

Chapter 8 RECREATIONAL, AND CULTURAL RESOURCES

INTRODUCTION

Cultural resources are a big part of what we like about living in Fryeburg. Cultural resources - historic buildings and sites, archaeological sites, parks and open spaces, views we enjoy, access to the natural environment (lakes, fields, and streams) - provide a physical link to the past and add to the enjoyment of our community. They are a part of the quality-of-life in Fryeburg.

These resources should be identified, we should attempt to understand how changes may affect them, and efforts should be made to protect them.

ARCHAEOLOGICAL RESOURCES

Archaeological sites are remains of the prior presence of human beings. These things could be structures, artifacts, terrain features, and remains of plants and animals associated with human habitation.

Prehistoric archaeological sites are those which predate written records. According to the Maine Citizens for Historic Preservation 99% of the prehistoric archaeological sites in Maine are located along river or stream banks, lake shores and the seacoast. The Saco River was known to have been used by Indians as a travel route in their periodic journeys from what is now the Fryeburg area to the mouth of the Saco River.

Twenty-five prehistoric sites have been identified by an avocational archaeologist in the Fryeburg area, but few sites have been examined by professional archaeologists, and there is a need for a professional survey, inventory and analysis of the region. Some of these sites consist of Indian settlements in North Fryeburg and Center Fryeburg, near Main Street, and in the Hemlock Bridge area. There is also an Indian mound near Main Street.

In Maine, most Euro-American historic archaeological sites are found along transportation routes - rivers and early roads. Such sites, generally consist of such features as foundations and cellar holes of early settlers, evidence of early industrial endeavors such as dams and building foundations, and forts.

In Fryeburg there is one known historic archaeological site. This is the Pequawket Mission Site, ca. 1690 - 1724. The site is known only from secondary sources, and as with the prehistoric sites, no historic archaeological survey has been completed to date in Fryeburg,

There are remnants of a major mill site located in Skillings-Newman Park at the end of Old Mill Road. It is just up stream of where Ward Brook enters Lovewell's Pond. It is believed that the mill operated in the 1700s or 1800s. Other mill sites may have existed but are as now undocumented.

The Lovewell's Pond Indian Battleground monument commemorates a battle fought on May 8, 1725, between rangers from Dunstable, Massachusetts, under the command of Captain John Lovewell and a group of Pequawket Indians led by Chief Paugus.

HISTORIC BUILDINGS

The following are the buildings on the National Register Places (National Register). (The National Register is a listing of homes, commercial buildings, and bridges which are significant historically. In order to be on the Register they must:

- *be associated with significant events or lives of significant persons;
- *be distinctive of the character of a certain type, period, or method of construction;
- *be the work of a “master”;
- *represent high artistic value; or
- *yield or be likely to yield important historic information.)

**Table 8-1
BUILDINGS IN FRYEBURG
ON THE NATIONAL REGISTER OF HISTORIC PLACES**

Building	Location	Year Built
1.Squire Chase House	151 Main Street	1767
2.Benjamin Wiley House	Fish St., North Fryeburg	1772
3.Barrows-Steadman House	134 Main Street	1809
4.John Osgood House	71 Main Street	1810
5.District #1 School House	98 Main Street	1832
6.Marjon Parsons House	90 Main Street	1838
7.(Former) Fryeburg Registry of Deeds	96 Main Street	1840
8.Congregational Church	132 Main Street	1850
9.Fryeburg Academy	150 Main Street	1852
10.Hemlock Bridge	Fryeburg Center Vicinity	1857
11.Church of the New Jerusalem	4 Oxford Street	1878

Fryeburg applied to the State Historic Preservation Commission to have a part of Main Street recognized as a historic district. The District was accepted as an Historic District by the National Park Service late in 1991. The historic district starts at Key Bank at 122 Main Street and extends to the Berlin W. Tinker House at 169 Main Street. The district is about 55 acres in size and includes 35 contributing (historic) buildings and 5 non-contributing (non-historic) buildings.

Source: Maine Historic Preservation Commission & Fryeburg Planning Committee

The Cultural and Natural Amenities Map shows the locations of these historic buildings and the historic district.

In addition to the buildings listed above which are on the National Register, the following listed buildings are historically significant and important to the community.

It is expected that the Fryeburg Town House will be nominated in July, 1992, to be on the National Register of Historic Places.

**Table 8-2
NOTABLE HISTORIC BUILDINGS IN FRYEBURG**

Building	Location	Year Built
1. Grange Hall	Main Street	1837
2. Universalist Church	North Fryeburg	1838
3. Fryeburg Town House	Route 5, Center Fryeburg	1847
4. Admiral Peary House	Elm Street	?

Source: Fryeburg Planning Committee

The locations of the notable historic buildings listed above are also shown on the Cultural and Natural Amenities Map.

There are no regulations which control the changes which can be made to the historic buildings in town. Neither are there any which control many other possible threats to these historic features, such as inappropriate neighboring land uses and removal. Vandalism is also a threat to the historic buildings which are not occupied.

FRYEBURG HISTORICAL SOCIETY

The Fryeburg Historical Society is an organization of volunteers interested in preserving the history and historic records of Fryeburg.

The Society operates the Historical Society Museum, located at 96 Main Street. The Museum houses much historic data and holds displays and exhibits on a regular basis.

PUBLIC PARKS

There are a number of town owned and maintained parks in Fryeburg. The following table indicates these.

**Table 8-3
PUBLIC PARKS IN FRYEBURG**

Park	Location	Use
1. Grâustein Park	Fairview Dr.	play ground, tennis, basketball,

2. Bradley Park	Main Street	bandstand, summer concerts, hiking, sledding.
3. Admiral Peary Park Admiral Peary	Main St.	sitting, views, garden.
3A.Meridian Stone	Main Street	views.
4. Weston's Beach	River Road & Saco River	swimming, canoe access.
5. Canal Bridge	Route 5 & Saco River	swimming, canoe access, camping, picnicking.
6. Joseph Frye Homestead	Route 5	historical marker
7. Stark's Hill Rest Area	Main Street	picnic area, rest rooms.
8. Baxter Memorial Park	North Fryeburg	Recreation area.
9. Brownfield Bog Access Facility	Routes 5 & 302	swimming, boat access.
10.Skillings-Newman Memorial Park	Old Mill Rd.	Boy Scout camping area
11.Eastman Grove	Portland St.	walking
12.Town Forest and Nature Area	Route 5	hiking

Source: Fryeburg Planning Committee

VIEWS, OPEN SPACE, AND PUBLIC ACCESS TO PRIVATE PROPERTY

Part of the rural quality of Fryeburg is formed by the views of the open fields which remain undeveloped. These exist along Route 302, Porter Road, Frog Alley/Hemlock Bridge Road and Stanley Hill Road.

Another valuable view and open space resource is the Saco River. Much of the shoreline of the river is undeveloped and there are good views of the river from the Route 302 bridge, the Route 5 Bridge (Canal Bridge), and the River Road Bridge. Views of the old course of the Saco are provided along Route 113 from West Fryeburg to North Fryeburg and along Harbor Road from North Fryeburg to Fryeburg Harbor.

There are views of the White Mountains from many places in town. Some of the most spectacular views are from Jockey Cap. Other views are of, or from, Smart's Hill, Mt. Tom ledges, Main Street, Weston's Beach, Canal Beach, Highland Park, Bradley Park - Pine Hill, and Admiral Peary Park.

There are numerous places where the public has access to bodies of water. These include:

Saco River - Weston's Bridge & Beach. Town owned and maintained Parking.

Swans Falls - State access for canoes. Staffed by the Appalachian Mountain Club. Parking available.

Canal Bridge - Town owned. Canoe and boat access. Parking,

Walker's Falls - State owned. Canoe access. Primitive camping. Some parking.
Walker's Bridge - privately owned, public allowed to use. Canoe access. Parking.

Lovewell's Pond - State boat launch and parking.

Clays Pond - Small boat access on State land, Parking for 6 - 8 vehicles.

Round Pond - Owned by the Town. Used for recreation, swimming, and fishing. Maintained by the Town and concerned citizens.

Hemlock Bridge - Old river course. Canoe and boat launch. Parking. Maintained by the Town.

Bog Pond - Town owned boat launch. Parking available. Access to the Saco River.

There is an extensive trail system for cross country skiing and snowmobiling in Fryeburg. It is part of a large Lakes Region trail system.

As we can see, much of the recreation in town is hiking, cross country skiing, snowmobiling, hunting, fishing, canoeing, and so forth, using private property. As population growth takes place in Fryeburg as well as in the nearby towns and cities the demand on private property in Fryeburg will increase. As this is taking place more and more private property is also, for one reason or another, being posted for no hunting and/or no trespassing.

There are a number of steps that the town can take to continue the long term availability of these types of outdoor recreation opportunities: the public can be encouraged to use private property responsibly, the private land owners can be encouraged to allow public use of the private land, the town can purchase access rights for the 74% said public to use private land, and the town can replace the private land by developing other open space networks.

OTHER CULTURAL RESOURCES

The Fryeburg Fair was first held in 1851 It is held at the Fair Grounds along Route 5 north of the Village. With expansions in their museums, crafts, and flower shows, the Fair is continuing its tradition as a rural country, agricultural fair.

The Fair brings thousands of people from all over the East Coast to Fryeburg during the first week of October. The Fair helps to support local businesses and organizations and adds to the tax base with a yearly contribution.

Each summer, the Bradley Park Performing Arts Committee organizes concerts and other entertainment for the public.

At various times throughout the year, Fryeburg Academy students present several plays and concerts. The Fryeburg Historical Society, the Fryeburg Library, the Pequawket Performing Arts Association, and other organizations also present lectures and performances for the public.

Chapter 9

COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

Community facilities and services are the most tangible link between the local government and its citizens. There is, obviously, a good reason for this fact. The primary reason for the existence of local government is to provide public facilities for, and public services to, its residents. How well this is done is often the only measure the residents have of the quality of their local government. Also, how well this is done now, and in the future as demands on local governments increase, will be a big part of the future quality of life in Fryeburg.

In general, the citizens seem to be moderately satisfied with the public facilities in town. On the public opinion survey that was conducted in 1990, the respondents were asked to rate municipal facilities and services on a scale of 1 - 4 (1 being poor, 4 being excellent). The average ratings ranged from a low of 2.4 for sidewalks to a high of 3.6 for the rescue service.

This chapter on community facilities and services will outline the public facilities and services which are offered in the town of Fryeburg, It will outline their geographic service area - who or what part of the town is served. It will highlight their condition and perhaps their effectiveness, their usage, and their capacity.

As the town's population grows (as, was discussed in Chapter 6) the community facilities and services are the elements of town where this population increase is felt first. More people want and need more services. Existing facilities are no longer large enough. Facilities begin wearing out faster because of increased use. This chapter will attempt to provide an analysis of community facilities and services in order that Fryeburg officials may plan to meet the needs of its residents now and in the future.

TOWN ADMINISTRATION

The town is governed by a three member Board of Selectmen. They are elected for three year, staggered terms. The Board of Selectmen is the executive and administrative arm of town government. They hold scheduled meetings every other Thursday at 7:00 pm at the Town Office on Lovewell's Pond Road. Minutes of the meetings are kept and made available to the public. The meetings, however, are not conducted from predetermined, posted agendas. Department heads and citizens who need to do business with the Selectmen simply show-up and wait to be heard. Most of the town employees report directly to the Board of Selectmen.

In the public opinion survey citizens were asked to rate the Board of Selectmen, They received a rating of 2.8 out of a possible 4.0.

At the Annual Town Meeting in March, 1992, money was raised so that the Selectmen can hire an administrative assistant.

Also at the March, 1992, town meeting the voters approved the change from an elected tax collector, town clerk, and treasurer position to an appointed one. This change will take place in 1993.

The planning, development review, and land use ordinance preparation functions of the town are carried out by the appointed Planning Board. Terms of office are for five years.

The Board of Appeal is a seven member board appointed by the Board of Selectmen. Its function is to act on administrative appeals of Code Enforcement Officer's decisions (challenges of the interpretation of the Zoning Ordinance by the Code Enforcement Officer), requests for variances, and Special Exception applications.

"Town office services" received an average rating of 2.9 on the opinion survey, and 87% of the respondents said that tax support for them should be kept the same.

The other fully elected board consists of Fryeburg's representatives to the Administrative District 72 (SAD 72) board of directors. The SAD directors from Fryeburg along with the directors from Brownfield, Denmark, Sweden, Lovell, Stow, and Stoneham are responsible for the operations of the school district. There are five members elected from Fryeburg, three from Lovell, two each from Stow and Denmark, and one each from Sweden and Stoneham. Fryeburg Academy, which serves as the high school for Fryeburg students grades 9 through 12, is governed by a Board of Trustees.

The Budget Committee is made up of 18 members who are appointed for three-year terms. Their responsibility is to review and make recommendations on expenditure articles which go before the voters.

The 7 member Park Committee is appointed by the Board of Selectmen to an indefinite term. Their responsibilities are to oversee park use and maintenance.

The Conservation Committee's duties are to provide a local source of authority on Fryeburg's natural resources, and to recommend natural resource policies to the Planning Board. This committee is made up of seven members who serve three-year terms.

The Traffic Ordinance Committee is made up of six members who are charged with investigating and recommending actions to alleviate local traffic concerns. These include parking on Main Street, heavy truck parking in the downtown area, and the intersection of Routes 5 and 302.

The Eastern Slope Airport Authority is made up of four members who serve two-year terms.

The Recreation Committee is a committee of fifteen persons, appointed for three-year terms. The committee plans and administers the town's recreation programs for children and senior citizens which are conducted by the Fryeburg Recreation Department. The town's recreation programs received a 3.2 rating on the opinion survey.

There are also committees looking into the structure of town government and into the programming of capital (major) improvements.

These are the Government Committee and the Capital Improvements Committee, respectively.

There are numerous elected and appointed positions in Fryeburg, which provide us with many opportunities for participation in the government of our town. The only draw back to the large number of boards and committees is the fact that there seems to be some overlap in functions, and very little coordination.

FIRE PREVENTION AND SUPPRESSION

This public safety function is provided in Fryeburg by the volunteer fire department. The chief of the department is elected by the volunteers. The budget to run the department is raised by the voters at town meeting.

The Fryeburg Fire Department is made up of 52 volunteers who serve on the department. The average response to structural fires is with 20 to 25 personnel. There were 83 fires in 1989, 47 fires in 1990, and 61 in 1991.

The Village station is located on Main Street and a satellite station is located on Denmark Road in East Fryeburg. The Village station was built in 1963 and the East Fryeburg station was built in 1983. The following table shows an inventory of major (capital) equipment of the Fryeburg fire department.

**Table 9-1
CAPITAL EQUIPMENT INVENTORY
FRYEBURG FIRE DEPARTMENT
1991**

Item	Year New	Value	Condition	Use	Replacement Target Date:
Ford pumper, 1250 pumper, 750 gal. tank	1988	\$110,000	Excellent	1st responder	2008
Int'l pumper, 1000 pumper, 1000 gal. tank	1986	\$100,000	Excellent	2nd responder	2006
Ford 700, 250 pumper, 1000 gal tank	1978	\$18,000	Good	1 st resp. E. Fryeburg	1999:
Chev. Step Van	1969	\$2,000	Good	equipment van	2001
GMC tractor tank	1974	\$4,000	Fair	Tanker limited use	1995
GMC army truck	1951	\$2,000	Fair	forestry	2005
Dodge pumper, 750 pump, 500 gal tank	1956	\$4,500	Good	back up	1997
GMC tractor	1968	\$1,500	Fair	E. Fryeburg	2007
Dodge pumper	1936	—	Good	antique	-

Source: Fryeburg Fire Chief, 1991

The Fire Chief has a proposed schedule for capital purchases through the year 2000. This is outlined below.

1992 - No capital purchases

1993 - Foam system to be mounted on existing trucks — cost \$3,500

- 1994 - Cascade air system — cost \$5,000
resurface fire station driveway - \$16,000
- 1995 - replace 1974 tractor trailer with late model truck and tank — cost \$40,000 to \$50,000
- 1996 - replace overhead doors in the Village Station — cost \$4,000
- 1997 - replace 1965 Dodge pumper with new pumper — \$150,000
- 1998 - no capital purchases
- 1999 - replace 1978 pumper with new pumper — cost \$150,000
- 2000 - no capital purchases

The Fire Department has prepared an inventory of all hazardous materials in town. This will be important when fighting a fire at a facility where any of these materials are used or stored.

The North Fryeburg part of town is served by the Saco Valley Fire Association. This is a private association which also serves Stow and Chatham.

There is a Saco Valley Fire Association station located on Route 113 in North Fryeburg. The table below shows the inventory of the Association’s capital equipment.

Table 9-2
CAPITAL EQUIPMENT INVENTORY
SACO VALLEY FIRE ASSOCIATION
1991

Item	Year New	Value	Condition	Use	Replacement Target Date
Engine 94, 1991 Ford, mini pumper	1992	\$62,000	Excellent	1st responder	2012
Engine 3 Maxim pumper	1969	\$30,000	7?	7???	2001
Engine 6 Dodge pumper	1956	\$2,000	??	???	1992
Tanker I, Ford 3,000 gal. tank	1955	\$5,000	7?	7??	1996
Forestry I,GMC all Wheel drive	1954	\$5,000	7??	7??	1996

Source: Saco Valley Fire Chief, 1991

The fire department in Fryeburg has mutual aid agreements with the surrounding towns.

In the public opinion survey fire protection received a high, average rating of 3.2. Eighty-five percent of the respondents said that tax support should remain the same.

POLICE PROTECTION

The police protection in Fryeburg is provided by the Fryeburg Police Department. The department consists of one Chief, three full-time officers, and four part-time officers. In 1990, the department investigated 634 complaints and 101 traffic accidents, issued 259 written warnings on traffic offenses, and 854 civil and traffic summonses. In 1991 the number of complaints investigated was 595, traffic accidents were 89, issued 194 written warnings on traffic offenses, and issued 703 civil and traffic summons. In addition to the regular police duties, the department is responsible for maintaining public safety during the annual Fryeburg Fair and in part for policing the annual summer crowds on the Saco River,

Due in large measure to the seasonal surge in demand for its services, the current capacity of the department is not meeting the additional demands of criminal investigation and local drug enforcement. The Department has begun a D.A.R.E. drug use prevention and education program in the schools.

Fryeburg is currently providing about 1.33 full time officers per 1,000 population in the winter months and only 0.46 per 1,000 population in the summer. (The State of Maine average in 1989 was 1.62 officers per 1,000 population.)

The Police Department foresees future problems with its physical plant and its future budget, which the department needs to expand to meet community demand without overtaxing the community willingness to support the department. Administrative support for the department has also been mentioned by the Police Chief as a future need. The Chief is presently spending much time with clerical duties.

The public opinion survey rated the department an average 2.8, and 73% of respondents felt that taxes allocated to law enforcement should remain the same.

The following table shows the inventory of capital equipment of the Fryeburg Police Department.

Table 9—3
CAPITAL EQUIPMENT INVENTORY
FRYEBURG POLICE DEPARTMENT
1991

<u>Item</u>	<u>Age</u>	<u>Year Last</u>	<u>Extent of</u>	<u>Condition</u>	<u>Use</u>	<u>Replace-</u>
Chevrolet Police Cruiser	2	new in 1990	good	high	?	
Chevrolet Police Cruiser	1	new in 1991	good	high	?	

Source: Fryeburg Police Chief

Other equipment includes 2 12-gauge shotguns, 4 9 MM service pistols, 2 35 MM Cameras, 3 cruiser radios, 2 traffic radar guns, 1 dispatch radio, and office equipment and supplies.

RESCUE SERVICE

Rescue service is provided in Fryeburg by Fryeburg Rescue. This is an all-volunteer service provided by approximately sixty personnel. The personnel have varying degrees of training. Emergency Medical Technicians (EMTs) represent 52% of the squad and Licensed Ambulance Attendants (LAAs) the remaining 48%. At present there are 12 EMTs who are certified as Defibrillation Technicians. Fryeburg provides rescue services to the towns of Lovell, Brownfield, Stow, Chatham, and East Conway. In 1990 the service made 373 runs, 42 fewer than in 1989.

The following table indicates the capital equipment inventory of the rescue service.

