

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
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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-Giatas 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.

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.

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.

Table 2.2 Comparative Population Change 1970 – 2010									
	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% respectfully) (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						
					% Change	
	1980	1990	2000	2010	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.

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.

Table 2.9						
Employment Occupations						
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.

Table 2.10													
Town of Bridgton Population Projections													
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.

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.

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

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

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).

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 provided 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.

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.

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

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.

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

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.

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 comprise 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.

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 Sogedy & 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.

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

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.

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

<u>Map Number</u>	<u>Animal Name</u>	<u>State Rarity</u>	<u>State Status</u>
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.

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.

<u>Street Name</u>	<u>Total Length</u>	<u>Street Name</u>	<u>Total Length</u>	<u>Street Name</u>	<u>Total Length</u>
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 Guage 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	Skillins 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	Willet 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.

<u>Road Name</u>	<u>Road Name</u>	<u>Road Name</u>
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
Davids 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	Pickere! 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
Waumbecket 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 are 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, Toddler 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

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.

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

	<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</u>	
	<u>Amount</u>	<u>% of Total</u>	<u>Amount</u>	<u>% of Total</u>	<u>Amount</u>	<u>% of Total</u>	<u>Amount</u>	<u>% of Total</u>
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	<u>Taxable Land</u> <u>Values</u>	<u>Taxable</u> <u>Buildings</u> <u>Values</u>	<u>Taxable</u> <u>Total Values</u>	<u>% of</u> <u>Total</u>
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

								Increase / Decrease	
Revenues	2007	2008	2009	2010	2011	2012	2013	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

									Change 2006 - 2013	
	2006	2007	2008	2009	2010	2011	2012*	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	-533,402	-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). These 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

					Valuation			
St #	Street Name	Map/Lot	Type	Acres	Land	Building	Total	Description
Government use - Solely								
305	S BRIDGTON RD	0005-00272-OTL	lot	1	44,000	50,000	94,000	Fire Station
118	SANDY CREEK RD.	0005-0081-OTL	gov	21	123,500	165,285	288,785	Transfer station
31	WILLETT RD.	0009-0055-OTL	gov	15.94	152,505	469,410	621,915	Town garage
3	CHASE ST.	0023-0093-OTL	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-OTL	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-OTG	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.

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.

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.

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.

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.

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)

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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.

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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 contract 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.

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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)

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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

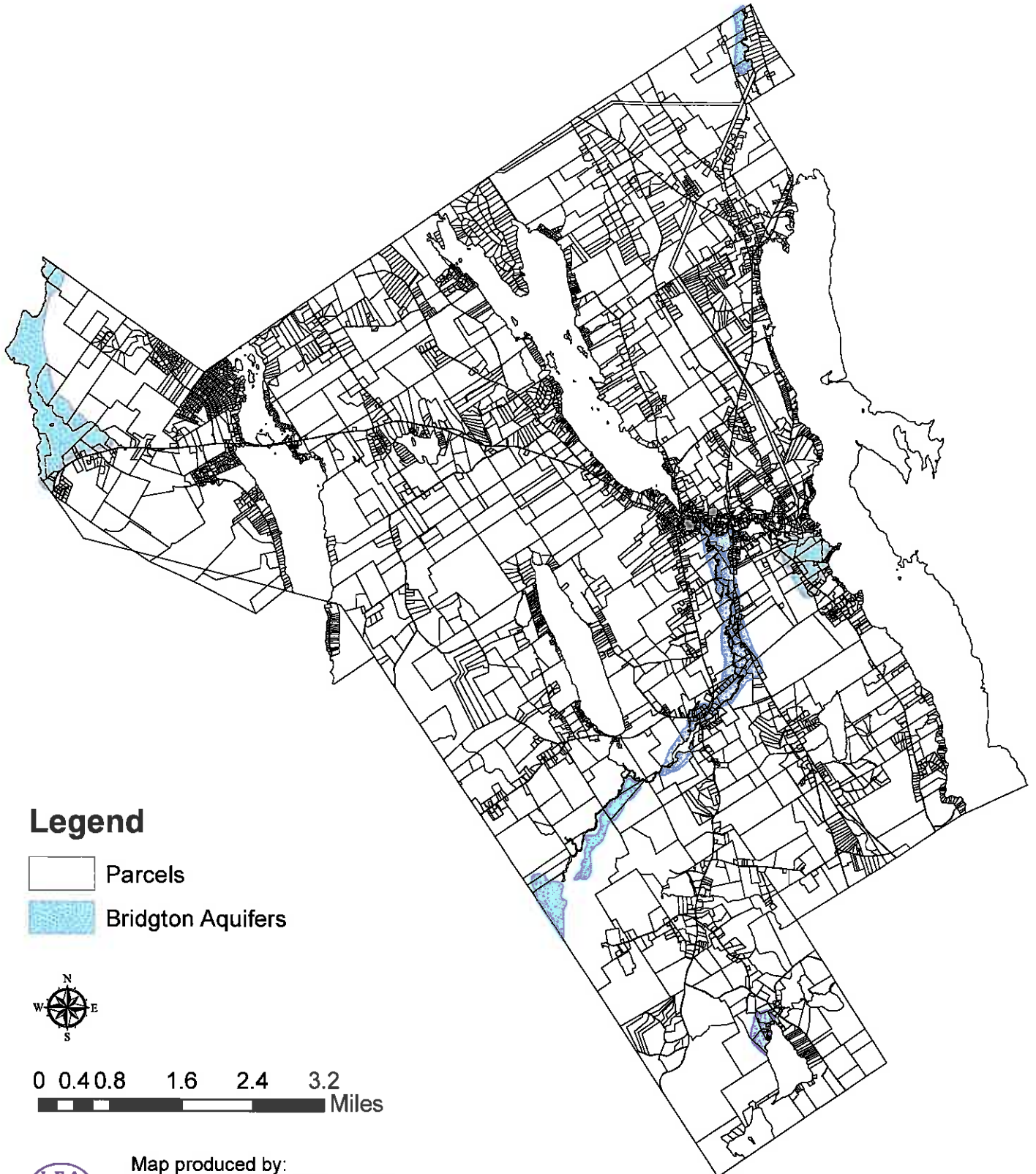
Town of Bridgton Development Constraints

