plan done for the June 2014 Town Meeting which is not that far away in terms of process so we need some more input before we ink it in for formal review. Hope to see you there!

So, let's continue to take a break from a formal meeting room and get confirmation of your thoughts for what you want for Bridgton in the next decade!

Town of Bridgton

3 Chase Street
Bridgton, ME 04009

207-647-8786
ecodevdir@bridgtonmaine.org





Town of Bridgton

Comprehensive Plan Committee

Summer Public Forum Series

Comprehensive Plan Discussions

Come dine with us and talk about the comprehensive plan!!!

Are we ready for zoning? What, where & how do we want to regulate? Where do we want to see growth in the next decade? What is important to us that we don't want to lose?

These are all important questions that we need your help deciding upon for the policies contained in the plan!

Contact: Anne Krieg,
AICP—Bridgton Director of
Planning, Economic &
Community Development

Time: 4 PM—7 PM

207-647-8786

ecodevdir@bridgtonmaine.org

Choose one that works with your schedule
or come to all of them!

See you there!



Monday July 29th—Campfire Grille

[http://
www.thecampfiregrille.com](http://www.thecampfiregrille.com)



Monday August 5th—Tannery Pub

[http://www.magiclanternmovies.com/
Tannery.php?reloaded=true](http://www.magiclanternmovies.com/Tannery.php?reloaded=true)



Monday August 19th

To be announced

Other information:

[http://bridgtonmaine.org/
dev_compplan.php](http://bridgtonmaine.org/dev_compplan.php)

Support your local businesses and
enjoy some great discussions on
Bridgton's future!

What do I do with these dots?

Yellow dots are for where you live

Red dots are for where you shop or do business (and where you work)

Green dots are your favorite spots

Blue dots are your areas of concern (that is, a road, an intersection, a view, a park, whatever part of town where you have concerns)

Notes from the Pub series of Public Forums Summer 2013

Comprehensive Plan Committee

Items with * means the comment was repeated throughout the meeting or at multiple meetings **
Text in italics is questions posed and discussed but not answered – questions posed more by the participants to us

Capital

- ❖ ***Infrastructure top priority: roads, **sidewalks, ***sewer**
- ❖ Regional bus system
- ❖ Bike to BRAG
- ❖ ****Bypass? Divert trucks – High Street? Too residential?**
- ❖ Sidewalk plan?
- ❖ Improve senior transportation
- ❖ Town center/common
- ❖ Streetlights to Memorial School
- ❖ Park Street Parking lot
- ❖ Need connections across hill in downtown – connect the areas within the downtown
- ❖ Sitting areas, benches etc
- ❖ Dedicated left turn onto Main Street and out from food city
- ❖ Trolley
- ❖ Bicycle parking/riding lanes
- ❖ Kansas Road – bike lanes
- ❖ Trails plan
- ❖ All road improvements shall be bicycle and pedestrian friendly
- ❖ 3 phase electric power is essential
- ❖ Brochures in stores and Hannaford/rite aid/Reny's

Culture/Observations of area

- ❶ Comparisons to Arizona : neighborly, rural/beauty, don't lose heart when big businesses want to come in, public access to water
- ❶ ****Reny's is an anchor in downtown**
- ❶ Pondicherry Park
- ❶ Pleasant Mountain hiking
- ❶ Beth's
- ❶ Harry Barker's
- ❶ Lakes houses – postcard scenes
- ❶ ****Movie theater**

Notes from the Pub series of Public Forums Summer 2013
Comprehensive Plan Committee

- ① *What is our vision?*
- ① *Post office relocation rumor?*
- ① Encourage walking to school
- ① Café at hospital
- ① Tap Room
- ① craftworks

Economic Development

- Reduce taxes for renovations incentive
- Seed new businesses
- **Cell and internet service improvements – update *3 ring binder project (put on map/website)**
- Public wifi
- Underground Power downtown
- Businesses starting up/expanding is good news
- Younger families will revitalize the area
- ***Personal/senior care & housing**
- *Do a marketing plan?*
- *Work with chamber?*
- *TV ads?*
- *How do we invest in marketing?*
- *What do we want, large employers or small businesses?*
- *What precludes us from attracting new businesses? Distribution/transportation? Labor pool?*
Need to define these roadblocks in order to overcome them
- Part of the attraction is it is rural, downtown neighborhoods
- Need waterfront commercial – restaurants, etc
- Coffee shop (w/o food)
- Adult ed downtown
- Vegetarian café
- Find out why businesses left or moved
- Initiatives/events/specials to encourage local shopping – cash mobs, etc. 350.org
- 55+ housing
- Mixed use allowances in the downtown
- Connect with existing businesses
- Tap retirement community as mentors
- Concentrate businesses in an area to multiply
- Connect with vocational school
- Bowling
- Outdoor seating
- ***Staying open at night downtown**
- Local bus

Notes from the Pub series of Public Forums Summer 2013 Comprehensive Plan Committee

- Outdoor musicians in library
- Customer service – are we friendly?

Education

- Connect Businesses with Schools
- Opportunities for low wage jobs does not support education
- ****Look at education funding process from state**
- Connect with large companies to train
- Encourage community involvement in education
- Priority for economic development

Good ideas for staff-operating budget investments

- ✍ Suggestion box
- ✍ **One book/brochure/website that tells residents what services are available, what's going on*****
- ✍ **Central pool of information****
- ✍ Senior services outreach
- ✍ Housing assistance
- ✍ App/qr code for stuff to do
- ✍ Department open office hours – open houses

Memorial School

- Senior housing
- YMCA
- Business start ups

Policy Thoughts

- ⤴ Taxes on poor and elderly need to be revamped
- ⤴ Be proactive at the state level
- ⤴ *Implement this plan – who and how?*
- ⤴ ****What services or capital improvements and investments are we willing to pay more taxes to receive? What is the balance?**
- ⤴ Make decisions more quickly
- ⤴ *On call fire service realistic for the future? Are we over equipped*
- ⤴ Need to invest to attract
- ⤴ *Over reaching OUI monitoring?*

Recreation

- ✓ Bicycle trails
- ✓ Active rec for the public to use
- ✓ Hiking
- ✓ ***YMCA-like center**
- ✓ Indoor recreation for an aging population – need staffed gym/workout center
- ✓ Improve route for 4 on the 4th
- ✓ Renovate town hall
- ✓ ***Redo Stevens Brook Trail**
- ✓ Geo cache

Regulation

- ⊕ ****Zoning – okay**
- ⊕ Site plan – allow for impacts review (sidewalks, roadways)
- ⊕ *Where should growth go?*
- ⊕ Influences: water and sewer
- ⊕ Concern on business sprawl – don't want to be Windham to lose town character
- ⊕ Crosswalks by Library and Depot Street
- ⊕ 117 speeding
- ⊕ On-street parking is hazardous
- ⊕ rental house standards

Tourism

- ⌘ Focus point
- ⌘ Spring is the slowest
- ⌘ Day trippers
- ⌘ Winter lodging
- ⌘ Shuttle from mountain to the town
- ⌘ Packages
- ⌘ Family ski promotion
- ⌘ Need better signage/trails for Pondicherry and Stevens Brook –
- ⌘ Promote Highland Golf for winter cross country skiing
- ⌘ Tv commercial
- ⌘ Advertise to major metro area
- ⌘ Story ad's
- ⌘ Marketing committee

Notes from the Pub series of Public Forums Summer 2013
Comprehensive Plan Committee

- ☞ VT transit- coach tours?
- ☞ Small boat regatta
- ☞ High end resort
- ☞ 4 star restaurant
- ☞ Information/diplomat person downtown
- ☞ Look for designation as All American City
- ☞ Improve 302 to Portland

Hello –

The **Bridgton Comprehensive Plan Committee** is looking to you for your input on sections of the comprehensive plan. We are assembling policies for discussion in many areas of the plan. Listed below are some questions from which we would like to garner responses. Please bring this worksheet with you to one of the meetings or drop it off at the municipal building on Chase Street.

1. **Historical and Cultural Resources**

What should be the town's work in preservation?

2. **The People of Bridgton**

What actions should the town take to address the declining youth population and what should we plan to do to serve the aging population?

3. **Housing**

What is affordable housing?

4. **The Economy**

What do we want, where do we want it go and how is the town involved?

5. **Land Use**

What should there be for regulation of neighborhoods?

6. **Natural Resources**

What's important to you in your natural surroundings?

7. **Getting around**

What should be done to improve getting around town and beyond?

8. **Public Facilities and Services**

What do we want to have? What do we need? What should the town be doing?

9. **Municipal Finances**

Where should the town set its priorities for public facilities? What should the priority be for services? How should we view land owned by the town?

10. **...And what about the sewer?**

Please feel free to comment in depth on any of the topics above using the back of this sheet, and thank you from the Bridgton Comprehensive Planning Committee.

You can also email us at ecodevdir@bridgtonmaine.org

What's a Comprehensive Plan?

- 📄 A snapshot look at your town and a projection for the future.
- 📄 The backbone to decisions made over the next decade.
- 📄 The basis of any ordinances that regulate private property.
- 📄 Establishes priorities for projects

The Plan, over a 10 year period, then, connects to how we decide:

- 📁 Ordinances for land use
- 📁 Operations within town hall as to services and the way we provide those services
- 📁 Priority Projects for committees, elected officials and staff
- 📁 Capital Planning for infrastructure
- 📁 A "wish list" for grant pursuit

This document, then, "drives the bus" for all departments, all town appointed committees and boards, and all elected officials. The policies and strategies to implement have an overall goal that they be attainable and sustainable. It is a document that should never gather dust on a shelf but it tells us what we are working towards in our future.

What's in a

👉 Comprehensive Plan?

Historical and Cultural Resources

What does our community want to do to protect these sites?

Population

What can we do retain and attract a younger population?

Housing

Do we need to plan for affordable housing when the economy recovers?

Economy

*What is our dream economy for the future?
Increased tourism?
Manufacturing? Arts?*

Land Use

What do we want from good neighbor policies? What do we want to see as land uses for the future?

Transportation

What are the priority areas for improvements?

Public Facilities & Services

Should we increase town services or our infrastructure?

Goals, Policies and Strategies

This is the heart of the plan. General goals, with accompanying policies to achieve the goals, and strategies to implement the same are listed here

What are we willing to do or change or invest in to achieve the goals we have set for the next decade?

Implementation

This chapter forms a schedule of when strategies are implemented and who is responsible for their completion.

What strategies are our priority and what can or should wait?

Finance

This chapter forms the methods of financing the strategies.

What is attainable and sustainable?





Town of Bridgton

Join us and help us as we update our town's Comprehensive Plan

▶ Please come to any or all in a series of pot luck suppers to hear what residents think should be in the Comprehensive Plan :

Wednesday, November 28th at 5:45 PM at Shawnee Peak

Thursday, November 29th at 6 PM at Bridgton Academy Student Union Hall

Wednesday, December 5th at 6 PM at South Bridgton Congregational Church

Thursday, December 6th at 5:45 PM at Town Hall

To keep the food choices diverse and complete, please follow the guide below on what to bring. If your last name starts with:

AB or C, please bring some soda or water

DEF, bread/rolls or appetizer

GHIJK, salad or soup

LMNOPQ, a casserole or other main dish

RSTUV a side dish

WXYZ, a dessert

Please be prepared to bring your dish home with you. Please use crockpots for other heating vessel for foods that are supposed to be served warm. Also please RSVP to 647-8786 so committee members know what type of food we need to fill in!

It will be great to meet with you all in an informal and fun setting!

Town of Bridgton

3 Chase Street

Bridgton, ME 04009

207-647-8786

ecodevdir@bridgtonmaine.org

www.bridgtonmaine.org

Comprehensive Plan Committee



A Better Bridgton by design!

Route 302 Traffic and Bridgton Sidewalks

A presentation and check in meeting with the transportation planners at the Greater Portland Council of Governments (GPCOG)

As the Comprehensive Plan Committee is working on the update to the Transportation section of the Comprehensive Plan, they asked for more information on the **Route 302 Multi-modal Transportation Plan** and the sidewalk project in Bridgton. Join them and hear from the source as GPCOG is working on this project with the town and Maine DOT.



Town of Bridgton

3 Chase Street
Bridgton, ME 04009
207-647-8786
ecodevdir@bridgtonmaine.org

Meeting date:
Monday, June 25, 2012

Meeting time: 6 PM

Please RSVP

Staff Contact for the Comprehensive Plan Committee: Anne Krieg, AICP, Director of Planning, Economic & Community Development



Town of Bridgton

3 Chase Street, Suite 1
Bridgton, ME 04009

Memorandum

To: Community Development Committee

From: Anne Krieg, AICP – Director of Planning, Economic and Community Development

Date: June 5, 2012

CC: Mitchell Berkowitz, Town Manager

Regarding: May 21, 2012 workshop

Please accept this memorandum as a report from your workshop to discuss downtown revitalization on May 31, 2012. There were 25 people that signed in to the meeting (attached) attending.