Table 9-4
CAPITAL EQUIPMENT INVENTORY
FRYEBURG RESCUE
1991

<u>Item</u>	<u>Year</u>	<u>Condition</u>	<u>Replacement Target Date</u>
Ford Ambulance, Type III	1989	very good	2004
GMC Extrication Vehicle	1987	cab & chassis excellent body = fair	2001
Ford Ambulance, Type I	1985	good	1999
Ford Ambulance, Type I	1980	good	1994

Source: Fryeburg Rescue

Other large equipment includes 9 portable two-way radios, 1 dispatch radio, 3 defibrillators, 1 vital sign monitors, 1 portable generators, and 1 permanent generator to provide power to the rescue station.

The opinion survey gave the rescue service a very high average rating of 3.6, and 81% said that tax support should remain the same.

HIGHWAY MAINTENANCE

The maintenance of the public highways, roads, and streets is the responsibility of the elected Road Commissioner. The Road Commissioner is elected for a one-year term. Starting in 1993 this will be an appointed position.

Much of the equipment used in highway maintenance is owned by the town. Other equipment is hired as needed. The table below indicates the town-owned highway equipment.

Table 9
FRYEBURG HIGHWAY EQUIPMENT
1991

Item	Year	Condition	Replacement
1 ton plow truck	1986	poor	1993
Sand truck	1987	good	1997
Sand truck	1991	very good	2001
Loader	1988	good	?
Grader	1972	poor	2000
Road sweeper	?	good	?

Source: Fryeburg Road Commissioner

The Road Commissioner is responsible for routine maintenance of the equipment. The highway equipment is housed in the town owned highway garage on Oxford Street. The building is in poor condition and too small to adequately serve the town's needs.

All of the routine Summer maintenance is provided by the Road Commissioner, as is some of the Winter road maintenance. This includes "urban" streets. The rural roads are plowed by private contractors.

STREET LIGHTING

The town of Fryeburg provides street lighting at the intersections of town roads, state aid roads, and state highways, and in areas of municipal property where danger to pedestrians may exist. About five years ago the town went through a process of moving lights, eliminating some, and adding others in order to make the street lighting in town more efficient. The attempt was to provide proper amounts of lighting for public safety at the lowest cost.

Although the policy is to provide lighting only at intersections as outlined above, individuals can still petition the town meeting for other street lights.

SOLID WASTE MANAGEMENT

The management of the town's solid waste is becoming more and more complicated and increasingly expensive. The solid waste in Fryeburg is landfilled at the town's landfill located on Porter Road. The town landfilled about 1,000 tons of trash in 1989. This site serves Stow and Chatham as well. The town has an International dump truck (about 1967) which is in poor condition, a John Deere crawler loader, and a Trojan loader with which to operate the landfill.

Due to State requirements the landfill will have to be closed and capped in 1993. The town will have to construct a transfer station and make arrangements for transporting the waste to either a waste to energy facility or to an approved landfill by that time.

The State has established as a goal that all municipalities be recycling 25% of their solid waste by 1992 and 50% by 1994. Fryeburg is presently recycling three colors of glass, aluminum, tin, newspaper, number 1 and 2 plastic, tires, motor oil, batteries, and white goods. There is also a "bargain barn" for reusable items.

The opinion survey gave solid waste management an average rating of 2.6, and 64% said that tax support for the service should remain the same.

The town has a State approved septage sludge spreading operation. The site is used by the towns of Stow and Chatham as well. The facility consists of 11 tanks with a maximum capacity of 132,000 gallons, and 5 fields for spreading the sludge. Current spreading capacities are:

<i>Field A</i>	<i>3.27 acres</i>	<i>121,000 gallons</i>
Field B	3.1 acres	115,000 gallons
Field C	4.66 acres	289,000 gallons
Field D	2.41 acres	89,000 gallons
existing field	<u>2.00 acres</u>	<u>74,000 gallons</u>
	15.44 acres	688,000

MUNICIPAL RECREATION

Public recreation is provided to Fryeburg residents by the Fryeburg Recreation Department. The fifteen member, Selectmen-appointed Recreation Committee provides advice to the recreation director and helps with fund raising. Most of the funding is provided by the town taxpayers. The department has been organizing recreation programs in Fryeburg since the Summer of 1988. The Recreation Department helps to coordinate all sports activities among Fryeburg Academy, Molly Ockett Middle School, and the town. All facilities and equipment are shared.

The programs which are offered to the citizens include:

<u>Autumn</u>	<u>Winter</u>	<u>Spring</u>	<u>Summer</u>
Soccer	Basketball	Baseball	"Summer Rec."
Flag Football	Skating	Softball	Swimming Lessons
Field Hockey	Hockey	Track & Field	Soccer
Bowling	Indoor Soccer	Tennis Lessons	

Karate

Adult basketball
Adult Volleyball

There are several tournaments, camps, and seminars that take place at various times throughout the year. Special events organized by the Recreation Department include Pride Day (a community-wide clean up day) and the Carnival held in the Summer.

Recreation facilities include:

Fryeburg Legion Hall (recreation office and “base” location)
American Legion Little League Field
Fryeburg Academy athletic fields and tennis courts (2)
Fryeburg Academy Gymnasium
Snow School field and multi—purpose room
Molly Ockett School field and gymnasium
Fryeburg Fair exhibition buildings, fields and shuffleboard courts
Graustein Park tennis courts (2)
Weston Beach swimming area

According to the Recreation Director the number of facilities is adequate, but in the near future the fields at Molly Ockett and Snow schools will need to be upgraded.

Future goals of the department include offering programs in the North Fryeburg and East Fryeburg areas. Future plans are to have certified coaches in all programs, not just swimming, and to expand the adult and senior citizen programs.

The public opinion survey gave recreation programs a high rating of 3.2, but the town’s recreation facilities received only a 2.8. (This is on a scale of 1 - poor to 4 - excellent,) On a question which asked if the town should have user fees for non-residents who take part in recreation programs, 84% said ‘yes.’

LIBRARY

The Fryeburg Public Library is open to both the resident and non-resident public 31 hours each week. As of 1988, the library encompassed 14,668 volumes, or approximately 2.8 volumes per capita. The library also offers a wide variety of daily and weekly newspapers and magazines.

The library also offers a weekly children’s reading hour, and the Fryeburg Women’s Out-Reach Committee delivers reading material to the nursing home and the health care center and to those at home who cannot get to the library.

The respondents to the survey gave the library services a high rating of 3.1, and tax support should be kept the same.

TOWN OWNED BUILDINGS

The following is a list of the town owned buildings, their use, and any other important information.

1. Town Office - Lovewell’s Pond Road - town & police department offices - becoming inadequate.
2. Historical Society Building - Main St. - Historical Records - adequate.
3. Old Town Hall - Route 5, Center Fryeburg - unused.
4. Fire Station - Main St. - house equipment, meetings, elections - adequate.
5. Fire sub-station - Denmark Road - house equip - adequate.
6. Rescue Barn - Portland St. - house rescue vehicles & equipment, meetings - adequate.
7. Town Garage - Oxford St. - store and maintain highway equipment - inadequate.
8. Landfill garage & recycling Building - Porter Rd. – maintain landfill equipment & recycling - adequate until recycling program becomes larger.

9. Legion Hall - Bradley St. - Recreation Department Offices – civic groups' meetings - adequate.

CEMETERIES

There are 26 cemeteries known to exist in Fryeburg. Care and maintenance of the public cemeteries and many of the old family cemeteries is provided for by the town, paid for by taxpayers and cemetery trust funds. The Pine Grove Cemetery and the Riverside Cemetery have their own associations and the Harnden-Hapgood Cemetery is maintained on a voluntary basis by Calvin Harnden.

Presently the Road Commissioner maintains the town maintained cemeteries. This does not seem to be working well because of other duties that take precedence

The following list indicates where all of these cemeteries are located. These are also shown on the Public Facilities and Utilities Map.

1. Abbott Cemetery #1 - West side of Route 5, north of Fish Street.
2. Abbott Cemetery #2 - Behind Abbott #1.
3. Bemis Cemetery - Fryeburg Harbor on bank of the old Saco River.
4. Bradley Cemetery off east side of Fish Street.
5. Bridgton Road (McLucas) Cemetery - Southeast side of Route 302 near Bridgton town line.
6. Chandler Cemetery - Fryeburg Center, beside Town Hall.
7. Charles Cemetery - West side of Route 113 between West Fryeburg and North Fryeburg.
8. Schoolhouse Yard Cemetery - East Fryeburg, east side of Hemlock Bridge Road.
9. Harnden-Hapgood Cemetery - East Fryeburg, east side of Denmark Road.
10. Fish Street Cemetery - North Fryeburg, west side of Fish Street.
11. Frog Alley or Baker Cemetery - East side of Frog Alley, near Route 5.
12. Island Road or Jesse Lewis Cemetery - Northeast side of Island Road, east of Lovewell's Pond.
13. Menotomy Road Cemetery #1 - Southeast side of Menotomy Road.
14. Menotomy Road Cemetery #2 - Southeast side of Menotomy Road.
15. North Fryeburg Cemetery - Route 113, North Fryeburg, in front of Sadie Adams School.
16. Pike Cemetery - off east side of Hemlock Bridge Road, East Fryeburg.
17. Pine Grove Cemetery - Route 302. (Largest Cemetery in town.)
18. Riverside Cemetery - Northeast side of Fish Street, near Old Saco River.
19. Sanborn Cemetery - Northeast side of Little Mountain Road, East Fryeburg.
20. Smart Cemetery - Northeast side of Smart's Hill Road.
21. Wiley Cemetery - Northeast side of Smart's Hill Road.
22. West Fryeburg Cemetery - East side of Route 113, West Fryeburg.
23. Village Cemetery - Main Street, behind the library.
24. Union Hill Cemetery - East side of Union Hill Road, Fryeburg Harbor.
25. Federal Road Cemetery or Daniel Chandler Burial Ground - in the woods south of Federal Road,
26. Smith-Robins-Lewis Cemetery - East side of Route 113, West Fryeburg.

FRYEBURG WATER COMPANY

The Fryeburg Water Company is a privately owned utility, chartered in 1883. It provides approximately 580 households and 100 businesses in Fryeburg Village and East Conway with potable water. Only about 8% of the water goes to East Conway. The system also provides 65 hydrants to the town of Fryeburg for which the town pays a yearly rental fee.

The source of the water a large spring - is located northeast of Route 5/113 (Portland Road), south of Ward's Brook. This source has the capacity to safely pump 350 gallons per minute (about 500,000 gallons per day). It is estimated by the Water Company that this pumping rate could be doubled by adding additional wells at the spring and with additional pumping equipment. Current use is between 100,000 and 300,000 gallons per day. The Water Company has, over the years, purchased about 35 acres around the spring for its protection. The water is pumped to a 500,000 gallon in-ground, concrete reservoir located on the north side of Starks Mountain. The water is both chlorinated and fluoridated.

The areas served by the Water Company in Fryeburg include all of the village, Route 5 north of the village as far as (and including) Chataqua Road, as far southeast on the Portland Road (Route 5/113) to serve the industrial area including New England Tool and Cutter Grinding, Porter Road as far south as Just Cabinets, Lovewell's Pond Road, River Road, west on Route 302 to include the Clarence Walker residence, east on Route 302 to include the Molly Ockett Middle School, and a small section on Route 113 (about 1,000 feet) near the New Hampshire state line (See the Public Facility and Utility Map.)

Expansions of the system are paid for by those who request the expansion.

The Fryeburg Water Company has purchased land around the water source over the past few years in an attempt to protect the quality of the water.

EDUCATION

The school system received an average rating of 2.7 on the opinion survey; and a majority 56% expressed the desire to keep the tax support for SAD #72 the same, a significant number "voted" to increase tax support, and 15% "voted" to decrease tax support for education.

Fryeburg is part of Maine School Administrative District (SAD) 72 The other towns in the district are Brownfield, Denmark, Sweden, Lovell, Stoneham and Stow.

The following tables contain general information about the schools in the district, and more specific information about the schools serving Fryeburg students.

Table 9-6
SAD 72 SCHOOLS
1991

School	Location	Grades	Capacity	Enrollment	
Brownfield Elementary		Brownfield	K & 1	100	64
Denmark	Denmark	2 - 5	125	93	

Molly Ockett	Fryeburg	6 - 8	300	275
Fryeburg Academy	Fryeburg	9 - 12	600	525
Charles A. Snow	Fryeburg	K - 5	250	165
New Suncook	Lovell	K - 5	300	233
Sadie F. Adams	Fryeburg	2 - 4	75	53

Source: SAD 72

Table 9-7
SAD 72 SCHOOLS SERVING FRYEBURG STUDENTS
1991

School	Built	Addition	Facilities	Condition
Charles A. Snow	1953	1971	multi-purpose room, library, athletic field, playground.	good
Molly Ockett Middle School	1988	-	Gym, cafeteria, library, industrial arts room, home economics room, science lab, athletic fields.	excellent
Sadie F. Adams	early 1940s	Playground	good (wood frame bldg)	
Fryeburg Academy	1801	2 gyms, auditorium, language and science labs, athletic fields,	general physical plant up-grade, additional gym, library, additional science lab.	

Source: SAD 72

Fryeburg students also travel to New Suncook School in Lovell because the Charles A. Snow School is not large enough for all of the Fryeburg K through grade 5 students.

Fryeburg is fortunate to have the new Molly Ockett Middle School. It is constantly being used by the community after school hours.

Table 9-8 shows the number of Fryeburg students in each grade for the years 1980 through 1991. Table 9-9 shows the total Fryeburg enrollment, the break down for elementary (K—8) and secondary (9-12) for the years 1980 through 1991. Also shown in this table is the percent increase or decrease in the enrollment from the prior year.

We can see from this information that the number of Fryeburg students has decreased since 1980. In fact, the total number was over 13% less in 1991 than in 1980.

**Table 9-8
FRYEBURG STUDENT ENROLLMENT BY GRADE
1980-1991**

Elem.										
	<u>Spec.</u>	<u>K</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
1980	6	39	39	33	53	44	38	43	53	46
1981	9	33	42	37	24	56	39	44	45	56
1982	18	27	36	41	33	30	46	43	39	49
1983	16	38	31	33	38	33	32	50	43	40
1984	16	40	44	22	34	31	32	31	55	46
1985	25	41	47	33	26	32	29	29	32	36
1986	24	36	45	37	35	28	34	35	32	36
1987	19	50	46	35	41	37	29	36	38	29
1988	19	46	56	34	38	43	37	32	44	40
1989	20	41	47	46	33	35	42	42	33	42
1990	10	41	46	42	44	37	33	49	42	29
1991	3	35	44	45	42	45	33	37	51	40

	Sec.	9	10	11	12
	Spec				
1980	2	48	44	60	53
1981	4	54	42	46	58
1982	2	49	45	42	42
1983	4	46	47	45	42
1984	3	48	49	49	41
1985	6	50	52	51	52
1986	8	54	49	52	50
1987	7	35	59	51	44
1988	7	38	38	57	52
1989	1	44	41	40	55
1990	1	45	41	31	34
1991	1	31	45	34	33

Source: SAD 72

**Table 9-9
TOTAL ENROLLMENT AND PERCENT CHANGE*
FRYEBURG STUDENTS
1980-1991**

Total	%	Total	% I	Grand	%
--------------	----------	--------------	------------	--------------	----------

	Elem.	Change	Sec.	Change	Total	Change
1980	394	—	207	—	601	—
1981	385	-2.3%	204	-1.5%	589	-2.0%
1982	362	-6.0%	180	-11.8%	542	-8.0%
1983	354	-2.2%	184	+ 2.2%	538	-0.7%
1984	351	-0.9%	190	+ 3.3%	541	+0.6%
1985	347	-1.1%	211	+11.1%	558	+3.1%
1986	342	-1.4%	213	+ 1.0%	555	-0.5%
1987	360	+5.3%	189	-11.3%	549	-1.1%
1988	389	+8.1%	185	-2.1%	574	+4.6%
1989	381	-2.1%	181	- 2.2%	562	-2.1%
1990	373	+2.1%	152	-16.0%	525	-6.6%
1991	375	+0.5%	144	-5.3%	519	-1.1%

* Change from prior year.

Source: SAD 72

Table 9-10 gives us a picture of the total SAD 72 enrollment for 1980, 1985, and 1990. From this we can see that the percentage of the SAD students that are from Fryeburg is decreasing.

Table 9-10

SAD 72 STUDENT ENROLLMENT

	1980	1985	1990
SAD 72 Total	1,158	1,139	1,208
Fryeburg Total	601	558	525
Fryeburg Percent	52%	49%	44%

Source: SAD 72

The following tables take a look at some information about the students in SAD 72 and in some cases compares them to State averages.

Table 9-11

STUDENT DROPOUT RATES GRADES 9 THROUGH 12 SAD 72 & STATE OF MAINE 1985-86 THROUGH 1989-90

SAD 72	Rate*	State Average Rate
1985-86	1.5	3.5
1986-87	2.2	3.8
1987-88	3.9	4.0
1988-89	1.3	3.8
1989-90	4.1	3.4

*Percent of students who left school during the school year and did not transfer to another school unit.

Source: Maine Department of Educational and Cultural Services

Table 9-12
MAINE EDUCATIONAL ASSESSMENT SCORES*
SAD 72 & STATE OF MAINE
GRADE 4

	SAD 72 Mean 1987-89	⁽¹⁾	SAD 72 Mean 1988-90	⁽²⁾	State Mean 1988-90
Reading	250	/	260	+	245
Writing	280	/	290	+	250
Math	240	/	245	-	255
Science	250	/	270	+	280
Social Studies	255	\	245	o	245
Humanities	280	/	270	+	255

GRADE 8

	SAD 72 Mean 1987-89	⁽¹⁾	SAD 72 Mean 1988-90	⁽²⁾	State Mean 1988-90
Reading	235	\	240	-	260
Writing	265	—	265	+	250
Math	230	/	250	-	290
Science	220	/	240	-	255
Social Studies	215	/	255	+	250
Humanities	240	?	245	-	265

* Scores are based on a scale of 100 to 400.

⁽¹⁾ / indicates that SAD 72 improved from 1987-1989 to 1988-1990,

\ indicates that the scores went down, and

- indicates they stayed the same.

⁽²⁾ + indicates that SAD 72 was above State average,

- indicates that SAD 72 was below State average, and

o indicated that SAD 72 was the same as State average.

Source: Maine Department of Educational and Cultural Services

Table 9—13
PERCENTAGE OF GRADUATES
PURSUING POST-SECONDARY SCHOOLING
SAD 72's 1989 & 1990 GRADUATING CLASSES

1989	1990
60%	53%

Source: SAD 72

Table 9—14

**EXPENDITURES PER STUDENT
SAD 72 & STATE AVERAGE
1986-87 THROUGH 1988-89**

	Elementary			Secondary		
	'86-'87	'87-'88	'88-'89	'86-'87	'87-'88	'88-'89
State Average	\$2,438	\$2,757	\$3,079			
SAD 72	\$2,531	\$2,837	\$3,016		?	
SAD 72 as a Percent of State	104%	103%	98%			

Source: Maine Department of Educational and Cultural Services

**Table 9—15
STATE VALUATION PER STUDENT
SAD 72 AND STATE AVERAGE**

	'86-'87	'87-'88	'88-'89
State Average	\$ 153	\$ 177	\$ 215
SAD 72	\$ 191	\$ 216	\$ 276
SAD 72 as a Percent of State	125%	122%	128%

Source: Maine Department of Educational and Cultural Services

The school system represents the major portion of the budget in Fryeburg. It has experienced ups and downs in its budgets. The future of Fryeburg's education system is worrisome if supplemental funding cannot be raised. The reduction in the amount of State aid to education in 1992 will also have an adverse effect on the school system's budget.

Chapter 10

ROADS, TRAFFIC, AND TRANSPORTATION

INTRODUCTION

Roads, streets, and the means of transportation are often referred to as the town's circulation system. This system is necessary to move people, goods, and services from one part of town to another, into town, out of town, and through town.

The highway system also provides access to private property. Roads may be thought of as the framework upon which the town is built. In addition to these functions the highway system is also the setting from which we view much of the town. The views from the roads in town - views of fields and forests, the places where people live and work, the Saco River, and so forth - form the visual impressions of our community. The efficiency of our town, the value of our land, and how we view and experience our surroundings are all affected by the highway system and how well it carries out often conflicting roles.

Many of the problems associated with highways in any town are a result of one or the other, or both of the basic flaws of today's roads and streets: (1) their inability to carry out all of their roles equally well, and (2) their inability to carry out these roles and provide a type of service for which they were never designed or built.

