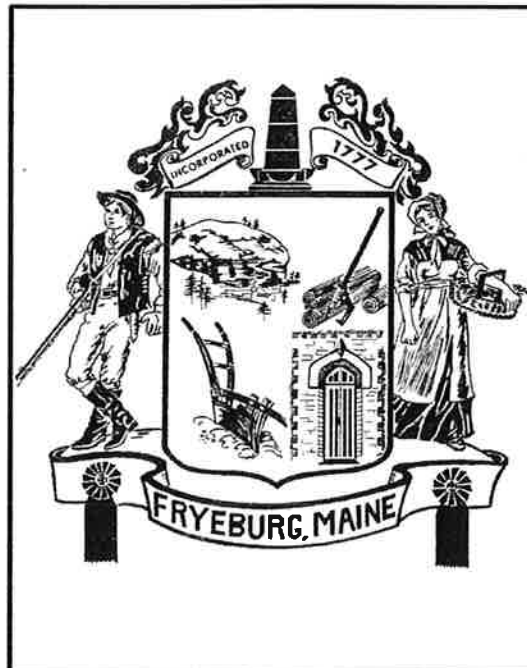


Fryeburg Comprehensive Plan 2014

The Future is Now!



Adopted November 3, 2015

Fryeburg Comprehensive Plan
The Future is *Now!*
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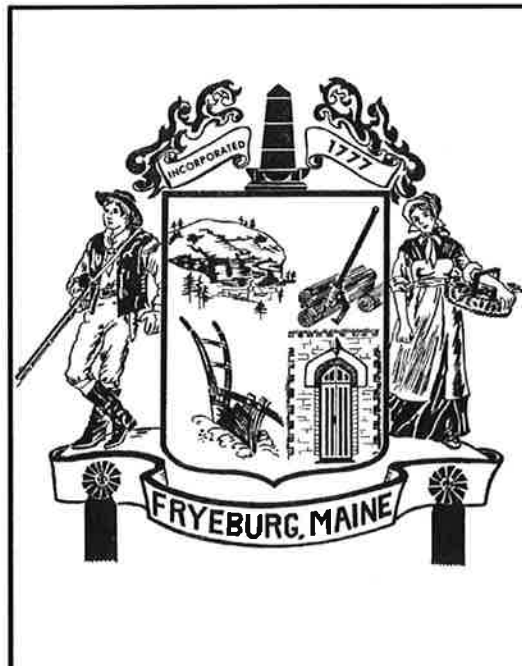
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Fryeburg Comprehensive Plan 2014 Background Document

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CHAPTER 1

INTRODUCTION

The Future is Now!

What is the Comprehensive Plan?

This plan will update the Comprehensive Plan adopted in 1994.

The Comprehensive Plan identifies what has happened to make the town what it is today and what is happening that will change the town in the future. And, more importantly, the plan is a public statement of what we like about Fryeburg, and what we would like our town to become in the future. The Comprehensive Plan should be thought of as a blue print or a road map. It is a guide that, if used properly, will help us to achieve our community goals.

The Comprehensive Plan does not attempt to understand and plan for the ultimate development or “build-out” of the town, rather it recognizes the planning process as a continuing process and that various parts of the plan are subject to refinement, periodic review, and updating so as to be of constant value.

Why should we have a Comprehensive Plan?

As the town grows, changes in land use - housing developments, commercial developments, and so forth - tend to change Fryeburg.

Some of these changes are making Fryeburg a more enjoyable place in which to live - some are reducing our quality of life. And, as development occurs, the public costs (the costs to all of us as tax payers) continue to go up. More people demand and need more services, there are more roads to plow and maintain, more children to educate, and public facilities wear out faster from increased use.

Local government has become “big business.” As the town grows, the cost of running the town goes up. How efficient the town operates, and how and where growth takes place have an effect on the cost of town government to all of us as taxpayers.

Very few smart business people would ever consider starting and running a multi-million dollar business without a business plan. Shouldn't a multi-million dollar local government also have a business plan? That is what the comprehensive plan is - a community business plan.

Who has developed this Comprehensive Plan?

The Board of Selectmen charged the Fryeburg Comprehensive Planning Committee with the responsibility of updating the 1994 Comprehensive Plan, which would be sent to the voters for adoption. The Committee met monthly for over a year to direct the development of this plan. The Committee sought input from the public throughout the process. Committee meetings were open to the public. At appropriate stages during the process, public forums and public hearings were held. A public opinion survey was created and distributed in order to solicit the community's input on issues and needs. The Committee made every effort to see that the plan is the public's plan, not the plan of a small group.

Many people - town staff, citizens of the community, and others helped with the gathering of information, discussing of policies, reviewing drafts of the plan, and so forth. The Committee thanks all of these people for their assistance.

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How will the plan affect the average citizen or landowner?

The Comprehensive Plan is a statement of the community's vision of the future. The vision contains goals, policies, and implementation recommendations. Once adopted, the Town will make efforts to execute the recommendations. It should be noted that this plan is only advisory and actual changes to expenditures or ordinances and regulations will need to be adopted by the municipal body. As with all public decisions the plan has to be a series of compromises - private interests have to be balanced with public interests. However, sharing, give-and-take, and compromise have to take place when we live in a community.

Preliminary assessment of assets and liabilities:

Fryeburg is changing, and towns around Fryeburg are changing. The citizens of Fryeburg see the need to be actively involved in guiding this change within their town - not just reacting to it.

The community planning process will allow the town the opportunity to take a look at what has happened and what is happening to the town. It will allow us as a community to look at the forces that are at work changing the town. While some of these changes may be for the better, some are undoubtedly not ones which we all want.

And, what is it that the public wants? The Comprehensive Planning process has tried to determine this. The public opinion survey plus the Planning Committee members' individual knowledge of Fryeburg has given the committee an idea of public issues - a starting point for determining public values and goals.

The issues that are identifiable are:

- * maintaining the rural character of the town.
- * preserving the natural environment.
- * balancing economic opportunities with the attractive "ruralness" and the natural environment of the town.
- * making sure that the town is as attractive in the future as it is today.
- * maintaining or improving the quality of education.
- * traffic.

The town has been provided with certain resources which show upon either the positive or negative side of the town's "assets and liabilities" balance sheet, depending on the way we look at the resource. For example, the town's geographic location, the Saco River and river valley, the mountains nearby and the ease of access to employment, commercial, recreational, and cultural opportunities all make Fryeburg an attractive place in which to live. These things certainly are assets. However, things that make Fryeburg an attractive place in which to live also attract more residential growth.

This really gets at the heart of one of our most difficult jobs in developing the town's Comprehensive Plan. How do we as a community continue to enjoy the town, and enjoy our individual freedoms and property rights, while at the same time manage the assets, making sure they always are assets, and manage liabilities, trying to make them less of a negative?

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What is the Goal of the Comprehensive Plan?

This Comprehensive Plan attempts to inventory what has happened and what is happening to Fryeburg, and what is here today.

It tries to determine what we as a community like about our town, and what we would like to change.

And, it tries to provide a strategy for capitalizing on the assets and improving the liabilities in order to achieve the kind of a town we as a community want in the future.

There were a lot of Fryeburg citizens who devoted a lot of their time to help develop this community comprehensive plan. We would like to thank all of them for their assistance.

The current Comprehensive Plan committee was made up of the following members:

Committee:

Ed Price

Gene Bergoffen

George Cunningham

Kent Pidgeon

Ted Raymond

Paul Naughton

Staff:

Sharon Jackson-Town Manager

Katie Haley-Code Enforcement Officer/Tax Assessor

Lee Jay Feldman-Southern Maine Planning and Development Commission

CHAPTER 2

HISTORIC AND GEOGRAPHIC SETTING

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Fryeburg, a rural community of about 3,400 residents, is located about 55 miles northwest of Portland. Fryeburg is on the border of New Hampshire with the towns of Conway and Chatham as neighboring New Hampshire towns. The Maine bordering towns are Brownfield, Denmark, Bridgton, Sweden, Lovell, and Stow. It is at the junction of two major routes from Portland; one east and one west of Sebago Lake, which merge to continue west to New Hampshire and northwest through the White Mountains to Vermont and Canada. The roads follow original trails used by Indian tribes. Later the roads were improved for settlers' stage coaches, railroads, and now highway routes 302, 5, and 113 used by motor vehicles.

Fryeburg lies in the broad intervals of the Saco River and adjacent upland areas covering about 60 square miles with additional land granted after the original 36 square miles. The Saco River made a great bend north, winding about 70 miles through the township. Now the river was shortened to 34



miles by the building of a canal in 1817. The Saco River is a benevolent source of fertile farm lands and recreational pleasures. It is also the cause of great damages during the spring floods which can damage crop lands, roads, bridges, and homes. The floods of the last 70 years in 1923, 1936, and 1953 caused extensive damages as did the most recent flood in 1987. The lower areas of Fryeburg are about 400-430 feet above sea level with some of its hills rising another 600-740 feet higher.

Spectacular views are present from many vantage points, including views of the Ossipee Mountains, Mt. Chocorua, and most of the eastern White Mountains. Evans Notch lies to the north, Pleasant Mountain to the east. Within the town are Mount Tom, Starks Hill, Pine Hill with Bradley Park, and in Peary Park are Admiral Peary's True North Meridians. Also there is the well known glacial granite outcropping "Jockey Cap" with its Peary Memorial view-finding bronze director which shows the outline and old Indian names of the mountains and lakes visible from atop Jockey Cap. There is one covered bridge. It is Hemlock Bridge, which is over a section of the Old Saco River in East Fryeburg.

The Pequawket Indian Tribe of the Abanaki Nation occupied the village and Lovewell's Pond areas for generations before settlers arrived.

The Pond is famous for a battle on May 8, 1725, between 34 rangers from Dunstable, Massachusetts, against Indians who had attacked various settlements. The rangers were led by Captain John Lovewell, the Indians by Chief Paugus. It was a day-long fight at the north end of Lovewell's Pond with disastrous results. Both leaders and many of their men were killed or wounded in the battle. A monument to commemorate this battle is located at the north end of Lovewell's Pond on Island Road, near Battleground Road.

Fryeburg was the first town settled in Oxford County. It was given to Colonel Joseph Frye of Andover, Massachusetts, as a British Royal Grant by the General Court of Massachusetts. The town was given in recognition of Colonel Frye's services in the French and Indian Wars.

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The original grant of 1762 was for 6 miles square in a general area chosen by Colonel Frye. Colonel Frye chose the best of the Saco River and the fertile interval land.

Frye laid out seven, forty-acre house lots on the plains and in the part of the township nearest the Province Line, which became the general boundaries at the present Fryeburg Village. Some of these old granite markers can still be found. Other less densely populated localities became known as Fryeburg Center, West Fryeburg, North Fryeburg, Fryeburg Harbor, East Fryeburg, and the Haley Neighborhood.

The town was incorporated on January 11, 1777, with a government of a "Board of Selectmen and official" elected by town meeting voting.

The early settlers came from Northern Massachusetts towns as did Colonel Frye, and from the Concord, New Hampshire, area. Many of the settlers were of British descent and college educated.

Fryeburg Academy was incorporated in 1792 and has provided a secondary education for students from Fryeburg and surrounding towns as well as boarding students ever since. Daniel Webster was the Preceptor of the Academy in 1802. The elementary schools and Academy provide numerous social, cultural, and recreational activities for the community,

From the beginning, a good percentage of the young people have been college educated and have pursued vocations in various areas.

The town's population grew slowly and the town retained its rural character. In the first 100 years, transportation was difficult so the social life revolved around the homes, churches, schools, and fraternal orders.



The Congregational Church was organized on October 11, 1775. As the church split, other churches were organized. Now, there are Congregational, Methodist, Universalist, Christian Science, Assembly of God, and Roman Catholic churches. Each church has groups which develop social activities.

Fraternal and service organizations add to the social and cultural life of Fryeburg. Today, some of the organizations that the town is fortunate to have are the Fryeburg Area Rotary Club, Free Masons, Eastern Star, American Legion, Odd Fellows, Knight of Pythias, Lions, Kiwanis, Fryeburg Historical Society, Fryeburg Rescue, Fryeburg Fish and Game Club, Fryeburg Recreation, Lovell and Fryeburg VFW, Interstate Snogoers, Grange, West Oxford Agricultural Society, A.A., Weight Watchers, Boy and Girl Scouts,

Women's Club, and Fryeburg Business Association to name a few.

The Fryeburg Fair and fall foliage draw thousands of people to the town. The Fryeburg Fair was organized in 1851 and is sponsored by the West Oxford Agricultural Society. The Fryeburg Fair is the largest and most popular agricultural fair in Maine.

For recreation, there is the popular canoeing on the Saco River with its overnight camping and swimming areas, and lake boating. Fishing and hunting are excellent.



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Nearby camping areas, inns and motels are good bases for exploration of the many joys of the outdoor, all-season recreations of the Fryeburg area.

Additionally the two children's summer camps, Indian Acres Camp For Boys and Forest Acres Camp For Girls, provide 150 openings each for summer camp sessions for children ages 6-17. Children from across the country and even across the world attend camp. Historically there were numerous summer camps in Fryeburg. Indian Acres and Forest Acres, which originated in 1924, remain active and thriving today. These camps take advantage of the Saco River, Lovewell Pond, and the nearby mountains, along with their own extensive facilities to provide recreational and educational opportunities for the campers. The benefits of having these summer camps in multi-faceted to the Town.

Economically, there is the agricultural community, which supports the growth, storage, and marketing of potatoes, corn, beans, grass turf, and tree production.

A large proportion of its upland acreage is in timberland for cutting as logs, bolt work, pulp, and chips, which was once transported by river drives, then the railroads, and now by trucks.

Industrially, Fryeburg boasts forest nurseries, and various light industrial plants, primarily machine shops and one cabinet manufacturer. Small businesses include: vehicle repair shops, service stations, grocery, drug, hardware, auto parts, convenience stores, restaurants, hair care shops, real estate and insurance firms, propane gas, gasoline and oil distributors, carpenters, excavation contractors, electricians, masons, painters, plumbers, landscaping services, septic services, used car dealerships, rubbish removal, several bed and breakfasts, agricultural and industrial equipment sales, flower shops, farm stands, flea markets, health and body improvement centers, canoe rentals, camping facilities, newspaper, snow removal, water company, agricultural produce growers, turf growers, power generating facility, and transportation services.

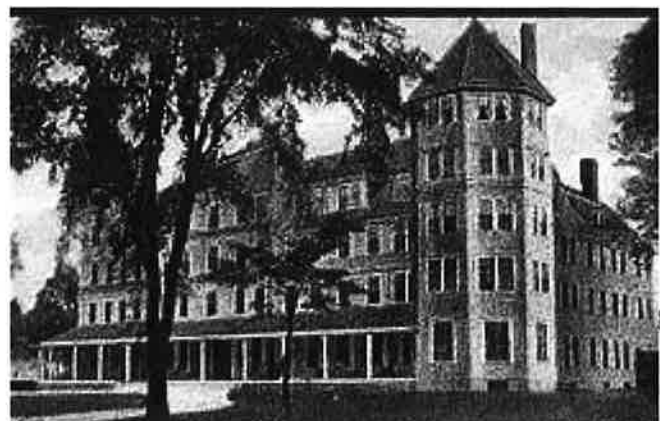
Professional services include attorneys, accountants, doctors, dentists, bankers, teachers, veterinarians, a health care center, nursing homes, clinics, summer camps, and nearby hospitals in Bridgton and North Conway.

The Eastern Slope Airport in Fryeburg is the regional air link. It has a 4,200 foot long by 75 foot wide, lighted runway with approach lights, but no instrument landing system. This airport is becoming increasingly important to the area. Flight lessons and scenic flights are offered.

Agricultural directions have changed over the decades according to the market demands and profits. Chicken farms, dairy herds, and crop canning factories have come and gone, now replaced by potato, corn, turf, tree, and market vegetable crops.

Over the years, the community has seen several housing developments which have single-family homes. There are three developments for elderly and low incomes families. Fryeburg has several apartment complexes and multi-family dwellings. There are many people who have chosen Fryeburg as a second home community.

Retirees find living in Fryeburg to be decent with its social, cultural, and recreational attractions. The location of some of these historic sites, recreation opportunities, and



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schools are noted on the “Cultural Assets” map.

The village has a historic district of fine old homes. Many are on the National Register of Historic Places. These include the Library and the Historical Society Museum. Many of these buildings are up to 200 years old. The intervale and upland areas also have equally fine old homes.

The coming of the Mountain Division of the Portland and Ogdenburg Railroad (the predecessor of the Maine Central Railroad) in 1873 reduced stage coach travel. This made transportation to Fryeburg and on to the White Mountains much faster and opened up a thriving resort business, and the growth of church camp meeting grounds in Fryeburg, of which some still exist.

There had been Public Houses for meals and sleep as a service to travelers from about 1800. The first Oxford House was built in 1800. It burned in 1887, opening the way for a new four-story 67 room hotel also named the Oxford House. This Inn burned on August 31, 1906, along with 13 other important buildings and homes.

The town’s summer travel businesses never fully recovered from that disastrous fire. With the coming of automobiles, vacationers became increasingly mobile and no longer settled into one town or hotel for the summer.

Today Fryeburg’s summer tourist business is mostly derived from thousands of people visiting the pristine waters of the Saco River for day and overnight canoe trips. Other business is derived from people vacationing in camps and vacation homes primarily around the lakes and ponds.

Fryeburg is still an important link in the northern New England transportation network. Through Fryeburg is a major trucking route from Portland via Routes 302 and 5/113 and from Auburn and Lewiston via Route 302 to all points northwest of town. These destinations include Berlin, New Hampshire; St. Johnsbury, Vermont; and Montreal and Quebec City. The various cargoes include: water, oil, gasoline, Portland cement, and chemicals for manufacturing. Much of this trucking is done at night due to seasonal daily traffic congestion in North Conway, which severely restricts efficient movement of truck traffic. In recent years, due to the development of various water load-out facilities, the water trucking has increased on Routes 302 and Route 5.

Fryeburg, with its rich history, beautiful location, plentiful agricultural opportunities, and active community organizations is an almost picture-perfect small town with both opportunities and constraints that may affect the future of the Town.

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Introduction

This chapter inventories the land-based and water-based resources of Fryeburg, as well as its important wildlife habitat. Much of this information has also been mapped to show general locations of these resources. It is important to note that the locations of items shown on the natural resource maps show general locations of certain characteristics and their relationship to one another. These maps should not be used to make definitive decisions about specific parcels of land. On-site investigation still needs to be done in many cases. The maps do, however, have great value in town-wide comprehensive planning.

The inventory and mapping of the natural resources of a town provide knowledge for public and private decision making. They show which resources could potentially be harmed by development and which resources could harm development. The natural environment provides certain opportunities for, and constraints to, development. This chapter will provide some understanding of the opportunities and constraints associated with various natural resource conditions and land uses.