You will recall the comments from both the public and the committee were scribed on the white board in the room. I have transcribed these and put them into 4 categories below for your use: Private Property Owner, Public entity, partnerships and/or existing organizations, and Market. These categories mean generally that the comments placed under them below relate to an action or product that might be under the care and control of those noted entities.

Private Property Owner

- Neat and clean properties
- Well maintained properties
- Minimal use of For Lease signs
- Business keeping sidewalks clean
- Unique façade treatments
- Dressing up empty storefronts
- Use of inviting colors and window displays
- Unique design
- Enhance historic character of building
- Landscaping
- Businesses stay open until event ends

Public entity

- Directional signage
- Safe and secure area
- Ease of driving downtown
- Parking conflicts with traffic

Anne M. Krieg, AICP – Director of Planning, Economic and Community Development

Phone: (207) 647-8786 • Fax: (207) 647-8789 •

Email: ecodevdir@bridgtonmaine.org

- Truck traffic route
- Quantity of parking
- Enhanced streetlighting
- Walkable sidewalks
- “vest pocket greenspaces”
- Signage ordinance – coordinated, consistent enforcement, overregulation concern
- Service center designation
- Fixing 302 and other state roads
- Upkeep of town rights of way
- Other infrastructure
- Evaluate TIF
- What is the role of government?
 - Support current business
 - Improve town’s website
 - Business recruitment
 - Partnerships with Bridgton Economic Development Corporation (BEDC)
- Grants
- Economic development policy
- More sweeping
- Streamling permitting
- Safe & clean property codes
- Have committee chairs coordinate their work
- 3 ring binder project
- Sewer improvement/expansion
- Left green onto Kansas road
- Relationship with MDOT
- Air brake usage enforcement
- SPO grants still there?
- Business recruitment – what should our niche be?
- Survey of residents

Partnerships/Existing organizations

- ❖ Active streetlife day and night
- ❖ Customer service training
- ❖ Cohesive merchants
- ❖ Ever changing market idea
- ❖ Dressing up empty storefronts
- ❖ Parking
- ❖ Destination markets
- ❖ More winter/summer events
- ❖ Open hours for business consistency
- ❖ “treat visitors like a guest”

- ❖ BEDC work
- ❖ Market to the day visitor as well as tourists/seasonal homeowner
- ❖ Bad weather activity/events
- ❖ Work more with Chamber
- ❖ Business/merchants association

Market

- Shopping choices at pedestrian scale
- Boutiques, restaurants, bakery, clothing, shoes, appliance, auto services
- Customer service
- Destination markets
- Which comes first, the people or the place?
- Retail jobs not sustainable for residents
- Demographics influence the market
- Outdoor entertainment
- Youth activities

It is recommended the Committee discuss these notes to ensure they are aptly categorized. We can then review the government level work as well as any appropriate involvement or support in partnership items. Your work will be of great service to the Comprehensive Plan Committee after reviewing any recommendations you may have to the Select Board.

Thank you for your support and active participation at this workshop. I look forward to working with you and other authorities in establishing policies and strategies from the comments provided.

amk

Downtown Revitalization Public Workshop

What does Downtown Revitalization mean to you? Sidewalk improvements? Getting new businesses? Getting more customers to your existing business?

Do you stand in the downtown and say wow, this place has great character and charm, we just need to *take it up a notch*? Or, this downtown has good bones, we just need to fill it in? Well, I do!

Come meet with the **Bridgton Community Development Committee** to talk about what downtown revitalization means to you. What can the community do for you to help achieve your vision? What is your vision? Share your ideas!

Yes, there will be food so come and talk with us!

Workshop date:

Thursday, May 31st, 2012

6:30 PM

Selectman's Room

Municipal Building

Please RSVP so we have plenty of food!

Staff Contact:

Anne Krieg, AICP

Director of Planning, Economic and
Community Development



Town of Bridgton

3 Chase Street 207-647-8786
Bridgton, ME 04009 ecodevdir@bridgtonmaine.org

~DRAFT~

PORTLAND RD. & MAIN ST. DISTRICT DEVELOPMENT STANDARDS

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PORTLAND RD. & MAIN ST. DISTRICT DEVELOPMENT STANDARDS

Introduction

The Town of Bridgton, Maine “Portland Rd. & Main St. District Development Standards” regulate land development by establishing a series of traditional New England Transect Districts along Bridgton’s Portland Rd. & Main St. Corridor in the form of outward expanding street-sections or belts of development ranging in gradients from a more compact & walkable Town & Neighborhood Village Centers, to a more disperse & driveable suburban & rural road and building pattern in outlying areas.

The “Standards” incorporate contextual development parameters for preserving and improving Bridgton’s traditional New England growth pattern by setting careful and coherent controls on building form as it relates to (and addresses) the street frontage type while retaining flexible parameters relative to building use. The “Standards” use simple and clear diagrammatic & text-based prescriptions and parameters for height, building placement, parking location, and building envelopes to safeguard and promote healthy, safe, economically-dynamic and uplifting primary thoroughfares on Portland Rd. and Main Street.

The “Standards” incorporate the principles of pedestrian-oriented “placemaking” and traditional New England town design. The expectation is that these “Standards” will provide clear, simple and effective standards for the attraction of quality investment, new development and redevelopment in Bridgton’s historic Town Center and the Portland Rd Commercial Corridor; provide for a more contextual and efficient use of land; and accommodate building growth pattern changes over time. The “Standards” recognize that the local economy may support and/or demand different types of land uses at different times, but with a sound Transect-based and contextual development and building pattern each individual building’s and land parcel’s life-cycle can be better maximized.

The Portland Rd. & Main St. District Development Standards span the Main Street and Portland Rd (Rt 302 east) Corridor from the top of Main Hill to Pondicherry Square and eastward along Portland Rd to the Bridgton/Naples Town Line. All land parcels that front onto Main Street, as well as all parcels that front along Portland Rd. (Rt. 302 east), shall be subject to the Development Standards.

- 1- Clear Development Standards based on Street Frontage
 - 2- Well defined Transect-based Districts
 - 3- Buildings that serve as Definers & Containers of Public Space
 - 4- A High-Quality Public Realm (streets, sidewalks, parks, parking lots, squares, etc.)
 - 5- Pedestrian-Friendly Neighborhood Patterns
 - 6- Connected Streets & Service Lanes
 - 7- Streets & Sidewalks as Outdoor Rooms
 - 8- Predictable & Contextual Street Form with a Strong Visual Edge
- h Bridgton’s local built-form community identity.

- 9- Traditional On-Street Parking
- 10- Unobtrusive Off-Street Parking
- 11- Uplifting Public Gathering Places
- 12- Broad Range of Housing Choices
- 13- Pedestrian Accessibility & Dignity

The Portland Rd. & Main St. District Development Standards are organized around (4) Transect District-Frontage Types:

- 1.) Traditional Center (TC)
- 2.) Traditional Neighborhood (TN)
- 3.) Traditional Flex (TF)
- 4.) Conventional Auto (CA)

Traditional Center (TC)

The Traditional Center transect district is characterized by a development pattern that delivers a high level of local identity & heritage in built-form; pedestrian-scale accessibility & engagement; convenience of proximity (walking distance to most of our daily needs); good sidewalk and street network connectivity; human-scale building lots & building widths; functionally appealing shop-front buildings; on-street parking amenities & municipal public parking lots well connected to the primary sidewalk system; concentrated mixed-uses provided by two & three story buildings; public safety as provided by building placement and window proportionality designed for “eyes on the street”; an economically advantageous diversity of district “user-groups” at different times of the day (18-hour economy); opportunity for spontaneous encounter in high quality public spaces; opportunity for large-scale landmark civic, cultural & community events; historic building preservation & redevelopment; overall “park once and walk to many close destinations” design functionality; and dynamic opportunity for consistent local socioeconomic combinations, interactivity & enterprise.

Traditional Neighborhood (TN)

The Traditional Neighborhood transect district is characterized by a development pattern that assures the integrity and value of the existing traditional and long-standing residential neighborhood street form while providing for new mixed-use development and redevelopment forms that are predominantly pedestrian in scale, while being well-designed for low-speed (25 miles/hr) vehicular access and mobility; the provision of abundant Portland Rd. on-street parking spaces; a clear physical framing or delineation between public street & sidewalk space & fronting private lots provided by front yard fences/yard walls; a less compact and more transitional residential /commercial street form (relative to TC, but more compact than TF); the opportunity for less urbanized residential & commercial mixture of uses & lifestyle while in close proximity to Main Street; public safety as provided by interconnected sidewalk system, fewer curb cuts of adequately spaced width consistent with low speed limit, the “calming” of vehicular traffic as it approaches Stevens Brook Elementary School & Main

Street, and a high-quality public space; public health as provided by a high level of walkability, multi-modal accessibility, sidewalk shade trees, reduced asphalt on private lot street frontage & reduced air-borne particulate matter from dirt parking lots provides cooler and cleaner air along corridor, reduced noise & air pollution from street, and a more unified and neighborhood-friendly street composition.

Traditional Flex (TF)

The Traditional Flex transect district is characterized by a development pattern that delivers a high-quality and unified corridor/road composition that is primarily designed for ease of vehicular access & mobility; a good pedestrian sidewalk system amenity; development opportunities for both multi-story mixed-use building forms and/or one-story auto-oriented single use forms; a high-quality unified landscape treatment at corridor/road frontage of each private lot along the corridor/road; well-designed neighboring lot vehicular & pedestrian connectivity; a flexible range of building development form & signage options that functionally relate to the 40 mile/hr speed limit; development opportunities for wider-width buildings & lots; building forms that serve to better frame the corridor/road to establish a more human-scale and generally more traditional New England pattern that respects and is in keeping with Bridgton's local built-form community identity.

Conventional Auto (CA)

The Conventional Auto transect district is characterized by a development pattern that delivers a highly auto-oriented corridor/road composition that is substantially designed for more large-scale retail/campus-based/institutional/hospitality commercial and professional building development forms. Typified by large-acreage land parcels with long frontages situated along the Portland Rd. corridor, development options include large buildings (mixed or single-use) in a remote setting surrounded by large surface parking lots connecting to Portland Rd via private roads and/or driveways; development options also include the creation of small village centers with compact interconnected street networks & combined with a pedestrian-scale and compact traditional development pattern. Pedestrian connectivity to the TF district is promoted within the CA district.

HOW TO USE THE "DISTRICT DEVELOPMENT STANDARDS"

Determine if the subject property is located within the Portland Rd. & Maine St. Development District.
Look at the adopted General Regulating Plan. Note which Transect District (TC, TN, TF or CA) the subject property is located within, and then go to the Transect-Specific Regulating Plan for that particular District and applicable Building Development Standard.

Note the Maximum Setback Line (MSL), the Parking Setback Line, and the color of the fronting street-space -- This determines the applicable Building Development Standard (see the Color Key located on the Regulating Plan).

The Building Development Standards will provide you the numeric parameters for building on the site in terms of height, placement and building envelope for the particular District.

Additional information regarding streets and other public spaces surrounding the property is provided in Part -- Public Realm Standards. This section establishes the general parameters for the character of the Street-Space sidewalk, tree-planting specifications, contextual landscape frontages, benches, lighting, etc.

INTRODUCTION

Purposes

A- The Portland Rd. & Main St. District Development Standards are intended to meet the goals of the 2004 Bridgton Comprehensive Plan by providing clear, concise, diagrammatic and contextual land and building regulatory standards for effective implementation of a traditional New England growth and development pattern and/or character as approved by the voters of Bridgton.

B- It is designed to require development and redevelopment in a more contextually self-sustaining, self-reliant, and economically stable growth pattern; To promote mixed-use downtown and distinct village centers with an increased residential presence and designed in a compact, walkable and easily accessible built form (for both pedestrians and motorists) which is attractive to various user-groups at different times of the day & evening (known as the 18-hour downtown economy); To establish traditional neighborhood street corridors that offer options for both single and multi-family residences, as well as pedestrian-scaled professional and commercial offices & gathering places; To promote more intensely auto-oriented service and retail development forms, as well as larger employment-based development forms along the Portland Rd commercial corridor in combination with improved pedestrian connections to the compact center & traditional neighborhood districts; To establish a high-value development district for hotel/motel, as well as large office, campus, retail, manufacturing and employment-based buildings in a more flexible form to accommodate conventional auto-oriented development requirements, as well as environmentally sensitive/constrained sites within the designated Development District.