This chapter will attempt to explain the existing transportation situation in Fryeburg, it will discuss how well the system is working now, and how well it can be expected to work in the future.

ROAD CONDITIONS

There is a total of almost 82 miles of roads in Fryeburg, 37.7 of which are maintained by the town. U.S. Route 302, which extends for over 8.5 miles through town from the Bridgton town line to the New Hampshire state line, is plowed and maintained by the Maine Department of Transportation (DOT).

State aid highways, which are maintained in the Winter by the town and in the Winter by the State are Fish Street, Harbor Road, and Route 5 from Fryeburg to Lovell.

On the public opinion survey conducted in 1990 the respondents gave highway maintenance a 2.8 average rating on a scale of 1 - 4 (1 being poor and 4 being excellent), The condition of town roads in the winter received a rating of 2.7. When asked if tax support should be increased to improve these services, respondents felt very strongly that tax support should be kept the same. (Highway maintenance - 83% = tax support kept the same, snow plowing - 75% = tax support kept the same.)

During Autumn and Winter of 1991 an inventory of road surface conditions was conducted by the Road Commissioner. The following table indicate the results of the survey.

Table 10-1
ROAD SURFACE CONDITIONS
FRYEBURG
1991

Road Name	Surface Type ¹	Owner ²	Condition ³			
			E	G	D	P
Porter Road	P/G	T			X	
Oxford Street	P	T		X		
Smith Street	P	T		X		
Pond Street	P	T			X	
Cottage Street	P	T				X
Maple Street	P	T		X	X	
Carl Lewis (off Maple)	P	T			X	
Hillside Street	P	T			X	
Cross Street	P	T		X		
Warren Street	P	T		X	X	
Pine Street	P	T		X	X	
Lovewell's Pond Road	P	T		X	X	
Battleground Road	P	T	X			
Eastman Street :	P	T		X		
Pond Road	P	T		X		
Howe Street	P	T			X	X
A Street	P	T	X			
Stuart Street	P	T		X		
Bradley Street	P	T		X	X	
Woodlawn Street	P	T		X		
Fairview Drive	P	T		X		
Menotomy Road	P	T	X	X		
Stanley Hill Road	P	T		X	X	X
Hemlock Bridge Road	P/G	T		X		X
Mountain Road	P	T		X		
Denmark Road	P	T		X		
Bel Air Estate Road	P	T		X		X
Sanborn Farm Estate Rd	P	T		X		X
Frog Alley	P/G	T				X
Smarts Hill Road	P	T				X
River Road	P/G	T		X		
Union Hill Road	P	T	X			
Kezar Lake Road	P	T			X	
McNeil Road	P	T			X	
Old Route 5	P	T	X			
Woodland Street	P	T		X		
Smith Rd (off Fish St)	P	T		X		
Stow Rd S. Chatham Rd.)	P	T		X		
Haleytown Road	P	T		X	X	
Chatagua Road	P	T	X			
Swans Falls Road	P	T	X	X		

Rivermede Rd.	P	T	X			
Drift Road	P	T		X		
A Road	P	T				
Baker Circle	P	T		X		
Ballard Road	P	T		X		
Birch Lane		P				
Bog Pond Road	G	T		X		
Bridgton Road (Rt. 302)	P	S		X		
Briggs Lane		P				
Brookside Lane		P				
Brook Road		P				
Carolyn Drive		P				
Chatham Pines Lane		P				
Dana Street	P	T			X	
Eastland Street	P	T		X		
Elkins Brook Road		P				
Ettowah Cove Road		P				
Fair Street	P	T		X		
Federal Road		P				
Fish & Game Road	G	S				
Fish Street	P	SA	X			
Fernwood Drive		P				
Fiddlers Lane		P				
Glen Road		P				
Glenda Circle		P				
Harbor Road	P	SA		X		
Heather Circle	P	T		X		
Highland Park Road		P				
Intervale Drive		P				
Katelyn Drive		P				
Kimball Lake Lane		P				
Main Street	P	T		X		
Meredith Lane	P	S		X		
Oak Street		P				
Old Mill Road	P	T		X		
Park Street	P	T		X		
Pine Meadow Lane		P				
Pleasant Street	P	T			X	
Pool Lane		P				
Portland St.(Rt.5/113)	P	S		X		
Province Brook Lane		P				
River Street	P	T			X	
Route 5	P	SA	X			
Shady Lane		P				
Silver Sands Drive		P				

Sunset Lane		P				
Spring Drive		P				
West Side Rd (Rt.113)	P	S	X			
West View Drive	P	T		X		

¹Surface Type – P=paved, G=gravel

²Ownership – T=Town, P=Private, S=State, SA=State Aid

³ - Excellent (E) = very smooth, little or no cracking;

Good (G) = smooth, some signs of wear;

Deteriorating (D)= visual signs of wear with cracks, ruts, etc., prevalent travel speed may be reduced;

Poor (P)= badly rutted or cracking, speeds reduced, in need of repair.

Source: Fryeburg Road Commissioner, 1991

The town road maintenance in the Summer - filling of pot holes, ditching, culvert replacement, brush cutting, paving, and so forth - is the responsibility of the Road Commissioner. The Road Commissioner also is responsible for maintenance of the town owned highway equipment.

Snow plowing is done in the Village area by the Road Commissioner with the town's equipment. In the rural parts of town it is done by private contractors,

TRAFFIC

To quantify the traffic conditions in Fryeburg, traffic data have been collected for a number of years at 15 locations by DOT. Data have been collected on the amount of traffic. These are referred to as traffic counts. From the traffic counts an annual average daily traffic count (AADT) has been calculated.

These locations are:

1. Route 5/113 at the Brownfield line
2. Route 302 at the Conway, NH line
3. River Road (Route 113) at the Conway, NH line
4. Main Street - just west of junction with Route 5
5. Route 5 - just north of junction with Route 302
6. Route 302 at Lovewell's Pond Road intersection
7. Route 5/113 (Portland Road) just east of Main Street
8. Route 5 at the Canal Bridge
9. Fish Street near intersection of Route 5
10. Route 113 - just south of Fish Street intersection
11. Route 113 in North Fryeburg just south of Harbor Road
12. Route 113 at the Stow line
13. Harbor Road at the Lovell line
14. Route 5 at the Lovell line
15. Route 302 at the Bridgton line

Data have also been collected on the physical characteristics of the roadway at these locations (by Wright Pierce Engineering). The Highway Analysis Map shows these locations. The following table shows the physical characteristics of these locations.

Table 10-2
ROADWAY PHYSICAL CHARACTERISTICS
FRYEBUG
1989

Location	Pavement Width	Shoulder Width	Shoulder Type	Terrain	Posted Speed
1. Rt.5/113 @ Brownfield line	24 ft.	8 ft.	gravel	level	55
2. Rt.302 @ Conway line	24 ft.	4 ft	. paved	level	50
3. River Rd.@ Conway line	22 ft.	2 ft.	pvd/grvl	rolling	45
4. Main St.W of Rt.302 & 5	24 ft.	10 ft	gravel	level	30
5. Rt. 5 N of Rt. 302	24 ft.	6 ft.	paved	level	30
6. Rt.302 @ Lovewell Pd. Rd.	24 ft.	10 ft.	gravel	level	30
7. Portland Rd. E of Main St	24 ft.	4 ft.	gravel	level	35
8. Rt. 5 @ Saco River	20 ft	. 0 ft.	pvd/grvl	rolling	45
9. Fish St. near Rt. 5	22 ft.	3 ft.	gravel	rolling	45
10. Rt. 113 S of Fish St.	20 ft.	1 ft.	gravel	level	45
11. Rt. 113 ' Stow line	20 ft.	1 ft.	gravel	level	45
12. Rt. 113 S of Harbor Rd.	20 ft.	1 ft.	paved	level	35
13. Harbor Rd.@ Lovell line	22 ft.	2 ft.	gravel	level	45
14. Rt. 5 @ Lovell line	22 ft.	6 ft.	gravel	rolling	45
15. Rt.302 @ Bridgton line	24 ft.	6 ft.	gravel	rolling	50

Source: Wright Pierce Engineering, 1989

From the traffic counts available from DOT for the years since 1975 an estimated 1989 AADT and projected AADT for 2000 and 2010 were calculated. The following table shows these AADT.

Table 10—3
AVERAGE ANNUAL DAILY TRAFFIC
FRYEBUG

Location	1975 Count	1980 Count	Count 1988	Est. Count 1989	proj Count 2000	proj Count 2010	Annual % growth rate
1.	1,324	1,715	2,940	3,090	4,300	5,410	3.6%
2.	—	—	6,500	6,870	9,360	11,610	3.3%
3.	1,190	1,250	—	2,250	2,980	3,640	2.9%
4.	—	—	4,800	5,070	6,910	8,570	3.3%
5.	1,340	2,020	—	2,830	3,850	4,790	3.3%
6.	2,150	2,320	4,200	4,440	6,050	7,500	3.3%
7.	2,025	2,645	—	5,060	7,150	9,040	3.8%
8.	—	—	2,600	2,750	3,710	4,610	3.2%
9.	561	594	1,100	1,160	1,570	1,950	3.2%
10.	—	350	—	530	650	750	2.0%
11.	729	694	1,020	1,060	1,290	1,490	1.9%
12.	441	492	—	750	960	1,160	2.6%
13.	—	400	—	720	970	1,190	3.1%
14.	—	—	2,000	2,100	2,820	3,470	3.1%
15.	1,999	1,784	—	3,410	4,380	5,260	2.6%

Source: Wright Pierce Engineering, 1989

The quality of traffic flow on any part of the roadway system, whether at an intersection or a roadway segment (called a “link” by traffic and transportation engineers), may best be expressed as a level of service (LOS). The LOS is based upon three criteria: traffic counts, road function, and the road’s terrain. LOS is rated from A to F, with A being the best condition and F being the worst. In Maine, however, an LOS of D is generally considered the lowest acceptable level. Currently all locations have an LOS of D or better, however, by the year 2010 there are a number of locations which are projected to be at E and even F.

The following explains the quality of operation associated with each LOS. Table 10-4 shows the LOS at the 15 locations for 1989, 2000, and 2010.

Level of Service Quality of Traffic Operation

- A Free flow, minimal delay due to random arrival on roadway, and lack of congestion.
- B Queues develop occasionally that may cause slight reductions in roadway speed, slight congestion.
- C Steady flow of traffic on roadway, queues developing often, reductions in roadway speed, slight congestion.
- D Steady, unstable flow of traffic on roadway, substantial delays due to congestion, significant reductions in speed of traffic.
- E Roadway is operating at capacity, substantial delays, significant congestion, substantial reductions in traffic speed.
- F Roadway is operating over capacity, constant traffic congestion, greatly reduced traffic speed. The level at which traffic flow on the roadway has broken down.

Table 10-4
LEVEL OF SERVICE ON ROADWAYS
FRYEURG

	<u>Location</u>	<u>1989</u>	<u>2000</u>	<u>2010</u>
1.	Rt.5/113 @ Brnfld line	C	C	D
2.	Rt.302 @ Conway line	D	D	E
3.	River Rd.@ Conway line	C	C	C
4.	Main St. W of Rt.302 & 5	C	D	D
5.	Rt.5 N of El 302	C	C	C
6.	Rt. 302 @ Lovewell Pd. Rd.	C	D	D
7.	Portland Rd. near Main St.	D	D	E
8.	Rt. 5 @ Saco River	D	D	D
9	Fish St. near Rt. 5	B	B	C
10.	Rt. 113 S of Fish St.	A	A	A
11.	Rt. 113 S of Harbor Rd.	A	A	B
12.	Rt. 113 @ Stow line	A	A	A
13.	Harbor Rd.@ Lovell line	A	A	A
14.	Et. 5 @ Lovell line	C	C	D
15.	Rt.302 @ Bridgton line	C	D	D

Source: Wright Pierce Engineering, 1989

ACCIDENTS

Locations in Fryeburg, at intersections and along stretches of roadways (a link), where 3 or more accidents occurred in the 3 years 1987 through 1989, and have a “Critical Rate Factor” greater than 1.0 are shown on the Highway Analysis Map.

All of the accident locations have been analyzed by DOT to determine the Critical Rate Factor (CRF). The CRF is a measurement used by traffic engineers which compares the actual accident rate to the accident rate that would be expected given the road type, traffic counts, and state-wide average accident ratios. A CRF greater than 1.0 indicates an accident rate that is higher than should be expected.

These locations are shown on the following table as well as on the Highway Analysis Map.

Table 10-5
SIGNIFICANT ACCIDENT LOCATIONS*
FRYEURG

<u>Location</u>	<u>Number of Accidents</u>
<u>Intersections:</u>	
Route 302 & Hemlock Bridge Road	4
Route 302 & Main Street	8
Route 302 & Lovewell’s Pond Road	4
<u>Roadway links</u>	

<i>Route 113: Stow Road to Stow town line</i>	6
Portland Road: Porter Road to Ward's Pond	5
Main Street: Oxford Street to Portland Road	12

Haleytown Road 5
 *4 or more accidents 1987 through 1989 and CRF greater than 1.

Source: Maine Department of Transportation

FUNCTIONAL CLASSIFICATION OF HIGHWAYS

As was mentioned in the introduction to this chapter, many of the problems associated with highways is the fact that the highways' roles often conflict with one another, and all highways do not perform all of these functions equally well. Also, highways of today are often expected to perform functions and carry the type and amount of traffic for which they were never designed or built.

It is important, therefore, to understand the function of the highways in town in order to prevent their misuse and possible safety problems. From a standpoint of function, roads and streets can be classified into three (or more) functional classifications. For our purposes we have classified the roads in Fryeburg as either local roads and streets, collectors, or arterials.

Local roads and streets provide access to individual parcels of land. Moving traffic is only of secondary importance. Local roads and streets are also a part of the residential (and sometimes commercial and industrial) design features. The curves, straight sections, street trees, landscaping, street lighting, and so forth can provide a strong element of community aesthetics. Local roads and streets also provide the sites for building.

The collectors' main function is to conduct traffic from local roads and streets to the arterials. Property access is only a secondary function. Collectors also provide an element of community aesthetics. These roadways are the locations from which many of us view our community.

The function of the arterials is to move vehicles from one part of town to another, into town, out of town, or through town.

It is here at the arterial level where the conflict between the traffic service function of the highway and the land or property service function is most extreme. As traffic volumes increase and land use intensifies, this conflict also increases. There are three ways to eliminate or prevent this conflict from causing possible safety problems associated with misuse: (1) provide additional capacity in the highway (additional lanes), (2) provide additional highways, or (3) manage the access to the existing arterial highways.

The functional classification of the highways in Fryeburg is shown on the Highway Analysis Map. The only arterial is Route 302. The collectors are Routes 5 and 113, Fish Street, and Harbor Road. The other roads and streets in town are local.

EASTERN SLOPES REGIONAL AIRPORT

The Eastern Slopes Regional Airport is located in Fryeburg. It is owned by the town and leased to the Eastern Slopes Regional Airport Authority. The Authority is made up of 16 towns in the area. The towns appoint representatives to be on the Board of Directors and the towns are asked to contribute financially to the support of the facility.

The airport leased by the Authority to a fixed base operator that is responsible for operating the facility. The airport has a 3,700 foot long lighted runway, a number of hangars that are owned by the town, and some hangars that are privately owned (on land leased from the town) that will become town property after the 25 year lease.

In the 1991 “Maine Aviation Systems Plan” the facility is considered a Level III or Supportive Airport but is anticipated to become a Level II, Economic Development Airport, within the 1994-1999 time frame. An economic development group in New Hampshire (the Mount Washington Valley Economic Development Council) as well as the town of Conway would like the airport to be expanded to allow commuter traffic. In order to serve commuter aircraft the runway would have to be lengthened to 5,000 feet and it would have to have an instrument landing approach.

Presently an “Airport Master Plan” is being developed which should give the town and the Authority guidance concerning airport development policies in the future.

OTHER TRANSPORTATION SERVICES

The Maine Central Railroad has a right-of-way and tracks that run from Brownfield skirting the built-up portion of Fryeburg, and crossing into New Hampshire near parallel to Route 302. From the mid 1870s to the mid 1980s Fryeburg was served by this railroad. Today, however, the trains are no longer running. Guilford Transportation Industries, owner of the rail line, has no plans to operate the line again. There is a possibility that the State of Maine may be interested in the line, however.

Bus service is available to Fryeburg residents by Western Maine Transportation Services. This service is provided every Tuesday and the first and third Thursdays from Emery’s Store to the Maine Mall in South Portland, The bus leaves at 8:30 am and returns to Fryeburg in the afternoon.

BRIDGES

The following shows the bridges in town on town roads.

Bridge	Road	Maintenance Responsibility	Condition
Red Iron Bridge	McNeil Rd.	D.O.T.	poor - fair
Virgil Smith Bridge	off Fish Street	Town	poor — fair
Hemlock Bridge	Hemlock Bridge Rd.	D.O.T.	fair – good

PARKING

Parking is allowed, unrestricted, on Main Street. Presently this policy does not seem to be creating problems that need to be addressed by this Comprehensive Plan. However, the appropriate town staff - police, public works, and administrator - and the economic development committee should continue to monitor the situation.

SIDEWALKS

Money is raised every year for the maintenance of sidewalks. However, the Road Commissioner reports that many of the sidewalks are in poor condition.

EXISTING REGULATIONS AFFECTING HIGHWAYS

Fryeburg has a number of regulations and provisions which affect the highways in town. In the Subdivision Controls section of the "Planning Ordinance" there are requirements for maximum length of dead end streets, minimal design standards for intersections, right-of-way widths, maximum and minimum grades and other geometric standards, and very minimal construction standards. There are no standards to reduce the number of driveways ("curb cuts") on arterial or collector highways.

Chapter 11

FISCAL RESOURCES

INTRODUCTION

Towns in Maine spend money for the public facilities and public services which the public wants, or for services or other items required by law. Such things include maintaining roads, snow plowing, providing education, salaries for town employees, police and fire protection, recreation services, county taxes, and town general assistance (welfare) to mention only a few.

In order to spend this money, towns receive money from the state, from fees paid for certain services, from the sale of various licenses and permits, and primarily from taxes paid by property owners.

The amount of property taxes a property owner pays is determined by the value of the property owned, not on the amount of services received. For example: an owner of land may have no children in school, but still has to pay for the support of the schools; an owner of land along a private road has to pay for the maintenance of roads; and so forth. Property taxes are determined not by the services rendered, but by the value of the real estate (land and buildings) and the personal property (production machinery and equipment, business equipment, and other personal property) which is owned.

The property tax (both real estate and personal) is not only the most obvious and largest source of revenue, it may also be the source of the biggest complaints which citizens have with their local government. And, it seems that property taxes are forever going up.

Some of these increases are “real” increases caused by bigger demands on local government, governmental services being shifted from the federal and/or state level to the local level, and more requests for additional facilities and services. Some increases, however, are caused by inflation - by things in general costing more,

This chapter will help us to understand where the money comes from that is used to run the town of Fryeburg, and where the money is spent. It will look at these over time - trends - and it will compare Fryeburg to neighboring towns. In many cases tables in this chapter show amounts “adjusted to 1991 dollars.” This has been done by means of a “Consumer Price Multiplier” which is the ratio of the average Consumer Price Index (CPI) for 1991 to the average CPI of the year in question. This process eliminates any increase in the figures which is caused only by inflation.

As the town’s population grows the cost of providing the public facilities and services that are wanted and required will also continue. This chapter will help to show this fact, and will help us to begin to understand some of the fiscal limits to this growth.

REVENUES

As was said above, the major source of local revenue is the property tax. Property - land, buildings, and personal property - is required to be assessed by the local tax assessors (who are the Selectmen in Fryeburg) at “fair market value” or a uniform percentage of “fair market value.” (The only exception to this is the land which may be classified by the owner as tree growth land, farm land, or open space land. These “current use” taxing provisions are allowed by state laws which require local tax assessors to assess classified forest land based upon the amount of wood

grown each year - the Tree Growth Tax Law - and classified farm or open space land at their farm or open space value - the Farm and Open Space Tax Law. If the land owner takes the land out of the “current use” classification a large financial penalty has to be paid to the town.)