LAND BASED RESOURCES

Fryeburg's Geology and Topography

The geologic characteristics of an area determine its topography. Topography, in turn, influences land cover and the land's suitability for the human activities of building and road construction, waste disposal, the installation of utilities, and so forth. The slope of the land is one of the major characteristics that can limit development potential. Depth to bedrock is another important characteristic that can limit development potential. For example, roads, cellars and septic systems can be difficult and expensive to build when the depth to bedrock is less than twenty inches

The bedrock in the town consists primarily of a granite-type of rock formation called the Sebago Pluton. There is also a small section of a granodiorite pluton in the southern portion of town. (A pluton is a body of igneous rock formed beneath the earth's surface.)

Topographically, the town is characterized by the broad flood plain of the Saco River and the Old Course of the Saco River, three large lakes, gently rolling low lands (which are glacial out wash plains) and several small hills and ridges with exposed bedrock. The hills in the western portion of town north of the Saco River, along the New Hampshire border are called Birch Hill; in the western portion south of the Saco River are Starks Mountain, Long Hill, and Bald Peak; in the central part of town are Oak Hill near the Airport and running from the Jockey Cap ridge through Highland Park to Mt. Tom and the series of three hills north of Fryeburg Center; and three individual hills in the eastern part of town are Stanley Hill, Carter Hill, and Smarts Hill. Elevations range from about 355 feet above sea level (along the Saco River where it flows into Brownfield), to 1,073 feet on the top of Mt. Tom - the highest point in Fryeburg.

Soils

Soil is the layer of the earth's surface which has been modified by weathering processes. The upper surface of the soil is the surface of the land and its lower boundary is the parent material from which it was formed, or the bedrock upon which it was formed. The properties of soil are the combined effects of climate, plant and animal life, topography, time, and the parent material itself. In Fryeburg the parent material is primarily granite and quartz with some considerably large pockets of sand and

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gravel formed during glacial ice contact and glaciofluvial (melt water running off the glacier) deposits.

The various types of soils formed from these various parent materials have different properties and different suitabilities for uses such as agriculture, forestry, road building, septic tank absorption fields, buildings, and so forth.

The Maine State Law allows single family homes with on-site waste disposal systems (septic systems) to be located on lots as small as 20,000 square feet. The Maine State Plumbing Code uses soil factors to determine the required size of septic absorption fields so that the septic tank discharge will stay below the surface of the ground.



Natural Land Cover

Most of the natural land cover of Fryeburg is forest. According to the Maine Bureau of Property Taxation's 2011 Municipal Valuation Return Statistical Summary, 12,020 acres in Fryeburg are classified as tree growth. An additional 915 acres are classified under the farmland classification as woodlands. This is about 34% of the town's total acreage. 3,103 acres (8%) are classified as crops. Additionally, approximately 3,480 acres (9%) is

comprised of the great ponds.

WATER BASED RESOURCES

The surface water of the town should be viewed as a connected system. Streams, rivers, and wetlands are interconnected parts of the town's water resources. The health of any one part of this system affects the other parts.

The Town currently has adopted, as part of the Land Use Ordinance, standards for shoreland areas, which are areas adjacent to certain water features, including lakes, ponds, rivers, some tributary streams, and wetlands greater than 10 acres. The goal of these standards is to discourage intensive development of the shoreland areas and to protect the water quality and visual beauty, and the habitats that they provide. The Shoreland Zone regulations are in compliance with the Mandatory Shoreland Zoning Act.

The Town has also adopted, within the Land Use Ordinance, a Wellhead Protection Overlay District which has the purpose of protecting the public water supply. This limits allowable uses in an effort to protect the water quality.

Surface Waters

Within Fryeburg are twelve "great ponds," almost 70 miles of the new and old courses of the Saco River, Kezar River, Kezar Outlet, Charles River, and Cold River, and other smaller streams. (A "great pond" is a lake or pond with a surface area of 10 acres or more.)

Lakes provide unsurpassed aesthetic experiences and recreational opportunities. They provide habitat for water birds, birds of prey, fur



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bearers, and game animals. Lakes are critical to the survival of town and regional fish and wildlife resources. Lake shore properties are often a significant portion of the tax base.

The following is a list of the great ponds in Fryeburg:

<u>Name</u>	<u>Acreage</u>
Kezar Pond	1,299
Lovewell's Pond	1,120
Lower Kimball Pond	486
Pleasant Pond	239
Charles Pond	90
Dead Lake	55
Bog Pond	45
Cat Pond	26
Hunt Pond	25
Clays Pond	25
Black Pond	20
Horseshoe Pond #1	18
Horseshoe Pond #3	14
Horseshoe Pond #2	16

The following descriptions of most of the great ponds come primarily from the Maine Department of Inland Fisheries and Wildlife (IF&W) Lake Inventory and from lakesofmaine.org, which gets information from the Volunteer Lake Management Program.

Kezar Pond

The pond is in the northeast corner of Fryeburg. Maximum depth is 12 feet, with an average depth of 7 feet. There is no public boat landing and no public right-of-way to the pond. Access to the pond can be gained for canoes or hand carried boats from Hemlock Bridge by paddling up the pond outlet. Most of the shore land is low and swampy, and therefore it is developed for residential use in only a few places.

Kezar Pond is considered a warm water fishery with largemouth and small mouth bass, white perch, and pickerel the principal species.

Lovewell Pond

The pond is moderately developed with dwellings on its northeast, north, and west shores. Lakesofmaine.org reported a slightly below average water quality for Lovewell Pond. The maximum depth is 45 feet, with an average depth of 17 feet. The pond is closely connected to the Saco River and may flood or fluctuate when the waters of the Saco River are high.

There is a right-of-way to, and a boat landing on, the pond. They are part of the State owned Brownfield Bog Wildlife Management Area.

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The pond is considered a warm fishery with limited coldwater fishing. Small-mouth and large-mouth bass, white perch, and pickerel being the principal species. It is stocked with brown trout by IF&W.

Lower Kimball Pond

This pond is on the New Hampshire border, in the northwest part of town. It is heavily developed with residences on the southeast, west, and north shores.

Lower Kimble has a maximum depth of 65 feet, with an average depth of 12 feet. There is no public right-of-way or boat landing.

The pond is considered both a cold and warm water fishery with brown trout, small mouth bass, white perch, and pickerel the principal species. It is stocked by IF&W with brown trout.

Pleasant Pond

Fryeburg shares Pleasant Pond with the towns of Brownfield and Denmark. It is a shallow pond with a maximum depth of 15 feet and an average depth of 7 feet. The shoreline is undeveloped and very swampy and reportedly has below average water quality.

There are no public rights-of-way to the pond or boat landings. Access is possible from the Saco River.

It is considered a warm water fishery with largemouth and small mouth bass, white perch, and pickerel the principal species.

Charles Pond

Charles Pond is in the northern tip of Fryeburg. It is another shallow pond having a maximum depth of only 13 feet and an average depth of 8 feet.

The shoreline is undeveloped and there are no public rights-of-way or boat landings.

It is considered excellent fishing for warm water species, with the principal one being large-mouth and small-mouth bass, white perch, and pickerel.

Bog Pond

Bog Pond a small pond in the central part Fryeburg. It is another shallow pond with a maximum depth of only 7 feet and an average depth of 4 feet.

The shoreline is undeveloped and there is a town owned public right-of-way.

The principal fish species in the pond are large-mouth and small-mouth bass, and pickerel.

Hunt Pond

Hunt Pond has a maximum depth of 10 feet. The average depth is not known. It is a very weedy pond.

There is no public right-of-way or boat landing, although a 2003 IF&W report stated that there is a need to acquire public access to the pond. The principal fish species is pickerel.

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Clays Pond

Clays Pond is in the southern portion of town. It has a maximum depth of 21 feet and an average depth of 13 feet. The shoreline of Clays Pond is undeveloped and it is part of the Brownfield Bog Wildlife Management Area. There is a public right-of-way and boat landing

The pond is a cold water fishery and IF&W stocks it with brown brook trout. These are also the principal species in the pond.

Black Pond

Black Pond is very shallow - maximum depth of 5 feet and an average depth of 4 feet - and has poor water quality due to the presence of sawdust deposits from an old sawmill.

There is no public right-of-way or boat landing. The principal species of fish is brown bullhead.

Water Quality

The Maine Department Environmental Protection (MDEP) coordinates a volunteer lake monitoring program and publishes the results of the monitoring each year. The only lake in Fryeburg to have been monitored is Lovewell's Pond, and this monitoring program has not collected enough data to adequately determine trends. There are no ponds or lakes in Fryeburg to be listed on MDEP's list of lakes most at risk from development

This water quality is affected by all of the activities that occur in their watersheds. Intense residential development, agricultural practices, and other activities have an impact on the water quality. A lake watershed (or drainage basin) has many diffuse sources of pollution including: construction sites, farms, roads and parking lots, lawn fertilizers, and household detergents and chemicals. When it rains, the run-off may contain nutrients (especially phosphorus), toxics, sediments, and microorganisms.

Run-off carrying sediment and pollutants eventually ends up in the lakes and disturbs the natural balance of organisms in the water. For example, Maine is losing at least one lake per year to "algae blooms" and related water quality problems associated with phosphorus loading. The increased phosphorus in the lake acts as a fertilizer to the existing algae and increases their abundance dramatically, and may turn them into green, smelly, murky lakes

The following table shows the "per acre allocation of phosphorus" acceptable for Fryeburg's lakes' watersheds. It is based on a program developed by the Maine Department of Environmental Protection. The methodology used is adapted from the manual "Phosphorus Control in Lake Watersheds: A Technical Guide to Evaluating New Development." The key element of this program is the "per acre allocation of phosphorus" for the town's watersheds. The Planning Board can use this phosphorus allocation review process to review future development and prevent a loss of water quality in the lakes for the next fifty years. This table should be reviewed every five years to determine if projections of growth are accurate. This table was last updated by MDEP on 11/08/2010.



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DETERMINING THE PER ACRE ALLOCATION OF PHOSPHORUS FOR FRYEBURG'S LAKE WATERSHEDS

Lake Name	Town in which development is located	Direct Watershed Area in Town (acres) DDA	Area not available for development (acres) ANAD	Area available for development (acres) AAD	GF	Expected developed area (acres) D	(lbP/y) F	Water Quality Category WQC	LOP	C	FC	Per acre phosphorus allocation (lb/acre/yr) P	Small Watershed Threshold (acres) SWT
Kezar Pond	Fryeburg	3390	450	2940	0.25	735	44.84	mod-sensitive	m	1.00	44.84	0.061	184
Black Pond	Fryeburg	74	4	70	0.2	14	0.83	mod-sensitive	m	1.00	0.83	0.059	4
Bog Pond	Fryeburg	378	10	368	0.2	74	3.9	mod-sensitive	m	1.00	3.90	0.053	18
Cat Lake	Fryeburg	442	5	437	0.2	87	8.85	mod-sensitive	m	1.00	8.85	0.078	22
Clays Pond	Fryeburg	323	25	298	0.25	75	4.43	mod-sensitive	h	0.75	3.32	0.045	19
Dead Lake	Fryeburg	452	125	327	0.2	65	4.76	mod-sensitive	m	1.00	4.76	0.073	16
Horseshoe Pond	Fryeburg	24	5	19	0.2	4	0.5	mod-sensitive	m	1.00	0.50	0.132	1
Horseshoe Pond 1	Fryeburg	138	4	134	0.2	27	1.41	mod-sensitive	m	1.00	1.41	0.053	7
Hunt Pond	Fryeburg	123	5	118	0.2	24	1.32	mod-sensitive	m	1.00	1.32	0.056	6
Little Pond	Fryeburg	14	0	14	0.2	3	0.15	mod-sensitive	m	1.00	0.15	0.054	1
Lovewell Pond	Fryeburg	3101	250	2851	0.25	713	52.56	mod-sensitive	m	1.00	52.56	0.074	178
Lower Kimball Lake	Fryeburg	748	75	673	0.25	168	8.79	mod-sensitive	h	0.75	6.59	0.039	42
Peat Pond	Fryeburg	222	5	217	0.2	43	1.74	mod-sensitive	m	1.00	1.74	0.040	11
Pleasant Pond	Fryeburg	2656	900	1756	0.2	351	23.32	mod-sensitive	m	1.00	23.32	0.066	88
Round Pond	Fryeburg	59	3	56	0.2	11	0.55	mod-sensitive	h	0.75	0.41	0.037	3
Wards Pond	Fryeburg	1186	250	936	0.25	234	8.4	mod-sensitive	m	1.00	8.40	0.036	59

Table 4-3

1st Establish an acceptable phosphorus increase for each lake.

DDA- Drainage area or watershed of the lake, in acres.

F- Pounds of phosphorus that, if added to the lake, would increase the level of dissolved phosphorus by only one part per billion.

WQC- Water quality category - moderate/sensitive - These lakes have an average secchi disk reading between 10 and 20 feet. Algae levels are moderate as are phosphorus concentrations - 10 to 20 ppb. They have a high potential for developing algae blooms because of significant summertime depletion of dissolved oxygen levels in the lower part of the lake and/or large seasonal fluctuations in algae land nutrient levels.

LOP- high, medium or low level of protection - A high level is recommended for lakes and ponds with important cold water fisheries or that are drinking water supplies. A medium level of protection should provide good long-term protection for most lakes and ponds. Low level should be used for lakes and ponds that have low value.

2nd- Find out what the per acre allocation of phosphorus is for each watershed.

AAD- total acres of the direct drainage area minus steep slopes, wetlands, other undevelopable, and land already developed.

D- estimated acreage that will be developed in the watershed over the next fifty years. Source: Estimated by the Fryeburg Comprehensive Planning Committee using Table 3-3, "Phosphorus Control In Lake Watersheds," September, 1989, edition.

P- Acceptable Phosphorus Increase divided by acres of Future Area of Development. This is the amount of phosphorus (in lbs. per year) that can be exported from each acre in the watershed without causing a significant change in the water quality over the next fifty years.

Source: Maine DEP

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According to DEP's publication (cited above) a medium level of protection will provide for good long-term protection for most lakes. This level is recommended by DEP unless the lake is a high value cold-water fishery or is a public drinking water supply. Even the medium level of protection will assure that the amount of phosphorus in the lake will not increase by more than one part per billion over the next fifty years.

The Saco River

The Saco River is a vitally important natural resource. It provides both a recreational and agricultural economic base for the town. It is a great aesthetic resource, providing residents and visitors alike with a sense of much of Fryeburg's rural quality. The river and the river's old course are present in many parts of the town. The dam on the river at Swans Falls produces electricity.

The Saco River has its head waters in New Hampshire at Saco Lake in Crawford Notch. It flows for about 125 miles from its source to the Atlantic Ocean at Biddeford and Saco. Originally the river meandered for 70 miles through the town of Fryeburg as it made a huge loop to the north to the village of Fryeburg Harbor then south again. In 1817 much of this great bend was eliminated by the digging of a canal, which cut off much of the loop. The length of river in Fryeburg is now about 34 miles. The canal was dug to divert the river and eliminate the flooding, which occurred at West Fryeburg, North Fryeburg, and Fryeburg Harbor.



This constant flooding, however, deposited extremely rich soil along the river's flood plains. These soils have been described as some of the best agricultural soils in the State of Maine. The flooding also serves to create unique plant and animal habitats along the Old Course and areas south of Kezar Falls. The "Flood Zones" map shows the 100 year flood zone locations.

On the Saco River at Swans Falls is the Swans Falls Dam. This is a privately owned facility with a head of 13 feet.

From below the Swans Falls Dam to the Brownfield town line the river drops less than 20 feet. As a result, this flat water offers ideal conditions for recreational use. The popularity of canoeing the portions of the Saco River within Fryeburg has been rapidly growing. The large number of canoeists often reduces the recreational activity to something less than an enjoyable "wilderness experience."

Weston's Beach, about a mile above the Swan's Falls Dam, is a popular swimming and sun-bathing area. The beach is within walking distance of "down town" Fryeburg. This is an important and unique community, natural resource. The beach at Canal Bridge is open to residents only and is also a popular swimming and sunbathing area.

The Saco River is Class A from the New Hampshire border to a point 1,000 feet below the Swans Falls Dam. From this point to the Hiram Dam it is a Class AA. These classifications are summarized below.

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- | | |
|----------|--|
| Class AA | <ol style="list-style-type: none">1. Suitable for drinking water after disinfection, fishing, recreation, navigation, and fish and aquatic habitat.2. Dissolved oxygen and bacteria as naturally occurs.3. No direct discharge of pollutants allowed. |
| Class A | <ol style="list-style-type: none">1. Suitable for drinking water after disinfection, fishing, recreation, industrial process and cooling water, hydroelectric, navigation, and fish and aquatic habitat.2. Dissolved oxygen not less than 7 parts per million or 75% saturation, whichever is higher. Aquatic life and bacteria as naturally occurs.3. Quality of discharge effluents to be equal or better than the quality of receiving water. No deposits are allowed on the banks if transfer of pollutants would be likely. |

Threats to the Saco River come from erosion of topsoil from agricultural and forestry activities; runoff of fertilizers, herbicides, and pesticides from agricultural fields; and the sewage treatment plant in Conway, New Hampshire.

Wetlands

It has been estimated that 25 percent of Maine (and possibly a third of Fryeburg) is covered by wetlands. A wetland is defined by both the State and Federal Government as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil condition. Wetlands generally include marshes, swamps, bogs and similar areas, but also include some areas which are seldom or never inundated.”

Of these wetlands, forested and shrub swamps are the most abundant. Wetlands in their natural, dynamic states, maintain environmental quality. Some of every source of drinking water flows through, by or over wetlands on its way to wells and reservoirs. Wetlands act as a filter in protecting water quality. Plants in a wetland absorb various inorganic substances found in the water and then transform these materials into organic substances, which are stored in the water, allowing a settling of the silty materials transported by the water.



Wetlands also provide economic benefits to the town. Through flood and erosion control, by aiding in ground water recharge for drinking supplies, by providing natural resources such as lumber products, and as areas of recreation for hunting and boating, their worth to the town is enormous.

Wetlands also provide a number of other important functions in the water system of the town. They are natural valley flood storage areas, holding water during periods of heavy rain and slowly releasing it during drier times. They are sources of food and habitat for wildlife because they offer a stable and seldom-disturbed habitat.

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The “Water Resources & Riparian Habitats” map created by Beginning with Habitat depicts wetlands, riparian habitats, public water supply wells and source water protection areas, and their relation to aquifers that have a flow of at least 10 gallons per minute.

The “Wetlands Characterization” Map created by Beginning with Habitat is a “planning tool intended to help identify likely wetland functions associated with significant wetland resources and adjacent uplands.” This map delineates the type of wetland (aquatic bed, emergent, forested, scrub shrub, other) and its wetland functions. Wetland functions include natural stormwater control, sediment retention, plant, animal and fish habitat, and cultural and educational functions.