C- A clear sense of identity will be established for each Transect/Frontage District with strong mobility and accessibility connections and a unifying contextual street composition throughout the entire Portland Rd. & Main St. Development District.

D- The "Standards" shall be applied to new development, infill development and redevelopment in the designated District both in order to achieve the vision set forth for the Portland Rd. & Main St. Development District and to provide an improved regulatory instrument for implementing overall community development goals.

Other Applicable Regulations

A- All development must comply with relevant Federal, State and Town regulations. Whenever any provision of these "Standards" imposes a greater requirement or a higher standard than is required in any Federal or State statute or other local ordinance, regulation or by-law, the provisions of the "Standards" shall govern unless preempted by Federal or State law.

B- Whenever there appears to be conflict between the Portland Rd. & Main St. District Development Standards and other sections of the Bridgton Site Plan Review Ordinance and/or Subdivision Regulations the requirement specifically set forth in the "Standards" shall prevail. For development standards and land areas not within the designated District, the other applicable sections in the Bridgton Site Plan Review Ordinance and Subdivision Regulations shall be used as the requirement.

C- It is not the intent of these "Standards" to interfere with or annual any easements, covenants, or other agreements between parties; provided where these Standards impose a greater restriction upon the use and dimensions of the buildings, structures, or land, or requires larger open space than are imposed or required by public ordinances, by-laws, regulations or permits, or by private easements, covenants, or agreements, the provisions of the "Standards" shall govern, except where expressly qualified herein.

Minimum Requirements

In interpreting and applying the provisions of the “Standards”, they are the minimum requirements for the promotion of the Development District.

Severability

If any provision of these “Standards” is found to be invalid by a court of competent jurisdiction, the remainder of the “Standards” shall not be affected but shall remain in full force. The invalidity of any provisions of these “Standards” shall not affect the remainder of the Bridgton Site Plan Review Ordinance or Subdivision Regulation.

Components of the Standards

The “Standards” place a primary emphasis on physical-form and the “economics of place”, with a secondary focus on land uses. The principal regulatory sections are described below:

A- Regulating Plan

The REGULATING PLAN is the application key and principal tool for implementing the “Portland Rd. & Main St. District Development Standards”.

The REGULATING PLAN shows how each lot and proposed building development relates to the STREET-FRONTAGE (such as streets, squares/civic greens, and pedestrian pathways) and the surrounding neighborhood and district corridor.

The REGULATING PLAN for the “Portland Rd. & Main St. Development District” designates the Transect Districts by which the other development rules and regulations (described below) are organized and applied. It also identifies existing streets and roads; connectivity and internal circulation; the building form standards for site with frontages along existing streets and roads; and various rights of way, easements, development buffers and other constraints to, or parameters for, development.

B- Building Development Standards

The primary intent of the building development standards (BDS) is to shape the street-space, its specific physical and functional character, through placement and form controls on buildings as they frame the street-space or public realm. The secondary intent of the building form standards is to ensure that the buildings cooperate to form a functioning, self-sufficient, block structure. These BDS aim for the minimum level of control necessary to meet these goals. Regulating by street-frontage produces a coherent and integrated street-space with minimal interference in the private activities within the lots.

The building development standards establish basic parameters governing building form, including buildable envelope (in three dimensions) and certain permitted and/or required elements, such as storefronts, balconies, and street-walls. The building form standards establish both the boundaries within which things may be done and specific things that must be done. The applicable standard for a building site is determined by the street-frontage designated on the General Regulating Plan.

C- Public Space Standards

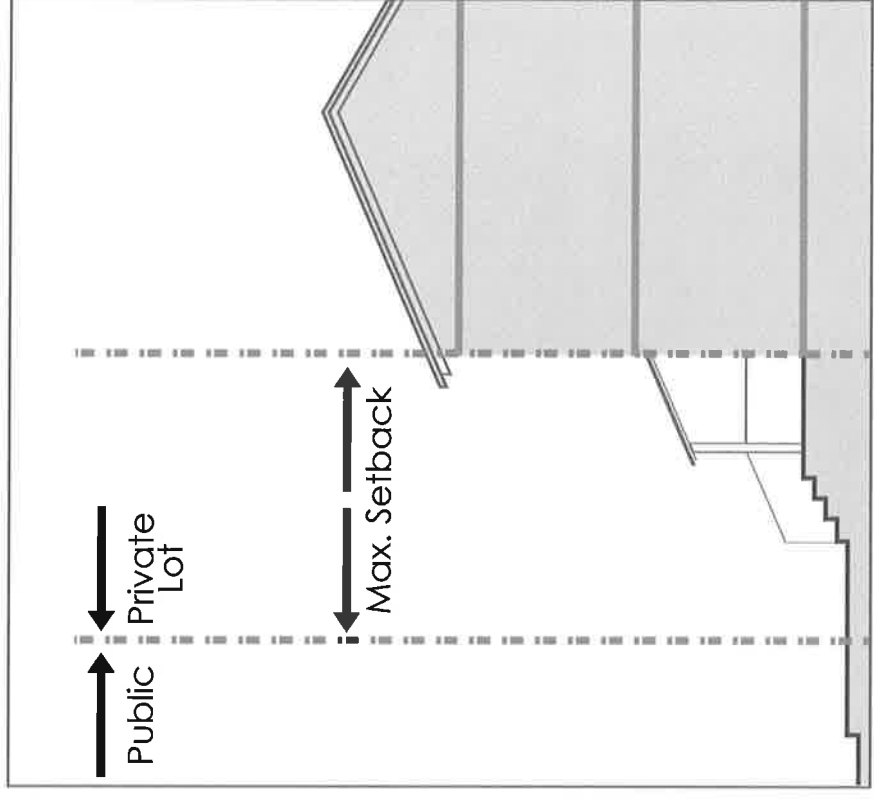
These standards establish the rules for public space configurations and set the parameters for the contextual placement of street-trees, and other amenities or furnishings (e.g., benches, signs, street lights, etc.) within the public realm, such as streets, sidewalks, squares, greens and plazas, in order to reinforce the public realm and ensure coherent street-space; to assist builders and owners with understanding the relationship between the public realm of the Transect District and their own building, and to balance the needs of all forms of transportation & mobility.

Administration

Administration describes the development application, review and approval process.

Definitions

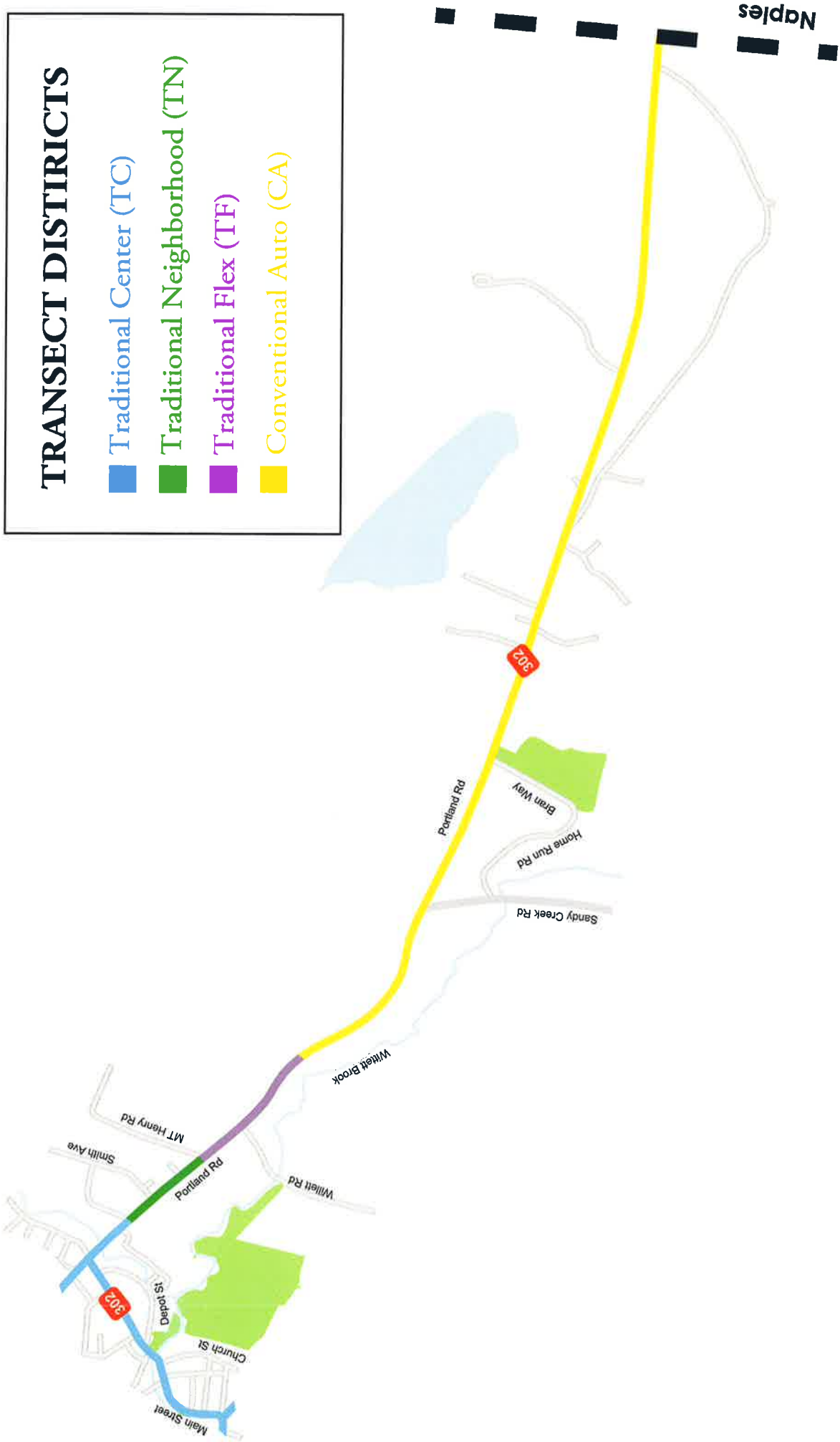
Certain words and terms in the “Standards” are used in very specific ways often excluding some of the meanings of common usage. Where there is an apparent contradiction between the definitions in this “Standard” and those in the Town Ordinance(s), the “Standard” definition set forth shall prevail.



PORTLAND RD. & MAIN ST. DISTRICT DEVELOPMENT STANDARDS

TRANSECT DISTRICTS

- Traditional Center (TC)
- Traditional Neighborhood (TN)
- Traditional Flex (TF)
- Conventional Auto (CA)



Main Hill to Maple Street



Understanding the Regulating Plan

- BUILDING DEVELOPMENT STANDARD**
This indicates the relevant Building Development Standard (BDS) rules governing the site

MAXIMUM SETBACK LINE
The green line indicates the MSL for the site. The building shall be built within the MSL.

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line.

Property lines
- Max Setback

Parking Setback

Property Line

HEIGHT

Building Height

- 1- Each building shall be at least (2) two stories in height, but no greater than (3) three stories and 35 ft. in height.
- 2- A side wing or ancillary structure shall be no higher than (18) eighteen ft. in height.

A Ground Story Height: Commerce

- 1- The average GROUND STORY finished floor elevation within 30 ft. of the MAXIMUM SETBACK LINE shall be:
 - a. not lower than the fronting sidewalk elevation.
 - b. not higher than the average finished floor elevation of (21) twenty one inches above the sidewalk.
- 2- The GROUND STORY shall have at least (10) ten ft. of clear interior height (floor to ceiling) contiguous to the MAXIMUM SETBACK LINE for a minimum depth of 30 ft.
- 3- The maximum GROUND STORY height is (12) twelve ft., measured from the sidewalk to the second (2nd) STORY floor.

A Ground Story Height: Residential

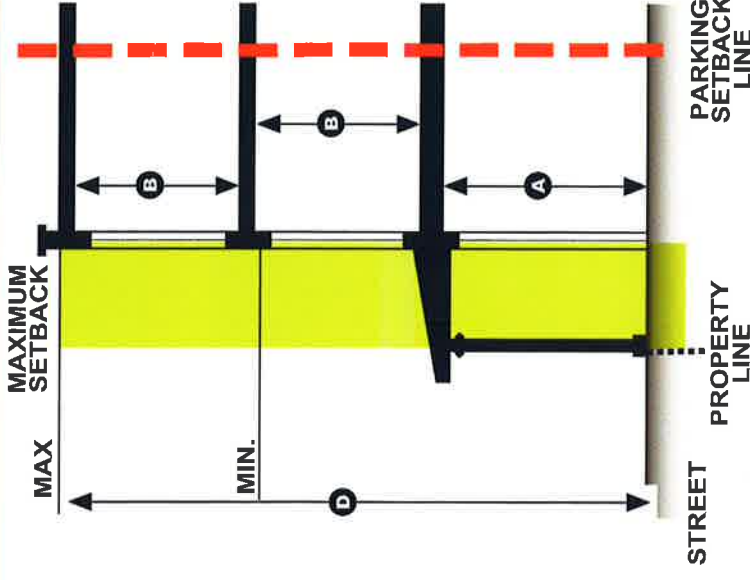
- 1- The average finished floor elevation shall be no less than (3) three ft. above the exterior sidewalk elevation at the MAXIMUM SETBACK.
- 2- The GROUND STORY shall have an interior clear height (floor to ceiling) of at least (10) ten ft. and a maximum sidewalk to (2nd) second story floor height of (24) twenty-four ft.