The taxes which must be paid by a land owner are determined by multiplying the assessed value of that property by the town’s tax rate. (Often called a mill rate.) The tax rate is determined by dividing the amount of the town budget which has to be raised from taxes (which is the total budget less the amount of excise tax, fees, state revenues, and so forth) by the total valuation of the town (the sum of all property in town)

$$\text{TAX RATE} = \text{NET TOWN BUDGET}^* \div \text{TOWN VALUATION}$$

* town budget minus the estimated non-property tax revenue

The Selectmen set the tax rate each year by using the above calculation. By law, they are not allowed to raise more money than is needed to cover the budget in the articles approved at town meeting. The only exception to this can be an amount of a small “overlay” which is used primarily to round-out the tax rate and to cover any tax abatements which might be given.

The other sources of revenue for the town are excise taxes which are paid annually to the town by persons who are registering their motor vehicles and boats, license and permit fees, and state revenue mainly State Revenue Sharing. Prior to 1987 another source of revenue was Federal Revenue Sharing, however, this money is no longer available.

The following table shows the amount of taxes which have been assessed by the town, and the amount of other revenues received by the town of the past five years. These revenues are also shown adjusted to 1991 dollars so that the effects of inflation are eliminated.

**Table 11—1
FRYEBURG REVENUES
1987-1991**

Source	1987	1988	1989	1990	1991
prop.tax	\$1,311,608	\$1,508,697	\$ 1,724,336	\$1,990,399:	\$2,288,565
excise tax	214,764	252,693	251,025	239,683	227,2711
State Rev.Shar.	104,698	122,683	139,201	126,850	124,179
Other state rev.	32,527	34,108	74,694	62,289	71,110
:Fed.Rev.Shar.	1,243	0	0	0	0
misc.fees,etc	245,925	239,635	337,456	293,999	363,767
Total	\$1,806,062	\$2,157,816	\$2,526,712	\$2,713,220	\$3,075,8921

Source: Fryeburg Town Reports & SMRPC

**Table 11—2
FRYEBURG REVENUES
ADJUSTED TO 1991 DOLLARS
1987-1991**

Source	1987	1988	1989	1990	1991
prop.tax	\$1,573,924	\$1,735,002	\$1,896,770	\$2,070,015	\$2,288,5651

excise tax	257,717	290,597	276,128	249,270	227,271
StateRev.Shar.	125,638	141,085	153,121	131,924	124,1791
Other state rev.	39,032	39,224	82,163	64,671	72,110
Fed.Rev.Shar.	1,492	0	0	0	0
misc.fees,etc	295,110	275,580	371,202	305,759	363,7671
Total	\$2,167,275	\$2,481,488	\$2,779,384	\$2,821,749	\$3,075,892:
Total per capita	\$768	\$851	\$940	\$951	\$1,029

Source: SMRPC

As we can see from the above table, from 1987 through 1991 the total revenue (adjusted to 1991 dollars) increased 41.9%.

The above table also shows what the total revenue (adjusted to 1991 dollars) has been per capita. This is the amount of money raised or received by the town for each resident of the town. The adjusted total revenue per capita increased during this period by 34.0%.

The following table gives us an indication of the percent distribution of revenue by source. From this we can see that Fryeburg has a high dependency on the property tax for its revenue. And this dependency has increased since 1989 as the amount of excise taxes collected has gone down.

**Table 11—3
PERCENT DISTRIBUTION OF FRYEBURG REVENUES
1987-1991**

Source	1987	1988	1989	1990	1991
prop.tax	69%	70%	68%	73%	74%
excise tax	11%	12%	10%	9%	7%
State Rev.Shar	5%	5%	6%	5%	
other state rev.	2%	2%	3%	2%	2%
Fed.Rev.Shar.	<1%	0	0	0	0
misc.fees etc.	13%	11%	13%	11%	12%

Source: Fryeburg Town Reports & SMRPC

TAX RATES

As was pointed out in the introduction section of this chapter, the property tax is a function of the assessed value of property and the tax rate. The following table shows Fryeburg's tax rates from 1981 through 1991. Also shown in the table are the "full value" tax rates. These full value tax rates are determined in order to compare one town to another as far as tax rates are concerned. (Comparing the towns by means of their own tax rate is meaningless because one town may be assessing property at 100% of full valuation and another might be at 75%, or 65%, or any percentage. Also, comparing the rates of one town over time is more meaningful when full value tax rates are used.)

**Table 11-4
FRYEBURG TAX RATES***

1981 - 1991

Year	Local tax rate	full value tax rate
1981	20.25	19.62
1982	17.95	16.25
1983	17.60	15.22
1984	18.00	14.83
1985	19.10	14.76
1986	16.95	14.72
1987	19.90	15.61
1988	21.30	14.37
1989	22.90	12.09
1990	11	12.13
1991	13.65	13.04

*Dollars per \$100,000 of valuation

Source: Fryeburg Town Reports & Maine Municipal Association

**Table 11-5
FULL VALUE TAX RATES*
FRYEBURG REGION
1982, 1985, 1988, & 1991**

Town	1982	1985	1988	1991
FRYEBURG	\$16.25	\$14.76	\$14.37	\$13.04
Stow	15.21	17.11	16.66	12.11
Lovell	12.30	11.77	9.25	8.36
Sweden	15.77	18.21	14.92	11.04
Denmark	11.79	14.59	11.80	10.19
Brownfield	16.02	16.09	16.36	14.22
Bridgton	16.22	17.79	15.71	13.01

*Dollars per \$100,000 of valuation

Source: Maine Municipal Association

An interesting trend which is very noticeable from the above table is that the full value tax rates, not only in Fryeburg, but in all of the Fryeburg region towns, has dropped since 1982. Does this mean that there is less of a tax burden on the individual taxpayer now than in 1982? It does, only if the taxpayers' ability to pay the property tax - the tax payers' income - has increased at a greater rate than the value of the property. In most cases this has not happened.

VALUATION

To determine an individual's property tax, the tax rate is multiplied by the valuation of the property. The following tables show what is taking place with Fryeburg's total valuation, what is happening to the valuation in the Fryeburg region towns, what the distribution of property value is by type of property, and what is happening to the valuation per capita in both Fryeburg and the region. (Valuation per capita is a measure of the total value of the town for each resident of the town.) State Valuation (theoretically full valuation) is used to compare one year's valuation to another and one town's valuation to another town's because towns are not always assessing property at the same percentage of market value. (The same concept and idea as the full value tax rate discussed above.)

**Table 11-6
STATE VALUATION
FRYEBURG
1980 - 1991**

Year	State Valuation	State Valuation Per Capita
1980	\$ 44,300,000	\$16,317
1981	47,400,000	17,407
1982	49,000,000	17,909
1983	53,800,000	19,628
1984	56,950,000	20,717
1985	61,200,000	22,118
1986	66,350,000	23,936
1987	72,500,000	25,682
1988	83,350,000	28,574
1989	104,100,000	39,165
1990	142,000,000	47,844
1991	161,500,000	54,013

Source: Maine Bureau of Property Taxation & SMRPC

The above table would indicate that the valuation of the town has grown much faster than the population of the town. However, what does the valuation trend look like when we remove the influence of inflation? Has the increased valuation really been an increase in the value of the town, thus an increased ability to pay for increased public facilities and services, or simply an increase caused by inflation? Table 11-7 shows the valuation trend when State Valuation and State Valuation per capita are adjusted to 1991 dollars.

Table 11-7
STATE VALUATION
ADJUSTED TO 1991 DOLLARS
FRYEBURG
1980-1991

Year	Adjusted State Valuation	Adjusted State Valuation Per Capita
1980	\$73,095,000	\$26,923
1981	71,100,000	26,111
1982	69,090,000	25,252
1983	73,706,000	26,890
1984	74,604,500	27,139
1985	77,724,000	28,090
1986	82,274,000	29,680
1987	87,000,000	30,818
1988	95,852,500	32,860
1989	114,510,000	38,712
1990	147,680,000	49,757
1991	161,500,000	54,013

Source: Maine Bureau of Property Taxation & SMRPC

As we can see from the above table, even when we remove the effects of inflation, Fryeburg's valuation has increased by over 120% and the valuation per capita has increased by over 100% since 1980.

In comparison to the region, Fryeburg's valuation was the third lowest during the 1980s. The valuation per capita showed the third largest increase of all the Fryeburg region towns. The table below shows this.

Table 11-8
CHANGE IN ADJUSTED STATE VALUATION*
1980 TO 1990
FRYEBURG REGION

	1980		1990		1990 Val.	
	Valuation In 1,000s	Per Capita	Valuation In 1,000s	% Increase	Per Capita	% Increase
FRYEBURG	\$70,437	\$24,944	\$142,000	101.6%	\$47,844	91.8%
Stow	6,598	35,473	12,500	89.5	44,170	24
Lovell	55,889	72,866	123,350	120.7	138,908	90.6
Sweden	10,176	62,429	19,500	91.6	87,838	40.7
Denmark	42,612	63,410	88,900	108.6	103,977	64.0
Brownfield	20,829	27,156	55,800	167.9	53,965	98.7
Bridgton	135,070	38,285	319,300	136.4	74,135	93.6

*Adjusted to 1990 dollars.

Source: Maine Bureau of Property Taxation & SMRPC

TAX BASE

Looking at the types of property - residential, commercial, and so forth - that make up a town's tax base will give an indication of the town's dependency on any one type for its tax revenue. A town with a high percentage of its tax base in residential property has a high dependency on homeowners for its revenue source.

Table 11-9 and Figure 11-1 show the fact that in Fryeburg residential property accounted for approximately 79% of the value of the town in 1988. Table 11-10 shows how Fryeburg compares to the neighboring towns in the distribution of its tax base or valuation.

**Table 11-9
PERCENT DISTRIBUTION OF STATE VALUATION
BY TYPE OF PROPERTY
FRYEBURG**

Year	Res.	Com./Ind.	Tree Growth	Undevel	Farm & Open Space	Utilities	Personal Prop
1986	72.3%	15.1%	1.2%	6.6%	0	1.6%	3.2%
1987	75.7	13.1	.8	6.3	0	1.4	2.7
1988	78.7	10.8	.6	5.9	0	1.2	2.8
1989	79.2	11.5	.5	5.2	<.1%	1.1	2.6
1990	78.2	12.7	.6	4.5	0	1.1	2.9

Source: Maine Bureau of Property Taxation

Table 11-10

**PERCENT DISTRIBUTION OF STATE VALUATION
BY TYPE OF PROPERTY
FRYEBURG REGION
1990**

Town	Res.	Com./Ind.	Tree Grow.	Undevel.	Farm & Open Space	Utilities	Personal Prop
FRYEBURG	78.2	12.7	.6	4.5	0	1.1	2.9
Stow	77.9	0.3	1.9	18.1	0	1.1	0.7
Lovell	88.0	5.5	0.4	4.4	0	0.7	1.0
Sweden	75.7	7.0	3.1	9.7	0	3.8	0.7
Denmark	89.8	3.8	1.2	3.9	0.1	0.9	0.3
Brnfld	81.0	3.0	0.7	13.9	0	1.1	0.3
Bridgton	83.5	9.3	0.4	2.9	0	0.8	3.1

Source: Maine Bureau of Property Taxation

A look at the residential and undeveloped categories shows that portion of the tax base that is non-revenue producing property. The percentage of residential and undeveloped land add up to the following amounts in the Fryeburg region towns:

- 96.0% - Stow
- 94.9% - Brownfield
- 93.7% - Denmark
- 92.4% - Lovell
- 86.4% - Bridgton
- 85.4% - Sweden
- 82.7% - **FRYEBURG**

Figure 11-1

EXPENDITURES

Towns use the money raised by taxation, and money from other revenue sources, to fund services; to pay for the operation and maintenance of facilities; and to provide new facilities which are expected, needed, and desired by the residents of the town. (Towns also pay for items required by various laws. The county tax and school district assessments are examples of these.)

The following tables show where the town spends its funds. Table 11-11 shows the expenditure trends from 1982 through 1991 by account. Table 11-12 shows this information when the amounts are adjusted to 1991 dollars. This table also indicates what the total, adjusted expenditures are per capita. This is the total expenditures divided by the population. This gives us an indication of what each resident costs the town.

Table 11-13 shows the percent distribution of these expenditures. From this we can see that education has been the largest budget throughout the period. The expenditure for education has been about half of the total expenditures. Highway maintenance was the second largest budget throughout most of the period, however, the various unclassified accounts added up to the second largest amount in 1991. (A very large item in the Unclassified Accounts is insurance.)

Table 11-11
FRYEBUG EXPENDITURES
1982 - 1991

Account	1982	1983	1984	1985	1986
Gen.Govt.	\$44,588	\$ 47,565	\$ 50,808	\$ 54,991	\$ 47,565
Education	596,500	610,802	641,122	704,671	610,802
Police ⁽¹⁾	55,643	54,196	64,912	65,501	54,496
Fire	59,021	65,258	119,736	102,720	65,258
Rescue	16,306	17,841	11,695	15,083	17,841
St. Lights	14,645	12,695	15,411	16,547	12,695
Highways	151,904	147,236	166,611	161,349	147,236
Airport	13,564	13,500	15,000	29,000	13,500
Dump	10,456	10,820	10,465	14,914	10,820
Misc. Health & Sani,	7,212	10,833	11,849	14,619	10,833
Recreation	10,119	19,548	10,422	12,245	19,548
Gen. Asst.	8,399	10,941	10,730	5,373	10,941
Unclas.	75,383	70,099	78,943	87,761	70,099
County Tax	46,550	44,116	43,851	45,900	44,116
Debt & mt.	70,388	47,444	47,619	48,374	47,444
Total	\$1,180,678	\$1,182,894	\$1,299,174	\$1,379,048	\$1,183,194

Account	1987	1988	1989	1990	1991
Gen.Govt.	\$164,198	\$133,132	\$100,923	\$100,700	\$108,924
Education	966,249	1,087,258	1,242,273	1,365,748	1,486,768
Police	100,716	122,021	142,101	145,997	145,036
Fire	126,676	106,501	195,048	121,906	156,035
Rescue	23,161	21,130	28,104	39,160	45,170

st. Lights	15,882	15,530	15,970	17,004	20,200
Highways	218,566	212,894	210,427	212,778	201,324
Airport	22,500	28,006	24,500	19,301	17,500
Dump	19,071	24,576	70,493	113,176	116,872
Misc. Health & Sani.	16,815	15,279	17,179	22,208	18,600
Recreation	18,459	37,693	53,893	56,942	73,215
Gen. Asst.	6,316	9,258	11,663	16,114	37,867
Unclas.	147,706	201,892	214,615	269,911	216,623
County Tax	60,900	65,013	85,362	101,530	124,355
Debt & mt.	41,174	60,370	77,480	133,772	140,894
Total	\$1,948,389	\$2,140,553	\$2,490,031	\$2,736,247	\$2,909,383

⁽¹⁾ Includes Civil Emergency Preparedness which averaged about \$400 for each of the 10 years.

Source: Fryeburg Town Reports & SMRPC

**Table 11-12
FRYEBIJRG EXPENDITURES
ADJUSTED TO 1991 DOLLARS
1982 - 1992**

Account	1982	1983	1984	1985	1986
Gen.Govt.	\$62,869	\$65,164	\$ 66, 558	\$69,839	\$ 58,981
Education	841,065	836,799	839,870	894,932	757,394
Police ⁽¹⁾	78,457	74,249	85,035	83,186	67,575
Fire	83,220	89,403	156,854	130,454	80,920
Rescue	22,991	24,442	15,320	19,156	22,123
St. Lights	20,649	17,392	20,188	21,015	15,742
Highways	214,185	201,713	218,260	204,913	182,573
Airport	19,125	18,495	19,650	36,830	16,740
Dump	14,743	14,823	13,709	18,941	13,417
Misc. Health & Sani.	10,169	14,841	15,522	18,566	13,433
Recreation	14,268	26,781	13,653	15,551	24,240

Gen. Asst.	11,843	14,989	14,056	6,824	13,567
Unclas.	106,290	96,036	103,415	111,456	86,923
County Tax	65,636	60,439	57,445	58,293	54,704
Debt & mt.	99,247	64,998	62,381	61,435	58,831
Total	\$1,664,757	\$1,620,564	\$1,701,916	\$1,751,391	\$1,467,163
Total per capita	\$ 608	\$ 591	\$ 619	\$ 633	\$ 529

Account	1987	1988	1989	1990	1991
Gen.Govt.	\$197,038	\$153,102	\$111,015	\$104,728	\$108,924
Education	1,159,499	1,250,347	1,366,500	1,420,378	1,486,768
Police ⁽¹⁾	120,859	140,324	156,311	151,837	145,036
Fire	152,011	122,476	214,553	126,782	156,035
Rescue	27,793	24,300	30,914	40,726	45,170
st. Lights	19,058	17,860	17,567	17,684	20,200
Highways	262,279	244,828	231,470	221,289	201,324
Airport	27,000	32,207	26,950	20,073	17,500
Dump	22,885	28,262	77,542	117,703	116,872
Misc. Health & Sani.	20,178	17,571	18,897	23,096	18,600
Recreation	22,151	43,347	59,282	59,220	73,215
Gen. Asst.	7,579	10,647	12,829	16,759	37,867
Unclas.	177,247	232,176	236,077	280,707	216,623
County Tax	73,080	74,765	93,898	105,591	124,355
Debt & mt.	49,409	69,426	85,228	139,123	140,894
Total	\$2,338,066	\$2,461,638	\$2,739,033	\$2,845,696	\$2,909,383
Total per capita	\$ 828	\$ 844	\$ 926	\$ 959	\$ 973

⁽¹⁾ Includes Civil Emergency Preparedness which averaged about \$400 for each of the 10 years.

Source: SMRPC

Table 11-13
PERCENT DISTRIBUTION OF EXPENDITURES

FRYEBURG

Account	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
Gen.Govt.	4%	4%	4%	4%	4%	8%	6%	4%	4%	4%
Education	51	52	49	51	52	50	51	50	50	51
Police	5	5	5	5	5	5	6	6	5	5
Fire	5	6	9	7	6	7	5	8	4	5
Rescue	1	2	1	1	2	1	1	1	1	2
St.Lights	1	1	1	1	1	1	1	1	1	1
Highways	13	12	13	12	12	11	10	8	8	7
Air Port	1	1	1	2	1	1	1	1	1	1
Dump	1	1	1	1	1	1	1	3	4	4
Misc. Health &Sani.	1	1	1	1	1	1	1	1	1	1
Recreation	1	2	1	1	2	1	2	2	2	3
Gen.Asst.	1	1	1	<1	1	<1	<1	<1	1	1
Unclas,	6	6	6	6	6	8	9	9	10	7
:CountyTax	4	4	3	3	4	3	3	3	4	4
Debt&Int.	6	4	4	4	4	2	3	3	5	5

Source: SMRPC

From 1982 through 1991 the total expenditures, adjusted to 1991 dollars, increased by 74.8%. The adjusted expenditures per capita increased by 60.0%. This shows us that not only is the cost of running the town going up, but the cost per person is also going up.

The large increases in some of the budgets, in some years, was caused by large (capital) expenditures during those years. These include the Fire Department account in 1991; General Government, Rescue, and Dump accounts in 1990; the Fire account in 1989; the Fire account in 1988; the General Government and Fire accounts in 1987; the Airport and Fire accounts in 1985; and the Fire account in 1984. These large increases in the various Operations and Maintenance (O&M) budgets would be eliminated by placing these large, capital items in a Capital Budget. Having separate operations and maintenance (O&M) and capital budgets would allow for much better short term as well as long term financial planning and management.

DEBT

The legal limit for the amount of debt that a municipality in Maine may incur is 15% of its State Valuation. The general guideline is that a municipality's debt should not exceed 5% of its State Valuation.

As of the end of 1991 the outstanding debt for Fryeburg was only \$39,000 owed to the Farmers Home Administration for the Fire Station note. This outstanding debt is only 0.6% of the town's State Valuation. (Five percent of the 1991 State Valuation would be \$8,075,000.)

FISCAL CAPACITY

As it can be seen from this chapter towns have various types of property making up their tax base, various abilities to raise money, various valuations, and various tax rates. In some towns more of the property taxes come from residential property than in other towns. Some towns have a much stronger commercial/industrial property tax base than others. What does this tell us about the fiscal capacity of the town?

In Fryeburg certain “fiscal capacity indicators” - revenues, revenues per capita, valuation, valuation per capita, expenditures, expenditures per capita, and family income - have been analyzed. All of these increased (in 1990 dollars) during the 1980s. The ability to pay the increased costs of town government - family income - has not kept pace with the other indicators.