Wetlands can be destroyed in a number of ways. The most obvious is by filling to create “buildable land.” Other threats to wetlands come from excessive siltation or nutrient loading from erosion or fertilizers. If runoff entering a wetland is overloaded with silt, often resulting from poor land use practices upstream, the wetland may become choked by that silt and no longer provides valuable functions.

The following is a list of the major causes of wetland loss and degradation:

<u>Human Impacts</u>	<u>Natural Threats</u>
Drainage	Erosion
Dredging and stream channelization	Subsidence
Deposition of fill material	Droughts
Diking and damming	Hurricanes & storms
Tilling for crop production	Overgrazing by wildlife
Grazing by domesticated animals	
Discharge of pollutants	
Mining	
Alteration of hydrology	

Ground Water

Ground water includes all precipitation that percolates into the ground. Depending on the local geology, 10 to 50 percent of annual precipitation in Maine infiltrates the ground’s subsurface to become ground water. Tapped through wells, this water is used for drinking and other domestic uses, for commercial and industrial production, and for livestock and agricultural irrigation. Ground water also helps keep lakes full and keeps rivers and streams flowing. The slow, steady discharge of ground water into surface water bodies helps keep them from going dry.

All of the drinking water in Fryeburg is supplied from ground water, including the area served by public water. There are several “community water supplies” within the town of Fryeburg registered with the Maine Department of Human Services. These include the supplies for the Swan’s Falls Campground, Fiddlehead Outdoors Camping Area, Fryeburg Visitor Information Center, Fryeburg Development, Fryeburg Water Company, Rappatak Homesite Owners Association, Lovewell Pond Beach Association, and Canal Bridge Camping Area. (A community water supply is one that has 15 or more connections or serves 25 or more people.) The Fryeburg Water Company serves Fryeburg Village and part of East Conway, New Hampshire. Their water source is ground water.

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Aquifers

Aquifers are geologic formations containing useful amounts of water. Aquifers may be saturated sands and gravel - called sand and gravel aquifers, or they may be cracks and fractures in bedrock - called bedrock aquifers.

The aquifers that have a potential yield of 10 to 50 gallons per minute (gpm) mainly lie within the flood plain of the Saco River and Old Course of the Saco River. These are located, in general, where the sand and gravel deposits, located in the river valley, thin near their edges. The aquifers that have a potential yield of greater than 50 gpm are generally surrounding Wards Pond and Wards Brook. The general location of the aquifers which yield greater than 10 gpm is depicted on the "Water Resources & Riparian Habitats" map completed by Beginning with Habitat.

The prime recharge areas of sand and gravel aquifers are the surfaces of the watersheds themselves. The secondary recharge zones are the watersheds of the adjacent surface water bodies. Although there is no surface evidence, the United States Geological Survey (USGS) believes that a deep buried pre-glacial valley may exist in what is now the Saco River Valley.

A portion of the Saco River aquifer in Fryeburg has been mapped in substantial detail by the U.S. Geological Survey (USGS) as part of a study entitled "Hydrogeology, Water Quality, and Effects of Increased Municipal Pumpage of the Saco River Valley Aquifer: Bartlett, New Hampshire, to Fryeburg, Maine" (Water Resources Investigations Report 88-4179, dated 1990.)

The area of the aquifer mapped in Fryeburg includes both the Old and New Courses of the Saco River from the New Hampshire state line to the Route 5 crossing near Lovell. There are maps that show the limits of the aquifer, the bedrock elevation in the Saco River Valley aquifer, the saturated thickness (depth) of the aquifer, and the altitude (depth elevation) of the ground water table and general direction of ground water flow.

The depth of the aquifer mapped in Fryeburg varies from ten feet or less at its outer boundaries to approximately 280 feet in the farm fields west of the river in West Fryeburg. The quality of both surface water and ground water was studied and inventoried but no specific conclusions were made except to show that both agricultural land use and development adversely affect water quality. They did note that agricultural land use along the Old Course of the Saco River has degraded surface water quality and that because of this the uses of the aquifer recharge by this surface water may be limited for drinking water purposes. However, development of an irrigation supply from this aquifer may be feasible. Another interesting conclusion was that the highest fecal coliform and fecal streptococcus bacteria counts (indicator organisms that indicate contamination by human sewage) in the surface waters were found immediately downstream from the Center Conway sewage treatment facility and in the stagnant waters of the Old Course of the Saco River in Fryeburg.

The study does conclude that the area east of the bend in the River (south of Swan's Falls Road and west of Route 5) has adequate soils and aquifer depth that may be favorable for drinking water development. The area of the Old Course of the River also has good soils and adequate depth. However, as mentioned above the surface water quality problems may limit the use of the aquifer to irrigation only.

Threats to Ground Water

Contamination is of primary concern with ground water supplies. Once pollutants enter an aquifer, they are not easily, cheaply, or quickly removed. Certain land uses are much more of a threat to

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ground water quality than others. The major sources of ground water contamination are activities where toxic materials were or are still used or generated as wastes, and activities where dumping may have occurred, or is still occurring, and contaminants have access to the ground water.

There are a number of potential ground water contamination sites in Fryeburg identified from DEP files, town records, and RGGI files. These are the town's solid waste disposal facility, the old town dump, the town's salt-sand storage area, the state DOT salt storage area, a septage disposal area, and a number of known leaking underground storage tanks

DEP has investigated the town solid waste disposal area and has documented, by means of ground water monitoring, both inorganic and volatile organic contamination. The ground water flow in the area of the facility is likely toward the wetland south of Clay's Pond, where it would likely discharge to surface waters close to the waste facility.

DEP has also studied the State DOT salt storage area and has reported that results indicate a small salt contaminated plume migrating southeast toward Lovewell's Pond.

The DEP lists a spill at the Jewett/Pete's garage on Route 113 as a very serious contamination risk. A site spill report indicates that the spill threatens five wells. DEP also lists a spill at Bob's Mobil at 94 Main Street as a ground water threat. The danger from this site is lower than from the Jewett/Pete's garage site because there are no reported wells at risk from this spill.

In addition to these known threats, there other potential threats to ground water which include:

agricultural chemical storage	auto repair
auto body shop	dry cleaners
fertilized fields	fuel oil storage & distrib.
gasoline stations	junk & auto salvage yards
landfills	laundromats
machine shops	manure piles
salt and sand piles	gravel mining operations
sod farms	underground oil storage tanks

Many people argue that the commercial extraction of ground water is a serious threat. With an increasing presence of commercial water extraction companies in Fryeburg, there are concerns that the water supplies will run low. Numerous studies have been completed in an attempt to gauge how much water can be safely extracted, specifically from the Wards Brook Aquifer. Monitoring is being completed by each of the major groundwater extractors on a regular basis, in an attempt to assure that there is sufficient water available.

WILDLIFE HABITATS



Habitat Blocks

Large undeveloped habitat blocks are areas that provide relatively undisturbed habitat conditions, meaning that they are generally not disturbed by roads, development and human habitation. Often times there are connectors between blocks that consist of low volume roads or riparian connectors. There are numerous undeveloped habitat blocks identified by Beginning

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With Habitat within Fryeburg and some that connect to abutting towns (refer to the “Undeveloped Habitat Blocks” map). The size of the mapped habitat connections vary from 114 acres to 7,505 acres in size. These areas meet the specific needs of different wildlife species. Loss of habitat may not have immediate negative impact on wildlife populations. However the cumulative loss over time will reduce the ability on an area to sustain a viable wildlife population.

High Value Plant and Animal Habitats and Natural Areas

The beginning with Habitat Program and Maine Natural Areas Program has compiled data and mapped the important plants, animals, and their habitats. They have classified and distinguished 104 different natural community types that collectively cover the state's landscape. These include such habitats as floodplain forests, coastal bogs, alpine summits, and many others. Each type is assigned a rarity rank of 1 (rare) through 5 (common) both within Maine and globally.

Within Fryeburg, there are 11 plants listed on the Rare, Threatened, and Endangered Plants list, with four having a state rarity rank of 1. These are the Allegheny Vine, the Dwarf Bulrush, Long-tubercled Spike Rush, and the Silverling.

There are 20 animals listed on the Rare, Threatened, and Endangered Animals list, with the following 11 having a state rarity rating of 1: Barrens Itame, Boreal Snaketail, Cobra Clubtail, Edwards Hairstreak, Peregrine Falcon, Pine Barnes Zanclognatha, Rapids Clubtail, Ringed Boghaunter, Spatterdock Darner, Buckmoth, Twilight Moth. Many of these are species of moths or dragonflies.

There are 16 Rare and Exemplary Natural Communities and Ecosystems listed. Two have a state rarity rating of 1: the Outwash Plain Pondshore and the Riverwash Sand Barren.

The High Value Plant and Animal Habitats Map, prepared by Beginning with Habitat, shows the approximate locations of rare, threatened, or endangered wildlife, rare or exemplary plants and natural communities, essential wildlife habitats, and significant wildlife habitats.

There are numerous areas of inland waterfowl and wading bird habitats that are rated as being significant. These areas are typically reflected as being zoned as resource protection on the Fryeburg Shoreland Zoning Map. The largest habitat areas are located at the north end of Kezar Pond, the north end of Lower Kimball Pond and stream/wetland system that serves as the outlet, and the large wetland area located north of Bog Pond and Menotomy Road. There are several smaller habitat areas spread throughout Fryeburg.

All of the deer wintering areas are listed as being candidate areas based on an analysis of the forest type and topography. Deer wintering areas are typically forest stands with a dense softwood canopy and interspersed hard and softwood stands and are spread throughout town. There is currently no local regulations to protect deer wintering areas unless they also fall under Shoreland Zoning.

Pockets of land that have known rare, threatened, or endangered wildlife or have suitable habitats for such wildlife are generally near Clays Pond and the nearby wetlands, adjacent to the Saco River and associated wetlands.

Many of the High Value Plant and Animal Habitats and Natural Areas in Fryeburg are related to the large flat deposits of sandy outwash left by the glacier thousands of years ago. Most of these rare

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plants, invertebrates, and natural communities fall into two groups: those associated with pitch-pine-dominated sandy outwash and those associated with the Saco River and its nearby wetlands. This can also be seen on the “USFWS Priority Trust Species Habitats” map.

Extensive sandy flat areas dominated by pitch pine are the substrate for two rare natural communities (Pitch Pine – Scrub Oak Barrens and Outwash Plain Pondshores), and several rare plants and animals that inhabit them. Not only are these species and communities naturally rare (due to a natural scarcity of suitable habitat in the region), but they have been further threatened because the substrates on which they depend are economically valuable for housing developments, sand and gravel extraction, etc. Pitch Pine barrens occur in various forms from New Jersey north to Maine, and in most places have been reduced to a few remnants of the former extensive ecosystem. Compared to other barrens and outwash plain pondshores in New England, the barrens and outwash plain pondshores in Fryeburg are considered to be of very good to excellent quality and are clearly ecologically important as representatives of our natural diversity.

The Saco River shores and nearby wetlands support excellent examples of hardwood floodplain forest, acidic fen communities (a type of wetland), and Hudsonia river beach communities. The hardwood floodplain forest along the Saco is the largest intact forest of its type in the state, and is therefore of considerable conservation importance. Along the immediate shores of the Saco are scattered sandy beach communities dominated by beach-heather (*Hudsonia*), certain grasses, with occasional occurrences of the rare silverling (*Paronychia argyrocoma*). This type of plant community does not occur elsewhere in Maine, and may occur nowhere else in the northeast. While they are subject to degradation from recreational over-use, the Hudsonia river beach communities here appear to be in relatively good shape at this point.

Some of the fens (peatlands dominated by grass-like plants) adjacent to or near the Saco support populations of the extremely rare Long’s Bulrush (*Scirpus longli*). This sedge is currently found nowhere else in Maine, and is in fact considered rare throughout its range, which extends south to New Jersey. How water level fluctuations or changes affect Long’s Bulrush is still unclear.

Local Significant Natural Areas

There are other natural areas that were cited in the 1994 Comprehensive Plan as being areas that may be of local significance. These are:

Silver Maple

This tree, along the Kezar Outlet in Fryeburg Harbor, is the second largest of its species in the U.S.

The Old Course of the Saco River

This is thought to be the largest and best example of a meandering river with great oxbows in the U.S. The surrounding land is among the best agricultural land in the state.

The Saco River - Swans Falls to Hiram

This part of the river (Swan’s Falls to the Brownfield town line in Fryeburg) is a 33-mile stretch of very popular and attractive wilderness canoeing. There are no portages and numerous sand beaches along the way.

Mountain Laurel

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Only a few living shoots remain from a former stand of Mountain Laurel. This shrub is rare in Maine. The site is located near Fryeburg Center,

Fryeburg Fossil Dunes

This 50 acres site is the remnants of large postglacial sand dunes, which are today up to 30 feet high.

CHAPTER 4

POPULATION

The Future is Now!

Introduction

Population projections and analyses are basic elements of any comprehensive plan. Knowledge of the present and future population size and its characteristics is key to an understanding of the demands, which will be placed upon public facilities, public services, roads and the transportation network, and even the natural resource base.

This chapter will highlight what has happened to Fryeburg's population in the past and what may happen to it in the future. Data have been taken from the U.S. Census, and from projections done by the Maine Office of Policy and Management. Fryeburg's population is also compared to that of the neighboring towns, some of which are in Oxford and Cumberland County and some in New Hampshire. Data on the New Hampshire towns have been supplied by the U.S. Census and the New Hampshire Office of Energy and Planning.

The U.S. Census figures are actual counts of the population. The population figures for years between actual census counts are called estimates. Population figures for years in the future are called projections. These are determined after making assumptions about what may occur in the future, based upon knowledge of trends that occurred in the past and knowledge of what is presently occurring.

Historic population changes

In 1860 the numerous neighborhoods and settlements which today make up the town of Fryeburg contained 1,625 people. By 1910 the population had dropped to only 1,282 residents.

This loss of population was caused by many factors; increased competition for workers from towns and cities such as Conway, Sanford, Biddeford, and Greater Portland that were increasing their manufacturing base during this time period; the loss of population, mostly males, during the Civil War; and the move of farmers and their families to rich farming regions of the American Mid West.

Recent population changes

Beginning between 1910 and 1920 Fryeburg's population began to increase. From 1920 to 1930 the population increased 23%. From 1930 to 1940 this increase slowed to 9%. Between 1940 and 1950 this increase was up to 12%. The period of the 1950s (1950-1960) saw a net decrease in the population of -3%. In the 1960s and 1970s Fryeburg experienced a very rapid population increase. During the 1960s it was 17% and during the 1970s it was 23%. Between 1980 and 1990, the population increased by a less dramatic 9.3%. 1990 to 2000 revealed much slower population growth with an increase of only 3.9%. Between 2000 and 2010, the growth increased more significantly with an increase of 11.9% (366 people).

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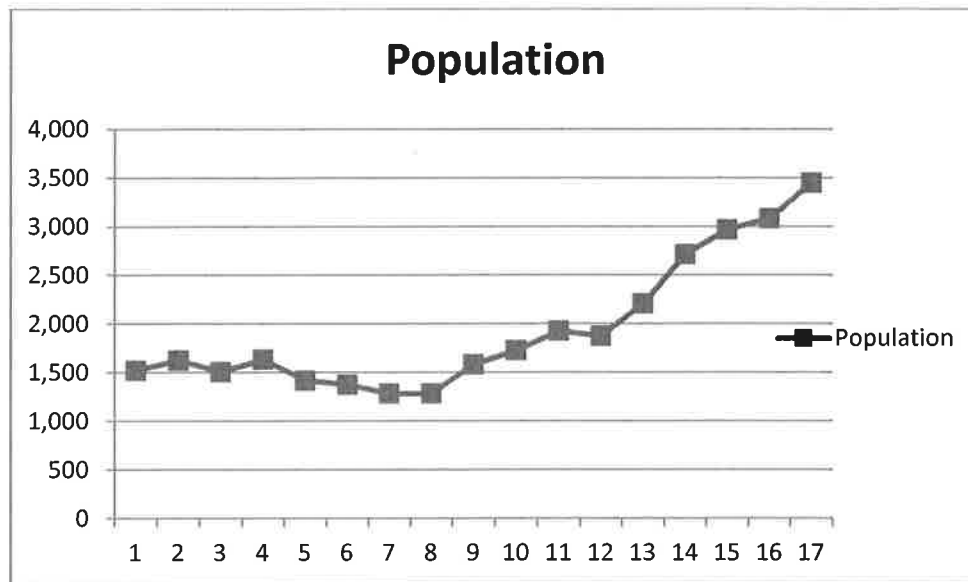
Table 4-1
FRYEUBURG
POPULATION CHANGES
1850-2010

Year	Population	Number Change	Percent Change	Annual % Growth Rate
1850	1,523	—	—	—
1860	1,625	102	6.7%	.7%
1870	1,507	-118	-7.3%	-.8%
1880	1,633	126	8.4%	.8%
1890	1,418	-215	-13.3%	-1.4%
1900	1,376	-42	-3.0%	-.3%
1910	1,282	-94	-6.8%	-.7%
1920	1,283	1	.1%	<.1%
1930	1,582	299	23.3%	2.1%
1940	1,726	144	9.1%	.9%
1950	1,926	200	11.6%	1.1%
1960	1,874	-52	-2.7%	-.3%
1970	2,208	334	17.8%	1.7%
1980	2,715	507	23.0%	2.1%
1990	2,968	253	9.3%	.9%
2000	3,083	115	3.9%	.38%
2010	3,449	366	11.9%	1.13%

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Source: U.S. Census

Regional population growth

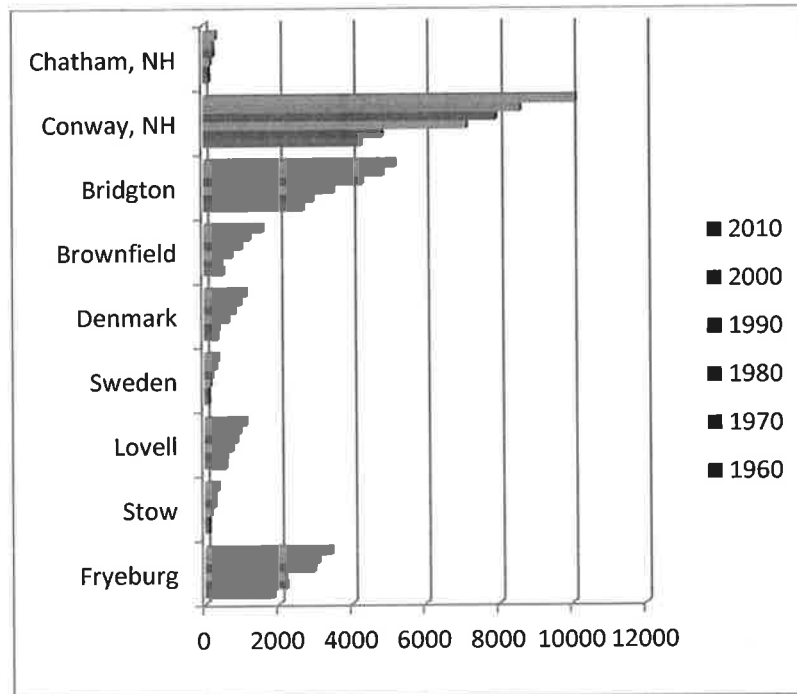
Over the last half century, the total population in the Fryeburg region (Fryeburg, Stow, Lovell, Sweden, Denmark, Brownfield, Bridgton, Chatham NH, and Conway NH) has more than doubled from almost 11,000 people to almost 24,000 people. The majority of the towns in the Fryeburg region have steadily grown annually by approximately 0.3%. Conway, NH has the largest population with over 10,000 residents in 2010, followed by Bridgton with 5,200 residents in 2010 and Fryeburg with approximately 3,400 residents in 2010. Chatham, NH, Stow and Sweden, ME all have the least number of residents with about 350 residents per town in 2010. The population in 2010 for Lovell, Denmark and Brownfield ranges from 1,110 residents to over 1,500 residents.