B Upper Story Height

- 1- The maximum clear height (floor to ceiling) for stories other than the GROUND STORY is (10) ten ft.
- 2- At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least (8) eight ft.

D Street Wall Height

- 1- A STREET WALL of not less than (42) forty-two inches in height or greater than (4) four ft. in height shall be required along any that is not otherwise occupied by a building on the lot. The Street Wall/Fence may be set back a maximum of (4) four ft. from the building front plane as placed within the MAXIMUM SETBACK LINE. *(See STREET WALL/FENCE design guidelines).*
- 2- The STREET WALL height shall be measured from the adjacent sidewalk, or when not adjacent to a sidewalk, from the ground elevation once construction is complete.



BUILDING PLACEMENT

Facade

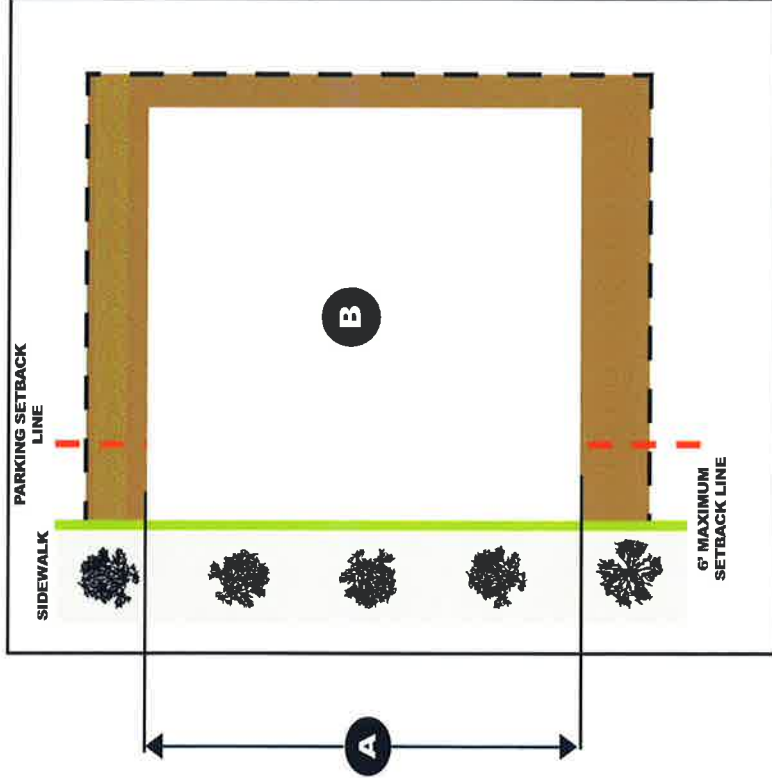
- 1- A (6) six ft. MAXIMUM SETBACK LINE set at the PUBLIC LOT LINE of each building lot is established along the TRADITIONAL NEIGHBORHOOD(TN) DISTRICT street frontage.
- 2- On each lot the building facade shall be built within the MAXIMUM SETBACK LINE for at least 65% of the MAXIMUM SETBACK LINE length, exclusive of driveways. Therefore, up to 35% of the building facade may have an architectural recess to add variety and diversity to the building.
- 3- The building FACADE shall be built to the MAXIMUM SETBACK LINE within (30) thirty ft. of a BLOCK CORNER.
- 4- The portions of the building FAÇADE may include jogs a maximum of (18) eighteen inches in depth, except as otherwise provided to allow bay windows (upper story only).
- 5- Within (8) eight ft. of a BLOCK CORNER the GROUND STORY facade may be pulled away to form a corner entry.
- 6- No building may exceed (120) one hundred and twenty ft. of continuous building frontage. A gap of (10) ten to (20) twenty ft. is required between each such attached structure.

A

Buildable Area

- 1- Building may occupy any portion of the lot within and behind the MAXIMUM SETBACK LINE exclusive of any rear or side lot setbacks required by these Standards.
- 2- A 10' PARKING SET BACK LINE "from the front private lot line" shall be required
- 3- A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous PRIVATE OPEN AREA may be located anywhere behind the PARKING SETBACK LINE and not including any side or rear setbacks at or above grade.

B



*Buildings shall conform to the MAXIMUM SETBACK LINE requirements when constructed within a lot depth of 160 ft. from the PUBLIC LOT LINE. Any building constructed at a lot depth greater than 160 ft. shall not be subject to the MAXIMUM SETBACK LINE requirements, however shall require the construction of a STREET/FRONT YARD WALL along the lot frontage in the TRADITIONAL (TC) DISTRICT.

Garage and Parking

- 1- Openings in any street frontage for surface PARKING LOTS shall have a maximum clear width of no greater than (24) twenty-four ft.
- 2- Openings in any MAXIMUM SETBACK LINE for parking GARAGE entries shall have a maximum clear height maximum of (16) sixteen ft. and a clear width no greater than (24) twenty-four ft.
- 3- Designated GARAGE & PARKING LOT ENTRIES/DRIVEWAYS, in addition to rear parking lot connecting drive lanes, shall be the sole means of vehicle access to a parking area.
- 4- GARAGE ENTRIES may be setback up to a maximum (2) two ft. behind the surrounding facade.
- 5- These requirements are not applicable to ON-STREET PARKING.

BUILDING ENVELOPE

Fenestration “Windows and Doors”

- 1- Blank lengths of wall exceeding (15) fifteen ft. are prohibited on all GROUND STORY FACADES.
- A** 2- GROUND STORY FENESTRATION shall comprise between 40% and 90% of the façade.
- B** 3- UPPER STORY FENESTRATION shall comprise between 25% and 75% of the façade area per STORY.

Building Projections

- 1- No part of any building, except overhanging EAVES, BALCONIES, BAY WINDOWS, AWNINGS and SIGNS, as specified by the Development Standards, shall encroach beyond the MAXIMUM SETBACK.
- 2- AWNINGS shall project:
 - a) a minimum of (3) three ft. from the façade
 - b) a maximum of not less than (4) four ft. back from any STREET TREE ALIGNMENT LINE.
- 3- AWNINGS that project over the sidewalk portion of a STREET SPACE shall maintain a clear height of at least (10) ten ft.
- 4- Functioning ENTRY DOOR(S) shall be required along the GROUND STORY BUILDING FAÇADE at intervals of no greater than (50) fifty ft.

Street Walls

One vehicular access gate no wider than (22) twenty-two ft. and one pedestrian gate no wider than (6) six ft. shall be permitted within any required STREET WALL.

RECOMMENDED USE

Ground Story

The GROUND STORY may house a variety of USES including COMMERCIAL, RETAIL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY.

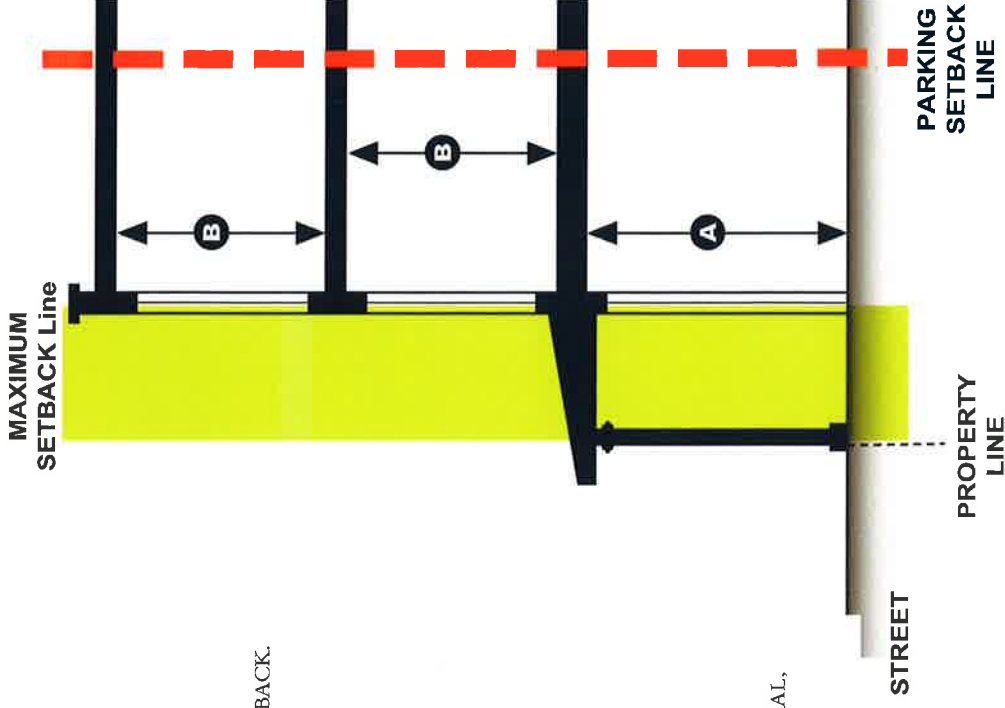
Upper Stories

- 1- COMMERCIAL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY may be housed in UPPER STORIES.
- 2- RESTAURANT or RETAIL are not recommended in UPPER STORIES unless they are second story extensions equal to or less than the area of the GROUND STORY USE.
- 3- COMMERCE is not recommended above a RESIDENTIAL USE.
- 4- Additional habitable space is permitted within the roof, where the roof is configured as an ATTIC STORY.

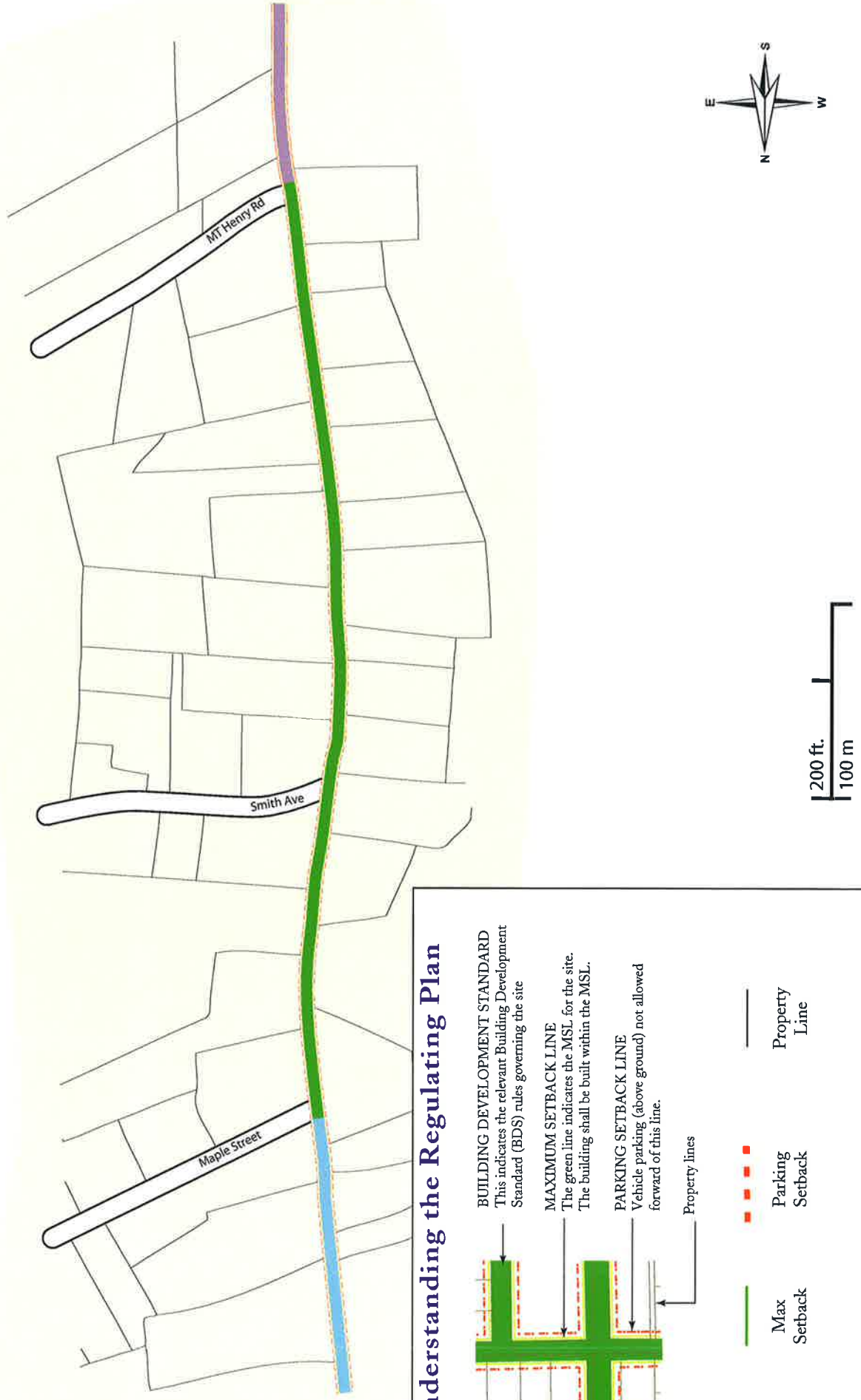
Exempt Frontage Types:

The following building frontage types shall be exempt from the MAXIMUM SETBACK LINE & PARKING SETBACK LINE requirements of these Standards in the (TN) District. However, STREET/FRONT YARD WALLS & FENCES shall be required at the PUBLIC LOT LINE along the entire lot frontage of all such buildings and developments:

- Marina Boat Storage Buildings
- Auto Dealerships



Portland Rd Corridor - Maple St. to Mt. Henry Rd.