updated March 2014

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

updated April 2014

Bridgton Aquifers



Legend



Parcels



Bridgton Aquifers

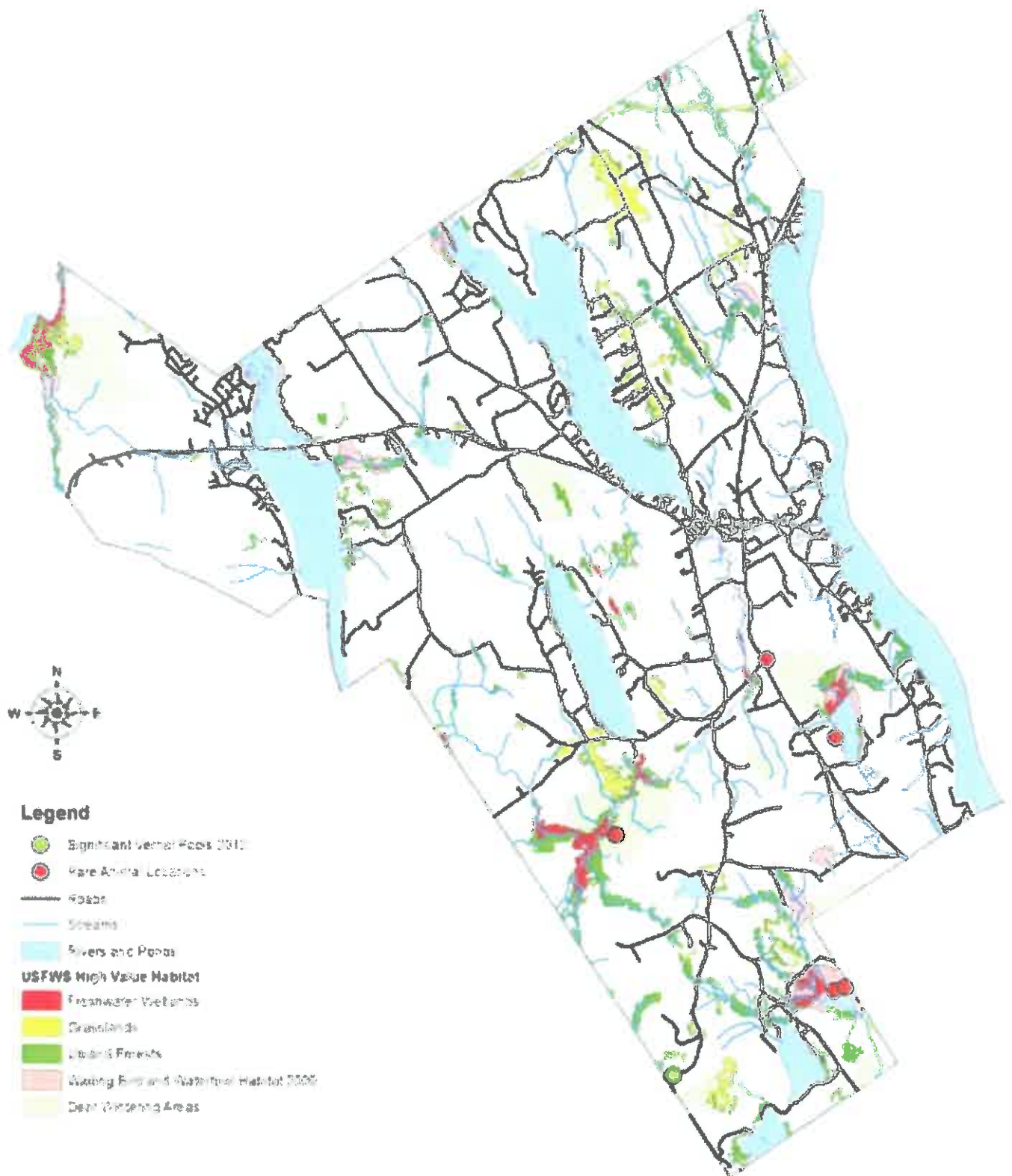


0 0.4 0.8 1.6 2.4 3.2
Miles



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

Bridgton High Value Plant and Wildlife Habitat



0 0.5 1 2 Miles