Table 4-2

COMPARATIVE POPULATION CHANGES FRYEBURG REGION - 1960-2010						
Town	1960	1970	1980	1990	2000	2010
<i>Fryeburg</i>	<i>1874</i>	<i>2208</i>	<i>2175</i>	<i>2968</i>	<i>3083</i>	<i>3442</i>
Stow	108	109	186	283	288	385
Lovell	588	607	767	888	974	1140
Sweden	119	110	163	222	324	391
Denmark	376	397	672	855	1004	1148
Brownfield	538	478	767	1034	1251	1597
Bridgton	2707	2967	3528	4307	4883	5210
Conway, NH	4298	4865	7158	7940	8604	10115
Chatham, NH	150	134	189	268	260	337

Source: U.S. Census

Figure 4-2.a
COMPARATIVE POPULATION CHANGES
FRYEBURG REGION - 1960-2010



Source: U.S. Census

Age distribution

When comparing the age distribution between Fryeburg and Oxford County, it is evident that the percentages of each age group are quite similar. The only age group that offers a noticeable variation is in the 10-19 year age group. That age group comprises 17.5% of Fryeburg's population, while it only comprises 13.1% of Oxford County's population. This might indicate the effect that the Fryeburg Academy has on the population.

Table 4-3

AGE DISTRIBUTION COMPARISON FRYEURG/OXFORD COUNTY - 2010				
	Fryeburg		Oxford County	
Age Group (years)	Number	Percent	Number	Percent
Under 5	147	4.3	2,967	5.1
5 to 9	181	5.2	3,167	5.5
10 to 19	604	17.5	7,588	13.1
20 to 29	291	8.4	5,485	9.5
30 to 39	307	8.9	6,196	10.7
40 to 49	513	14.9	8,806	15.2
50 to 59	607	17.6	9,791	16.9
60 to 69	426	12.4	7,028	12.2
70 to 79	213	6.2	4,171	7.2
80 and over	160	4.6	2,634	4.6

Source: U.S. Census

Population projections

Anticipating population change is an important aspect of planning for the Town's future, however predicting population with accuracy is difficult. Projections are based on assumptions and past trends that may or may not hold true in the future. The projections shown in Table 5-4 below were provided by the State Economist of the Office of Policy and Management. The prediction is that the populations are going to only increase minimally to 3,539 people in 2030.

Table 4-4

FRYEURG POPULATION PROJECTIONS THRU 2030												
Population observed			Population projected				Percent change from previous period					
1990	2000	2010	2015	2020	2025	2030	1990-2000	2000-2010	2010-2015	2015-2020	2020-2025	2025-2030
2,976	3,093	3,442	3,458	3,493	3,521	3,539	3.9%	11.3%	0.5%	1.0%	0.8%	0.5%

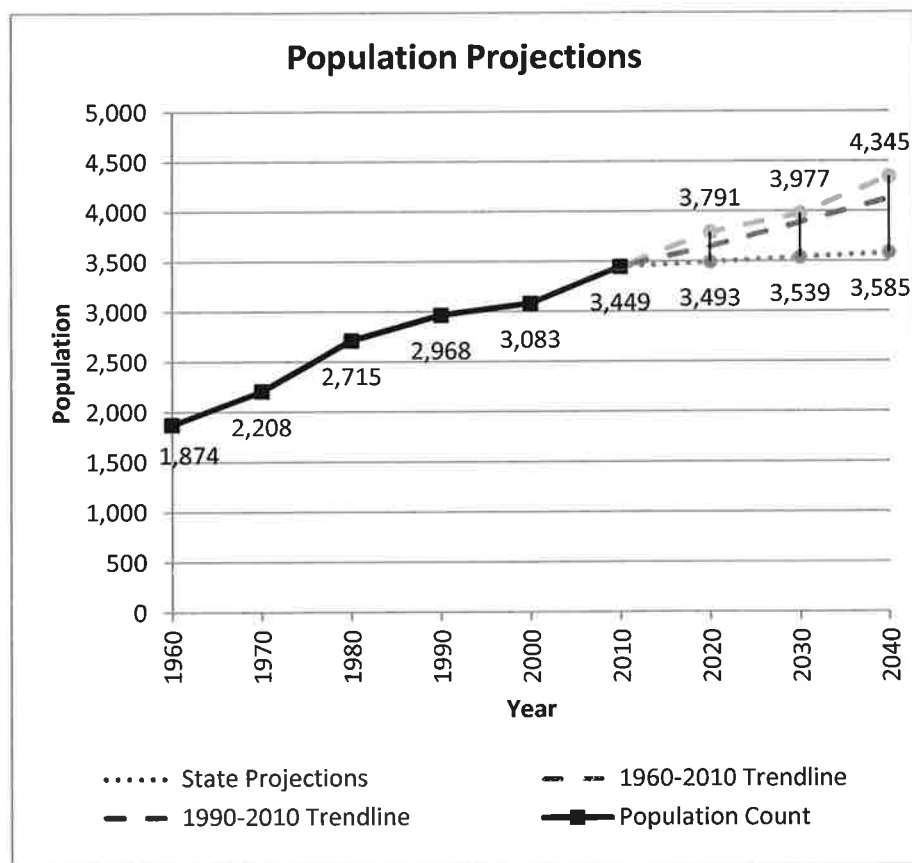
Source: State of Maine

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And while just like stocks, past performance is no guarantee of future growth, it shouldn't be ignored either, as town populations rarely fluctuate dramatically. It is helpful to look at both the long-term and recent population trends. Long term trends tend to be viewed as more



conservative as it smooths out any volatility (such as housing bubbles or market crashes). On the other hand, keeping an eye on recent growth rates helps detect changing dynamics. For the long-term trends, we look at population growth over the last 50 year (since 1960). And for recent trends, we looked at the last 20 years (since 1990).

The chart on the left shows the population counts since 1960 and these 3 different projections of population to 2040.

The State projects very slow growth over the

next 20-30 years. As you can see in this chart, this would be an historical anomaly. Both the long-term and recent growth rates would suggest higher population over that time.

Given the range of projection results, it's reasonable to expect the true number may lie in between the extremes.

Median age

The median age of the Fryeburg population is increasing as it is generally state-wide and nationally. Table 5-5 shows the median age of the Fryeburg population from 1970 to 2010.

Table 4-5

FRYEBURG MEDIAN AGE CHANGES 1970-2010					
Town	1970	1980	1990	2000	2010
<i>Fryeburg</i>	29.8	32.4	36.5	41.8	44

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Healthcare and the aging population

In recent times, the attitude toward providing health care has changed with the introduction of The Federal Affordable Health Care Act “Obamacare” program in 2012. With the aging population as can be seen with the chart above, the median age has increased from 29.8 in 1970 to 44 in 2010. Healthcare becomes ever more important to the aging population. Currently, the Fryeburg community must seek medical assistance either in North Conway or Bridgton on a 24/7 basis. Both facilities are approximately 14 miles and a half hour in either direction, Fryeburg being right in the middle, yet neither hospital provides any sort of quick care or emergency care within the community.

In October of 2013, Memorial Hospital in North Conway along with White Mountain Valley Community Health Council began the implementation of the most recent Community Health Needs Assessment. Healthcare shows no boundaries between State lines. The Analysis took Oxford County in to consideration as comprehensively as the service region in New Hampshire. A full copy of the document can be found at the Memorial Hospital web page <http://www.memorialhospitalnh.org/docs/chna/Memorial-Hospital-CHNA-and-Implementation-Plan.pdf>

Central Maine Healthcare provides the Fryeburg Family Medicine, located at 253 Bridgton Road, which provides the following services Monday –Friday 8:00 Am -4:30 PM:

- Phlebotomy
- Minor laceration treatment
- Minor procedures
- Simple orthopedics
- Osteopathic manipulation
- Integrated Behavioral Healthcare

One Maine Community Health Needs Assessment Report of 2012 outlines the health status, quality of care, and priority health care needs by County and offers recommendations and strategies to improve the health of the Maine people. This document can be viewed at <http://chna.emh.org/assets/0/272/302/1574/1580/6616b0af-4751-47fc-9d21-2926405a903f.pdf>

Seasonal population changes

Fryeburg experiences a dramatic population change in the summer months. These additional people are drawn to Fryeburg’s lakes and ponds, the Saco River, and the other recreational activities nearby. People also enjoy the proximity to the seasonal attractions in North Conway and Bridgton. They make use of the seasonal dwellings, campground spaces, and summer camp openings that are available during the summer months. As is outlined in Chapter 5 the number of seasonal housing units counted in the 2000 census was 323. This increased to 414 in 2010. This accounts for a fairly substantial portion of the total housing stock and reveals how the population can change by season. Snowmobiling and skiing also draw people to Fryeburg in the winter months, although the change in population resulting from winter activities isn’t nearly as dramatic in the winter as in the summer months.

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In addition to this population that stays overnight in Fryeburg in the summer, there are many people in Fryeburg as “day-trippers.” These people are in Fryeburg mainly to take advantage of the canoe “put-in” and/or ‘take-out” facilities along the Saco River or the increasingly popular biking in Fryeburg.

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LAND USE

Introduction

How the land is used in a municipality has an impact on the social, cultural, fiscal, and environmental well being of both the town as a whole, and also that of its residents. How the land is used affects environmental quality and degradation. The location of various land uses affects how convenient our town is, and how safe it is. Costs to both individuals and the municipal government are influenced by how the land is used. These could be costs for transportation, energy, construction, operation and maintenance of facilities, to mention only a few. Land use influences how we look at our surroundings and our town, and whether they are pleasing and attractive.

Historical land use

The Town of Fryeburg was historically made up of Fryeburg Village and a number of smaller agricultural settlements, these being Fryeburg Center, West Fryeburg, North Fryeburg, Fryeburg Harbor, and East Fryeburg. In the days when these villages were first settled, people lived near where they worked. Shops and stores were established to meet their needs, and most of the land was used for agricultural or timber harvesting activities.

Fryeburg Village is generally the area located at the junction of busy travel corridors - one going north and south, and one going east and west. These are known as Route 302 and Route 113. Near Fryeburg Village was the historical settlement of the Pequawket Indians.

The small outlying, compact settlements grew up to serve the surrounding farming community. Fryeburg Village grew up serving all of the smaller settlements in town. Today the Village serves some of the economic and social needs of the whole town as well as some of the small towns around Fryeburg, and is itself served by other larger towns.

How villages grow and how land is used has been the subject of many studies and many theories. One theory (from William Alonso, 1960 and 1964) says that a household makes land use decisions based upon competing financial interests in (1) land costs, (2) costs to travel to work



and to get needed goods and services, and (3) the costs of each of all the other needs and wants of the household.

Land costs were historically higher near the village center and became lower with increasing distance from the center. The travel costs have always been greater with increased distance from work or the location of needed goods and services. The unit price of all the other needs and wants of the household are assumed not to vary with location.

In this theory we can see that historically a household's preferred location will become a tradeoff between the cost of land, the distance to employment and shopping, and all of the other needs and wants. Non-farming households lived

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near where they worked (generally in the Village) because travel costs were less and they did not need large acreages of land. Farming households were established outside of the village where they could afford to purchase large tracts of land.

That pattern of housing trends showed signs of changing over the past 20 or so years- the desire on the part of many non-farming households to live in the rural setting increased. The “market” does not seem to be geared towards creating compact, “New England” villages with the sharp distinction between village and rural settlement patterns and land uses, but is tending to create rural residential sprawl. This emergence of this pattern in Fryeburg has not been quite as pronounced as in other municipalities but is evident. One factor that might be limiting the trend is the fact that much of the rural areas are not suitable for development due to the flooding risks.

Additionally, Fryeburg seems to be located outside the radius of communities whose growth in the later 20th century was fueled in large part by households willing to trade rural living and lower land costs for an increased commute to urban employment centers. Additionally, the fact that the farming activities in Fryeburg are still very viable, has helped to keep the rural, residential sprawl under control.

Residential land use

The growth of residential land uses in the last ten to twenty years has categorically been located along Haleytown Road, in East Fryeburg, in subdivisions near Fish Street/Federal Road, and along Little Chatham Road.

Generally, residential land uses are now located in Fryeburg Village, in subdivision neighborhoods and along some of the existing collector highways. Aerial photography depicts this with there being a clear distinction between farm lands, undeveloped forest parcels and the commonly smaller residential lots.

Other types of residential development make up a much smaller percentage of the land area in Fryeburg than single-family development. Multi-family residential land uses are generally located in the Village area and along Lovewell’s Pond Road. There are mobile homes scattered throughout the town. Concentrations of mobile homes exist along Route 302 near the Bridgton town line, in North Fryeburg, and along parts of Haleytown Road.

Commercial and industrial land uses



Commercial land uses are primarily located in the Village, with some commercial development along Route 302 near the Village. There is also some commercial land use in North Fryeburg.

Industrial uses are located primarily on the northern end of Porter Road and along Portland Road (Route 5/113), east of the Village. There are a few industrial type uses that are scattered in other rural areas of Town, notable along Corn Shop Road and East Fryeburg.

Agricultural and forestry land uses

Agriculture is a very important activity in Fryeburg. It adds to both the economy of the town and its residents, and also, to the attractiveness of the rural part of town.

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Agricultural uses are located primarily in the flood plain of the Old Saco River. There are other parcels that are in agriculture, but it is the Old Saco River flood plain that is the main farming area. There are 80 parcels (as of April 1, 2012) classified as “farm land” under the Farm Land Taxation provision, totaling just over 3,000 acres of land. This tax provision allows farmers to have their land assessed for property tax purposes based upon its value as farm land, not its “fair market” value.

The main products grown in Fryeburg on a large scale are corn, beans, potatoes, hay, and sod. There are also smaller scale and more diverse farms that grow produce that is sold to the public at farm stands, farm markets, and to local restaurants.

There are very few livestock farms in Fryeburg. There are a couple tree farms that sell trees both wholesale and retail.

Forestry is also very important in Fryeburg. There is people employed cutting timber, hauling logs, selling firewood, and working in saw mills. The closure of various mills related to the manufacturing of wood products in recent years has impacted the number of people employed locally by the forestry industry.

On April 1, 2012 there were 189 parcels in the Tree Growth Tax classification. This totals 12,161 acres. (The Tree Growth Tax law, a current use tax provision similar to the Farm Land Tax law, allows the owner of 10 or more areas of managed forest land be taxed on the value of the wood grown each year, not on the “fair market” value of the land. Under these “current use” tax provisions, if the land owner takes the land out of its current use and develops it, there is a large financial penalty that has to be paid to the town.) On April 1, 2005, there were 198 parcels in tree growth for a total of 12,388 acres. A review of statistical summary of tree growth information from the Maine Revenue Service shows that from 2005 to 2012, the number of parcels and total acreage in Tree Growth has only varied slightly.

Both farming and forestry add greatly to the town’s economy and to the rural character of the town.

Seasonal and recreational land use

Most of the residential shore front property is used only seasonally. However, there are increasingly more conversions from seasonal to year round use that do happen, and there will be continued pressure to do so. As the older camps become increasingly run-down to the point of



needing repair, people will often convert the camps into heated and insulated structures that can be used year round in order to enjoy their shore frontage throughout the year.

There are a few camping areas in Fryeburg. The Swans Falls camping area is owned by the State of Maine and is managed by the Saco River Recreation Council. This area contains 46.5 acres and 18 tenting sites. There is also Saco River access which is one of the main draws to the campground.

There is also Fiddlehead Campground, which is accessible from the north side of where Route 5 crosses the Saco River. Fiddlehead Campground is an expansive wilderness campground 202 campsites that stretches along miles of the Saco River. It was first established in 1998 as a “canoe-access” only campground but has since converted to a more traditional style campground

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with drive in access and a bathhouse and camp store. This is by far the largest campground in Fryeburg that often fills to capacity (approximately 1,800 campers) during the summer months.

Saco Bound also has a small wilderness campground on the Saco River, accessed from Corn Shop Road.

Canal Bridge camping area, located where Route 5 crosses the Saco River (also across from the Saco Bound camping area), is owned by the town of Fryeburg and was historically leased to an operator for the summer seasons. The campground is adjacent to a beach along the Saco River that is available to residents.

Indian Acres and Forest Acres are summer camps which can accommodate 150 campers each plus staff during the months of July and August.

“Gateways”

In the context of the Comprehensive Plan the term “gateway” refers to the entrance to the Village, the roadways that lead to town. Whether or not a village is an attractive one, has much to do with its gateway. And, whether or not the gateway is attractive has much to do with the relationship of the various land uses along that roadway.

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.

Fryeburg has very attractive gateways, which add greatly to the “New England Village” character of the town. Driving into town from the east, along Route 302, the gateway consists of scarcely settled residential uses, the flood plain of the Saco River, the River crossing, and forested areas. The transition into the commercial development is slow as there are a couple of low impact commercial uses spread out before hitting the more closely situated commercial uses (the Fryeburg Plaza, Jockey Cap, and other restaurants/shops. It remains an attractive highway leading to town. This is the highway that is in the most danger of changing, thus blurring the distinction between rural and village and reducing the attractiveness of the gateway and the Village itself. It is easy to think about gateways like this that have been “ruined” by strip development sprawling out from the downtown - Western Avenue in Augusta, Center Street in Auburn, and, closer to home; Route 302 leading into Bridgton from the east.

The gateway from the south - Portland Street (Route 5/113) - offers very similar attractiveness. From the Brownfield town line to the industrial zone, the highway is through a wooded area and the transition from rural to the industrial uses is sharp and distinct. There are some residential uses on the easterly side of the road, but they are mostly buffered or setback on the camp roads. The gateway has been improved by the development of the Mountain Division Rail Trail, which runs along the railway from the airport to the Fryeburg Visitors Information Center near the state line. The trail is visible from parts of Route 5/113, which provides an opportunity for passerby’s to recognize and enjoy the rail trail amenity.

Heading into town from the northwest along Route 113, the transition from rural to village is very quick and very distinct. This is a beautiful gateway comprised of farmlands, farm stands, a

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beach, and a scenic bridge over the Saco River. There are few villages that have rural and recreational land uses within walking distance of its center as does Fryeburg.