Table 11-14
FRYEBUTRG FISCAL CAPACITY INDICATORS
ANNUAL PERCENT GROWTH RATE

<u>Indicator</u>	<u>APGR</u>
Revenues ⁽¹⁾	9.1%
Revenues per capita ⁽¹⁾	7.6%
State Valuation ⁽²⁾	.5%
State Valuation per capita ⁽²⁾	6.5%
Expenditures ⁽³⁾	6.4%

Expenditures per capita⁽³⁾ 5.4%
Median family income⁽⁴⁾ 2.9%

APGR = Annual Percent Growth Rate

⁽¹⁾ for 1987 to 1991

⁽²⁾ for 1980 to 1991

⁽³⁾ for 1982 to 1991

⁽⁴⁾ for 1979 to 1989

To remove the growth caused by inflation, numbers were adjusted to 1991 dollars before the APGR was calculated.

Source: Fryeburg Town Reports, US Census, SMRPC

After all of this study can we determine the fiscal capability of the town to accommodate growth? Probably not with any precision.

Much of the determination of whether a town can pay for an additional fire station or police car, school classroom or teacher, road reconstruction or new municipal building is not a mathematical determination, but a political one.

The discussion and the tables and figures in this chapter can, however, give decision makers some background with which to make budgetary plans. This information is also extremely valuable when doing the short term and long term financial planning which needs to be done in these difficult economic times.

Chapter 12 COMMUNITY GOALS

INTRODUCTION

The Comprehensive Planning Committee used the results of the Public Opinion Survey, knowledge of the town, input from the public, and the information gathered during the data collection process to develop the following community goals.

The community goals should be considered as general community desires. The policies indicate approaches to be taken to achieve the goals and are themselves general statements. The recommended actions contained in Chapter 13 are the specific ways the Plan recommends that the policies will be carried out and the community goals achieved.

GROWTH AND DEVELOPMENT

State Goal

To encourage orderly growth and development in appropriate areas of each community, while protecting the State’s rural character, making efficient use of public services and preventing development sprawl.

What We Learned from the Survey

Ninety-one percent of the survey respondents agree that the preservation of open space in Fryeburg is desirable.

Eighty-eight percent said that the preservation of open space is either important or very important.

Sixty percent said that cluster or open space subdivisions should be allowed.

Eighty-six percent of the respondents said that they like the small town atmosphere of Fryeburg, Eighty-four said they like the rural surroundings.

The survey asked a number of other land use related questions. Questions 19 through 50 asked if various land uses should be “allowed anywhere,” “confined to specific locations”, or “not allowed.”

The following is a list of the land uses that the majority of the respondents want to allow anywhere and the percentage of those responses.

single family homes	88%
conversion of seasonal homes to year-round	71%
manufactured homes	70%
seasonal homes	58%
affordable homes	52%
bed & breakfasts	51%

The following is the list of the land uses that the respondents want to confine to specific locations also showing percentages of allow anywhere and not allow “votes”:

	% who said confine	% who said allow anywhere	% who said not allow

elderly care facilities	57%	43%	<1%
professional offices	69%	30%	<1%
service stores	78%	21%	<1%
child care facilities	53%	45%	1%
housing for the elderly	57%	42%	1%
sit down type restaurants	75%	24%	1%
light manufacturing	85%	14%	1%
banks	79%	19%	2%
campgrounds	80%	18%	2%
individual retail stores		80%	18%
recreational centers	79%	18%	2%
duplexes	55%	42%	3%
Gym fitness studios	80%	16%	4%
apartments	70%	24%	7%
Hotels motels inns	77%	16%	7%
gravel pits	84%	9%	7%
gas stations	83%	9%	7%
mobile homes	71%	20%	9%
theaters movies	82%	9%	9%
industrial parks	81%	4%	15%
large grocery stores	74%	9%	17%
mobile home parks	73%	9%	18%
heavy manufacturing	77%	5%	19%
condominiums	53%	10%	37%
shopping malls	53%	7%	40%

There were no land uses on the list contained in the questionnaire that the majority or even plurality of the respondents said should not be allowed.

What We Learned from the Inventory of Planning Data

In the Land Use and Housing Chapter it was shown that much of the residential development that has taken place in the last 10 to 20 years is located in the Rural Residential Zone. However, 28% of the new subdivision lots and 26% of the new residential dwellings or units permitted in the 1980s were in the Village Residential or Outlying Village Residential Zone. These two zones make up only 2% of the area of Fryeburg. This shows us that the present system of guiding growth is working quite well.

The rural character of our town has not been greatly impacted by the growth which has taken place in the rural part of town because the subdivisions have been off from the major highways. Also they have not been built out quickly.

Although it has not occurred yet, strip development along the highways leading into the village could detrimentally impact the attractiveness of Fryeburg in the near future. If these highway “gateways” to town are changed by development sprawl, the distinct separation of the village from the surrounding rural countryside will be lost. This distinct separation is one of the key

visual elements that gives the typical New England Village its attractiveness. Strip development will also lead to traffic congestion.

Fryeburg's Community Goal

It is a community goal to guide the location and the manner of development so that the town's rural character and the town's attractive village character are preserved. This should be done with the least restriction on private property rights.

Policies

To achieve this goal the following policies are recommended:

1. Encourage forms of residential development that create usable open space.
2. Encourage development which takes place on collector and arterial highways be screened from the highway by natural vegetation.
3. Regulate the layout, development, and future performance of uses, both in the Village and also in the rural parts of town, that could adversely impact the environment, could disrupt the quiet enjoyment of residential properties, or could cause public health or safety problems.

MUNICIPAL FACILITIES AND SERVICES

State Goal

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

What We Learned from the Survey

Survey questions 56 through 82 dealt with the respondents' rating of public services and whether tax support should be increased for the service, Respondents were asked to rate service on a scale of 1 to 4; with 1 being poor, 2 being fair, 3 being good, and 4 being excellent. The following shows the mean rating each of the services received.

	<u>mean rating</u>
rescue service	3.6
fire protection	3.2
town recreational programs	3.2
library	3.1
town office services	2.9
recreational facilities	2.8
summer road maintenance	2.8
law enforcement	.8
board of selectmen	2.8
educational system	2.7
winter road maintenance	2.7
solid waste disposal	2.6
code enforcement	2.5
sidewalks	2.4

When asked if the respondent thought taxes should be increased to improve any of the public services, no service received a plurality “yes” vote for increasing tax support. The service that did receive the largest percentage of respondents wanting increased tax support was the one with the lowest rating - sidewalks. Thirty-five percent said that tax support should be increased to improve sidewalks.

The service receiving the largest percentage of respondents that wanted tax support decreased was educational services. The second largest percent of votes for decreasing was for code enforcement. These services had 15% and 11% of the respondents, respectively, saying that tax support should be decreased.

One question on the survey asked about the town governmental decision-making. Eighty-five percent of the respondents said it was either important or very important to improve town government and decision-making.

What We Learned from the Inventory of Planning Data

The costs of town government (and the costs per capita) have gone up each year since 1986, this is so even if the increases caused only by inflation are not considered.

About 50% of the town’s expenditures are for education. Historically, the second largest expenditure (after education) is for highways.

The Eastern Slopes Regional Airport is a municipal (and regional) asset, however if it is managed poorly it could become a liability.

As the population increases, the level of many public services per capita will go down if services do keep pace with population growth. The police department and the public works department are presently occupying facilities that need either expansions or major renovations.

There are a number of highway intersections and roadway segments that have more accidents than should be expected given the amount of traffic.

Roads built in some subdivisions in the past were not built to adequate construction standards. Major maintenance of these road may have to be undertaken by the town sooner than should be expected.

Fryeburg’s Community Goal

It is a community goal to plan for, finance, and develop an efficient system of public facilities and services that is within the town’s financial capability and will meet the needs of the citizens both now and in the future.

Policies

To achieve this goal the following policies are recommended:

1. Periodically survey the public facility and service needs and priorities of the community. Use this survey to expand the town’s public facilities and services so that the needs of the community are met within the fiscal capacity of the taxpayers.
2. Develop appropriate plans for upgrading and long-term use of the Eastern Slopes Regional Airport.

3. The Selectmen should periodically meet with the officials of SAD 72 to discuss existing needs and future directions of the school district.
4. Establish road construction standards, for both town roads and private roads serving a number of dwelling units, which-reflect the expected usage of the road.
5. Undertake a town road surface management program.
6. Work with the Maine Department of Transportation to improve the intersections and roadways which are high accident locations.
7. Work at developing a town management system that is efficient and effective in providing public services to the citizens of town.
8. If there can be cost savings, use interlocal, regional, and social service agencies to provide public facilities and services.
9. Separate capital (major, one-time) expenses from the operations and maintenance (ongoing, yearly) expenses it the town budget so that the town can better plan for these major expenses.

ECONOMIC DEVELOPMENT

State Goal

To promote an economic climate that increases job opportunities and overall economic well-being.

What We Learned from the Survey

Most of the respondents work in town. Of those who work, 60% work in Fryeburg, 25% work in Conway/North Conway.

When asked if the town can compete for businesses with North Conway, 63% said that the town can not compete. And, 71% of the respondents feel that during economic down turns there is a likelihood of layoff.

However, 82% feel that the town can attract business and jobs without harming its people and natural environment; 77% feel that the town should attempt to attract “high-tech” industries; but only 40% feel that there should be more commercially zoned land. When asked where this commercially zoned land should be, 30% said on Route 113/5, 27% said on Route 302, and 10% said anywhere.

What We Learned from the Inventory of Planning Data

According to the 1990 Census, 60% of the Fryeburg labor force works in Fryeburg. This is an increase over the number in 1980. The percentage of the Fryeburg labor force who commute to Conway or North Conway dropped from 1980 to 1990. According to the 1990 Census the average (mean) travel time to work was 16.8 minutes, a slight reduction from 1980.

Consumer sales in Fryeburg went up from 1986 to 1991. However, in 1991 dollars, the per capita consumer sales went down from 1986 to 1991.

A well educated labor force should be though of as an economic resource. In educational attainment Fryeburg has improved since 1980, but still is behind both Oxford County and the State.

The airport could be an economic development resource if is properly planned and managed. Other resources or opportunities are the town's setting on a major highway Route 302, a public water supply, and the attractive village and the over all quality of life.

The lack of an obvious, local economic development contact person, committee, or office may be a detriment to economic development.

Fryeburg's Community Goal

It is a community goal to promote environmentally compatible economic development which broadens the town's tax base and job opportunities and does not damage the town's rural or village character.

Policies

To achieve this goal the following policies are recommended:

1. Allow low impact home businesses which are compatible with their surroundings.
2. Expand the Light Industrial District so that there will be vacant land, appropriately zoned, suitable for industrial development.
3. Develop a long-range plan for the upgrade, marketing, and maintenance of the airport.
4. Establish an economic development contact for the town (Assign this responsibility to an existing staff person, an existing board or committee, or create a new board or staff position.)
5. Review the General Commercial Zone to make sure that there will be adequate vacant land, appropriately zoned, suitable for commercial and office development.
6. Work with SAD 72 officials and local and regional businesses to develop programs that provide students with the skills necessary for the present job market and the future, changing job market.
7. Establish appropriate site development and performance standards for the General Commercial Zone and the Light Industrial District.
8. Establish site development and performance standards for the Village which preserve the unique character of this part of town.

HOUSING

State Goal

To encourage and promote affordable, decent housing opportunities for all Maine citizens,

What We Learned from the Survey

There were a number of questions about housing types and whether or not they should be allowed anywhere, confined to specific locations, or not allowed.

The following is a list of the residential land uses that the majority of the respondents want to allow anywhere - and the percentage.

single family homes	88%
conversion of seasonal homes to year-round	71%
manufactured homes	70%
seasonal homes	58%

affordable homes

52%

And, this is the list of the residential land uses that the respondents want to confine to specific locations also showing percentages of allow anywhere and not allow ‘votes’:

	% who said <u>confine</u>	% who said <u>allow anywhere</u>	% who said <u>not allow</u>
housing for the elderly	57%	42%	1%
duplexes	55%	42%	3%
apartments	70%	24%	7%
mobile homes	71%	20%	9%
mobile home parks	73%	9%	18%
condominiums	53%	10%	37%

What We Learned from the Inventory of Planning Data

Mobile homes and mobile home parks - both affordable housing options - are allowed in all zoning districts.

In the last few years the selling prices of homes and the rental prices for apartments have gone down.

The per dwelling unit land area requirements are the same for multi-family dwellings as for single family dwellings. Even with these requirements, there are a number of multi-family housing developments in Fryeburg. There are also two federally assisted housing developments in Fryeburg.

During the period from July 1, 1988, to June 30, 1989, 20% of the houses that sold in Fryeburg were affordable to very low income families, 25% were affordable to low income families, and 55% were affordable to moderate income families.

In order to have 10% of the new housing starts for the next 10 years affordable, only 1 affordable unit would need to be built each year. This is being met by the placement of new mobile homes.

Fryeburg does not have a building code.

Fryeburg’s Community Goal

It is a community goal to encourage developers to continue to supply the housing which meets the needs of Fryeburg residents of all income levels, and require that all residential construction meet appropriate safety standards,

Policies

To achieve this goal the following policies are recommended:

1. Continue to allow mobile homes in all residential zoning districts, except the Village District.
2. Establish a mobile home park over-lay district where mobile homes parks are allowed.
2. Continue to allow multi-family housing in all residential zoning districts.

3. Require that all homes built, and all mobile homes sited, in Fryeburg be constructed to appropriate entrance and exit, structural, light and air, and fire protection and prevention standards.

WATER QUALITY PROTECTION

State Goal

To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, and rivers.

What We Learned from the Survey

Over 80% of the respondents feel that the preservation or protection of water quality is either "important" or "very important,"

The following shows the percentages of "yes" responses when asked if protecting water quality is either "important" or "very important":

	<u>yes</u>
preservation of drinking water supplies	99%
preservation of river and lake water quality	98%

The respondents also show a willingness to expend public money for the protection of water quality. When asked if local tax dollars should be used to protect water quality the following percentages said "yes":

	<u>yes</u>
protect ground water	87%
protect river and lake water quality	87%

What We Learned from the Inventory of Planning Data

There are 12 "great ponds" in Fryeburg. (A great pond is a pond or lake 10 or more acres in size.) None are public drinking water sources. Most are considered warm water fisheries.

There is also almost 70 miles of the new and old courses of the Saco River within Fryeburg. Other rivers and streams include Kezar River, Kezar Outlet, Charles River, and Cold River.

The Saco River is a dominant feature in Fryeburg. The flood plains of the Saco are the prime agricultural areas, the Saco's yearly flooding has a major impact on Kezar Pond and Lovewell's Pond and other ponds. The river is also a important recreational resource and adds greatly to the Fryeburg economy. The Saco River is a Class A river from the New Hampshire border to 1,000 feet below the Swan's Falls Dam, and Class AA (best) to the Hiram Dam,

Threats to the Saco and to its water quality appear to come from overuse for recreation; stream bank erosion; sedimentation from agricultural fields; runoff of fertilizers, herbicides, and pesticides; and from the sewage treatment plant in Conway New Hampshire.

The public drinking water (provided by the Fryeburg Water Company) is supplied by ground water. The aquifer supplying this source is east and south of the Village. The industrial uses along Route 113/5 and Porter Road are over this aquifer.

Different soils have varying nitrate dilution capabilities. The Maine Plumbing Code does not consider the nitrate dilution capability of soils. Hydrogeologic studies can determine the potential impact of the septic systems in a development on ground water quality.

Fryeburg's Community Goal

It is a community goal to protect the quality and the quantity of the water resources in Fryeburg. These include ponds and lakes, rivers and streams, and aquifers. These water resources are important ecological and environmental resources, public resources, private resources, and economic resources. And, they need to be managed as such.

Policies

To achieve this goal the following policies are recommended:

1. Continue to protect Fryeburg's shoreland areas through appropriate shoreland zoning.
2. Use the phosphorus control method of reviewing developments in the lakes' watersheds in order to protect the lakes and ponds from rapid, increased growths of algae which could destroy these important resources.
3. Undertake an educational program to inform the lakes' watershed residents of the danger of phosphorus to our lakes.
4. Prevent inappropriate use of the flood plains.
5. Inform shore-front property owners of the State's Seasonal Dwelling Conversion Law and consistently enforce the law.
6. Protect prime aquifers that are now used as public drinking water sources or that may in the future be used as public drinking sources.
7. Work with neighboring towns to protect shared water resources.
8. Develop a volunteer lake and Saco River monitoring program.
9. Require sub-dividers to provide evidence that the development will not reduce the quality of the ground water.

PROTECTION OF OTHER NATURAL RESOURCES

State Goal

To protect the State's other critical natural resources, including without limitation: wetlands, wildlife and fisheries habitat, scenic vistas, and unique natural areas.

What We Learned from the Survey

The results show a strong desire to maintain environmental quality.

Over 80% of the respondents feel that the preservation or protection of the natural environment is either "important" or "very important." The following shows the percentages of "yes" responses when asked if the preservation or protection of certain items is either "important" or "very important":

protection of wildlife habitats	93%
preservation of open space	90%
protection of wetlands	85%
protection of scenic vistas and views	83%

As to methods that would accomplish this, the respondents feel that cluster/open space subdivisions should be allowed as optional by a “vote” of 60% (yes) to 40% (no), but 91% said that it should not be mandatory. Increasing the minimum lot size in the rural parts of town did not get strong support. In fact, the respondents were quite evenly split on this issue - 49% saying that the lot size should be increased, 51% saying that it should not. Of those who said the lot size should be increased, 74% said that it should be 2 acres, 17% said 3 acres, 8% said 5 acres, and fewer than 1% said it should be more than 5 acres.

The respondents do show a willingness to expend public money for the protection of the environment and for the preservation of open space and undeveloped land. On questions 117 through 123, when asked if local tax dollars should be used to protect certain environmental features the following percentages said “yes”:

	<u>yes</u>
protect wet lands	67%
protect open space	66%
protect wildlife habitats	65%

What We Learned from the Inventory of Planning Data

There is an extensive system of wetlands associated with both the old course and new course of the Saco River. These wetlands are valuable for flood control, as filters to improve water quality, as ground water recharge areas, and are important wildlife habitats.

Many of the town’s ponds are managed as warm water fisheries. Some are cold water fisheries.

According to studies by the Maine Department of Inland Fisheries and Wildlife (IF&W), there are 13 deer wintering areas in Fryeburg. On a value rating system of indeterminate, low, moderate, and high all of the areas in Fryeburg are indeterminate. This means that the deer wintering areas in Fryeburg have not been rated,

There are 11 waterfowl and wading bird habitats according to maps from IF&W. All but one are rated as indeterminate. The area southeast of Lovewell’s Pond is rated as having moderate value.

IF&W has indicated that there are two other “areas of special concern.” These are a potential Peregrine Falcon Nesting Habitat and the rare Pitch Pine/Scrub Oak Invertebrate habitat at the Fryeburg Barrens.

According to studies by the Maine Department of Environmental Protection there are 3 wetlands that are rated as high value for wildlife. These are along Elkins Brook, Haley Brook, and Little Pond. One wetland is rated as having medium value. This is associated with Peat Pond.

There are numerous areas that have been listed as having Critical Area designation (according to the Maine’s Critical Areas Program), being eligible for Critical Area designation, are candidates for designation, or are of local significance. These are Lovewell’s Pond Rare Plant Station, Lower Kimball Pond Rare Plant Station, Highland Park White Oak/Tupelo Stand, Clays Pond Barrens, Jockey Cap Pine Barrens, Oak Hill/Round Pond Barrens, Sand Prairie Barrens, Fryeburg Fossil Dunes, Swans Falls Floodplain Plant Station, a Silver Maple at Fryeburg Harbor, the Old Course of the Saco River, the Saco River, and a Mountain Laurel near Fryeburg Center.

There are many spectacular views of the White Mountains from various places in Fryeburg. Perhaps some of the most spectacular are from Jockey Cap. The views of the mountains from Main Street are also very spectacular.

Fryeburg's Community Goal

It is a community goal to protect all natural resources such as wetlands, important views, and wildlife and fisheries habitat. Like water resources, these resources are also important ecological and environmental resources, public resources, private resources, and economic resources. They, too, need to be managed as such.

Policies

To achieve this goal the following policies are recommended:

1. Protect Fryeburg's wetlands through appropriate shoreland zoning.
2. Develop an education program that gives private landowners an understanding of the importance of wetlands.
3. Encourage developers of subdivisions to design their projects so that scenic resources are protected to the extent practical.
4. Work with neighboring towns to protect shared natural resources.