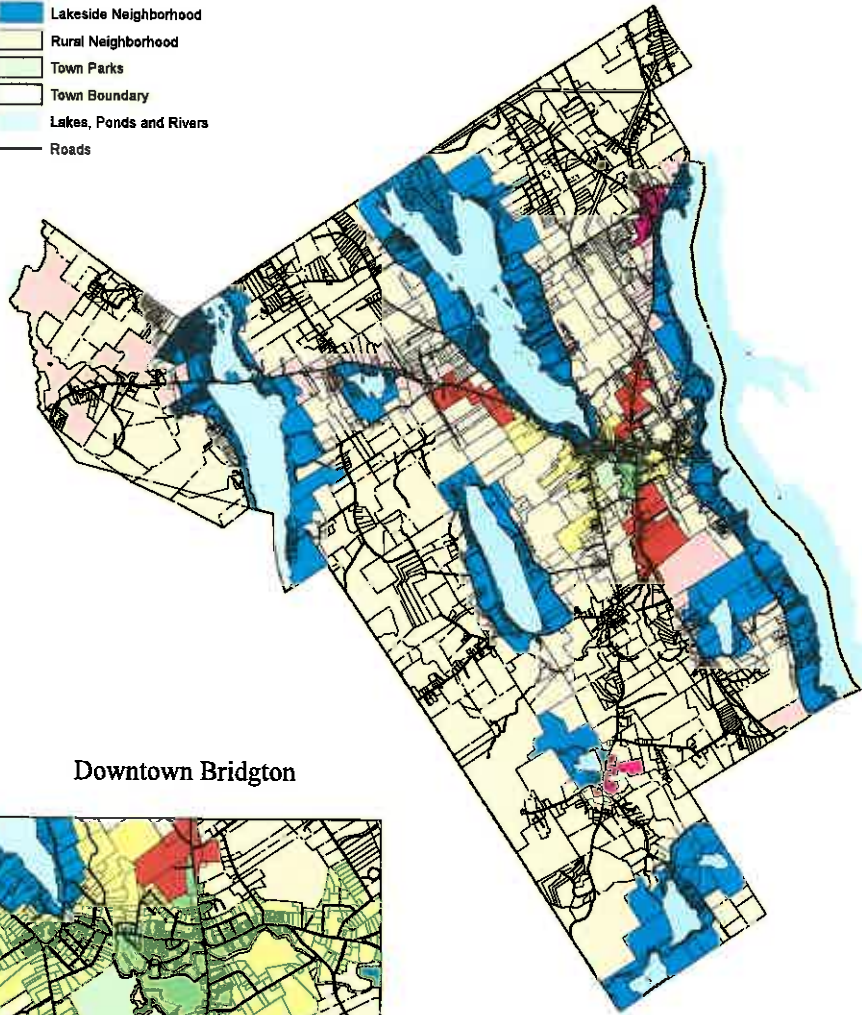
Map Created by:
Lakes Environmental Association
updated March 2012

Town of Bridgton Future Land Use Map

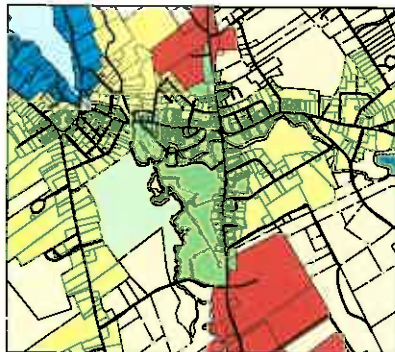
Future Land Use Map 2014

- 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

0 0.5 1 2 Miles

Downtown Bridgton



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