Understanding the Regulating Plan

- BUILDING DEVELOPMENT STANDARD**
This indicates the relevant Building Development Standard (BDS) rules governing the site
 - MAXIMUM SETBACK LINE**
The green line indicates the MSL for the site. The building shall be built within the MSL.
 - PARKING SETBACK LINE**
Vehicle parking (above ground) not allowed forward of this line.
 - Property lines**
-
- Max Setback
 - Parking Setback
 - Property Line

HEIGHT

D Building Height

- 1- Each building shall be at least (2) two stories in height, but no greater than (2.5) two and a-half stories and 35 ft. in height.
- 2- A side wing or ancillary structure shall be no higher than (18) eighteen ft. in height.

A Ground Story Height: (Commerce)

- 1- The average GROUND STORY finished floor elevation within a 30 ft. depth of the PRIVATE LOT LINE shall be:
 - a. Not lower than the fronting sidewalk or front yard elevation (depending on the building placement within MAXIMUM SETBACK LINE).
 - b. Not higher than the average finished floor elevation of (21) twenty-one inches above the sidewalk or front yard elevation (depending on the building placement within the MAXIMUM SETBACK LINE).
- 2- The GROUND STORY shall have at least (9) nine ft. of clear INTERIOR HEIGHT (floor to ceiling) contiguous to the front MAXIMUM SETBACK LINE for a minimum depth of 30 ft.
- 3- The maximum GROUND STORY height is (16) sixteen ft., measured from the sidewalk or front yard to the second (2nd) STORY floor.

A Ground Story Height: (Residence)

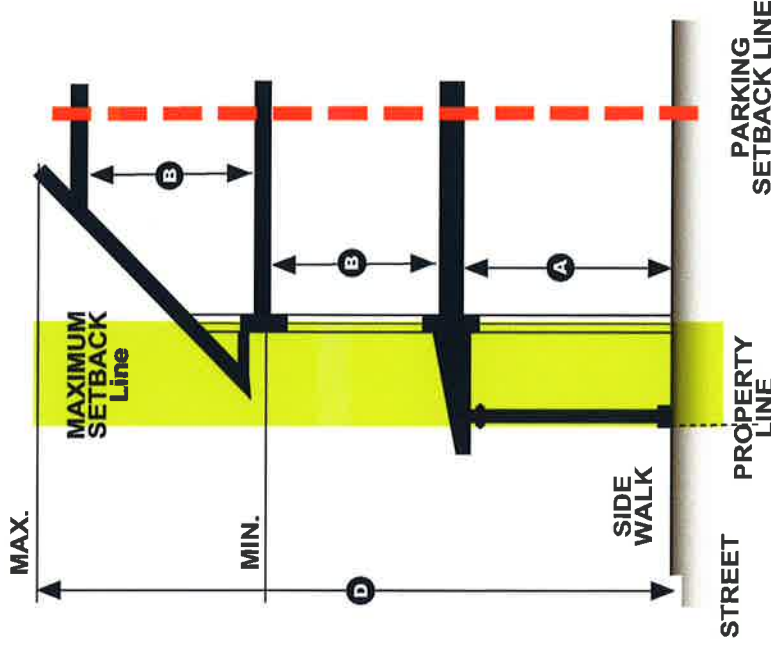
- 1- The average finished floor elevation shall be no less than (2) two ft. above the exterior sidewalk or front yard elevation at the MAXIMUM SETBACK LINE.
- 2- The GROUND STORY shall have a clear INTERIOR HEIGHT (floor to ceiling) of at least (9) nine ft.
- 3- The maximum GROUND STORY height is (12) twelve ft., measured from the sidewalk to the (2nd) second STORY floor.

B Upper Story Height

- 1- The maximum clear height (floor to ceiling) for stories other than the GROUND STORY is (10) ten ft.
- 2- At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least (8) eight ft.

Front Yard Wall/Fence Height

- 1- A FRONT YARD FENCE or FRONT YARD WALL of not less than (3) three ft. in height or greater than (4) four ft. in height shall be required along any street frontage PRIVATE LOT LINE.
- 2- The FRONT YARD FENCE or FRONT YARD WALL height shall be measured from the adjacent sidewalk, or when not adjacent to a sidewalk, from the ground/front yard elevation once construction is complete.



BUILDING PLACEMENT

A **Facade**

- 1- An (8) eight ft. MAXIMUM SETBACK LINE set at the PUBLIC LOT LINE of each building lot is established along the TRADITIONAL NEIGHBORHOOD (TN) DISTRICT street frontage.
- 2- On each lot the building facade shall be built within the (8) eight ft. MAXIMUM SETBACK LINE for at least 65% of the MAXIMUM SETBACK LINE length. Therefore, up to 35% of the building facade may have an architectural recess to add variety and diversity to the building.
- 3- The building FACADE shall be built within the MAXIMUM SETBACK LINE within (30) thirty ft. of a BLOCK CORNER.
- 4- The portions of the building FACADE within the MAXIMUM SETBACK LINE may include outward jogs a maximum of (18) eighteen inches, except as otherwise provided to allow bay windows (upper story only).
- 5- Within (8) eight ft. of a BLOCK CORNER the GROUND STORY facade may be pulled away to form a corner entry.
- 6- No building may exceed (80) eighty ft. of continuous building frontage. A gap of (10) ten to (20) twenty ft. is required between each such structure on a building lot.

Buildable Area

- 1- A building may occupy any portion of the lot behind and within the MAXIMUM SETBACK LINE exclusive of any rear or side lot setbacks required by this these Development Standards.

B

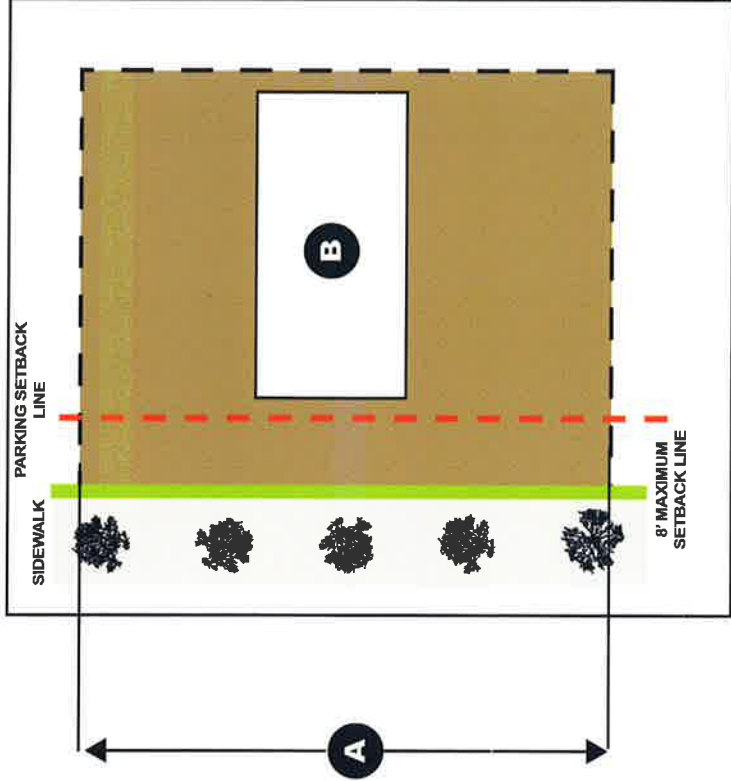
- 2- A 10' PARKING SET BACK LINE "from the front private lot line" shall be required

- 3- A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous PRIVATE OPEN AREA may be located anywhere behind the PARKING SETBACK LINE or the front yard area within the MAXIMUM SETBACK LINE and not including any side or rear setbacks at or above grade.

- 3-*Buildings shall conform to the MAXIMUM SETBACK LINE requirements when constructed within a lot depth of 160 ft. from the PUBLIC LOT LINE. Any building constructed at a lot depth greater than 160 ft. shall not be subject to the MAXIMUM SETBACK LINE requirements, however shall require the construction of a STREET/FRONT YARD WALL along the lot frontage in the TRADITIONAL NEIGHBORHOOD (TN) DISTRICT.

Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a single family residential dwelling, the principal building shall be setback at least (10) ten ft. from the shared lot line.



Garage and Parking

- 1- Vehicle parking areas located on private property shall be located behind the PARKING SETBACK LINE, except where parking is underground.
- 2- *Buildings constructed deeper than 160 ft. from the PRIVATE LOT LINE in the TRADITIONAL NEIGHBORHOOD (TN) DISTRICT shall be required to locate surface parking lot(s) at the sides or rear of building.
- 3- Openings in any street frontage for surface PARKING LOTS shall have a maximum clear width of no greater than (18) eighteen ft.
- 4- Openings in any MAXIMUM SETBACK LINE for parking GARAGE entries shall have a maximum clear height maximum of (16) sixteen ft. and a clear width no greater than (24) twenty-four ft.
- 5- Designated GARAGE & PARKING LOT ENTRIES/DRIVEWAYS, in addition to rear parking lot connecting drive lanes, shall be the sole means of vehicle access to a parking area.
- 6- GARAGE ENTRIES shall be setback up to a minimum of (2) two ft. behind the surrounding façade.
- 7- These requirements are not applicable to ON-STREET PARKING.

Alleys & Rear Setbacks

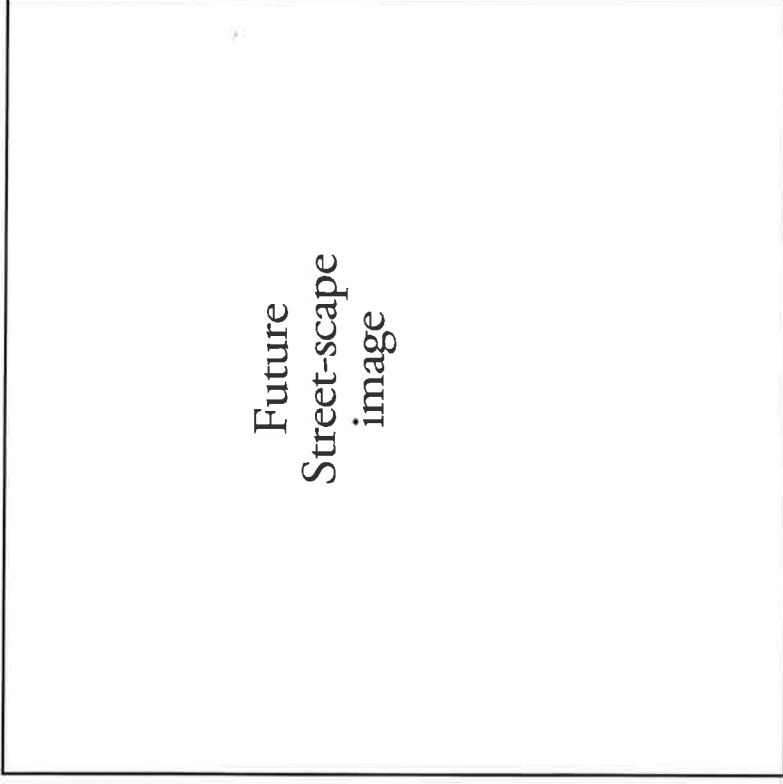
There is no required setback for ALLEYS. On lots having no ALLEY access there shall be a minimum setback of (25) twenty-five ft. from the rear lot line.