AGRICULTURAL AND FOREST RESOURCES

State Goal

To safeguard the State's agricultural and forest resources from development which threatens those resources.

What We Learned from the Survey

Eight percent of the respondents said that they use their land for agricultural purposes.

Eight percent also said that they considered their land to be timberland.

Half of the respondents said that they disliked the loss of farm land, open space, and forests.

Sixty percent said that the town should regulate the aerial spraying of crops.

What We Learned from the Inventory of Planning Data

Agricultural land uses are very important in Fryeburg. They are important economically as well as adding much to the town's "ruralness."

Most of the agricultural activity takes place on the flood plain of the Saco River - either the old course or the new course.

The Farm and Open Space Tax Law is not used by many agricultural or open space landowners.

The forestry and forest products industries are very important to Fryeburg. There are almost 200 parcels in the Tree Growth Tax Classification. These total to over 12,200 acres - about 32% of the town.

It is estimated that there are 500 people employed in forestry related jobs in Fryeburg.

Much of what affects both farming and forestry from an economic point of view are beyond the ability of the town to control. State and national decisions have more impact on the viability of these activities than do decisions made locally. And, keeping these activities economically viable is the most effective way to keep them.

Fryeburg's Community Goal

It is a community goal to encourage the retention of agricultural and forestry activities, to encourage environmentally sound farming and forestry practices, and to discourage the development of agricultural and forest lands.

Policies

To achieve this goal the following policies are recommended:

1. Adopt "right to farm" language in ordinances so that farming will continue to be a permitted use.
2. Encourage local markets and school lunch programs to use locally grown produce.
3. Make sure that farmers know of, and understand the provisions of, the Farm and Open Space Tax Law.
4. Educate owners of important forest land of the tax benefits of the Tree Growth Tax Law,

HISTORIC AND ARCHAEOLOGICAL RESOURCES

State Goal

To preserve the State's historic and archaeological resources.

What We Learned from the Survey

When asked if there are particular natural or cultural features in Fryeburg that should be protected or preserved, 60% said there are, and 21% indicated historic homes and Main Street in the Village are such features.

Sixty-nine of the respondents said that the preservation of historic buildings and districts is either important or very important.

Eighty-three percent said that they rate the protection of antiquities and old town records as either important or very important. And, even 57% said that the protection of stone walls along rural roads is either important or very important.

What We Learned from the Inventory of Planning Data

There are 11 buildings in Fryeburg on the National Register of Historic Places. Part of the Main Street of the Village has been designated as an historic district.

There have been 25 prehistoric sites identified in Fryeburg. Some are Indian settlements.

The Fryeburg Historical Society Museum is a depository for historic documents and is a valuable historic and educational resource.

Fryeburg's Community Goal

It is a community goal to encourage the preservation, protection, and public awareness of historic resources that provide us with a connection to the town's past and its traditions.

Policies

To achieve this goal the following policies are recommended:

1. Ensure that the historic character of the Village is maintained through appropriate development review procedures.
2. Encourage the maintenance of privately owned historic buildings and sites by promoting and publicizing the historic nature and significance of these resources.
3. Encourage subdividers of areas which are of historic or archaeological significance to plan their development so as to minimize any adverse impact on that historic or archaeological resource.
4. Continue to educate the public, including students in school, about the history of Fryeburg and the physical evidence of this history.
5. Continue to care for and maintain the town's historic resources.
6. Require that the conversion to commercial use of existing structures having historical significance be undertaken so as to minimize the adverse impact on the structure and its neighborhood, and their historic character.

OUTDOOR RECREATION RESOURCES

State Goal

To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

What We Learned from the Survey

On survey question 54, 73% of the respondents indicated a willingness to acquire land along lakes and rivers for public access, And, on question 55, 79% said they favored setting aside money in a capital reserve fund to purchase land or the development rights to land so that it could remain open.

Fifty-seven percent said they would like to see a system of walking, jogging, or bicycling trails in Fryeburg.

What We Learned from the Inventory of Planning Data

There are numerous places where the public has access to water bodies to fish, boat, or swim,

There are trails in town on which people hike, ski, and snowmobile.

However, there is more land each year that is being "posted" for no trespassing.

Fryeburg's Community Goal

It is a community goal to encourage the continued access to water bodies for boating, fishing, and swimming; to manage existing public outdoor recreation resources; and to encourage proper recreational use of private property.

Policies

To achieve this goal the following policies are recommended:

1. Charge the Conservation Commission and the Parks Commission with the task of inventorying all sites where the public has access to water bodies or access to trails or other significant outdoor recreation areas. The Conservation Commission should develop a plan to ensure that these sites continue to be available for public use.
2. Provide adequate signage to, and at, publicly owned parks so that they are easily found and the public is aware of any rules and restrictions on the parks' use.
3. Develop a public education program on what the public's responsibilities are when using private property.

PUBLIC PARTICIPATION IN, AND PUBLIC AWARENESS OF, TOWN GOVERNMENT

What We Learned from the Inventory of Planning Data

There are many town committees and boards for citizens to join so that they can actively participate in town government.

Many of the boards and committees' responsibilities overlap and there is a lack of coordination among activities.

The public may not be as informed about town government activities as they could be.

Fryeburg's Community Goal

It is a community goal to ensure that the governmental structure is efficient and is as open, participatory, and responsive to the citizens as possible.

Policies

To achieve this goal the following policies are recommended:

1. Require that all board and committee meetings have proper, posted agendas; conduct meeting at locations which are conducive to public participation; and that proper minutes are maintained.
2. Periodically conduct a meeting of all boards and committees so that each one knows the tasks and responsibilities of the others.
3. Publish a Town Newsletter.

Chapter 13

IMPLEMENTATION STRATEGIES

INTRODUCTION

This chapter of our Comprehensive Plan provides strategies that the appropriate staff, board, or committee should follow to achieve our community's goals and policies. The chapter will explain what should be done, when, by whom, and why.

In each section of this chapter there are actions that should be taken if the Plan is to be implemented. All of the implementation actions which involve the adoption of new ordinances, the amendment of existing ordinances, or the raising of money will require Town Meeting approval.

There are also deadlines included with the action statements. These deadlines are established to encourage prompt action to implement the Plan. Missing a deadline does not relieve the board, committee, or official from the responsibility of carrying out the implementation action in as timely a fashion as possible.

In addition to periodically up-dating the data and goals sections of the Comprehensive Plan, this Implementation Strategies Chapter should also be periodically reviewed. Strategies should be looked at to determine if they are doing what they were intended to do. Are they too weak? Too restrictive? Do they cost too much for the benefit that they bring? Have things changed so that the Implementation Strategies need to be changed?

This Comprehensive Plan is not an attempt to plan for, or understand, the ultimate build-out of our town. It does, however, recognize the fact that to be of value the Plan needs periodic review, refinement, and updating. Continually reviewing the Comprehensive Plan should be part of a continuous planning process.

In this Chapter there are a number of terms used in the discussion of the Actions that are being recommended be undertaken to implement the Goals and Policies of our community. If the meaning of any of these terms is in doubt the definitions in the applicable Maine Statute or implementing Rule should be used. If the term is not defined in a Maine Statute or Rule the dictionary definition should be used.

LAND USE PLAN

The Land Use Plan is **NOT** a zoning ordinance or zoning map. The Land Use Plan is a mapped representation of the community's goals as they relate to the use of land. It is our community's policy statement of where various land uses should be located in the future,

The lines on the Future Land Use Map - the mapped representation of the Land Use Plan - should not be thought of as fixed boundaries that can be determined on the face of the earth. They are not "hard and fast" boundaries or separations between differing land uses, but rather show generalized areas where various land uses should best be located in the future.

The pattern of future land use is a major determining factor of future transportation patterns and costs, energy consumption, community character and aesthetics, environmental quality,

economic development potential, and the overall quality of life. This pattern of future land use is a function of current land uses, market forces, man made systems (roads, bridges, utility lines, and so forth), natural systems (soils, slope, wetlands, surface water, and so forth), existing federal, state, and local regulations, and future regulations.

In preparing the Future Land Use Map, the various other maps of this Comprehensive Plan were studied to determine “opportunities for” and “constraints to” various future land uses. This study provided the guidance to determine the most appropriate land uses for each area of Fryeburg. The Future Land Use Map shows the location of these areas. Again, this Future Land Use Map is not a zoning map! The areas shown are only generalized locations of appropriate future land uses.

The following descriptions summarize the preferred land use and development pattern for each of the land use areas. It also gives the reasons why this land use pattern is being recommended. The locations of the areas are shown on the Future Land Use Map.

VILLAGE RESIDENTIAL

This is the area of Fryeburg that makes up the existing residential areas of Fryeburg Village and some areas around it which are suitable for village residential land use. It includes the residential neighborhoods of the older village and it is located within a convenient distance of commercial and business uses in the village.

The purpose of the Village Residential land use area proposed by this Land Use Plan is to foster the viability of Fryeburg Village. The Village Residential area should allow appropriate village-type single and multi-family residential uses. Older homes in the Village Area should be allowed to be used for any “low impact” residential or commercial use, as long as the general esthetics and characteristics of the village are maintained when the building is converted to such a use. Low impact uses might include commercial, professional office, and owner-occupied multi-family uses.

The density and dimensional requirements (amount of land for each dwelling unit, the lot widths, required set backs, and so forth) should be such as to allow the Village to be a village and allow people in the Village to walk to stores and to other businesses. A density of one dwelling unit per 20,000 square feet of land is an appropriate density in this area. Duplex and multi-family dwellings may be allowed at a higher density.

Development regulations (town planning board review of the proposed development) should be employed to assure that development which takes place does not have a detrimental impact on the public health, safety, and welfare. Performance standards should be used to assure that uses do not cause traffic or other public safety problems, or environmental degradation. Design standards should be employed to assure that new buildings and buildings converted to non-residential uses do not have a detrimental effect on the historic nature of the Village.

VILLAGE COMMERCIAL

The Village Commercial area includes the existing commercial areas of Fryeburg Village. This area provides low impact retail and office services within a convenient distance from the Village Residential and the Outlying Village Residential areas.

Industrial uses, and ‘high impact’ commercial uses which require areas of outdoor display and storage, those which generate large amounts of traffic, as well as uses such as “drive-in”

businesses should not be allowed. Residential uses and mixed residential- commercial uses should be allowed, as should civic and public uses.

Development regulations, like those in the Village Residential area, should be employed in this area. A density for residential use in this area should be one dwelling unit per 20,000 square feet of land. Duplex and multi-family dwellings may be allowed at a higher density.

OUTLYING VILLAGE RESIDENTIAL

The Outlying Village Residential area provides a transition from the Village Residential and Village Commercial areas to the low density Rural Residential area.

This area is on the “outskirts” of the village and will encourage the private extension of the water system. This will be accomplished by allowing a higher density for development which is served by a community water system than for development which is not. A density somewhat lower than that allowed in the Village Residential area should be required for development not served by a community water system. Dimensional requirements should be about what they are in the Village Residential area,

The uses allowed in this area should be similar to those allowed in the Village Residential area. And, site development regulations should also be employed.

The Residential-Commercial area will allow the residential land uses which are allowed in the Village Residential area as well as “low impact” commercial uses. The residential dimensional and density standards should be like those in the Village Residential area and the commercial dimensional and density standards should promote small, clustered commercial establishments.

Development regulations should be employed to assure that development which takes place does not have a detrimental impact on the public health, safety, and welfare; and on the quiet enjoyment of residential properties. Performance standards should be used to assure that uses do not cause traffic or other public safety problems, or environmental degradation.

This land use area should be located east of the present Village,

OUTLYING RESIDENTIAL-COMMERCIAL

The Outlying Residential-Commercial area includes the former village areas of Fryeburg Center and North Fryeburg, and East Fryeburg. Residential and low impact commercial uses should be allowed. Here the density should be about one residential per acre. One residential unit per 30,000 square feet if the public water system is used. Dimensional requirements similar to those in the Village Residential area should be used. Dimensional and density standards for commercial uses will be established to discourage industrial uses, high impact uses, scattered and strip development and to encourage clustered commercial uses and low impact uses.

Development regulations should be employed to assure that development which takes place does not have a detrimental impact on the public health, safety, and welfare; and on the quiet enjoyment of residential properties. Performance standards should be used to assure that uses do not cause traffic or other public safety problems, or environmental degradation,

The Village Residential, Village Commercial, Outlying Village Residential, Residential-Commercial, and Outlying Residential-Commercial areas, plus the available, vacant lots in approved subdivisions, provide enough land to accommodate the existing Village plus the additional residential growth that is expected over the next 10 years.

GENERAL COMMERCIAL

The General Commercial area will accommodate the shopping and business needs of a much larger consumer population and area of residency than is served by the Village Commercial area. Also in the General Commercial area should be the commercial uses which because of their needs for large areas of outdoor storage and display, and motor vehicle parking and maneuvering, are not appropriate in the Village Commercial area.

In this area appropriate buffering and set backs should be used to assure that development is compatible with adjacent uses, and performance, site development, and highway access management standards, such as those contained in Access Management - Imp the Efficiency of Maine Arterials, published by the Maine Department of Transportation, 1994, should be employed to assure that the uses do not have a detrimental effect on the public health, safety (including traffic safety), and welfare. Density and dimensional requirements should establish a pattern of development where lots are about an acre in size, front yards are 30 to 50 feet in depth, side yards are 20 to 40 feet wide, and the maximum lot coverage is 25 to 35 percent.

With respect to the Route 302 General Commercial corridor it is expected that the area will extend from the power lines near the Town Office in an easterly direction to Menotomy Road. The depth of the corridor will extend approximately 200' on the north side of Route 302 and 500' on the south side with the only exception being in the area of Eastman Street.

INDUSTRIAL

The Industrial area will allow light industrial development in a location which is suitable for such development, These areas should be located with easy access to major arterial highways.

Appropriate performance, site development, and highway access standards (as in the General Commercial area) should be employed to assure that the uses in this area do not detrimentally affect the public health, safety, and welfare, Buffering and set backs should be used to assure that development in these areas is compatible with adjacent uses. Lots in this area should be about 2 acres, uses should be set back from property lines by about 50 feet, and the buildings on the lots should not cover more than about 30%.

Part of the Light Industrial area is close to, or over, the recharge area of the Fryeburg Water Company's water supply. Because of this, provisions should be made which assure that the development that takes place does not harm the drinking water supply. These provisions might include: a restriction on new development within the 300-day travel time to the water supply; performance standards to govern new development that locates in an area between the 300-day and the 2500-day travel time of the water supply; the control of activities, such as petroleum storage, the use of herbicides or pesticides, and storage of hazardous materials, such that the water supply is not contaminated.

MOBILE HOME PARK OVERLAY

Because of the State Law which overrides local regulations and could allow mobile homes at a higher density than is normally allowed in Fryeburg, this area should be established to accommodate mobile home parks.

This area may cut across other land use areas but is an area that is environmentally suitable for residential use at a high density and is an area where mobile homes may be sited and would be compatible with existing and potential future development.

RURAL RESIDENTIAL

The Rural Residential area will provide protection to the town's rural resources - timber harvesting and growing areas, agricultural areas, natural resource based recreation areas, open spaces, and rural views. The rural character - the "ruralness" - is what the respondents to the public opinion survey said was the characteristic they like most about our town.

To maintain this ruralness the rural landscape in the future should consist of large contiguous open space areas, farmland, land in the Tree Growth tax classification and other forest land, or land in which the predominant pattern of development consists of homes and compatible, non-intensive home occupations and businesses interspersed among large open spaces. This land use pattern is very much like that which was existing in Fryeburg in the last century.

Encouraging the continuation of this rural pattern of land uses - which will help to maintain what we like about our town - while maintaining our private property rights is a very complex problem. The Comprehensive Plan outlines a number of techniques to accomplish this. Most of these techniques are economic incentives which encourage the type of development which will not harm the ruralness we enjoy.

The following presents the various techniques which will foster the ruralness we all enjoy:

- * One of the biggest threats to the ruralness of this area would come from a large development or a large residential subdivision bringing with it rapid, uncontrolled, rural growth. Therefore, a development review process should be employed for all non-residential development and for subdivision development.
- * The only business-type of land uses to be allowed in the rural area will be resource-based businesses, home occupations and other home-based businesses, businesses that while perhaps are not "in the home" are located on the same or adjoining lot(s), and "low impact" businesses. Low impact businesses would be those which are limited in size or amount of traffic.
- * Also, to prevent rapid residential growth of a form which does not maintain the rural values of our community and does not foster community goals, no more than 5 lots may be developed in any one subdivision per year.
- * This five lot per year limit may be modified if an area of usable open space within or near the development is set aside and made forever undevelopable by deed restriction. The Planning Board should strive to have any open space that is set aside by this method connect to other open spaces which have been set aside. The 5 lot per year limit may also be modified if important views are permanently protected, if the developed area of the subdivision is buffered so that it is not visible from existing arterial or collector roads, or if a number of affordable site-built homes equal in number to 10% of the lots in the development are constructed by the developer. These affordable homes can be in the proposed subdivision or else where in Fryeburg and must be affordable to households earning 80% or less of the Oxford County median household income.
- * In no case should more than 10 units per subdivision per year be developed.
- * For non-subdivision residential development, the minimum lot size should be about one residential unit per acre of land.

- * For non-subdivision residential development, the minimum lot size should be about two acres. However, this minimum would not apply to gifts of lots to family members or to the sale of one lot created out of an existing parcel. The minimum lot size in these cases should be about one acre. Any more than one lot sold out of an existing parcel within any five-year period should be about two acres in size,
- * The traditional rural subdivision development often destroys many of the qualities which are a part of the ruralness of the town. Because of this the only way to prevent this is to require that the development is very low density development. Therefore, the subdivision developments which do not take advantage of the good design density bonus should be governed by an aggregate density requirement of about one residential unit for every 3 to 5 acres of “suitable” land. To determine this net density the following percentages should be excluded from the gross acreage: 100% of the land devoted to roads; 100% of the surface water; 100% of Class 1 wetlands, as defined by DEP, and 50% of other wetlands; 50% of slopes in excess of 25 percent; and 50% of floodplains. The dimensional requirements in these developments should be such that lots are 300 to 400 feet wide, front yards are 60 to 70 feet, and side yards are 30 to 40 feet. Except in clustered subdivisions with a common subsurface sewage disposal system, each lot should contain at least 10,000 square feet of contiguous suitable land.
- * To encourage a form of residential development which achieves certain community rural preservation goals, a density bonus should be given for good rural residential design. The types of design features for which a bonus should be given could be: setting aside usable open space; connecting open space to other open space; protecting important, public views; not allowing access to the homes in the development from the collector or arterial highways; and protecting historic sites and features. With bonuses a well-designed development could have a density as high as one dwelling unit per acre of suitable land.
- * The town should also consider the use of transfer of development rights as an equitable method of protecting agricultural and forest land.

SHORELAND

The Shoreland area includes those areas suitable for development which are within 250 feet, horizontal distance, of the normal high water line of Black Pond, Bog Pond, Cat Pond, Charles Pond, Clays Pond, Dead Lake, Horseshoe Pond, Hunt Pond, Kezar Pond, Lovewell’s Pond, Lower Kimball Pond, and Pleasant Pond, and the Saco River, the Old Course of the Saco River from the confluence of Charles River to the Saco River, Kezar River from the confluence of Popple Hill Brook to the Old Course of the Saco River, Charles River from Charles Pond to the Old Course of the Saco River, Cold River from the Stow town line to Charles Pond and within 250 feet, horizontal distance, of the upland edge of wetlands which are not rated as either high or medium value by the Maine Department of Inland Fisheries and Wildlife.

The uses allowed in this area should include only residential, recreational, and small scale or “low-impact” commercial uses. The density and dimensional requirements should be appropriate to the protection of the shoreland resource. These would be very similar to those in the Rural Residential area.

RESOURCE PROTECTION

The resource protection area will protect the environmental integrity of those areas of the town which have severe physical development limitations or which have extremely high natural resource value. Within the resource protection area development and use of the land should be restricted.