The gateway from the north along Route 5 is being threatened, but still provides an attractive entrance. This part of town has experienced much residential growth in the last ten to twenty years, but because much of it has been in subdivisions that are back off from the highway, it has not affected the gateway's attractiveness. The Fryeburg Fairgrounds can be an eye-catching entrance to the Village, with the clean buildings and grounds. The efforts of some landowners to maintain the older, large homes along Main Street add to the charm of this gateway.

The gateway leading to town from New Hampshire (along Route 302) provides less of a sharp distinction. This is due primarily to the fact that it lies in the town of Conway and is outside of the land use controls of Fryeburg. The 2,000 feet of roadside that is zoned Rural Residential does assure that village uses won't sprawl up to the state line and totally blur the distinction between Fryeburg and Conway. The Fryeburg Visitors Information Center, which was built in 2008, helps aid in the distinction between Conway and Fryeburg. The facility serves as a place where people can use restrooms, get information about the area from a staffed visitors center, and access the Mountain Division Rail Trail.

Unfortunately, despite all of the appeal and remaining attractiveness of the gateway, there are also some less attractive aspects of the Gateways. Issues identified by the survey (discussed in more detail in Chapter 3) and in the Fryeburg Downtown Revitalization Plan include the need to control signage in a more appealing manner and the interest in keeping properties maintained in a better manner. For example, the MDOT signs directing motorists to various businesses as you enter the Village area from the Gateways are numerous and could be collated to reduce the visual clutter to the Village entrance.

Refer to the "Current Land Use" map which provides a broad and generalized classification of where differing land uses are occurring.

HOUSING

Introduction

Housing makes up one of the major land uses in the town of Fryeburg. It is shelter for the residents of the town, it is the major portion of the tax base, it is the single largest investment for most of the residents, and it is a major element of the visual quality of our community.

The types and location of the housing units that are built in Fryeburg in the future will have an impact on the cost of residential growth - the cost to the taxpayers and the cost to the rural qualities of the town

This section will inventory the housing stock of the town and region, will look at trends which are taking place, and will try to determine future needs and demands.

Existing housing stock

The number of occupied dwelling units in Fryeburg has more than doubled from 1970 to 2010. The following three tables show the growth in the total number of occupied dwelling units in

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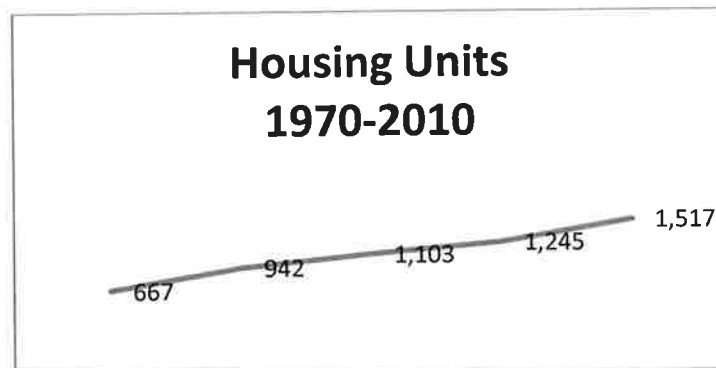
Fryeburg since 1970, the number of seasonal housing units, and the percentage of owner and renter housing.

Table 5-1
NUMBER OF OCCUPIED DWELLING UNITS
FRYEBURG

1970	1980	1990	2000	2010
667	942	1,103	1,245	1,517

Increase between 1970-1980	275
Increase between 1980-1990	161
Increase between 1990-2000	142
Increase between 2000-2010	272

Source: U.S. Census



2000 census was 323. This increased to 414 in 2010.

The proportion of owner versus renter occupied housing has stayed remarkably consistent since 1970, as is depicted below.

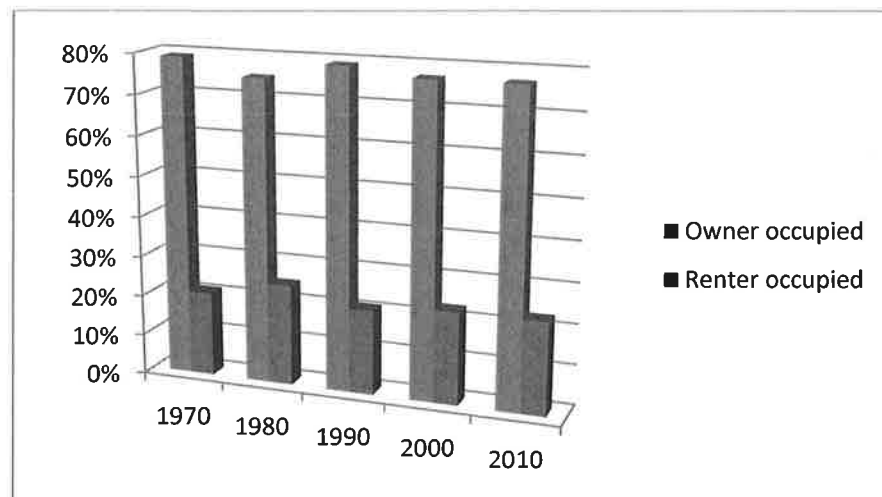
The 1994 Comprehensive Plan estimated that if the population increased during the 1990s as projected, and if the household size stayed as it was, there would have been between 92 and 107 new dwelling units built in Fryeburg between 1990 and the year 2000. As noted in Table 6-1 above, the actual number of occupied dwelling units increased by 142 between 1990 and 2000. The increase of 272 dwelling units between 2000 and 2010 was quite substantial.

The number of seasonal housing units counted in the

Table 5-2
PERCENT DISTRIBUTION OF DWELLING UNITS BY TENURE
OWNER / RENTER
FRYEBCURG

Type	1970	1980	1990	2000	2010
Owner occupied	79%	75%	79%	77%	77%
Renter occupied	21%	25%	21%	23%	23%

Source: U.S. Census



The growth in the number of housing units built in the 1990's paralleled that for the 1970s and 1980s. However, there is a substantial proportion of houses that were built prior to 1940. The following table shows this.

Table 5-3
AGE OF HOUSING
FRYEBURG

	Number	% of 2000 total
Built prior to 1940	520	35%
Built in the 1940s	51	3%
Built in the 1950s	80	5%
Built in the 1960s	128	9%
Built in the 1970s	247	17%
Built in the 1980s	232	16%
Built in the 1990's	231	15%

Source: U.S. Census

Regional housing growth

The following tables compare Fryeburg to its neighboring Maine towns.

Table 5-4
TOTAL NUMBER OF HOUSING UNITS
FRYEBURG REGION

Town	1980	1990	Number Increase	Percent Increase	2000	2010	Number Increase	Percent Increase
FRYEBURG	1,317	1,549	232	17.60%	1648	1844	196	11.80%
Stow	117	167	50	42.70%	181	232	51	28.20%
Lovell	646	905	259	40.10%	1218	1227	9	0.70%
Sweden	215	238	23	10.70%	266	331	65	24.40%
Denmark	695	945	250	36.00%	969	1075	106	10.90%
Brownfield	500	681	181	36.20%	788	973	185	23.50%
Bridgton	2,061	2,921	860	41.70%	3064	4051	987	32.20%

Source: U.S. Census

The smaller towns in the region have a smaller proportion of dwelling units that are rental units than do Fryeburg and Bridgton. Both Bridgton and Fryeburg's housing is comprised of approximately 20% rental units.

Table 5-5
DISTRIBUTION OF DWELLING UNITS BY TENURE
OWNER / RENTER
FRYEBURG REGION

	2000		2010	
	Owner	Renter	Owner	Renter
FRYEBURG	958	287	1368	346
Stow	106	9	149	9
Lovell	347	46	477	52
Sweden	119	13	178	15
Denmark	363	54	479	61
Brownfield	457	55	662	77
Bridgton	1428	496	2240	574

Source: U.S. Census

Housing developments and the location of growth

The following table shows a summary of subdivision activity between 1990 and 2010.

This subdivision activity has not had a major, detrimental impact on the “ruralness” of Fryeburg. The important reason for this is that, in most cases, these subdivisions have not occurred along (with homes fronting on) the major highways. Also, these subdivisions were built out slowly.

There was a marked decline in the amount of subdivisions after 2006. The early 2000’s show the most subdivision activity in the given timeframe.

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**Table 5-6
FRYEBURG
SUBDIVISION ACTIVITY
1990-2010**

Sanborn Farms	6/11/1990	Airport Realty Trust	7/28/2003
Rapputak	6/18/1990	Silver Fox Acres	8/17/2003
College Lot Estates	12/15/1990	Pine Ridge Estates	1/14/2004
Pine Acres	12/17/1990	Eastern Slope Industrial Park	4/27/2004
William Robbins	5/20/1991	Mountain View	4/29/2004
Lovell Road	5/20/1991	Pleasant View Estates	5/25/2004
Rapputak	9/21/1993	Woodland Acres	1/25/2005
Mt. View Acres	11/17/1993	Evergreen Acres	1/25/2005
Stark Meadow	9/19/1995	Hard Farm Investments	2/22/2005
Deer Ridge	2/26/1996	Husking Lane	2/24/2005
Pheasant Ridge	8/26/1996	Heritage Hill	4/26/2005
Everett Snow	4/3/1997	Riverbend Estates	5/31/2005
Katelyn Drive	9/22/1997	Hill Farm Estates	5/30/2006
ASA Pike -Westview	10/26/1998	Burbank Estates	7/31/2006
Haley Town Crossing	1/25/1999	Grenfell Acres	12/11/2006
Hatie Pike Road	3/27/2001	Jacob's Run	6/13/2007
Lovewell Overlook	9/25/2001	Cold Brook Acres	8/28/2007
Marvin Milbury	5/28/2002	Moose Horn Brook Estates - 1	9/10/2010
Nash View	6/30/2002	Moose Horn Brook Estates - 2	3/22/2011
Boot Hill	3/11/2003		

Source: Oxford County Registry of Deeds/Town Records

Many of the new homes built in the last ten years have been built in the Rural Residential Zone and many of the subdivisions approved in the same period have been in the Rural Residential Zone, as well. While one might say this indicates that a great amount of “rural sprawl” is occurring, when we analyze the amount of growth in various zoning districts and the relative size of the districts, we find that in fact the present zoning is doing much to guide the location of growth in Fryeburg. The following table shows the percentage of building permits issued for construction in the Rural Residential Zoning District.

Keep in mind that these are the total building permits issued for all construction (including renovations, decks, garages, new homes, etc).

Table 5-7

**PERCENTAGE OF
BUILDING PERMITS
ISSUED IN THE RURAL
RESIDENTIAL ZONING
DISTRICT**

2007	59.7%
2008	59.7%
2009	56.8%
2010	57.1%
2011	49.2%
2012	58.2%

Housing affordability

When the Maine State Legislature passed the Comprehensive Planning Law in 1988, they identified the affordability of housing as one of the major problems in the state. It has been a State goal since then to continue to address the affordability of housing; specifically to encourage and promote affordable, decent housing opportunities for all Maine citizens.

This does not necessarily mean “low income housing projects.” What it means is the ability of people working in Maine towns and cities being able to find housing that they can afford. Affordable housing is defined by the rule, which has been adopted to implement the Comprehensive Planning Law as “decent, safe, and sanitary living accommodations that are affordable to lower income and moderate income households....”

The following table depicts both the medium household income and the medium home sale price for Oxford County. It also highlights what would be affordable and what income is required to purchase an average priced home:

**Table 5-8
MEDIUM HOME PRICE COMPARED
TO MEDIUM INCOME - OXFORD
COUNTY**

2008	
Affordability Index	0.92
Median Income	40,933
Affordable at Median Income	122,852
Income Needed for Median Price	44,314
Median Sale Price	133,000
2009	
Affordability Index	1
Median Income	41,404
Affordable at Median Income	123,573
Income Needed for Median Price	41,379
Median Sale Price	123,500
2010	
Affordability Index	1
Median Income	40,987
Affordable at Median Income	122,000
Income Needed for Median Price	40,930
Median Sale Price	122,169
2011	
Affordability Index	1.06
Median Income	38,904
Affordable at Median Income	133,018
Income Needed for Median Price	36,559
Median Sale Price	125,000

A housing unit is considered to be affordable if the family does not have to pay more than 28% of its income for housing (including mortgage, insurance, utilities and real estate taxes), or 30% in the case of renter-occupied housing (including rent and utilities).

The expectation of the State's Comprehensive Planning Law is that each municipality "seek to achieve a level of 10% of the new residential development, based on a 5-year historical average of residential development in the municipality, meeting the definition of affordable housing." (This is from the Title 30A, Section 4326.) The data necessary to determine the cost of the newly constructed housing units in Fryeburg is difficult to obtain and in some cases is not reliable. Therefore, the plan does not contain an analysis of the affordability of the newly

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constructed units. The table below does however show the number of households unable to afford the median home price in Fryeburg.

Table 5-9
HOUSEHOLDS UNABLE TO AFFORD MEDIAN
HOME PRICE
FRYEBURG

	2008	2009	2010	2010
Percentage	62.3%	65.0%	63.7%	66.4%
Number	882	920	897	938

The above table shows that over half of the people in Fryeburg **cannot afford** to purchase an average priced home. The data would indicate that much of the new residential development that took place between 2008 and 2010 was not considered affordable housing.

There are two federally assisted housing developments in Fryeburg that provide rent assistance to low and moderate income elder people. These are the 24 units at the Pequawket Village and the 24 units at the Silver Pines Apartments. These are both Farmers Home Administration (FHA) assisted housing developments.

Without more family, rental housing being built is primarily the new mobile homes that are offering new affordable housing to low and moderate income families.

Existing regulations that affect land use and housing

As previously stated, most of the residential development that has taken place in the last 10 years has taken place in the Rural Residential Zone. There are a number of reasons for this. Perhaps the most basic reason is that there is more land in the Rural Residential Zone than in all the other zones put together. And there is more vacant land in this zone than in any other residential zone. Another reason for this was discussed at the beginning of this chapter - the fact that people who move to Fryeburg do so to live in a rural setting, not in a village.

The State Legislature, in the State's Comprehensive Planning and Land Use Regulation Act, has established as a statewide goal the prevention of development sprawl. There are density standards in the Fryeburg land use ordinance that work to achieve this goal. The following table shows the density standards in the 5 varying residential zones of the 1998 Land Use Ordinance (with Amendments through June 2014):

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Table 5-10
DENSITY STANDARDS BY ZONE
FRYEBURG

	Village Res	Outlying Village Res	Res-Comm	Outlying Res-Comm	Rural Res
Minimum lot size	20,000 sq.ft.	30,000 sq.ft., ^{ww} 40,000 sq.ft., ^{wow}	30,000 sq.ft., ^{ww} 40,000 sq.ft., ^{wow}	30,000 sq.ft., ^{ww} 40,000 sq.ft., ^{wow}	40,000 sq. ft.
Minimum frontage	100 ft.	100 ft.	100 ft.	100 ft.	125 ft.

Source: Fryeburg Land Use Ordinance

^{ww}With community water system

^{wow}without community water system

The description and purpose of the various residential zones (as written in the Ordinance) is as follows:

- Village Residential – “The purpose of the Village Residential District is to foster the viability of Fryeburg Village. The Village Residential District allows appropriate village-type single and multi-family residential uses, as well as certain commercial and mixed uses. The density will be such that people living in the Village Residential area will be able to walk to stores and to other businesses.”
- Outlying Village Residential - The Outlying Village Residential District provides a transition from the Village Residential and Village Commercial Districts to the low density Rural Residential District. This district is on the “outskirts” of the village. It will encourage a village-type of growth by allowing a higher density for development which is served by a community water system than for development which is not.
- Residential Commercial - The purpose of the Residential-Commercial District is to establish an appropriate area where the residential land uses, which are allowed in the Village Residential District as well as “low impact” commercial uses will be encouraged. This district forms a transition from the Village to areas where more general commercial uses are appropriate. The district will promote small, clustered commercial establishments.
- Outlying Residential Commercial - The purpose of Outlying Residential-Commercial District is to foster the continuation of the former village areas of Fryeburg Center and North Fryeburg, and East Fryeburg. These are areas where commercial and residential uses have existed together and these mixed uses will be encouraged by the district. High impact industrial and commercial uses are not appropriate in this district, nor are scattered and strip development. Clustered commercial uses and low impact commercial uses are appropriate.
- Rural Residential — The purpose of the Rural Residential District is to provide protection to the Town’s rural resources; timber harvesting and growing areas, agricultural areas, natural resource based, business and recreation areas, open spaces, and rural views; while

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maintaining a rural land use pattern much like that which existed in Fryeburg in the last century – large contiguous open space areas, farmland, land in the Tree Growth tax classification and other forest land, land in which the predominant pattern of development consists of homes and compatible, non-intensive home occupations and businesses interspersed among large open spaces.

Refer to the “Current Zoning” map to see the location of the zoning districts outlined above. In each of the zoning districts there are certain permitted uses (uses permitted by right), and a number uses which are allowed after receiving Land Use Authorization, either by the Planning Board or Code Enforcement Officer, depending on the specific use. Land Use Authorization is granted if the reviewing entity finds that a number of performance standards are met by the proposed use. Some uses are not allowed in certain zoning districts. This is done with the goal of protecting the public’s health, safety, general welfare, and to help conserve the value of property.

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Introduction

In today's world, economies have become more dynamic and changes occur more rapidly than ever before. The old model of living and working in a community, while still an option for many today, is rapidly changing. Technological advances and increasing commuting options make it easier for individuals to work from home and yet work for institutions and businesses located in other regions or states. Given the rapid speed with technological advances that occur, these opportunities will only increase in the future.

In addition, today's economy is changing and shifting. Manufacturing, particularly mature and labor intensive industries are moving to other areas of the world where labor is much less expensive. Maine and Oxford County has experienced some of these shifts as there have been a number of business closures and downsizings in recent years. In many cases, the manufacturing base is being replaced by retail and services industries. This shift can be seen in Oxford County as well.



The future of Oxford County looks bright, but there are a few issues of concern. Oxford County lies between two dynamic and growing regional economies. Portland to the east and the greater Boston region to the south place Oxford County in close proximity to these two growing regional economies. Technological advances have allowed many persons to be able to choose where they live and “tele-commute” to anywhere in the country. In many cases, these individuals choose to live in rural areas. Oxford County is an appealing option for those who wish to work, play and live in a more rural area, yet have access to larger more urban areas.

There are several issues of concern for the future of Oxford County. The first is that much of its manufacturing base consists of mature manufacturing businesses, many of which have suffered from strong national and international pressure and have experienced job losses and business closures. Another issue is that, typically the wages paid by retail and service businesses are not as high as those paid by manufacturing businesses. Thus if there is a shifting of employment from manufacturing to retail and service businesses, wages and income in Oxford County may fall. Lastly, housing affordability is having, and will have, an impact on economic activity. If the employees of businesses are not able to find affordable housing, it will impact the ability of businesses to grow or move into the region.