Corner Lots

Corner lots shall satisfy the Development Standard requirements for the MAXIMUM SETBACK LINE length unless otherwise specified in the Standards.

Street Edge & Common Lot Treatment

- 1- A FRONT YARD FENCE or FRONT YARD WALL shall be required along lot frontage at the PRIVATE PROPERTY LINE in the TRADITIONAL NEIGHBORHOOD (TN) DISTRICT.
- 2- PRIVACY WALLS or FENCES may be constructed along a COMMON LOT LINE.



BUILDING ENVELOPE

Fenestration “Windows and Doors”

- 1- Blank lengths of wall exceeding (10) ten linear ft. are prohibited on all GROUND STORY FACADES.
- A** 2- GROUND STORY FENESTRATION shall comprise between 30% and 75% of the façade.
- B** 3- UPPER STORY FENESTRATION shall comprise between 20% & 40% of the façade area per STORY.

Building Projections

- 1- No part of any building, except overhanging EAVES, BALCONIES, BAY WINDOWS & AWNINGS & SIGNS, as specified by the code, shall encroach beyond the PRIVATE LOT LINE.
- 2- AWNINGS shall project: (a) a minimum of (3) three ft. from the façade, (b) a maximum of not less than (4) four ft. back from any STREET TREE ALIGNMENT LINE.
- 3- AWNINGS that project over the sidewalk portion of a STREET SPACE shall maintain a clear height of at least (10) ten ft.
- 4- Functioning ENTRY DOOR(S) shall be required along the GROUND STORY front BUILDING FAÇADE.

Front Yard Fences & Walls Entry/Egress Access

One vehicular access gate no wider than (20) twenty ft. and one pedestrian gate no wider than (6) six ft. shall be permitted within any required MAXIMUM SETBACK LINE street frontage.

RECOMMENDED USE

Ground Story

The GROUND STORY may house a variety of uses including COMMERCIAL, RETAIL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC-ASSEMBLY.

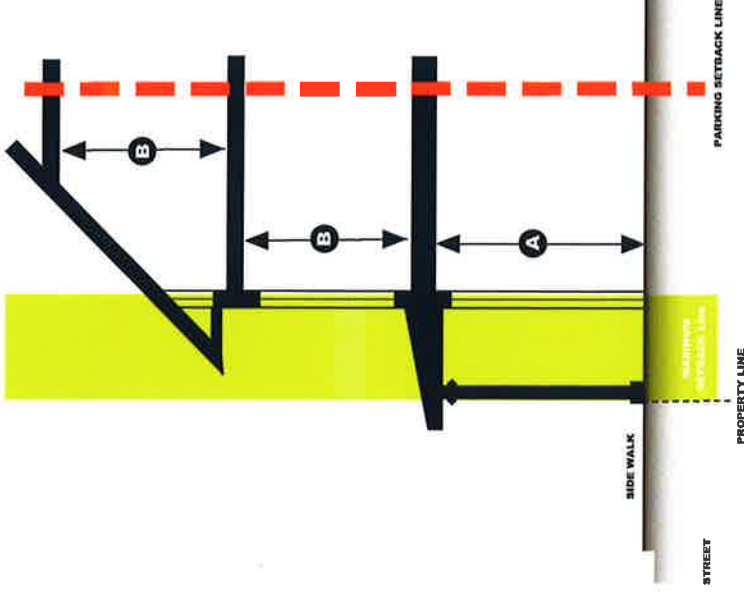
Upper Stories

- 1- COMMERCIAL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY may be housed in UPPER STORIES.
- 2- RESTAURANT or RETAIL are not recommended in UPPER STORIES unless they are second story extensions equal to or less than the area of the GROUND STORY
- 3- COMMERCE is not recommended above a RESIDENTIAL.
- 4- Additional habitable space is permitted within the roof, where the roof is configured as an ATTIC STORY.

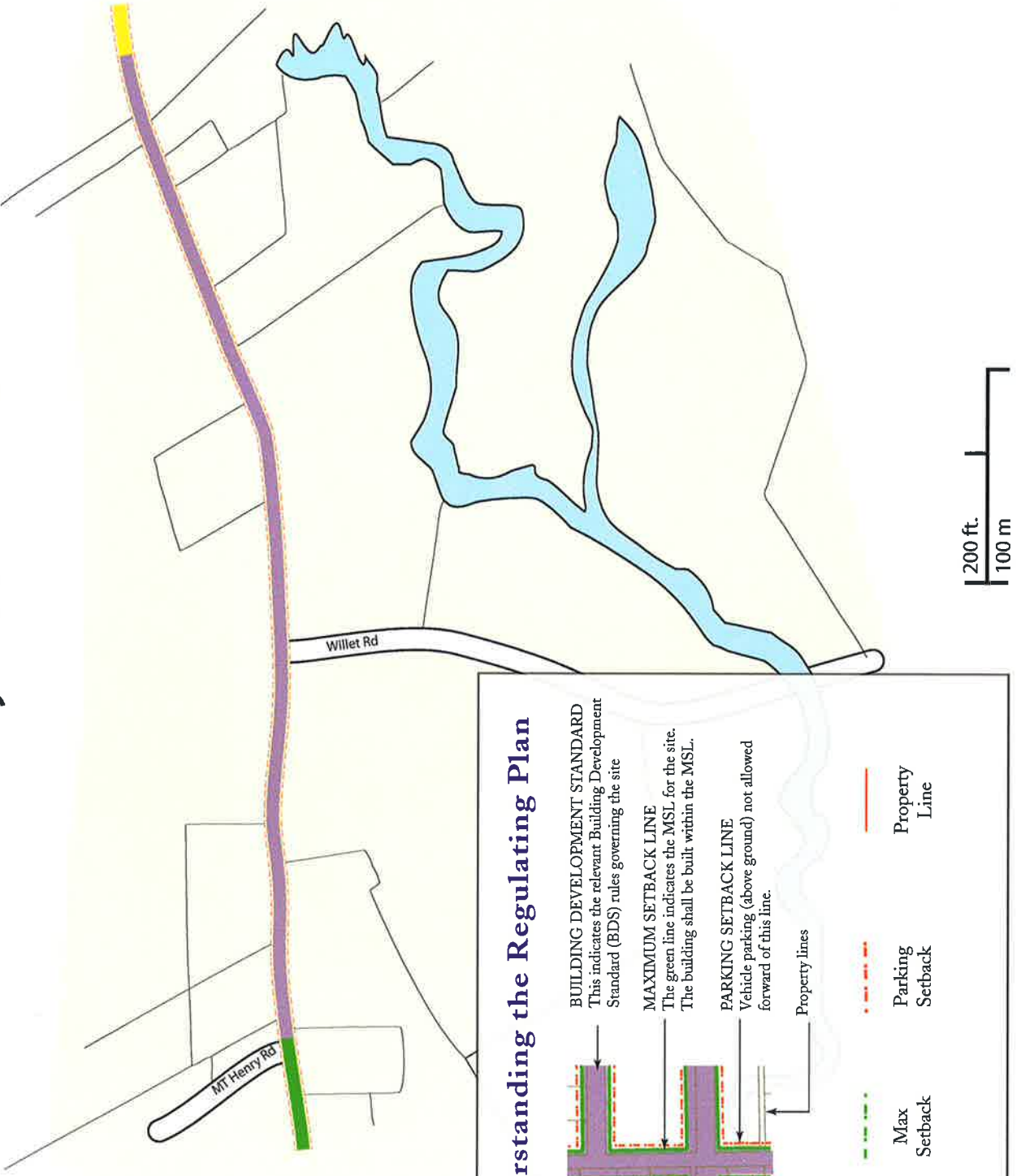
Exempt Frontage Types:

The following building frontage types shall be exempt from MAXIMUM SETBACK LINE & PARKING SETBACK LINE requirements of these Standards in the (TN) District. However, STREET/FRONT YARD WALLS & FENCES shall be required at the PUBLIC LOT LINE along the entire lot frontage of all such buildings and developments.

- Marina Boat Storage Buildings • Auto Dealerships



MT. Henry Rd to Paulsen Parcel



Understanding the Regulating Plan

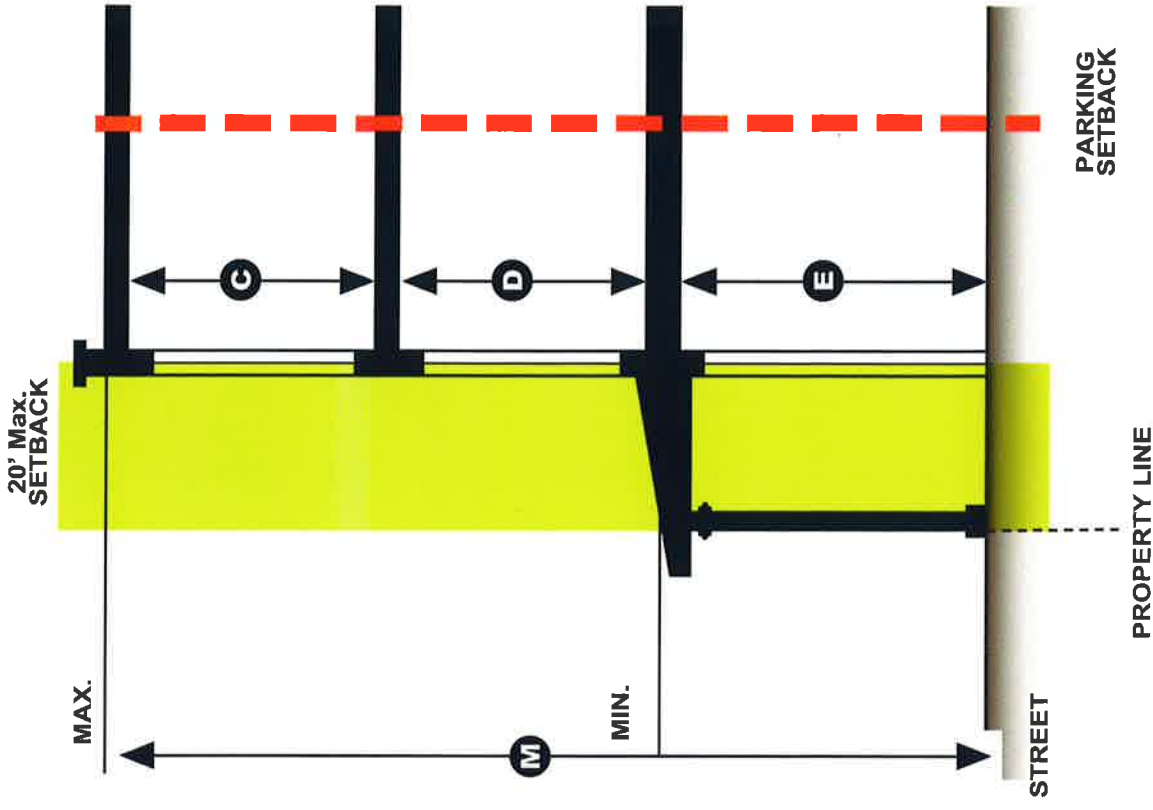
BUILDING DEVELOPMENT STANDARD
This indicates the relevant Building Development Standard (BDS) rules governing the site

MAXIMUM SETBACK LINE
The green line indicates the MSL for the site. The building shall be built within the MSL.

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line.

Property lines

- Max Setback
- Parking Setback
- Property Line



HEIGHT

Building Height

- 1- Each building on the west-side of Portland Rd. shall be no greater than (3) three stories to a maximum of 35 ft. in height, with no minimum height requirement.
- 2- Each building on the east-side of Portland Rd. shall be no greater than (3) stories with no maximum as measured in feet height, with no minimum height requirement.
- 3- A side wing or ancillary structure shall be no higher than (18) eighteen ft. in height.

Ground Story Height: (Commerce)

- 1- The average GROUND STORY finished floor elevation within 30 ft. of the MAXIMUM SETBACK LINE shall be:
 - not lower than the fronting sidewalk or front yard elevation (depending on the building placement within MAXIMUM SETBACK LINE).
 - not higher than the average finished floor elevation of (21) twenty-one inches above the sidewalk or front yard elevation (depending on the building placement within the MAXIMUM SETBACK LINE).
- 2- The GROUND STORY shall have at least (10) ten ft. of clear INTERIOR HEIGHT (floor to ceiling) contiguous to the MAXIMUM SETBACK for a minimum depth of 30 ft.
- 3- The maximum GROUND STORY height is (16) sixteen ft., measured from the sidewalk or front yard to the (2nd) second STORY floor.