The Resource Protection area should include: (1) flood plains along rivers and along artificially formed great ponds along rivers; (2) areas of two or more contiguous acres with sustained slopes of 20% or greater; (3) land along the rivers which is subject to severe bank erosion, undercutting, or river bed movement; and (4) areas of two or more contiguous acres supporting wetland vegetation and hydric soils, which are not part of a wetland, and which are not surficially connected to a water body during normal high water; and which are within 250 feet, horizontal distance, of the normal high-water line of Black Pond, Bog Pond, Cat Pond, Charles Pond, Clays Pond, Dead Lake, Horseshoe Pond, Hunt Pond, Kezar Pond, Lovewell's Pond, Lower Kimball Pond, and Pleasant Pond, and the Saco River, the Old Course of the Saco River from the confluence of Charles River to the Saco River, Kezar River from the confluence of Popple Hill Brook to the Old Course of the Saco River, Charles River from Charles Pond to the Old Course of the Saco River, Cold River from the Stow town line to Charles Pond.

The Resource Protection area should also include all areas within 250 feet, horizontal distance, of the upland edge of the three wetlands which are rated as high value and the one which is rated as medium value by the Maine Department of Inland Fisheries and Wildlife as of January 1, 1973. The high value wetlands are along Elkins Brook, Haley Brook, and Little Pond. The one wetland rated as having medium value is associated with Peat Pond. The Resource Protection area might also include other environmentally sensitive areas of the town which have severe physical development limitations or which have extremely high natural resource value.

STREAM PROTECTION

The stream protection area includes all land areas within 75 feet, horizontal distance, of the normal high-water line of a stream (as defined in the Shoreland Zoning Act), exclusive of those areas in the Shoreland or Resource Protection areas.

The uses allowed in this area should include only residential, recreational, and small scale or "low-impact" commercial uses. The density and dimensional requirements should be appropriate to the protection of the shoreland resource. These would be very similar to those in the Rural Residential area.

GATEWAYS

As it was pointed out in Chapter 6 the gateways to Fryeburg are an important part of the rural and village character. The gateways to the Village - Routes 302 from the east, Route 113/5 from the southeast, and Route 5 from the north - should be protected.

Gateways are defined as the entrance to the Village, the roadways that lead to town. These gateways are: Route 302 from Menotomy Road and Battleground Road east to the Bridgton Town Line; Route 302 east from the New Hampshire Line to the Commercial Zone; Route 5 from Brownfield Town Line north to the Industrial Zone; Route 113 from the New Hampshire

Line to Weston's' Route 5 from Fairgrounds north to Lovell Town Line, excluding the Outlying Residential-Commercial District.

To do this a Gateway Overlay area should be established along the arterial highways leading to town. In these overlay areas additional buffers, setbacks, highway access, and roadside management standards should be employed.

ACTION

The Land Use Plan should be implemented by appropriate Land Use Ordinance amendments, proposed by the Planning Committee and/or the Planning Board, and adopted by Town Meeting within 24 months of the date when the Comprehensive Plan is adopted.

HOUSING PLAN

The Housing Plan should seek to achieve a level of 10% of new residential development, based on a 5-year historical average of residential development in Fryeburg, meeting the definition of affordable housing. And, should require that homes built in Fryeburg are built to appropriate structural, egress, light and ventilation, and fire prevention standards.

During the analysis of housing affordability it was found that in the study period from July 1, 1988, to June 30, 1989, there were 56 houses sold in town. Of these 56 houses, 31% were affordable to moderate income households (based on the Oxford County median household income), 25% were affordable to low income households, and 11% were affordable to very low income households. This shows that Fryeburg is presently meeting the 10% affordable goal.

The inventory showed that there are is a wide range of affordable housing options presently in Fryeburg. There are two federally assisted housing complexes. These total 48 dwelling units available to low income elderly people. Twelve percent of the housing in town is multi-family housing and 11% consists of mobile homes.

While there are 48 units of low income elderly housing, we found that the median age of the people living in Fryeburg increased between in 1970 and 1980, and between 1980 and 1990. And, while the over 64 age group is not predicted to grow rapidly in the 1990s, this is a segment of the population large enough (almost 17% of the total) to warrant a thorough investigation of the demand for additional elderly housing.

ACTIONS

1. The town should allow multi-family and duplex housing in the Village Residential and Outlying Village Residential areas. The multi-family development which is allowed should have to be at a scale (size, height, bulk, and lot coverage) that is appropriate to the Village areas and should be required to meet site development, design, and performance standards. Multi-family and duplex housing may also be allowed at a higher density per dwelling unit than single family housing.

This should be implemented at the same time as the Land Use Plan is implemented.

2. To encourage the construction of affordable housing a modification to the limit of only 5 lots per year per subdivision should be granted if the developer of a subdivision constructs site-built houses affordable to households with incomes that are 80% of the Oxford County median income.(See the discussion of the Rural Residential area in the Land Use Plan.)

This should be implemented as the Land Use Plan is implemented.

3. Mobile homes and mobile home parks, which provide an affordable housing option, should be allowed in Fryeburg. Mobile homes on individual lots should be allowed in both the Outlying Village Residential and Rural Residential land use districts. Mobile home parks should be allowed only in the Mobile Home Parks Overlay area, The same building code standards which are required to be met by site-build homes should be required of mobile homes.

This should be implemented as the Land Use Plan is implemented, and by adoption of an appropriate building code which should apply to site-built homes as well as to mobile homes.

4. A Fryeburg Housing Committee should be formed to investigate the demand for an elderly housing project. If the demand in Fryeburg exists the Committee should take appropriate action to follow through on the development of an elderly housing project. The Committee should work with neighboring towns to determine if this need exists regionally and if the solutions can be regional solutions.

This should be initiated by the Board of Selectmen, within 24 months of the date when the Comprehensive Plan is adopted.

5. The town should develop and adopt a Building Code to assure that habitable buildings built or located in Fryeburg meet appropriate structural, egress, light and ventilation, and fire safety standards.

This should be implemented by adopting a Building Code within 24 months of the date when the Comprehensive Plan is adopted. The work should be done either by the Planning Board or other appropriate committee at the direction of the Board of Selectmen.

WATER QUALITY PLAN

Phosphorus run-off into lakes and ponds has the potential to greatly reduce water quality. Phosphorus acts as a fertilizer for algae. Once the growth of algae reaches a certain level algal blooms will occur. This can be prevented by reducing the direct runoff from the land into brooks and streams as well as runoff into the lake or pond This can be accomplished by insuring that all development in the watershed of a lake or pond (not only along the shoreline and in the shoreland zone) is designed properly In order to maintain existing water quality or to improve it, monitoring, enforcement, and education, as well as regulation, will all have to be used.

The conversion of seasonal, shore-front camps or cottages into year-round homes can also have a detrimental impact on lake, pond, and river water quality if the septic systems are not suitable for year-round use and nitrates and bacteria enter the body of water.

The inventory portion of the Comprehensive Plan points out that in addition to soils' suitability for development in general, and septic tank absorption field construction in particular, soils also have varying capabilities to filter and dilute the discharge from septic tank leach fields.

There are aquifers in town that may be needed in the future as sources of public water. These are shown on the Prime Aquifer Map.

Development in flood plains could be adversely affected by flooding, and the development itself with the associated site preparation work could adversely affect the water quality.

ACTIONS

1. To control the amount of phosphorus entering the lakes and ponds from development, the Maine Department of Environmental Protection's phosphorus control program should be employed in the review of all development requiring Planning Board or site plan review, in the watersheds of the lakes and ponds in town and those in neighboring towns.

This should be implemented by amendments to the Land Use Ordinance proposed by the Comprehensive Planning Committee or Planning Board and adopted by Town Meeting within 24 months of the adoption of the Comprehensive Plan.

2. To help control the amount of phosphorus entering the lakes from developed properties, a public education program should be conducted. All property owners in a lake watershed should be told of the effects of phosphorus loading on our lakes.

This should be implemented by the appropriate person, board or committee at the direction of the Board of Selectmen within 24 months of the date when the Comprehensive Plan is adopted.

3. A lake and river water quality monitoring program to track the quality of the lakes and the Saco River should be encouraged.

This should be implemented by volunteer monitors - perhaps a lake association or the appropriate person, board or committee at the direction of the Board of Selectmen - within 24 months of the date when the Comprehensive Plan is adopted.

4. The lakes' shore front property owners should be informed of the State's Seasonal Conversion Law and this law as well as the plumbing code should be consistently and uniformly enforced.

The educational portion of this action should be implemented by a group such as the Conservation Commission, within 24 months of the date when the Comprehensive Plan is adopted, and the enforcement portion by the Plumbing Inspector, with the support of the Board of Selectmen, on a continuing basis.

5. The appropriate Shoreland Zoning requirements should be incorporated into the Land Use Ordinance for the areas required to be regulated by the Maine Shoreland Zoning Act.

This has been implemented July, 1993.

6. To assure that septic tank discharges are safe by the time they reach a well or a neighboring property, all subdivision development applications should be required to include a hydrogeologic assessment if the planning board determines, based upon review of the Ground Water Special Features Map, that the potential exists for adverse impacts on ground water quality.

This should be implemented by the Planning Board adopting this policy, within 24 months of the date when the Comprehensive Plan is adopted.

7. A study of the impacts on the aquifer should be required if a development which comes under town Planning Board review is proposed in any of the areas shown on the Prime Aquifers Map as being a Prime Aquifer. If the study determines that the development will adversely affect the quality or quantity of the ground water the development should be required to be modified so that the ground water will not be adversely affected.

This should be implemented for subdivision development by the Planning Board adopting this policy, within 24 months of the date when the Comprehensive Plan is adopted, and for other development as the Land Use Plan portion of this Comprehensive Plan is implemented.

ECONOMIC DEVELOPMENT PLAN

Most of the Fryeburg labor force is employed in Fryeburg. This is unlike most towns the size of Fryeburg in Southwestern Maine. (In most small Southwestern Maine towns most of the labor force commutes to jobs which are out of town.) This fact means that workers from Fryeburg do not have to rely on the economic development skills of leaders in other towns. It also means that the leaders in Fryeburg must take a proactive stance and can not rely on others.

Many people in Fryeburg work in their homes and these home occupations or cottage industries are an important part of the economic structure of the town. Much of the economic development and job creation in a town like Fryeburg is allowing people to work at home and encouraging these businesses to expand (making sure that they do not become a detriment to the neighborhood in which they are located)

All small towns rely heavily on the taxes people pay on their homes and undeveloped property for the tax base. In Fryeburg, in 1990, 78.2% of the valuation of the town was residential property. And, 4.5% was undeveloped property. While this is a large percentage, it is not as large as neighboring towns and most small Maine towns.

The public's opinion (as expressed by the public opinion survey) was very favorable toward encouraging "high-tech" industries to locate in town, However, only 40% of the respondents felt that the town should have more commercially-zoned land.

Adequate, vacant land, suitable for industrial and/or commercial development, is important to the economic growth of the town,

There is a pessimistic view of Fryeburg's economic picture. Eighty-two percent of the respondents felt that we can not compete with North Conway for businesses and 71% felt that being laid off was a likelihood during any economic down turn.

A proactive economic development stance would help to keep jobs in Fryeburg, expand the town's economic base, and would decrease the town's reliance on people's homes and property for its tax base. However, if economic development programs are undertaken, both costs and benefits to the town should be considered.

The Eastern Slopes Regional Airport is an asset which few communities Fryeburg's size can claim. It can become either an economic development benefit to the town and the region or a financial liability.

Town officials - both school officials and municipal officials - should realize that the education which students receive in the local school system is an important part of Fryeburg's economic development strategy.

ACTIONS

1. Home occupations and cottage industries, subject to adequate performance standards and appropriate size restrictions, should be allowed in areas of the town where residential uses are allowed.

This should be implemented by amendments to the Land Use Ordinance proposed by the Comprehensive Planning Committee or Planning Board and adopted by Town Meeting within 24 months of the adoption of the Comprehensive Plan.

2. An Economic Development Committee should be established. The committee could be made up of representatives of the Board of Selectmen, the Planning Board, the Zoning Board of Appeals, appointees of each board, and citizens of the town. The committee would act as the liaison between the town and businesses either here in Fryeburg or businesses seeking to locate in Fryeburg, it should seek out businesses, and it could advise the Planning Board and the Board of Selectmen on any decisions affecting the economic health of the town. This committee should work with neighboring towns in a coordinated, regional approach to economic development.

This should be implemented by the Board of Selectmen establishing the committee within 24 months of the date when the Comprehensive Plan is adopted.

3. An adequate amount of vacant, developable land should be included in the industrial land use area so that industrial growth will not be hampered by the lack of suitable, properly zoned industrial land.

This should be implemented as the Land Use Plan portion of this Comprehensive Plan is implemented.

4. Town officials - School District Directors, Selectmen, Economic Development Committee members, and others - and leaders from area businesses should work together to assure that students graduate from high school and that they receive the training needed to either go on to further education or that while in high school they receive the skills needed for today's job market.

This should be accomplished by periodic meetings of these public and private sector leaders, beginning within 24 months of the date when the Comprehensive Plan is adopted.

5. The Eastern Slopes Regional Airport should be managed so that it brings maximum economic benefit to the town and the region. This should be done so that it does not create any adverse environmental (or other) impacts. The leaders of the town and the public should play an active role in the airport master plan and the airport marketing plan so that these plans meet the needs and goals of the community. And, the town should work toward implementing their recommendations. The Selectmen must either take on this task, and be proactive, or assign the task to some other active committee, board, or staff person.

Presently being implemented.

ROADS AND TRANSPORTATION PLAN

The road surface condition survey conducted by the town revealed that about a third of the roads in town were less than a category “good”. In order to properly manage road maintenance, a systematic method of reconstruction and resurfacing should be undertaken.

A review of the town’s requirements for the construction of roads in new subdivisions shows that the standards are inadequate, The chance that the public will have to cover the expense of improving some subdivision roads very soon after they are turned over to the town is great.

The public opinion survey indicated that summer and winter road maintenance ranked in the middle of the various services which the town provides, with winter maintenance a little lower than summer maintenance. The quality of sidewalks, however, was rated quite low.

There are three highway locations where the Level of Service (LOS) is presently a D, there will be five locations by the year 2000. And, it is projected that by 2010 there will be six locations with an LOS of D and two with an LOS of E. These locations with an LOS of E projected for the year 2010 are at the New Hampshire State line on Route 302, and on Portland Road just east of Main Street. A LOS of E is generally an unacceptable service level.

There are seven locations, either intersections or roadway sections (called links) that have a significant number of accidents. These are the intersections of Route 302 and Hemlock Bridge Road; Route 302 and Main Street; and Route 302 and Lovewell’s Pond Road; and the four roadway links of Route 113 - Stow Road to Stow town line; Portland Road - Porter Road to Ward’s Road; Main Street - Oxford Street to Portland Street; and the full length of Haleytown Road.

Arterial and collector roads serve an important public function (moving vehicles) that is more important than the roads’ private property access function. And, rural roads are the locations from which many of us view the ruralness of Fryeburg,

Transportation to places outside of Fryeburg is important to the economic and social well being of the community. The Eastern Slopes Regional Airport, while not providing any scheduled service, it does provide an air link to other, larger airports. It is also the base for many small, private planes.

The only other transportation service is the part-time bus service offered by Western Maine Transportation Services. This service is available to take passengers to the Maine Mall area of South Portland every Tuesday and the first and third Thursdays of the month,

ACTIONS

1. A highway maintenance system should be instituted. This could be the Road Surface Maintenance System promoted by the Maine Local Roads Center or one that is similar.

This should be implemented by the Board of Selectmen, Road Commissioner/Public Works Director, the Budget Committee, and the Town Meeting, within 12 months of the date when the Comprehensive Plan is adopted.

2. Town officials should monitor the accident reports from the Maine Department of Transportation (DOT) to determine if the three intersections and four roadway links which are significant accident locations continue to be problems. If they are, steps should be then to improve them.

This should be done by the Selectmen and the Road Commissioner/ Public Works Director.

3. Appropriate road construction standards should be included in the Land Use Ordinance. These standards should be appropriate to the expected usage of the road and should apply to roads which are to become town roads.

This should be incorporated into the Land Use Ordinance, and separate Subdivision Ordinance when one is created, by an amendment proposed by the Comprehensive Planning Committee or Planning Board and adopted by Town Meeting, within 24 months of the date when the Comprehensive Plan is adopted.

4. Appropriate highway access management and roadside management standards should be included in the Land Use Ordinance. The access management standards should be designed to reduce potential highway safety problems. The roadside management standards should be designed to preserve the rural qualities of the town.

The access standards would control the location, design, spacing, and number of driveways. The roadside management standards would control lot width, road frontage, buffers, setbacks, retention of stone walls, tree cutting in the right-of-way, and driveway locations.

This should be incorporated into the Land Use Ordinance, and separate Subdivision Ordinance when one is created, by an amendment proposed by the Comprehensive Planning Committee or Planning Board and adopted by Town Meeting within 24 months of adoption of the Comprehensive Plan.

5. To improve transportation to places outside of Fryeburg, the town should: (1) investigate the establishment of a “park and ride” lot for commuters, and (2) continue to support a regional transportation provider.

Action (1) should be implemented by the Planning Board, Board of Selectmen, and the Road Commissioner, working with the Maine Department of Transportation, within 24 months of the date when the Comprehensive Plan is adopted.

Action (2) should be implemented by the Board of Selectmen, the Budget Committee, and the Town Meeting.

PUBLIC SAFETY PLAN

Fire prevention and suppression is provided in the town of Fryeburg by the volunteer Fryeburg Fire Department.. In North Fryeburg the Saco Valley Fire Association provides service.

The public gave the Fire Department “high marks” in the public opinion survey.

The emergency rescue service in town is provided by Fryeburg Rescue, an all-volunteer service. Fryeburg Rescue operates four emergency vehicles, has about 60 volunteers with varying degrees of training. It is supported by Fryeburg and neighboring towns, The rescue service received very high marks from the public in the public opinion survey.

The Fryeburg Police Department is a town department with a chief, 3 full time officers, and 4 part time officers. This level of service is about 1.3 full time officers per 1,000 population in the winter months but is reduced to only 0.46 per 1,000 with the influx of people in the summer. The State of Maine average is about 1.62.

The number of complaints investigated by the Police Department has averaged about 600 per year for the last two years.

The Police Chief has identified office and work space, and budget constraints as problems plaguing his department. The department received an average rating of 2.8 out of a possible 4 on the public opinion survey.

All three public safety providers have capital equipment replacement plans

ACTIONS

1. The town should support the equipment up-grades of the Fire and Police Departments, the Saco Valley Fire Association, and Fryeburg Rescue, in accordance with the Capital Investment Plan.

This should be implemented by the Capital Improvements Program which should be adopted to implement the Capital Investment Plan,

2. The Board of Selectmen should work with the Police Chief to establish a targeted level of police service - number of officers, space, equipment, hours of patrol, and so forth - and then work toward achieving this level,

SOLID WASTE MANAGEMENT PLAN

The management of solid waste is becoming increasingly complex and costly for the town.

The State has established a state-wide goal for each municipality to be recycling at least 25% of its solid waste by the year 1992, and 50% by 1994. There is presently a recycling program operated at the landfill. A well-run recycling program would help us to meet the State goal, and perhaps more importantly, would cut down on the amount of trash now landfilled and eventually hauled out of town to a disposal facility. This would cut down on the transportation costs and the disposal costs. The Recycling Committee is working to increase the amount of recycled goods and to find markets for the recycled materials.

Fryeburg also operates an approved septic sludge disposal site. The site has area for expansion but at this time the facility has a land spreading capacity surplus.

ACTIONS

1. The Recycling Committee should continue to work with the Solid Waste Manager to monitor the voluntary recycling program to determine if the State recycling goal is being met.

If the voluntary aspect is not working to achieve the State's recycling goals, the Recycling Committee should increase its public education process to build up support from the public.

2. Regional solutions to the management of solid waste, including recycling, should be explored.

This should be done by the Solid Waste Manager and the Recycling Committee.

3. The Solid Waste Manager should continue to monitor the use and available capacity of the septic sludge site. If volumes increase plans should be developed to expand the facility. An adequate fee should be charged for the use of the facility so that operation and maintenance are covered by the users.

AGRICULTURAL AND FOREST RESOURCE PLAN

Forests, and the open fields and farmland are an important part of Fryeburg's rural character. Farming and forestry activities are both very important economically to the town and its residents. Some of the best farmland in the State of Maine is in Fryeburg. This is along the Old Course of the Saco River. There are many acres in the Tree Growth Tax Classification, about 32% of the town.

Keeping land in agriculture, in the Tree Growth Classification, or in properly managed forestry activities are important to the community. However, whether farming, and to some extent forestry, will succeed in Fryeburg is dependent on economics which are (in most part) beyond the control of the town. Fortunately, much of the agricultural land in Fryeburg is in the flood plain of the Saco or Old Course of the Saco River, and, therefore, not subject to extreme development pressures.