Fryeburg Employers

The Fryeburg economy is mostly made up of small business. The average size of a business in Fryeburg is approximately eight employees. When taken as a total, the economic employment sectors in Fryeburg are an indicator of its reliance on manufacturing, education and tourism industries. The largest economic sector in Fryeburg is manufacturing sector, which accounts for 13 businesses and 416 employees. The Town of Fryeburg and the School District and Fryeburg Academy provide significant employment levels. Other significant employment sectors include retail trade, healthcare and accommodation and food service.

Table 6-1

Total Businesses:	222
Total Employees:	1,807
Total Residential Population:	3,429
Employee/Residential Population Ratio:	0.53

by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	5	2.3%	68	3.8%
Mining	1	0.5%	30	1.7%
Utilities	1	0.5%	3	0.2%
Construction	25	11.3%	45	2.5%
Manufacturing	13	5.9%	416	23.0%
Wholesale Trade	10	4.5%	49	2.7%
Retail Trade	28	12.6%	117	6.5%
Motor Vehicle & Parts Dealers	2	0.9%	4	0.2%
Furniture & Home Furnishings Stores	1	0.5%	1	0.1%
Electronics & Appliance Stores	0	0.0%	0	0.0%
Bldg Material & Garden Equipment & Supplies Dealers	5	2.3%	15	0.8%
Food & Beverage Stores	5	2.3%	24	1.3%
Health & Personal Care Stores	3	1.4%	34	1.9%
Gasoline Stations	1	0.5%	7	0.4%
Clothing & Clothing Accessories Stores	3	1.4%	4	0.2%
Sport Goods, Hobby, Book, & Music Stores	3	1.4%	8	0.4%
General Merchandise Stores	0	0.0%	0	0.0%
Miscellaneous Store Retailers	2	0.9%	2	0.1%
Non-store Retailers	3	1.4%	18	1.0%
Transportation & Warehousing	7	3.2%	21	1.2%
Information	4	1.8%	13	0.7%
Finance & Insurance	5	2.3%	19	1.1%
Central Bank/Credit Intermediation & Related Activities	2	0.9%	14	0.8%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	2	0.9%	5	0.3%

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Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	1	0.5%	0	0.0%
Real Estate, Rental & Leasing	10	4.5%	28	1.5%
Professional, Scientific & Tech Services	20	9.0%	61	3.4%
Legal Services	4	1.8%	8	0.4%
Management of Companies & Enterprises	1	0.5%	2	0.1%
Administrative & Support & Waste Management & Remediation Services	28	12.6%	49	2.7%
Educational Services	7	3.2%	381	21.1%
Health Care & Social Assistance	19	8.6%	154	8.5%
Arts, Entertainment & Recreation	2	0.9%	12	0.7%
Accommodation & Food Services	9	4.1%	170	9.4%
Accommodation	3	1.4%	154	8.5%
Food Services & Drinking Places	6	2.7%	16	0.9%
Other Services (except Public Administration)	22	9.9%	87	4.8%
Automotive Repair & Maintenance	3	1.4%	9	0.5%
Public Administration	5	2.3%	82	4.5%
Total	222	100%	1,807	100%

Source: Copyright 2012 Dun & Bradstreet, Inc. All rights reserved. Esri Total Residential Population forecasts for 2012.

Retail Sales Tax

The Retail Sales Tax data provides us with a good overall picture of the economic activity that takes place in a community and region. Overall, taxable retail sales remained flat, decreasing by 0.15% from 2007 to 2012. The economic sector that grew the largest by percentage was general merchandise, which grew by 80.44%. Other economic sectors whose growth exceeded the total average growth were food stores at 43.03% restaurant at 22.87%. The remaining sectors all show negative taxable retail sales growth from 2007 to 2012.

Table 6-2

Maine Taxable Sales
(\$1000s)

Expenditure Category	ESA	Annual Totals					Annualized 2007-2012	Percentage Change	
		2007	2008	2009	2010	2011		2007-2012	2011-2012
Consumer Retail Sales	FRYEBURG	\$47,891	\$48,807	\$43,106	\$43,156	\$46,109	-0.03%	-0.15%	3.70%
Automobile & Transportation	FRYEBURG	\$9,761	\$10,218	\$7,035	\$5,912	\$6,273	-8.33%	-35.25%	0.74%
Building Supplies	FRYEBURG	\$10,413	\$10,998	\$8,015	\$7,126	\$7,905	-5.38%	-24.15%	-0.08%
Food Stores	FRYEBURG	\$6,665	\$6,551	\$7,129	\$7,743	\$8,768	7.42%	43.03%	8.73%
General Merchandise	FRYEBURG	\$1,898	\$2,175	\$2,185	\$2,440	\$3,286	12.53%	80.44%	4.23%
Lodging	FRYEBURG	\$3,956	\$3,343	\$3,339	\$3,544	\$3,634	-0.69%	-3.40%	5.14%
Rest	FRYEBURG	\$7,697	\$8,370	\$8,205	\$9,042	\$9,043	4.20%	22.87%	4.58%
Other Retail Sales	FRYEBURG	\$7,501	\$7,153	\$7,199	\$7,349	\$7,199	-0.37%	-1.86%	2.25%

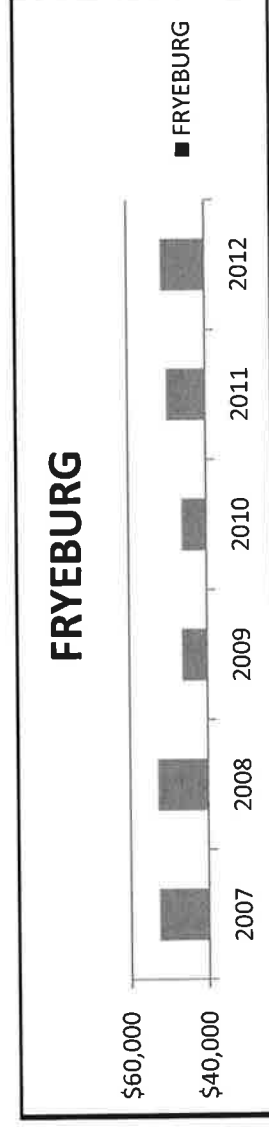
Source: State of Maine Office of Policy and Management

The Town of Fryeburg is located in the Southern Maine Fryeburg Economic Summary Area (ESA). The communities that make up the Fryeburg ESA are: Baldwin, Brownfield, Cornish, Denmark, Fryeburg, Hiram, Kezar Falls, Lovell, Parsonsfield, Porter, Stoneham, Stow and Sweden.

Table 6-3

Maine Taxable Sales
Total Retail Sales (\$1000s)

Economic Statistical District / Area	Annual Totals						Annualized		Percentage Change		
	2007	2008	2009	2010	2011	2012	2007-2012	2007-2012	2007-2012	2011-2012	2011-2012
SOUTHERN ME FRYEBURG	\$52,792	\$52,990	\$46,543	\$46,335	\$50,050	\$51,354	-0.55%	-0.55%	-2.72%	2.61%	2.61%



Maine Taxable Sales
Retail Sales, Yearly
Comparisons

Economic Statistical District / Area	Categories, Annualized % Change from 2007 to 2012									
	Total Retail	Consumer	Auto	Building	Food	General	Restaurant	Lodging	Other	
SOUTHERN ME FRYEBURG	-0.55%	-0.03%	8.33%	-5.38%	7.42%	12.53%	4.20%	-0.69%	0.37%	
Categories, % Change from 2011 to 2012										
FRYEBURG	2.61%	3.70%	0.74%	-0.08%	8.73%	4.23%	4.58%	5.14%	2.25%	

Source: State of Maine Office of Policy and Management

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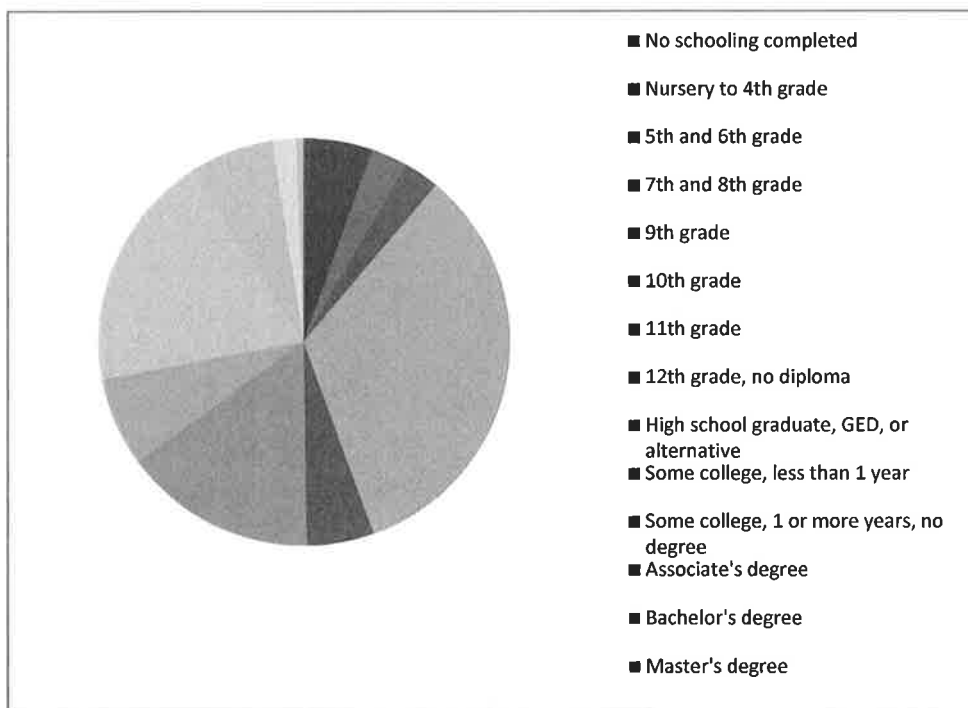
Labor force

The number of persons in Fryeburg with a high school diploma and some college is 88.9%. Of this number, 33.4% of the residents have a high school diploma or GED. In terms of college education, 20.4% of the residents of Fryeburg have had at least one year of college, while 35.1% of residents have an associate's degree or higher.

Table 6-4
POPULATION AGE 25+ YEARS BY EDUCATIONAL ATTAINMENT

Total	2,308	100.0%
No schooling completed	14	0.6%
Nursery to 4th grade	0	0.0%
5th and 6th grade	0	0.0%
7th and 8th grade	111	4.8%
9th grade	55	2.4%
10th grade	0	0.0%
11th grade	11	0.5%
12th grade, no diploma	64	2.8%
High school graduate, GED, or alternative	772	33.4%
Some college, less than 1 year	121	5.2%
Some college, 1 or more years, no degree	351	15.2%
Associate's degree	163	7.1%
Bachelor's degree	435	18.8%
Master's degree	155	6.7%
Professional school degree	43	1.9%
Doctorate degree	13	0.6%

Source: U.S. Census Bureau, 2005-2009 American Community Survey



Both the federal government and the State of Maine provide data on employment activity at the Town level. The data that is provided by the US Census details, on a self reported basis, information on where people work. This employment activity takes place both within and outside the community. The

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data from the State of Maine (and the US County Business Patterns) is reported by businesses and thus details employment levels within a community. Taken as a whole, both provide a good picture of employment levels and activity within a community.

Downtown Redevelopment



The downtown in the Fryeburg region has weathered the slow economic down turn fairly well. Although the retail engine in Fryeburg is much different than that of its' neighboring community in North Conway, the community can cut out a nice niche for itself by supporting the local community of Fryeburg and the smaller surrounding towns in the region. One way to bolster that part of the business sector would be to fully embrace the *Downtown Revitalization Plan* adopted in

July 2011. This plan has many ideas which the community could work toward, including:

- Improve the Downtown image (create a "healthier" downtown)
- Develop a plan based on community buy-in, local support
- Create a family- and child-friendly Downtown
- Attract new and support existing Downtown businesses
- Capitalize on year-round recreational, natural, and cultural assets
- Identify themes and "branding" ideas
- Identify ways to make the Downtown a "magnet" or destination
- Incorporate history of the Downtown
- Tie the Downtown Plan to the Comprehensive Plan update
- Develop an actionable plan, with priorities and funding opportunities

The Maine Development Foundation in association with the Maine Downtown Center can provide a lot of direction to the community and provide a lot of great ideas on how to make the downtown a more desirable and livable place within the community. The town is also in a great position to seek funds through the Community Development Block Grant program in order to assist with many types of downtown improvements. Based on the Maine.gov website the CDBG program provides specific funding for downtown programs as listed below:

Downtown Revitalization Grant Program

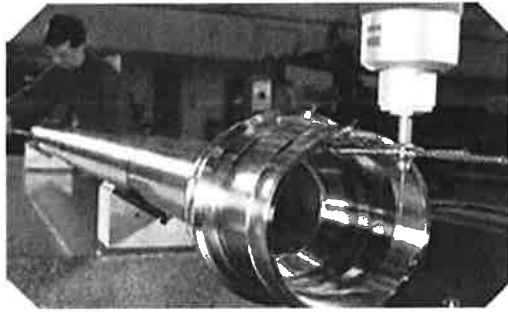
The Downtown Revitalization Program (DTR) provides funds for communities to implement comprehensive, integrated and innovative solutions to identified problems facing their downtown districts. These downtown revitalization projects must be part of a strategy that targets downtown service and business districts and will lead to future public and private investment.

Eligible activities include all those eligible under the Public Facilities, Public Infrastructure, Public Service, Housing Assistance, and Economic Development programs as relevant to the revitalization of a downtown district. A community must have completed a comprehensive downtown strategic plan or updated an existing plan within in the past five years.

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Local Business



The vision of manufacturing has changed considerably over the years. Smoke stack business have gone and a new generation of high tech manufacturing has begun to take hold. Fryeburg has a worldwide high precision facility located in town; Hunting Dearborn Inc. This company utilizes high tech computer software to achieve their final products and provides skilled labor jobs in order to develop their products. Manufacturing in Fryeburg supports 15% of the employment in the Oxford County region. This type of manufacturing is

what the town should consider trying to capture for its workforce in the future.

The community is very rich in farmland and in community farming. Two of the better known agricultural operations in the community include: Weston Farms, whom have been around since 1799. Their property is located on the National Register of Historic Places. Weston Farms has diversified over the years with two (2) farm stands, one in Fryeburg and one in Conway, providing Certified Organic produce, timber harvesting, hay product and nordic skiing on groomed trails during the winter months. The farm has also served as host for many different community activities.

Another large farming enterprise in Fryeburg is the Green Thumb Farms operations. The farm controls 2000 acres of prime farm land and produces four (4) primary products; Potatoes which are used in Maine's own *Cold River Vodka*, beans and corn along with turf and sod products used on golf courses and other sporting venues throughout New England.

Other unique business interest found in Fryeburg include HarMac Rebar with locations in Fryeburg and Sayreville, NJ. The company works on specialty forms made of rebar for construction projects throughout the northeast. One other interesting business of note is Downeast Bicycle Specialists, who is a full-service bicycle parts and accessories distributor servicing independent bicycle dealers throughout the United States. Since 1999 growth has continued and today they are the top regional distributor in the Northeast and have active accounts in all 50 states.

Indian Acres and Forest Acres summer camps are another unique and irreplaceable business located in Fryeburg. These two summer camps contribute significantly to the local economy by both providing job opportunities, supporting local businesses, and by drawing visitors to the Town. Employment consists of both full time and seasonal opportunities. Parent's weekends at the summer camps are particularly notable for attracting visitors. It is estimated that the presence of these camps contribute over \$500,000 to the local economy during the summer months alone.

These businesses are examples of the hidden opportunities that exist in Fryeburg and ones that the community needs to continue to develop through economic development opportunities.

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Table 6-6

CIVILIAN EMPLOYED POPULATION AGE 16+ YEARS BY INDUSTRY

	Fryeburg		Oxford County		Maine	
Total	1,605		25,628		656,411	
Agriculture, forestry, fishing and hunting	56	3.5%	758	3.0%	15,860	2.4%
Mining, quarrying, and oil and gas extraction	38	2.4%	60	0.2%	452	0.1%
Construction	105	6.5%	2,712	10.6%	52,201	8.0%
Manufacturing	154	9.6%	3,853	15.0%	67,501	10.3%
Wholesale Trade	0	0.0%	487	1.9%	18,312	2.8%
Retail Trade	203	12.6%	3,255	12.7%	89,747	13.7%
Transportation and Warehousing	15	0.9%	728	2.8%	21,853	3.3%
Utilities	18	1.1%	184	0.7%	4,783	0.7%
Information	12	0.7%	365	1.4%	13,488	2.1%
Finance and Insurance	0	0.0%	747	2.9%	29,827	4.5%
Real estate and rental and leasing	26	1.6%	183	0.7%	10,545	1.6%
Professional, scientific, and technical services	189	11.8%	771	3.0%	31,295	4.8%
Management of companies and enterprises	0	0.0%	21	0.1%	292	0.0%
Administrative and support and waste management services	71		818		21,319	
		4.4%		3.2%		3.2%
Educational services	230	14.3%	2,455	9.6%	63,657	9.7%
Health care and social assistance	249	15.5%	3,957	15.4%	103,859	15.8%
Arts, entertainment, and recreation	24	1.5%	496	1.9%	11,029	1.7%
Accommodation and food services	87	5.4%	1,679	6.6%	42,933	6.5%
Other services, except public administration	92	5.7%	1,289	5.0%	30,174	4.6%
Public Administration	36	2.2%	810	3.2%	27,284	4.2%

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Residents of Fryeburg are employed in a wide variety of businesses. Several trends can be seen in the data from the 2009 ACS. While Fryeburg's residents overall reflect those of Maine and Oxford County, there are several distinct differences. Approximately 14% of Fryeburg residents are employed in the educational services industry as compared to 9% of Oxford County and Maine residents. Professional scientific and technical services employment in Fryeburg is significantly different that Oxford County and Maine as approximately 12% of the residents are employed in this sector compared to 3% in Oxford County and approximately 5% in Maine. The other areas where Fryeburg residents differ from Oxford County are mining, manufacturing and construction. There are significantly more Fryeburg residents employed in mining, when compared to Maine and Oxford County averages.