Ground Story Height: (Residence)

- 1- The average finished floor elevation shall be no less than (2) two ft. above the exterior sidewalk or front yard elevation at the MAXIMUM SETBACK LINE.
- 2- The GROUND STORY shall have a clear INTERIOR HEIGHT (floor to ceiling) of at least (9) nine ft.
- 3- The maximum GROUND STORY height is (14) fourteen ft., measured from the sidewalk to the (2nd) second STORY floor.

Upper Story Height

- 1- The maximum clear INTERIOR HEIGHT (floor to ceiling) for stories other than the GROUND STORY is (10) ten ft.
- 2- At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least (8) eight ft.

Front Yard Fence & Wall Height

- 1- A FRONT YARD FENCE or FRONT YARD WALL of not less than (3) three ft. in height or greater than (4) four ft. in height is advised, but not required, along any street frontage PRIVATE LOT LINE in the TRADITIONAL FLEX (TF) DISTRICT.
- 2- The FRONT YARD FENCE or WALL height shall be measured from the adjacent sidewalk, or when not adjacent to a sidewalk, from the ground/front yard elevation once construction is complete.

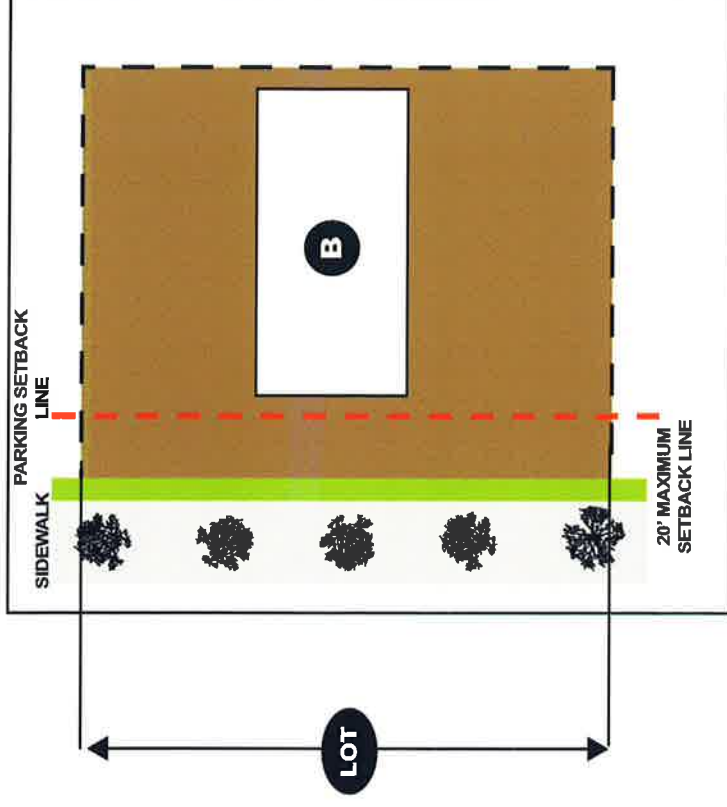
BUILDING PLACEMENT

Façade

- 1- A (20) twenty ft. MAXIMUM SETBACK LINE set at the PUBLIC LOT LINE of each building lot is established along the TRADITIONAL FLEX (TF) DISTRICT.
- 2- On each lot the building façade shall be built within the (20) twenty ft. MAXIMUM SETBACK LINE for at least 75% of the MAXIMUM SETBACK LINE length. Therefore, up to 25% of the building façade may have an architectural recess to add variety and diversity to the building.
- 3- The building FAÇADE shall be built within the MAXIMUM SETBACK LINE within (30) thirty ft. of a BLOCK CORNER.
- 4- The portions of the building FAÇADE within the MAXIMUM SETBACK LINE may include outward jogs a maximum of (18) eighteen inches, except as otherwise provided to allow bay windows (upper story only).
- 5- Within (8) eight ft. of a BLOCK CORNER the GROUND STORY façade may be pulled away to form a corner entry.
- 6- No building or set of buildings on each building lot may exceed (120) one hundred & twenty ft. of continuous attached building frontage. A gap of (10) ten to (20) twenty ft. is required between each such structure on a building lot.

Buildable Area

- 1- Building may occupy any portion of the lot behind the MAXIMUM SETBACK LINE exclusive of any rear or side lot setbacks required by this these Standards.
- 2- A 24' PARKING SET BACK LINE "from the front private lot line" shall be required
- 2- A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous PRIVATE OPEN AREA may be located anywhere behind the PARKING SETBACK LINE or the front yard area within the MAXIMUM SETBACK LINE and not including any side or rear setbacks at or above grade.
- 3- *Buildings shall conform to the MAXIMUM SETBACK LINE requirements when constructed within a lot depth of 160 ft. from the PUBLIC LOT LINE. Any building constructed at a lot depth greater than 160 ft. shall not be subject to the MAXIMUM SETBACK LINE requirements, however shall require the construction of a STREET/FRONT YARD WALL along the lot frontage in the TRADITIONAL FLEX (TF) DISTRICT.



Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a single family residential dwelling, the principal building shall be setback at least (20) twenty ft. from the shared lot line.

Garage and Parking

- 1- Vehicle parking areas located on private property shall be located behind the PARKING SETBACK LINE, except where parking is underground.
- 2- *Buildings constructed deeper than 160 ft. from the PRIVATE LOT LINE in the TRADITIONAL FLEX (TF) DISTRICT shall be required to locate surface parking lot(s) at the sides or rear of building.
- 3- Openings in any street frontage for surface PARKING LOTS shall have a maximum clear access drive no wider than (24) twenty-four ft.
- 4- Openings in any MAXIMUM SETBACK LINE for parking GARAGE entries shall have a maximum clear height maximum of (16) sixteen ft. and a clear width no greater than (24) twenty-four ft.
- 5- Designated GARAGE & PARKING LOT ENTRIES/DRIVEWAYS, in addition to rear parking lot connecting drive lanes, shall be the sole means of vehicle access to a parking area.
- 6- GARAGE ENTRIES shall be setback up to a minimum of (2) two ft. behind the surrounding façade.
- 7- These requirements are not applicable to ON-STREET PARKING.

Alleys & Rear Setbacks

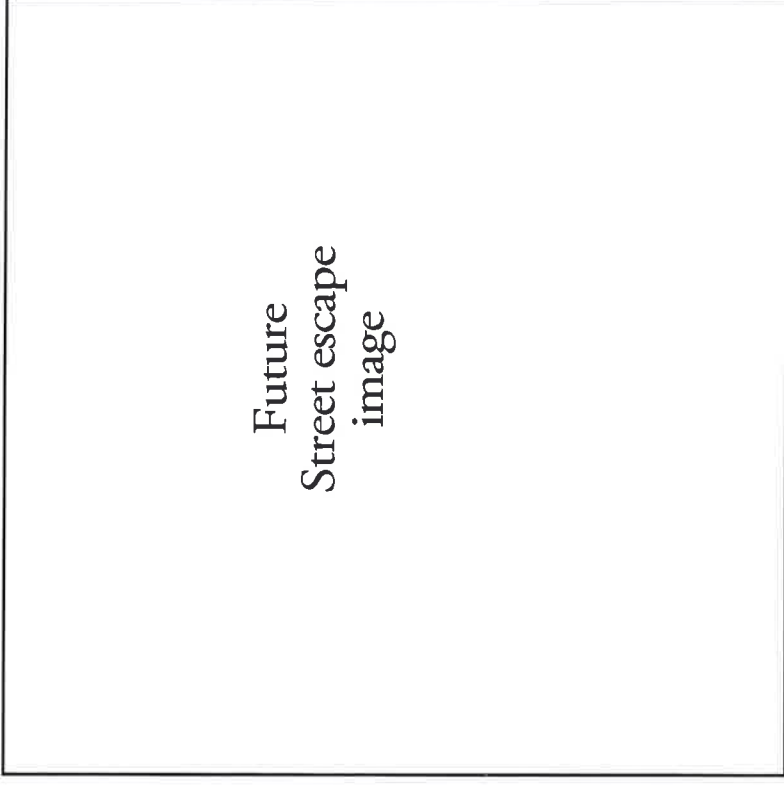
There is no required setback for ALLEYS. On lots having no ALLEY access there shall be a minimum setback of (25) twenty-five ft. from the rear lot line.

Corner Lots

Corner lots shall satisfy the Development Standard requirements for the MAXIMUM SETBACK LINE length unless otherwise specified in these Standards .

Street Edge & Common Lot Treatment

- 1- A FRONT YARD FENCE or FRONT YARD WALL is advised, but not required, along lot frontage at the PRIVATE PROPERTY LINE in the TRADITIONAL FLEX (TF) DISTRICT.
- 2- PRIVACY FENCES may be constructed along a COMMON LOT LINE.



BUILDING ENVELOPE

Fenestration “Windows and Doors”

- 1- Blank lengths of wall exceeding (12) ten linear ft. are prohibited on all GROUND STORY FACADES.
- A** 2- GROUND STORY FENESTRATION shall comprise between 30% and 75% of the façade.
- B** 3- UPPER STORY FENESTRATION shall comprise between 20% and 40% of the façade area per STORY.

Building Projections

- 1- No part of any building, except overhanging EAVES, BALCONIES, BAY WINDOWS and AWNINGS and SIGNS, as specified by these Standards, shall encroach beyond the PRIVATE LOT LINE.
- 2- AWNINGS shall project:
 - (a) a minimum of (3) three ft. from the façade
 - (b) a maximum of not less than (4) four ft. back from any STREET TREE ALIGNMENT LINE.
- 3- AWNINGS that project over the sidewalk portion of a STREET SPACE shall maintain a clear height of at least (10) ten ft.
- 4- Functioning ENTRY DOOR(S) shall be required along the GROUND STORY front BUILDING FAÇADE.

Street Walls

One vehicular access gate no wider than (24) twenty-four ft. and one pedestrian gate no wider than (6) six ft. shall be permitted within any required MAXIMUM SETBACK LINE street frontage.

RECOMMENDED USE

Ground Story

The GROUND STORY may house a variety of USEs including COMMERCIAL, RETAIL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY.

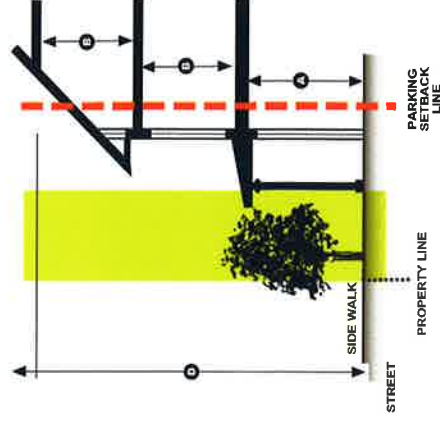
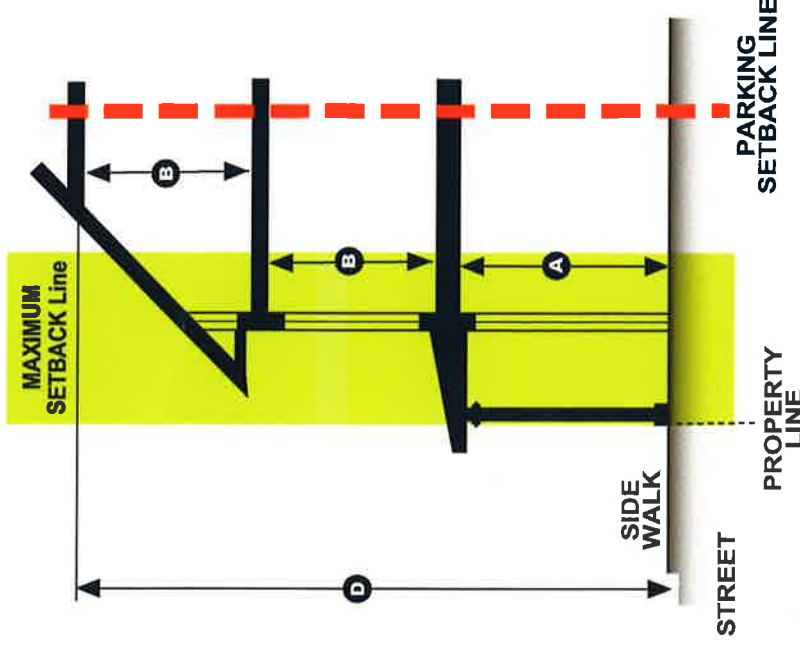
Upper Stories

- 1- COMMERCIAL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY may be housed in UPPER STORIES.
- 2- RESTAURANT or RETAIL are not recommended in UPPER STORIES unless they are second story extensions equal to or less than the area of the GROUND STORY USE.
- 3- COMMERCE is not recommended above a RESIDENTIAL USE.
- 4- Additional habitable space is not permitted within the roof, where the roof is configured as an ATTIC STORY.