ACTIONS

To encourage the continuation of agricultural and forestry activities the town should:

1. Continue to allow farming and forestry in rural and residential Land Use areas.
2. Have development regulations which discourage rapid, large scale development in the rural part of town.
3. Allow and encourage cluster developments in all districts as a method of preserving undeveloped farmland, woodland, and open space.
4. Allow farm stands and the sale of local forest products (such as fire wood, Christmas trees and wreaths) as commercial activities in the rural part of town so that local farmers and forest owners can sell locally grown or harvested products easily.
5. Educate the public, including students in school, as to the role all citizens play in assuring the continuation of the town's rural values. Encourage the public to view ownership of land as a form of stewardship in which the landowner plays an important role in influencing the town's future.
6. Encourage SAD 72 to use locally grown produce in their school lunch program.
7. Economic Development initiatives should take into account the opportunities which the agricultural and forest resources offer.
8. Encourage farmers to take advantage of the Farmland taxation program if there is a savings to be achieved by the landowner.
9. Encourage the use of Tree Growth taxation program by landowners who have managed forest lands,

Actions 1-4 should be implemented as the Land Use Plan is implemented.

Actions 5-9 should be implemented by the appropriate board, committee, or staff person within 24 months of the date when the Comprehensive Plan is adopted.

OPEN SPACE AND OUTDOOR RECREATION PLAN

Organized recreation, the recreational use of land, and public and private open space contribute to the quality of life we enjoy in Fryeburg, Preserving these, making sure that each is available to us now and to future generations is the focus of the Open Space and Recreation Plan.

There are three components to this section of the Comprehensive Plan: the efficient delivery of municipal recreation services; the continued use of land (both privately owned and publicly owned land) by responsible people; and public and private open space preservation.

In any town, recreation services provide the community with active leisure time activities. It gives both young people and adults an opportunity to spend non-working time in the pursuit of leisure for its own sake. When families live in rural settings, as do many of the families in Fryeburg, municipal recreation also provides children an opportunity to socialize with others in an active, organized, and supervised setting.

Open space is land which is not used for buildings or structures. It is the opposite of development. Open space may be farm land (or even abandoned farm land), forests (managed or not), open fields, the views of tops of hills or the views from the tops of hills, or river banks and flood plains. It is also a town park, a village common or green, a town historic site. It could be publicly owned or privately owned land. It might be usable by the public for hiking, skiing, snowmobiling, hunting, fishing, and so forth; or it might be only enjoyed visually.

Recreation programs received very high “marks” from the public in the public opinion survey, but recreational facilities received a bit lower grades.

Recreation is very important to us here in Fryeburg. The survey indicated support for community and neighborhood centers, improved little league fields, and a system of walking, jogging, or bicycling trails. Also, a large majority of respondents said that non-residents should have to pay user fees for town owned and/or operated recreational programs or facilities.

When asked about open space and access to water bodies, a majority indicated a willingness to buy land for water access and for open space preservation. There are presently numerous places where the public has access to water bodies - the Saco River and the lakes and ponds. There are trails and trail systems, and the public has access to much private land, although more and more private land is being “posted” each year.

ACTIONS

1. The Conservation Commission, Recreation Committee, and Park Committee should become the stewards of outdoor recreation and open space. They should be advocates for usable open space preservation and appropriate outdoor recreational use of open space. And, the roles of each body should be clearly spelled out.

Once the Conservation Commission or Park Committee has inventoried all municipal outdoor recreation areas, the accesses to water bodies, and important open space areas, a plan should be developed for their preservation.

This should be done by the Conservation Commission or Park Committee at the direction of, and with support from, the Board of Selectmen.

2. There should be an educational effort undertaken to educate the public, beginning at lower grades in the schools, of the public’s responsibilities when using private property. The Conservation Commission, the Recreation and Park Committees, the Town’s Recreation Director, and the School Committee should work together on this project.
3. The town should develop a schedule of user fees to be charged for the use of town recreational services and facilities.

The fee schedule should be prepared at the direction of the Selectmen and approved by the appropriate town body within 12 months of the date when the Comprehensive Plan is adopted.

4. Residential developments that protect important views and set aside usable open space should be encouraged by development regulations.

This should be incorporated into the Land Use Ordinance, and separate Subdivision Ordinance when one is created, by an amendment proposed by the Comprehensive Planning Committee or Planning Board and adopted by Town Meeting, within 24 months of the date when the Comprehensive Plan is adopted.

HISTORIC PRESERVATION PLAN

The historic features of Fryeburg are one of the most important elements that set it apart from other towns. There are buildings on the National Register of historic places and there are other notable, historic buildings and sites. Much of the village is an historic district. If these were changed or destroyed the Fryeburg that we know and treasure would be lost and the physical links that connect us to our past and to some of the traditions of the town would also be lost.

The town is also rich with archaeological resources, primarily along the Saco River. What is today Fryeburg, was the home of a large Indian settlement up until the 1700s.

There are presently no means to protect these historic resources and little means to protect the archaeological resources. Preserving them while protecting private property rights creates a difficult balancing act.

ACTIONS

1. To ensure that the historic character of the Village is not adversely impacted by inappropriate or incompatible development, a design review process should be incorporated into the Land Use Ordinances for this area of town.

This should be implemented as the Land Use Plan is implemented.

- 2 When land is proposed for development, and there is evidence that the land may be an archaeological site, the reviewing authority should require the developer to protect the archaeological features.

This should be implemented as the Land Use Plan is implemented.

3. The history of Fryeburg should be taught in the Fryeburg schools.

This should be initiated by the Fryeburg Historical Society with the support of the town's school board.

NATURAL AREAS PLAN

The Actions recommended by this Natural Areas Plan are designed to protect the unique natural resources inventoried in the Unique Natural Areas portion of the Natural Resources Chapter - Chapter 4.

In this inventory we found that there are a number of significant and unique natural features in Fryeburg. If development occurred which destroyed these features they would be lost for ever.

ACTION

When land is proposed for development, and there is evidence that the land may contain a unique natural area, the reviewing authority should require the developer to protect the area.

This should be implemented as the Land Use Plan is implemented.

TOWN AND COMMUNITY SERVICES PLAN

Fiscal

The Budget Committee is a group which is appointed by the Selectmen to review and make recommendations on expenditure articles which go to town meeting. If they were involved throughout the year in the financial matters of the town, they could provide more assistance to the Selectmen.

A budget management procedure should be implemented. With such a procedure the Selectmen and the Budget Committee would set goals for increases in the Operations and Maintenance (O&M) budgets and acceptable tax rate increases. (These 'increases might be 0, they might be tied to the rate of inflation, they might be trends of what has occurred in the past, some other appropriate process.) Projections of the non-property tax revenues and the municipal valuation should be done, and capital expenditures put into a Capital Budget. By means of this procedure, tax rate increases can be kept to a known amount, and the yearly "peaks and valleys" caused by the tax rates and budgets going up and down, will be eliminated. And, voters at Town Meeting will be able to make informed decisions when voting on appropriation articles.

ACTIONS

1. The Budget Committee should meet quarterly to review the financial operations of the town.
This should begin within 4 months of the date when the Comprehensive Plan is adopted.
2. The Selectmen and the Budget Committee should adopt a budget management procedure and a Capital Improvement Program as outlined in the Capital Investment Plan and Yearly and Long Range Fiscal Planning sections of this Comprehensive Plan.

This should be implemented by the Board of Selectmen and the Budget Committee, within 12 months of the date when the Comprehensive Plan is adopted.

Town Management

The management of Fryeburg is becoming a full time job. And, town government has become "big business" with large yearly budgets and important decisions that affect many people. Making sure the town is run as efficiently as possible, making the best use of limited financial and personnel resources, requires more time than most part-time, elected officials can devote to the job.

The Selectmen have recognized this and in March, 1992, asked the town meeting to create the position of Town Administrator and for an appropriation with which to pay the salary of this person. In July the Town Administrator was hired and started work.

The Selectmen and the Government Committee should work with the Town Administrator to review the strengths and weaknesses of this town management process to determine if changes need to be made.

In order for the public to be as informed as possible about the operations of their government, all town boards and committees should function with by-laws, posted agendas, and minutes; all available to the public. The regular meeting schedules of all town boards and committees should be posted on a town bulletin board.

So that the various boards and committees work together for the best interest of the town as efficiently and effectively as possible, agendas of meetings should be sent to the Chairs of all other boards and committees. And, all boards and committees should periodically hold joint meetings.

Purchasing

Purchasing of items that the town uses, such as gasoline, culverts, road paving, copier paper, and road salt is very often cheaper when the town does it in conjunction with a bid which is larger than what the town alone can put out. Combining purchases with other towns or regional agencies will, in many cases, save the town money.

When the town purchases items it should review the cost savings available if the item is purchased along with another town, a State contract, or a joint bid procedure being conducted by a regional agency.

Code Enforcement

There are many recommended Actions in this Plan that require regulations in order to protect the public's health, safety, and welfare, and to achieve community goals. Without proper enforcement of these regulations some of the Actions will be successful but many will not.

In order to assure that regulations are adhered to by all and that the Community Goals spelled out in this Comprehensive Plan are achieved, code enforcement should be conducted thoroughly and consistently throughout town. This should be done by the Code Enforcement Officer with the complete support of the Board of Selectmen and the Budget Committee.

Other Town Services

In order to assess the needs of the citizens of Fryeburg, a public opinion survey and needs assessment should be conducted on a periodic basis.

The results of this survey should be used to plan, improve, reduce, or prioritize the facilities and services that are funded by the town. This should be done by the Planning Board and the Board of Selectmen.

Education

In most communities education issues are left entirely to the School Board or the SAD Directors. This goes on uninterrupted until the school budget, or a yearly budget increase, gets so large that the Selectmen and/or voters feel that they have "had enough." The reaction then is to cut, or attempt to cut, the budget, without prioritizing educational services and developing a long range education plan.

While the cost of education is the largest item in our yearly budget here in Fryeburg, as it is in all Maine municipalities, assuring that Fryeburg students receive a quality education is critical to the economic health of the town's residents and of the town. Therefore, providing a quality education that is affordable to the taxpayers is very important.

The officials of the town should work closely with the officials of SAD 72 to keep students in school, to identify regional employer needs, and to identify job-training requirements so that Fryeburg citizens have the job skills for the changing job market in the twenty-first century. Parents should be encouraged to become more involved with the schools.

Periodically (and before voter reaction to budgets occurs) the SAD 72 Directors should meet with the district's other leaders such as the Boards of Selectmen, the Budget Committees, any Economic Development Committees, the Planning Boards, and any organized parents' groups to discuss education goals. These groups should also meet with business leaders and employers from the region to discuss education needs.

Human Service Needs

We in Fryeburg recognize that meeting human service needs is an important part of the service delivery of the town. We feel that in a community our size many of these needs can best be met by non-profit human service providers or regional agencies.

The town should continue to support and contribute to charitable agencies which meet the human service needs of the community.

Continuous Community Planning

This Comprehensive Plan does not attempt to be the final answer to what Fryeburg should be. The Plan recognizes the fact that in order to be successful, community planning must be an on-going process, conducted by the whole community.

The State's Comprehensive Planning and Land Use Regulation Act also recognizes that planning needs to be an on-going process. The Act requires each town to review and up-date its Comprehensive Plan and implementation program every five years.

The town should continue to up-date and refine this Comprehensive Plan more often than required by the State. New data - such as population, housing, transportation, fiscal, and economic information - should be added as things change in town. New surveys of the public's opinions and needs should be conducted. Goals should be reviewed, and refined where necessary. And, implementation measures should be studied to determine their effectiveness.

This should be undertaken by the a comprehensive planning committee or by the Planning Board, or other appropriate board or committee, beginning no later than 36 months after adoption of this Plan.

Development Review

The review of development proposals which could have an adverse impact on the public health, safety, and general welfare is a necessary function of any municipality. This review process, however, must be carried out efficiently and should be as uncomplicated as possible. Developers must know what the regulations are, and the review body must consistently follow the review procedures.

In order to make our review process work as efficiently and effectively as possible in Fryeburg, and so that developers know what review body is in charge of what process, the lines of development review authority should be clear. The Planning Board should be responsible for making land use decisions which include subdivision review; zoning change request review; and other site, development, and performance standard review. The Zoning Board of Appeals should be making decisions on requests for variances and administrative appeals of interpretations of the Land Use Ordinance made by the Code Enforcement Officer.

The Selectmen should endeavor to recruit people who are responsible, competent, and firm to the Planning Board and the Zoning Board.

CAPITAL INVESTMENT PLAN

A Capital Investment Plan is a long-range look at the capital needs of the town. (Capital expenditures are expenditures for large, costly, often one-time items such as motor vehicles, road construction or major reconstruction, public buildings either new or major renovations, or other large non-reoccurring needs.) The capital investment plan sets forth general funding priorities among the capital needs which have been identified by the comprehensive planning process.

The capital investment plan includes:

- *A list of major capital needs
- *Rough estimates of costs
- *General priority setting
- *Probable funding sources

The following table shows, as presently identified, the major capital needs through the year 2002. There may be differences between this table and some of the capital equipment target replacement dates' shown in the inventory chapters. This Capital Investment Plan has been prepared by the Planning Committee with the assistance of the Administrative Assistant and includes the major capital purchases which are within the financial capabilities of the town.

Table 13-1

CAPITAL INVESTMENT PLAN

Major Capital Needs	Rough Est. of Costs	General Priority Setting*	Probable Funding Source
			Taxes, Bond, Fire Dept. Funds
Fire Dept. Tractor Tank	\$ 50,000	2	“
Pumper/Tanker	\$140,000	3	“
Van	\$ 25,000	4	“
Tanker/Pumper	\$140,000	4	“
Saco Valley Fire Pumper/Tanker	\$140,000	1	“
Tanker	\$ 60,000	3	“

Forestry	\$ 50,000	3	“
Pump	\$140,000	4	“
Police Dept. Cruiser	\$ 13,000	2	Taxes
Cruiser	\$ 13,000	4	Taxes
Fryeburg Rescue Ambulance	\$ 85,000	2	Taxes,Rescue Funds
Ambulance	\$ 85,000	4	“
Highway Dept. 1 ton plow truck	\$ 30,000	1	Taxes / Bond
Salt Shed	\$100,000	3	Taxes / Bond
Sanding truck	\$ 30,000	4	Taxes / Bond
Grader	\$ 80,000	4	Taxes / Bond
Sanding truck	\$ 30,000	4	Taxes / Bond
Town Garage	\$200,000	4	Taxes / Bond
Close & cap Indfl	\$500,000	1	Taxes/Bond/Grant
Transfer Station	\$250,000	1	Taxes / Bond
Recycling Building and Equipment	\$ 60,000	1	Taxes/Bond/Grant

* Priority Setting

1 = Immediate Need - to remedy danger to public health and safety.

2 = Necessary within 3 years - to correct deficiency in existing facility.

3 = Future Improvement within 4 - 6 years - Desirable, but funding flexible no immediate problem.

4 = No immediate need, can wait. More study may be needed.

Source: Planning Committee

This Capital Investment Plan should be implemented by a Capital Improvements Program which is a systematic organization of all capital needs, a program for meeting these needs over a period of time, and a determination of whether this is within the community's fiscal capability. This should be done by the Selectmen and the Budget Committee.

This Capital Improvement Program should include:

- *A list of all capital needs
- *A schedule for carrying out the capital projects
- *A good assessment of costs
- *Specific priority setting
- *Definite funding methods and sources

YEARLY AND LONG-RANGE FISCAL PLAN

Fiscal planning and management are vitally important and too often not a major part of a community's Comprehensive Plan, but it should be.

Over the last ten years federal and state financial assistance to towns and cities in Maine has been reduced drastically. The Federal Revenue Sharing program was eliminated in 1987. And State aid to municipalities and school districts was reduced this past year. However, the residents

of Fryeburg, like those in all Maine municipalities, expect to receive the same (or higher) level of services as in the past. If this is to be done - providing the same services with fewer resources - planning and managing the town's financial resources will have to be an important part of an overall, comprehensive plan for the town.

This section - the Yearly and Long-Range Fiscal Plan - will set forth a recommended procedure which can be used to provide guidance to town elected and appointed decision makers when developing budgets. And, to provide the public with the information needed so that they can make informed decisions at town meeting.

Once the capital needs of the community have been outlined (as in Table 13-1), and the past trends in expenditures, revenues, and town valuation determined, the next step in the process is to develop a spreadsheet like Figure 13-1. By making certain assumptions about the future, and by playing "what if. . ." games the decision makers can plan future tax rates, operations and maintenance expenditures, and capital expenditures.

In doing this, a number of assumptions must be made. Because of the number of assumptions which are made in projecting the fiscal situation into the future a table like the Financial Planning Worksheet (which follows) should be updated each year with new information and better assumptions. The last year of the table should also be added each year.

The actual numbers shown in Figure 13-1 are less important than the process used to generate them. By using a process like this the Selectmen, the Administrative Assistant, and the Budget Committee should be able to carry out both short and long range financial planning for the town.

To develop this specific Worksheet, expenditures in the Fryeburg budget were analyzed for the ten years 1982 through 1991. All expenditures were converted to 1991 dollars so that increases due only to inflation would be eliminated. The annual percent increase in the budget from 1982 through 1991 was then calculated. In 1991 dollars the annual percent increase in expenditures from 1982 through 1991 was 6.4%

Revenues were also analyzed, but for the years 1987 to 1991, (These were the years where data were readily available.) In 1991 dollars the annual percent change in excise tax collections was -3.1%., in State Revenue Sharing was -0.3%, in other state revenue was +16.6%, in miscellaneous fees and permits was +5.4%, and Federal Revenue Sharing was totally eliminated.

Town valuation was analyzed for the period 1980 through 1991. In 1991 dollars, the annual percent increase in the valuation of the town (as expressed by the State Valuation) from 1980 through 1991 was 7.5%.

The following assumptions were used to develop the information for the capital investment plan work sheet were that:

- *The expenditures will increase in the future at an annual rate of 6.4%.
- *The excise tax collections will not increase in the near future.
- *State Revenue Sharing will not increase in the near future.
- *Fees and other revenues will increase in the future at an annual rate of 16.6%
- *Town valuation will increase in the future at an annual rate of 7.5%.

These assumptions should be reviewed, trends should be recalculated, and the information in Figure 13-1 reworked periodically. This should take place before Town Meeting, when the up-

coming year's budget is being formulated. This should be done by the Town Administrator for the Selectmen and the Budget Committee.

By doing this the Administrative Assistant, Selectmen, and Budget Committee can make recommendations as to the appropriate size of the budget based upon capital needs, and expenditure and tax rate goals.

As we can see from Figure 13-1, if the assumptions hold true and the tax rate is kept at \$13.65, the budget continues to have enough funds for capital expenditures.

Note: 1993 Tax Rate = \$15.20/1000.

Figure 13-1

STATE GOAL COORDINATION

The ten State Goals have been reviewed and debated by the Comprehensive Planning Committee. The goals included in the Community Goals Chapter (Chapter 12) are in the same topic areas as the State Goals, The Fryeburg goals have modified the State Goals to some extent so that they fit better with community needs

The policies in Chapter 12 are very general statements of how the goals should be achieved. However, the Actions in this chapter are more specific measures that should be taken, The Actions also identify who is the responsibility staff, board, or committee, and when the action should be undertaken. These Actions indicate specifically what the town should do to achieve the community goals, and thus, the State Goals.

REGIONAL COORDINATION

The Regional Policies developed by the Southern Maine Regional Planning Commission have been reviewed during the development of the Comprehensive Plan. The policies in Chapter 12 and the Actions in this chapter are intended to address the regional issues.

Other regional and interlocal resources and concerns which were brought to light during the planning process were:

<u>Shared with</u>	<u>Resource or Concern</u>
Neighboring Towns	Fire Department Mutual Aid
Brownfield, Stow, Lovell, and Conway	Lake Water Quality
Eastern Slopes Region Towns	Eastern Slopes Regional Airport
Pequawket Valley Towns	Education
Lovell, Brownfield, Stow, Chatham, and East Conway	Fryeburg Rescue

The appropriate town officials, departments, or boards should work with other towns and other regional agencies to manage these resources and concerns. Meetings with other towns' boards and committees should be held periodically to undertake appropriate management and planning Actions. The specific Actions are contained throughout this Chapter.