Table 6-7

**CIVILIAN EMPLOYED
POPULATION AGE 16+ YEARS
BY OCCUPATION**

	Fryeburg		Oxford County		Maine	
Total	1,605		25,628		656,411	
Management	140	8.7%	1,638	6.4%	57,477	8.8%
Business and financial operations	72	4.5%	507	2.0%	24,265	3.7%
Computer and mathematical	0	0.0%	111	0.4%	10,441	1.6%
Architecture and engineering	0	0.0%	224	0.9%	10,840	1.7%
Life, physical, and social science	13	0.8%	119	0.5%	5,883	0.9%
Community and social services	50	3.1%	462	1.8%	13,651	2.1%
Legal	0	0.0%	106	0.4%	5,154	0.8%
Education, training, and library	123	7.7%	1,760	6.9%	41,469	6.3%
Arts, design, entertainment, sports, and media	0	0.0%	293	1.1%	12,163	1.9%
Healthcare practitioner, technologists, and technicians	93	5.8%	1,122	4.4%	37,397	5.7%
Healthcare support	69	4.3%	1,150	4.5%	20,165	3.1%
Protective service	11	0.7%	387	1.5%	10,303	1.6%
Food preparation and serving related	55	3.4%	1,320	5.2%	36,190	5.5%
Building and grounds cleaning and maintenance	118	7.4%	1,142	4.5%	25,640	3.9%
Personal care and service	114	7.1%	1,145	4.5%	23,138	3.5%
Sales and related	103	6.4%	2,396	9.3%	72,992	11.1%
Office and administrative support	248	15.5%	3,181	12.4%	89,642	13.7%
Farming, fishing, and forestry	0	0.0%	427	1.7%	10,385	1.6%
Construction and extraction	143	8.9%	2,424	9.5%	44,051	6.7%
Installation, maintenance, and repair	115	7.2%	1,540	6.0%	24,645	3.8%
Production	104	6.5%	2,342	9.1%	41,694	6.4%
Transportation and material moving	34	2.1%	1,832	7.1%	38,826	5.9%

Source: U.S. Census Bureau, 2005-2009 American Community Survey

When compared to Oxford County and Maine averages, Fryeburg has a higher percentage of its population employed in the management, business and financial operations, community and social service, education, building and maintenance and personal care and service occupations. It has a lower percentage of its population employed in the computer and mathematical, legal, protective service, food preparation, construction and transportation occupations and approximately the same number of residents employed in the education and healthcare occupations. Within these categories, those employed in all of the occupations are most likely employed by private companies, following by governments and non-profit organizations.

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The County Business Patterns reflects employment data reported by businesses. Thus it provides a good picture of employment activity on a countywide basis. The data is reported for the week including March 12th as that week is considered the most seasonally neutral week of the year.

The data indicates that the top three employment sectors are manufacturing, retail trade and services (when combined). Of the service sector, health care and social assistance and accommodation and food service are the most prominent. In the manufacturing sector Hunting Dearborn is very prominent and account for a significant percentage of this employment base. Retail trade employment has clusters in the larger regional economic centers in Norway and South Paris. The high percentage of employment in the accommodation and food services is a good indicator of the strong seasonal/tourism based economy of Oxford County.

Table 6-8
2011 County Business Patterns

Oxford ME **Major Industry**

NAICS code	NAICS code description	Paid employees for paid period including March 12 (number)	Annual payroll (\$1,000)	Total establishments
	Total for all sectors	14061	450183	1288
11	Agriculture, forestry, fishing and hunting	181	6102	42
21	Mining, quarrying, and oil and gas extraction	a	0	3
22	Utilities	a	946	4
23	Construction	614	24385	191
31	Manufacturing	2690	153897	58
42	Wholesale trade	499	21643	41
44	Retail trade	2043	45661	222
48	Transportation and warehousing	261	10035	43
51	Information	150	3862	27
52	Finance and insurance	338	13968	44
53	Real estate and rental and leasing	154	4487	41
54	Professional, scientific, and technical services	295	10260	73
55	Management of companies and enterprises	b	0	2
56	Administrative and support and waste management and remediation services	320	6509	55
61	Educational services	459	17371	14
62	Health care and social assistance	2829	88367	132
71	Arts, entertainment, and recreation	217	4162	34
72	Accommodation and food services	2495	27606	129
81	Other services (except public administration)	470	9524	131
99	Industries not classified	a	0	2

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NAICS code	NAICS code description	Total establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1000 or more
	Total for all sectors	1288	807	240	133	67	20	16	3	1	1
11	Agriculture, forestry, fishing and hunting	42	28	8	5	1	0	0	0	0	0
21	Mining, quarrying, and oil and gas extraction	3	3	0	0	0	0	0	0	0	0
22	Utilities	4	2	2	0	0	0	0	0	0	0
23	Construction	191	157	25	6	2	0	1	0	0	0
31	Manufacturing	58	30	9	2	7	4	4	1	1	0
42	Wholesale trade	41	25	5	6	3	0	2	0	0	0
44	Retail trade	222	103	60	47	8	1	3	0	0	0
48	Transportation and warehousing	43	32	2	5	4	0	0	0	0	0
51	Information	27	15	7	5	0	0	0	0	0	0
52	Finance and insurance	44	22	16	3	2	1	0	0	0	0
53	Real estate and rental and leasing	41	30	8	1	2	0	0	0	0	0
54	Professional, scientific, and technical services	73	58	5	8	2	0	0	0	0	0
55	Management of companies and enterprises	2	1	0	0	1	0	0	0	0	0
56	Administrative and support and waste management and remediation services	55	46	4	0	3	2	0	0	0	0
61	Educational services	14	5	3	2	1	1	2	0	0	0
62	Health care and social assistance	132	56	34	15	14	7	4	2	0	0
71	Arts, entertainment, and recreation	34	28	0	3	1	2	0	0	0	0
72	Accommodation and food services	129	61	34	16	15	2	0	0	0	1
81	Other services (except public administration)	131	103	18	9	1	0	0	0	0	0
99	Industries not classified	2	2	0	0	0	0	0	0	0	0

U.S. Bureau of Census, 2011 County Business Patterns

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Oxford County has a high percentage of its employment base in businesses with 20 or less employees. The percentages are typically amongst the highest in the State of Maine. The industries with the highest percentages include Construction, Retail Trade, Professional, Scientific and Technical Services, Health Care and Social Assistance, and Accommodation and Food Services. While the small business sector provides an economic vibrancy and diversity it is also vulnerable to volatility. Business and economic cycles can have a significant negative economic impact on small businesses that may not have the financial resources to weather these cycles.

Commuting Patterns

A significant percentage of Fryeburg residents commute within close proximity to home. In 2009 51.6% of Fryeburg residents commuted less than 20 minutes from the community. In addition, 38.3% of Fryeburg residents commuted between 20 and 34 minutes of the community.

Table 6-9

WORKERS AGE 16+ YEARS BY PLACE OF WORK

Total	1,519	100.0%
Worked in state and in county of residence	737	48.5%
Worked in state and outside county of residence	40	2.6%
Worked outside state of residence	742	48.8%

WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK

Total	1,519	100.0%
Drove alone	1,194	78.6%
Carpooled	116	7.6%
Public transportation (excluding taxicab)	0	0.0%
Bus or trolley bus	0	0.0%
Streetcar or trolley car	0	0.0%
Subway or elevated	0	0.0%
Railroad	0	0.0%
Ferryboat	0	0.0%
Taxicab	0	0.0%
Motorcycle	0	0.0%
Bicycle	29	1.9%
Walked	0	0.0%
Other means	0	0.0%
Worked at home	180	11.8%

CHAPTER 6

ECONOMY

The Future is Now!

WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK

Total	1,339	100.0%
Less than 5 minutes	34	2.5%
5 to 9 minutes	144	10.8%
10 to 14 minutes	220	16.4%
15 to 19 minutes	293	21.9%
20 to 24 minutes	216	16.1%
25 to 29 minutes	114	8.5%
30 to 34 minutes	184	13.7%
35 to 39 minutes	12	0.9%
40 to 44 minutes	0	0.0%
45 to 59 minutes	37	2.8%
60 to 89 minutes	56	4.2%
90 or more minutes	29	2.2%

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Introduction

Cultural resources are a big part of what we like about living in Fryeburg. This was evident when compiling the results of the survey. Cultural resources including historic buildings and sites, archaeological sites, parks and open spaces, views we enjoy, and 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.

There are 32 prehistoric sites known in Fryeburg, all located around Kezar Pond, Lovewell Pond, and on the floodplains or banks of the Saco River. Most of these sites are known only through the reports of avocational archaeologists (collectors) from surface collected material. Many of them represent Native American villages or farmsteads dating between about 1000 and 300 years ago. Professional archaeological survey has been limited. The Saco River banks upstream from the Swan Falls dam were surveyed approximately 15 years ago. Recently survey work was completed for the replacement of the Red Iron Bridge and Charles Stream Bridge.

Many of the sites that are known and listed need intensive survey to determine site significance. Large areas of lake shore and river floodplain need professional, systematic archaeological survey, and would need professional archaeological survey in advance of ground disturbance.

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 are two known historic archaeological sites documented by the Maine Historic Preservation Commission. There is the location of Lovewell's Fight, which is a battlefield from May, 1725 and the Harnden Saw Mill, which is a mill from the later 19th century. No professional surveys for historic archaeological sites have been conducted 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 upstream 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 of Historic Places. 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 7-1
BUILDINGS IN FRYEBURG
ON THE NATIONAL REGISTER OF HISTORIC PLACES

Building	Location	Year Built
1.Squire Chase House	768 Main Street	1767
2.Benjamin Wiley House	Fish St., North Fryeburg	1772
3.Barrows-Steadman House	4 Stuart Street	1809
4. Osgood Family House	Main Street	1810
5.District #1 School House	515 Main Street	1832
6.Marion Parsons House	479 Main Street	1838
7.(Former) Fryeburg Registry of Deeds	511 Main Street	1840
8.Main Street Historic District	Main Street	varies
9. Fryeburg Town House	Route 5	1847
10.Hemlock Bridge	Fryeburg Center Vicinity	1857
11.Church of the New Jerusalem	4 Oxford Street	1878
12. Rivercroft Farm	55, 59, 60 River Street	varies

CHAPTER 7

RECREATION AND CULTURAL RESOURCES

The Future is Now!



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 a 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).

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.

Table 7-2
NOTABLE HISTORIC BUILDINGS IN FRYEBURG

Building	Location	Year Built
1. Grange Hall	Main Street	1837
2. Universalist Church	North Fryeburg	1838
4. Admiral Peary House	Elm Street	?

Source: Fryeburg Planning Committee

Refer to the “Cultural Assets” Map for the locations of these historic sites.

There are no regulations which control the changes which can be made to the historic buildings in town. Possible threats to these historic features, such as inappropriate neighboring land uses, is simply regulated by a Land Use Ordinance standard that states that the Planning Board may require new buildings to be architecturally compatible in areas with high concentrations of historic properties. Vandalism is also a threat to the historic buildings which are not occupied and there are no limitations on the removal of historic buildings.

Fryeburg Historical Society

The Fryeburg Historical Society is an organization of volunteers interested in preserving the history and historic records of Fryeburg. The Historical Society frequently hold events and exhibits related to local history and maintains a large collection of various historical records, documents, and artifacts.

The Society purchased and has begun the restoration of the Ethel “Red” Smith House at 83 Portland Street. This building will be used to house both the museum and library.

Public Parks

There are a number of town owned and maintained parks in Fryeburg. The map titled “Parks” depicts the location of the parks noted in the following table.

Table 7-3
PUBLIC PARKS IN FRYEBURG

Park	Location	Use
1. Graustein 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	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.Abraham Krasker Bog Pond Public Landing and Conservation Area	Bog Pond Road	Boat access
13.Jockey Cap	Route 302	Hiking, climbing, views
12.Town Forest and Nature Area	Route 5	hiking

Source: Fryeburg Planning Committee Fryeburg Open Space Plan 2001



Additional Recreational Opportunities

There are numerous additional recreational opportunities beyond the public parks in Fryeburg. Notably, there is the Maine Mountain Division Trail, a multi-use trail which utilizes the land adjacent to the existing railroad tracks in Fryeburg. The trail extends 4 miles from the information booth to almost the Brownfield town line. The trail is paved and used by walkers, runners, bicyclists, cross country skiers, and snowmobilers. There is ongoing effort to complete construction of 52 miles of trail and connect Fryeburg to Portland.



Biking around the scenic roads of Fryeburg is also a popular activity. There have been numerous festivals and functions related to biking held in Fryeburg in recent years. The roads of North Fryeburg are especially popular for cyclists. The Fryeburg Bicycle Pedestrian Master Plan of 2009 outlines goals for improving and promoting walking and cycling in Fryeburg.

Additionally, there is the Fryeburg Community Recreation Complex. This is a complex, often noted as the "Field of Dreams" that contains basketball courts, baseball/softball fields and dugouts, soccer/field hockey/football fields, a picnic shelter, an informal walking path around the complex, and associated parking. This was constructed in the late 1990's. There are plans to construct a community center on a parcel of land adjacent to the existing recreation complex. The site has been logged, stumped, and graded and fundraising efforts are ongoing to obtain the funds to construct a building which will house a gym, function room, and teen center.

Conservation Lands

Significant tracts of land in Fryeburg are deemed conservation land. See the "Conserved Lands and Priority Areas" map for the location of conservation land. This land may be under the ownership of the State (typically managed by the Department of Inland Fisheries and Wildlife), under conservation easements (voluntary legal agreements by landowners that restrict the amount and type of future development on their property as they continue to own and use it), or land owned by private conservation organizations (such as the Nature Conservancy).

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RECREATION AND CULTURAL RESOURCES

The Future is Now!

The State owns a significant portion of the south easterly corner of Fryeburg that consists of numerous ponds, shorelines, streams, rivers, and wetlands. The Nature Conservancy also owns a large parcel which encompasses the summit of Mount Tom, as well as a portion of the south, east, and westerly slopes.

The Upper Saco Valley Land Trust (USVLT) has been active in recent years. The mission of the USVLT is to preserve the ecological systems and cultural values of the Upper Saco River Valley. The USVLT currently holds easements on 3 parcels in Fryeburg. The largest is a parcel of land on the easterly side of the Saco River, south of Route 302 which extends to approximately the Denmark town line. It contains shoreline of the Saco River, floodplains, wetlands, and shoreline along Pleasant Pond. The USVLT is actively seeking to increase their inventory of conserved lands and undergoing a Strategic Conservation Planning effort. (Source: Beginning With Habitat, Fryeburg Town Records, Upper Saco Valley Land Trust)

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

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RECREATION AND CULTURAL RESOURCES

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- 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 larger widespread trail system that connects abutting towns and allows people to travel long distances by snowmobile. The gas stations, restaurants, and inns in the area place signage along the trails and this helps bring business. There is a snowmobile club in Fryeburg, the Interstate Snogers, that completes trails maintenance and grooming and works with local landowners to obtain and/or maintain access for use.

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 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. 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. With expansions in their infrastructure, the fairground is increasingly used as a place to hold shows, festivals, and rallies. In recent years it has been used for car shows, flower and garden shows, camper gatherings, and weddings.

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

The Leura Hill Eastman Performing Arts Center was constructed at the Fryeburg Academy in 2009. Commonly known as the PAC, it regularly hosts professional performances as well as the schools own music and theater productions.

The Fryeburg Historical Society, the Fryeburg Library, the Pequawket Performing Arts Association, and other organizations also present lectures and performances for the public.

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ROADS, TRAFFIC, AND TRANSPORTATION

The Future is Now!

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.

The following transportation inventory presents information necessary to develop a management plan for Fryeburg's future transportation system. It begins with general information with a description of how Fryeburg residents act as users of the transportation system, followed by a summary of the characteristics of the road network, including how it is managed and how it is used, a discussion about bridges, sidewalks, and bicycle routes, a summary on Town parking, a summary of other modes of transportation available to Fryeburg residents.

Fryeburg's Transportation System Users

Data from this section comes from the American Community Survey, and the Census Transportation Planning Products. The American Community Survey is conducted every year by the Census Bureau to supplement data collected every ten years as part of the official Census count. Like the Census, The American Community Survey collects demographic information to help determine funding allocations for each state. Demographic data included in the American Community Survey is not included in the Census process. The American Community Survey invites approximately one household for every household in each community. Participants are allowed to fill out paper forms or on-line forms. The Census Transportation Planning Products takes the American Community Survey data and allows to create easy to use maps with the data.

Like most Maine communities, the automobile supersedes all other modes as the predominant mode of transportation for Fryeburg workers (77 percent of all workers). About 7 percent of all workers carpooled. While the automobile is dominant because of its convenience, it is notable that other options are very limited in Fryeburg (see alternative transportation section). The lack of choice of alternative transportation modes is a major contributing factor in determining how people and goods move from one location to another.

Table 8-1

Commuting to Work in Fryeburg – (16 years old older)		
	Total	Percent
Total Commuters	1,741	100%
Car, Truck, or Van (Drive Alone)	1,344	77.0%
Car, Truck, or Van (Carpooled)	122	7.0%
Public Transportation	-	-
Walked	98	5.6%
Bicycle	17	1.0%
Taxicab, motorcycle, or other means	3	0.2%
Worked at Home	157	9.0%
<i>Source: American Community Survey</i>		

Given the charm of many of Fryeburg's local streets, many streets are used for pedestrian or bicycle travel by Fryeburg residents, who demonstrate their appreciation for the unique scenic beauty of Fryeburg. Approximately 1.3 percent of the workforce in Fryeburg walked or biked to work. Other than census data, there is very little data to show how popular walking and biking is in Fryeburg. It often reported that the Mountain Division Trail that was recently constructed along the Mountain Division is a popular walking and biking trail for recreational purposes. In 2009, the Southern Maine Planning & Development Commission completed the Fryeburg Bicycle Pedestrian Master Plan. The plan was completed with the assistance of the Steering Committee and Stakeholder Committee. The plan was endorsed by the Selectmen in July 2010.

Table 8-2

Vehicles Available Per Household In Fryeburg		
Vehicles	Number	Percent
None	17	1.1%
One	354	23.4%
Two	643	42.5%
Three or More	500	33.0%
Total	1,514	100.0%
<i>Source: American Community Survey</i>		

A consistent traffic issue throughout Maine and the rest of the country is that traffic tends to build up during "commute hours," or times when people go to and come back from work. Approximately forty percent of people with jobs in Fryeburg have less than a fourteen minute commute to work. Nearly half have commutes between fifteen minutes and 35 minutes.

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Table 8-3

Fryeburg Travel Time to Work	Percent
Less than 14 minutes	38.50%
15 to 24 minutes	25.40%
25 to 34 minutes	21.20%
35 to 44 minutes	8.70%
60 or more minutes	6.20%
Total	100.00%

A common trend among Maine towns is that most of the people live in a town also work in the same town. This would indicate that the average commuter works close to where they live. Fryeburg is located on the border of New Hampshire and approximately 40 percent of all Fryeburg workers work in New Hampshire. Of those Fryeburg workers that work in the state of Maine, half work in Oxford County.

Table 8-4

Place of Work	
Worked in state of residence	58.90%
<i>Worked in county of residence</i>	<i>52.40%</i>
<i>Worked outside county of residence</i>	<i>6.50%</i>
Worked outside state of residence	41.10%
Total	100.00%
<i>Source: American Community Survey</i>	

Of those people that worked in the state, the following table indicates the community that they worked in. Approximately 68 percent of people lived and worked in the town of Fryeburg. Bridgton, Brownfield, Hiram, and Lovell also had between 5 to 7 percent of Fryeburg residents working in their communities.