Exempt Frontage Types:

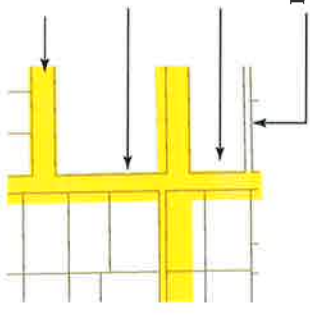
The following building frontage types shall be exempt from the MAXIMUM SETBACK LINE & PARKING SETBACK LINE requirements of these Standards in the (TF) District. However, STREET/FRONT YARD WALLS & FENCES shall be required at the PUBLIC LOT LINE along the entire lot frontage of all such buildings and developments.

- Marina Boat Storage Buildings
- Auto Dealerships
- Super Market Grocery Stores

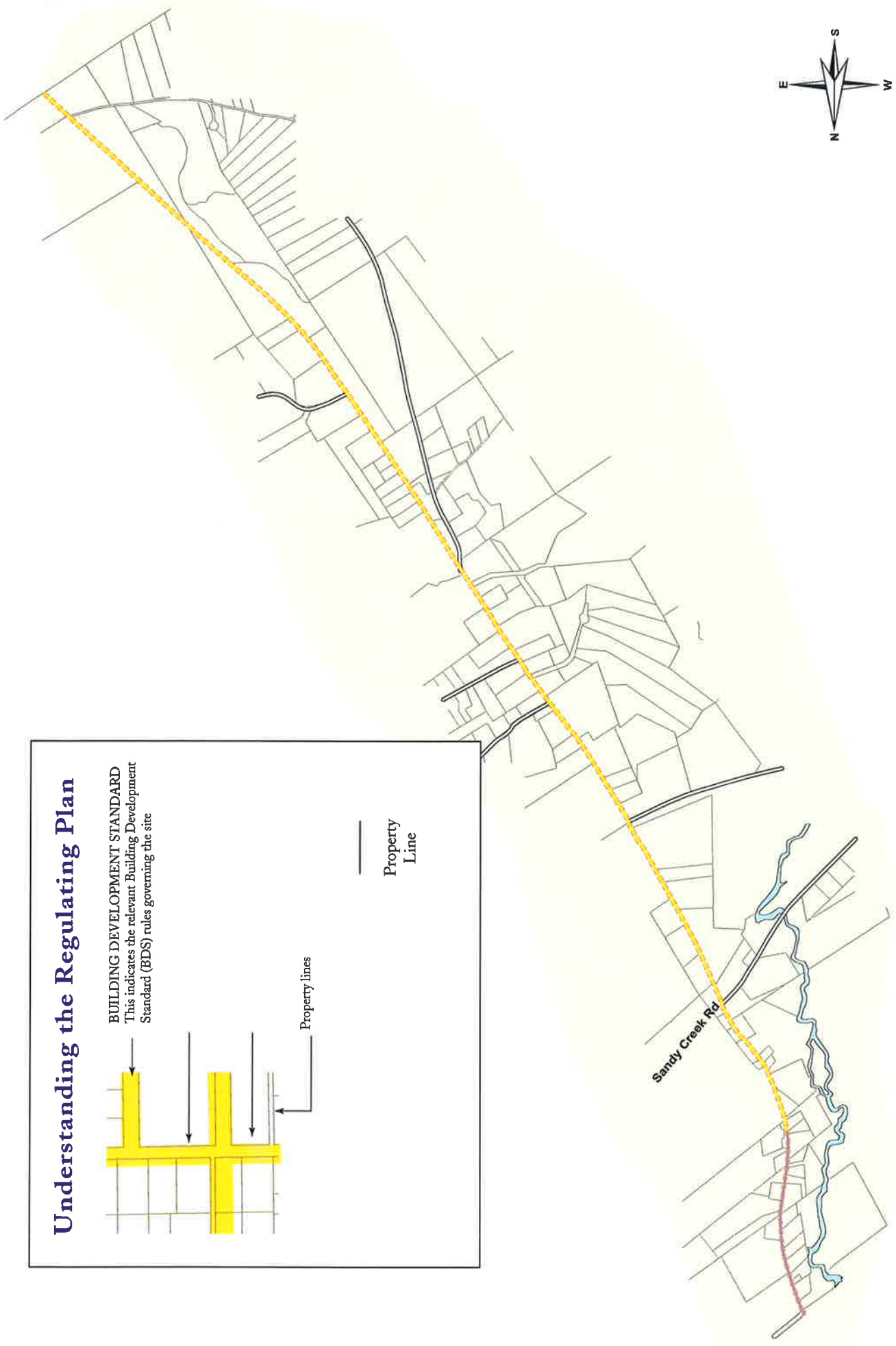


Understanding the Regulating Plan

BUILDING DEVELOPMENT STANDARD
This indicates the relevant Building Development Standard (BDS) rules governing the site



Property Line



HEIGHT

M Building Height

- 1- Each building shall be no greater than (6) six stories in height, with no minimum height requirement.

Ground Story Height: (Commerce)

- 1- There is no minimum or maximum finished GROUND STORY elevation for COMMERCIAL USES.
- 2- The GROUND STORY shall have no minimum or maximum clear interior height (floor to ceiling) requirements.

Ground Story Height: (Residence)

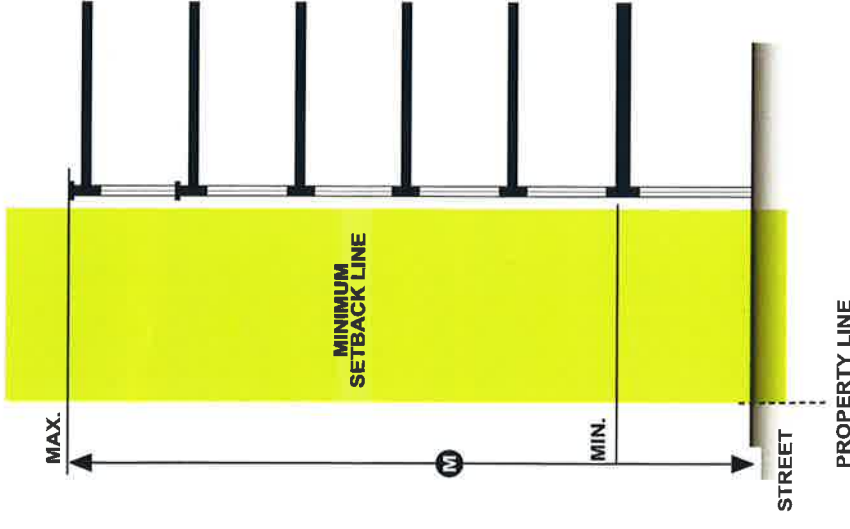
- 1- The average finished floor elevation shall be no less than (2) two ft. above the exterior sidewalk or front yard elevation within the MINIMUM SETBACK LINE.
- 2- The GROUND STORY shall have an interior clear height (floor to ceiling) of at least (9) nine ft. and a maximum sidewalk or front yard elevation to (2nd) second STORY floor height of (18) eighteen ft.

Upper Story Height

- 1- No required maximum clear (floor to ceiling) height.
- 2- At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least (8) eight ft.

Front Yard Fence or Wall Height

- 1- A FRONT YARD FENCE or FRONT YARD WALL is not required.
- 2- The FRONT YARD FENCE or FRONT YARD WALL height, if built, shall be not less than (3) three ft. in height or greater than (4) four ft. in height as measured from the front yard elevation once construction is complete.



BUILDING PLACEMENT

Façade

- 1- A (20) twenty ft. MINIMUM SETBACK LINE set at the PUBLIC LOT LINE of each building lot is established along the CONVENTIONAL AUTO (CA) DISTRICT.
- 2- A LANDSCAPE STRIP of no less than 20 ft. in depth shall be required along the full length of the building lot frontage exclusive of driveways & access ways. Street tree planting and unified landscape design features shall be in accordance with approved Portland Rd Corridor Landscape Design Specifications.

B

Buildable Area

- 1- Building may occupy any portion of the lot behind the MINIMUM SETBACK LINE exclusive of any rear or side lot setbacks required by this these Development Standards.
- 2- A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot.

Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a single family residential dwelling, the principal building shall be setback at least (20) twenty ft. from the shared lot line.

Garage and Parking

- 1- SURFACE PARKING LOTS are permitted on any portion on the building lot.
- 2- Openings in any street frontage for surface PARKING LOTS shall have a maximum clear width of no greater than (24) twenty-four ft.
- 3- Designated GARAGE & PARKING LOT ENTRIES/DRIVEWAYS, in addition to rear parking lot connecting drive lanes, shall be the sole means of vehicle access to a parking area.

Alleys & Rear Setbacks

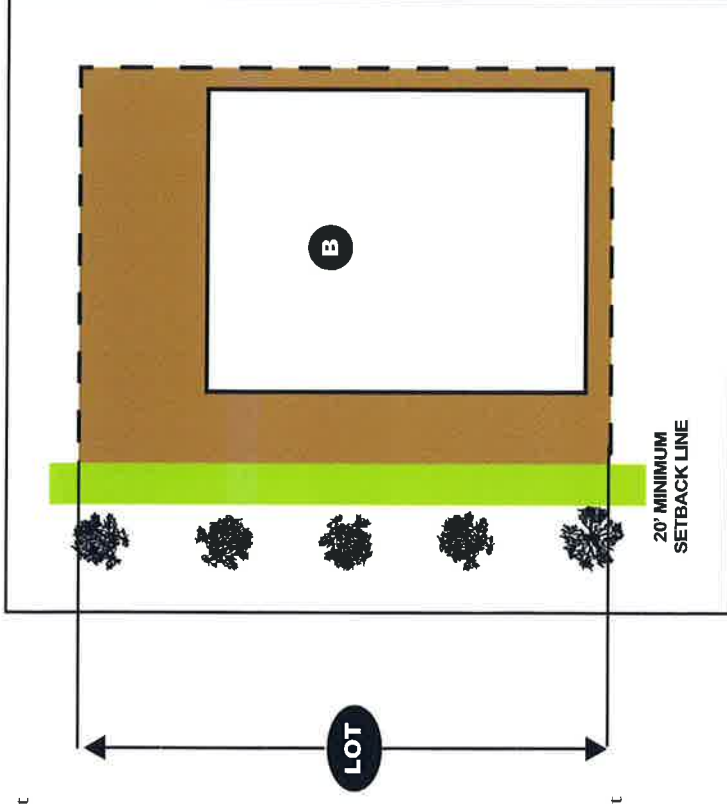
There is no required setback for ALLEYS. On lots having no ALLEY access there shall be a minimum setback of (25) twenty-five ft. from the rear lot line.

Corner Lots

Corner lots shall satisfy the Standard requirements for the MINIMUM SETBACK LINE length unless otherwise specified in these Development Standards.

Required Sidewalks along (CA) Street Frontage

- 1- A SIDEWALK shall be required along and within the ROW line frontage of all building lots in the Conventional Auto (CA) District. SIDEWALKS shall be constructed in accordance with approved Town of Bridgton and Maine DOT sidewalk constructions specifications.
- 2- PRIVACY WALLS/FENCES may be constructed along a COMMON LOT LINE.



BUILDING ENVELOPE

Fenestration “Windows and Doors”

- A** 1- GROUND STORY FENESTRATION shall comprise a minimum of 40% of the façade.
- B** 2- UPPER STORY FENESTRATION shall comprise between 20% and 40% of of the façade area per STORY.

Building Projections

Functioning ENTRY DOOR(S) shall be required along the GROUND STORY front BUILDING FAÇADE.

RECOMMENDED USE

Ground Story

The GROUND STORY may house a variety of USEs including COMMERCIAL, RETAIL, RESIDENTIAL, PROFESSIONAL SERVICE, LIGHT-ASSEMBLY, FABRICATION, CULTURAL and PUBLIC ASSEMBLY.

Upper Stories

- 1- The UPPER STORY may only house COMMERCIAL or RESIDENTIAL USEs. No RESTAURANT or RETAIL USEs shall be permitted in UPPER STORIES unless they are second story extensions equal to or less than the area of the GROUND STORY USE.
- 2- COMMERCE USE is not permitted above a RESIDENTIAL USE.
- 3- Additional habitable space is not permitted within the roof, where the roof is configured as an ATTIC STORY.