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Table 8-5

FROM	TO	TOTAL	PERCENT
Fryeburg	Bridgton	40	5.44%
	Portland	10	1.36%
	Bethel	15	2.04%
	Brownfield	35	4.76%
	Fryeburg	500	68.03%
	Hiram	55	7.48%
	Lovell	55	7.48%
	Oxford	10	1.36%
	Stow	15	2.04%
	Total	735	100.00%

FROM	TO	TOTAL	PERCENT
Oxford County, Maine	Belknap County, New Hampshire	40	2.17%
	Carroll County, New Hampshire	1,605	87.04%
	Coos County, New Hampshire	105	5.69%
	Grafton County, New Hampshire	25	1.36%
	Hillsborough County, New Hampshire	10	0.54%
	Merrimack County, New Hampshire	25	1.36%
	Rockingham County, New Hampshire	10	0.54%
	Strafford County, New Hampshire	20	1.08%
	Sullivan County, New Hampshire	4	0.22%
	Total	1,844	100.00%

The Fryeburg Road Network

Fryeburg's transportation network consists of 81.32 miles of public roadways. There are 0 miles of interstate, 20.79 miles of state highway roads, 14.39 miles of state aid highway roads, 45.66 miles of town/seasonal roads, 0.48 miles of additional seasonal roads (refer to the "Road Network" map).

The downtown has a strong grid system that connects neighborhoods to the village, schools, and other amenities. This type of road system provides good interconnectivity throughout the town for automobile traffic, and allows pedestrians to connect with the downtown and allows for a walkable distance for most pedestrians. Fryeburg's roads are managed under a series of classifications. Road systems are grouped and classified for several reasons. Some important reasons to classify roads include:

- To design appropriate capacity, safety measures and design speed for roads.
- To guide investment priorities for roads.

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- To provide a framework for a road maintenance program.
- To guide land use related regulations and access management standards with frontage on the roadway system.

Road Maintenance

There are four different jurisdictional categories used to classify how roads are maintained: state roads, state-aid roads, local, or private. The fourth category, which is important to distinguish is private roads and indicate that they are roads that are neither maintained nor owned by the town or the state.

In 2012, MaineDOT performed several maintenance tasks in Fryeburg related to the roads. These accomplishments are listed in the table below.

Table 8-6

MaineDOT Activity Completed (2012)	
Bridge Inspection(s) Performed	2
Bridge(s) Cleaned	13
Bridge(s) Sealed	5
Bridge(s) Washed	10
Center Lane Mile(s) Patrolling and Inspecting	252.9
Drainage Structures Cleaned	63
Drainage Structures Installed or Replaced	4
Backhoe Ditching	1,650 linear feet
Bridge Rail Repaired or Replaced	4 linear feet
Brush Removed	450 linear feet
Guardrail Installed	1,420 Linear Feet
Linear Feet of Shoulder Rebuilt	3,195 linear feet
Striping Applied	128.9 miles
Minor Sign(s) Installed or Maintained	223
Person Hours of Traffic Signal Maintenance	8.5 hours
Shoulder Miles of Litter and Debris Removal	1 mile
Shoulder Miles of Sweeping	62.5 mile
Bridge Wearing Surface Repaired	35 square feet
Pavement Legend Applied	1,464 square feet
Ton(s) of Cold Patch Applied	63.1 tons

State Roads are a system of connected main highways throughout the state which primarily serve arterial or through traffic. With the exception of urban compact areas, State Highways are mostly maintained by the MaineDOT. U.S. Route 302, which extends for 8.5 miles through from the Bridgton town line to the New Hampshire state line, is plowed and maintained by the Maine Department of Transportation.

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State-Aid Highways are those highways not included in the system of the state highways which primarily serve as collector and feeder routes connecting local service roads to the arterial state highway system. Generally, State-Aid Highways in the rural area are maintained by the MaineDOT in the summer and by the town in the winter. Any State-Aid Highways in the urban compact area are maintained by the town. The State-Aid Highways in Fryeburg include Fish Street, Harbor Road, and Route 5 from Fryeburg to Lovell. MaineDOT maintains a traffic light at the intersection of Route 302 and Route 5.

Local Roads are highways not included in the state highways and state-aid highway systems, which are maintained by the towns and primarily serve as local service roads providing access to adjacent land. 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.

Functional Classification

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 local roads and streets, collectors, or arterials.

Arterials – MaineDOT defines arterials as roadways that provide long-distance connections between towns and regional centers. Volumes of traffic typically range from 5,000 to 30,000 vehicles per day. Arterials are divided between *principal* arterials and *minor* arterials. MaineDOT, in its regulating driveways and entrances on state and state-aid highways, further classifies arterials into *mobility* and *retrograde* arterials. A *mobility* arterial corridor is a rural arterial with a posted speed limit of 40 miles per hour or more that carries 5,000 or more vehicles per day for at least fifty percent of its length. A *retrograde* arterial corridor is a type of *mobility* arterial on which crash rates due to vehicles entering and existing driveways exceed the 2001 state average crash rate of such crashes. The only arterial is Route 302.

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

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additional capacity in the highway (additional lanes), (2) provide additional highways, or (3) manage the access to the existing arterial highways.

Collectors – Collectors act as connecting roads between local or residential neighborhoods and arterials. Collectors also provide an element of community aesthetics. These roadways are the locations from which many of us view our community. Traffic is *collected* from local roads and delivered to arterial roadways, which are designed for higher speed and improved mobility. Typically, traffic volumes on collector roads range from 1,000 to 5,000 vehicles per day. Like arterials, MaineDOT further divides classification of collectors into *major* and *minor* collectors. MaineDOT requires driveway and entrance permits for all collector roads. The collectors are Routes 5 and 113, Fish Street, and Harbor Road.

Local Roads – Local roads and streets provide access to individual parcels of land. Moving traffic is only of secondary importance. Volumes typically carry up to 1,000 vehicles per day. All roads not classified by MaineDOT as arterial or collectors are considered local roads. Local roads maybe be town-owned or private and it's important for towns to make that distinction. 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.

Local Roads Assistance Program

The MaineDOT has a system to help municipalities maintain local and minor collector roads. In 1999, MaineDOT adopted the Urban Rural Initiative Program (URIP). Beginning July 1, 2013 URIP became known as the Local Road Assistance Program (LRAP). The new program eliminates the *hold harmless* portion of the law. The LRAP continues to be focused on municipal aid toward highway and bridge *capital improvements*. Prior to 1999, the use of these *local road* funds was only for the *maintenance or improvement of public roads*. Since 1999, these funds must be used for *capital improvements* to local roads. The table below indicates the LRAP funding the town of Fryeburg has received and will receive during federal fiscal year 2014. All towns are receiving less funding during Fiscal Year 2014 because the total LRAP funding was reduced for Fiscal Year 2014.

Table 8-7

Fiscal Year	Funding Total
2014	\$60,244
2013	\$63,864
2012	\$63,864
2011	\$63,864
2010	\$63,864
2009	\$63,864
2009 (hold harmless amount)	\$63,864

Source: MaineDOT Local Roads Center

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Capital Improvements

There are two different entities that fund the road system in Fryeburg: the town and MaineDOT. The town of Fryeburg spends town funding on maintaining and improving local roads. There are several different sources of funding from MaineDOT that are available to Fryeburg. Beginning 2013, MaineDOT will be listing projects in a calendar year method instead of federal fiscal year. The federal fiscal year begins in October and ends in September.

MaineDOT Work Plan – The MaineDOT’s new Calendar Year 2014-2015-2016 Work Plan (Work Plan) supports the department's mission, "To responsibly provide our customers with the safest, most reliable transportation system possible, given available resources." This Work Plan contains projections of transportation resources (federal, state, other) and MaineDOT’s strategy to apply them to the planning, engineering, construction, operation and maintenance of transportation infrastructure of all modes throughout Maine. The Work Plan emphasizes focusing scarce transportation resources on existing critical infrastructure needs—primarily roads and bridges—to the greatest extent possible. Projects that are included in the MaineDOT Work Plan focus on airports, bridges, and road infrastructure.

Project ID: 017912.00

Calendar Year: 2015-2016

Scope of Work: Bridge Construction

Highway Corridor Priority: 1

Location: Fryeburg, Route 302

Description: Eddy Flats Bridge (No. 2261) which carries Route 302 (Bridgton Road) over Saco River Overflow. Located 0.2 of a mile west of Stanley Hill Road.

Estimated Funding: \$1,055,000.00

Project ID: 019109.00

Calendar Year: 2015-2016

Scope of Work: Highway Construction

Highway Corridor Priority: 1

Location: Fryeburg, Route 302

Description: Beginning 0.11 of a mile west of Stanley Hill Road and extending westerly 5.19 miles.

Estimated Funding: \$10,183,000.00

Project ID: 017280.00

Calendar Year: 2015-2016

Scope of Work: Highway Construction

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Highway Corridor Priority: 1

Location: Fryeburg, Route 302

Description: Beginning 0.11 of a mile west of Stanley Hill Road and extending westerly 5.73 miles.

Estimated Funding: \$13,009,000.00

Project ID: 022533.00

Calendar Year: 2015-2016

Scope of Work: Highway Preservation Paving

Highway Corridor Priority: 3

Location: Fryeburg, Route 5

Description: Beginning at Route 302 and extending westerly 1.5 miles.

Estimated Funding: \$335,500.00

Project ID: 022533.00

Calendar Year: 2015-2016

Scope of Work: Bicycle/Pedestrian

Highway Corridor Priority: 1

Location: Fryeburg, Main Street

Description: Design of a sidewalk on Main Street on the southerly side of Bridgton Road/Route 302 beginning at the Fryeburg Academy and extending (approximately 4,900 feet) to the Fryeburg Recreation Fields.

Estimated Funding: \$65,000.00

Municipal Partnership Initiative (MPI) – The MPI is a new program to MaineDOT that began in 2011. The program is geared towards funding projects for state and state-aid highways that often get overlooked. Municipalities that would like to participate are required to contribute at least half of the project costs. The remainder of the project will be funding with state funds. It is expected that the municipality and not MaineDOT will manage the project. MaineDOT will reimburse entities once the work is complete to the satisfaction of MaineDOT. All MPI projects must be certified by a professional engineer and have a useful life span of at least ten years. Municipalities may propose shifting long-term maintenance responsibilities as part of their share.

Asset Management

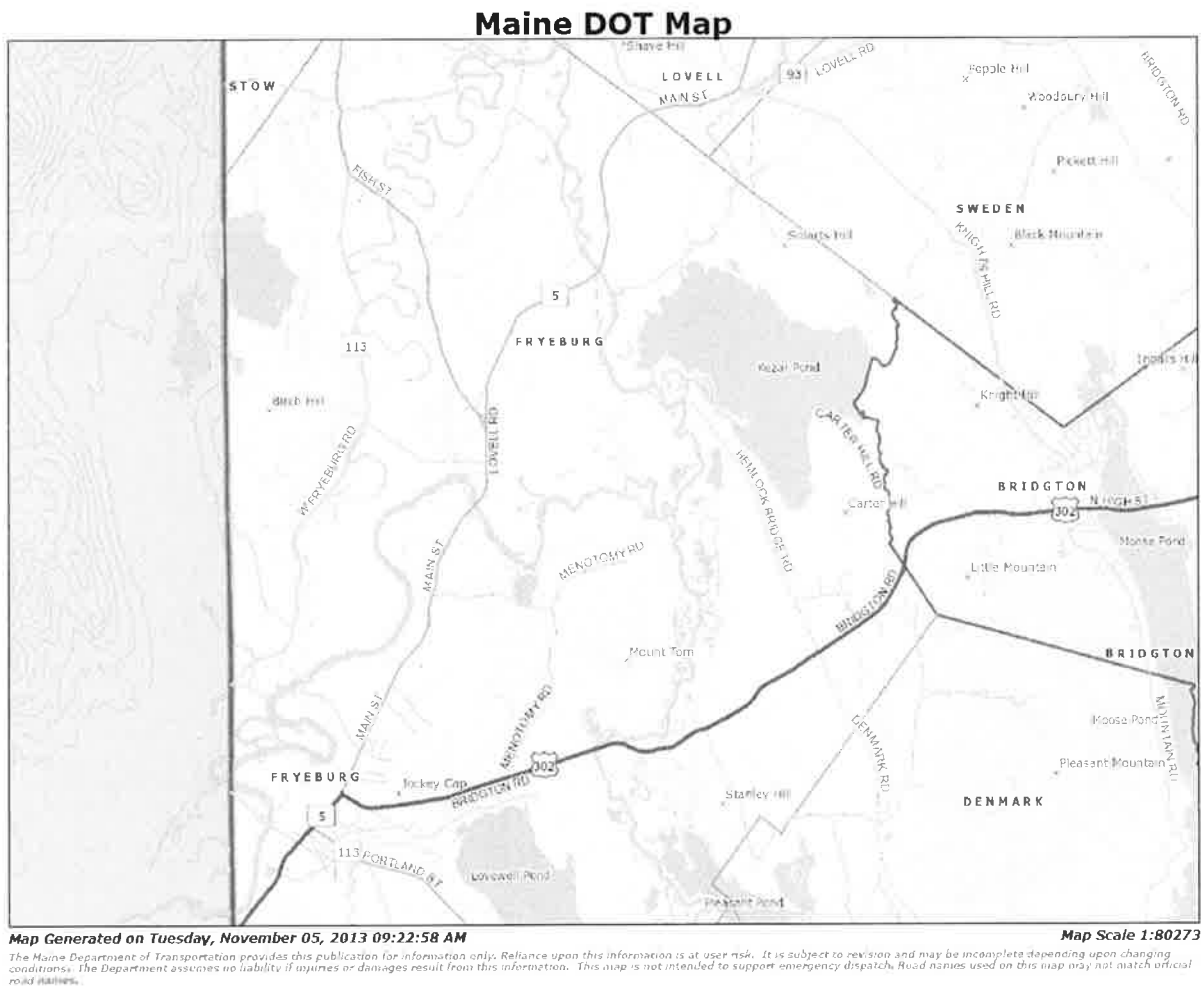
MaineDOT Map Viewer – The MaineDOT Map Viewer is an online mapping program designed for municipalities to collect a variety of transportation data. There are many functions, but the most useful functions include mapping of federal functional road classifications, bridge and

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railroad data, MaineDOT transportation projects, and Highway Corridor Priorities and Customer Service Levels. The Map Viewer can be found on the MaineDOT website. For more information, visit: <http://www.maine.gov/mdot/mapviewer>.



MaineDOT Highway Corridor Priorities – The MaineDOT Highway Corridor Priorities are based on a ranking system. The following chart outlines the priority system for the current roadway system. The Corridor Priorities are based on federal functional classification system, regional economic significance, heavy haul truck use and relative regional traffic volumes.

- Priority 1 – Route 302 (Bridgton Road)
- Priority 1 – Route 5 (Main Street) from the ME/NH state line to intersection of Route 5 and Route 302
- Priority 2 – None
- Priority 3 – Route 5 (Main Street) from intersection of Route 302 to Fryeburg/Lovell town line
- Priority 3 – Route 113 (Portland Street) from the intersection of Route 302 south

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- Priority 4 – Fish Street
- Priority 5 – Route 113 (West Fryeburg Road) from the intersection of Route 302 north
- Priority 5 – Harbor Road

Priority	Definition
Priority 1 Roads	These roads include the Maine Turnpike, the interstate system and key principal arterials like Route 1 in Aroostook County, the Airline (Route 9), Route 2 west of Newport, and Route 302. The 1,400 miles of Priority 1 roads represent only 7 percent of the miles, but carry fully 40 percent of all vehicle miles traveled in Maine.
Priority 2 Roads	These roads total about 940 miles. They are non-interstate, high value arterials that represent about 4 percent of the total miles of road but carry 11 percent of overall traffic.
Priority 3 Roads	These roads generally are the remaining arterials and most significant major collector highways. These 2,050 miles represent only 9 percent of miles, but carry 19 percent of the traffic.
Priority 4 Roads	These roads generally are the remainder of the major collector highways, often also part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities. These 1,900 miles represent about 8 percent of total miles, and carry 10 percent of the traffic.
Priority 5 Roads	These roads are 2,500 miles of minor collector highways, almost all on the state aid system. They represent 11 percent of miles, but carry only 7 percent of traffic.
Priority 6 Roads	These roads are local roads and streets, and are the year-round responsibility of our municipal partners. Though they carry just 13 percent of the statewide traffic, these 14,300 miles make up 61 percent of the total miles.

MaineDOT Customer Service Levels – Like the Highway Corridor Priorities, the Customer Service Level is prioritized on three criteria: safety, condition, and service. Each criterion has several factors that are included in the overall rating of each category. Roads and road segments are given an A-F rating with A being the best and F being the worst. To get a better idea of the customer service levels for each road/node, visit the MaineDOT map viewer program.

- Safety – Most roads in Fryeburg are classified in the A or B category. However, most of Route 302 is considered in the D category with one stretch being included in the F category.
- Condition – The majority of roads in Fryeburg are classified in the A, B, and C categories. There are a few small sections of Route 5 and Route 302 that are classified as a D and F.
- Service – Almost all roads in Fryeburg are classified in the A category, with portions of Route 113 and Fish Road classified in the C category. No roads are classified as a category D or F.

Customer Service Level	Category	Definition
Crash History	Safety	This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-off road crashes. The A-F scale compares these crash rates with the statewide average.
Paved Roadway Width	Safety	This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by Highway Corridor Priority (not new design standards). If a highway segment fails this minimum, the Safety Customer Service Levels for that segment is decreased one letter grade.
Pavement Rutting	Safety	This measure looks at wheelpath rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.
Bridge Reliability	Safety	This measure is pass/fail. If a highway segment contains a bridge with a Condition Rating of 3 or less (excluding non-overpass decks), the Safety Customer Service Level is decreased one letter grade. These bridges are safe, but may require increased inspection or remedial work that could affect traffic flow.
Pavement Condition	Condition	This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of International Roughness Index, rutting, and two basic types of cracking. The A-F scale varies by Highway Corridor Priority.
Roadway Strength	Condition	This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A-F scale is uniform across Highway Corridor Priority, since even low-priority roads must support heavy loads in Maine's natural resource-based economy.
Bridge Condition	Condition	This measure converts the 0-9 national bridge inventory (NBI) condition ratings to pass or fail; it is uniform across Highway Corridor Priority.
Ride Quality	Condition	This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A-F scale varies by Highway Corridor Priority.
Posted Road	Service	Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine's economy. Road segments that are permanently posted get a D, those with seasonal postings get a C.

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Customer Service Level	Category	Definition
Posted Bridge	Service	This measure uses load weight restrictions to arrive at an A-F score that varies by Highway Corridor Priority.
Congestion	Service	This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.

Traffic Volumes – The Average Annual Daily Traffic (AADT) is the predominant type of traffic data that is collected for Maine roadways. In some ways, traffic volume trends are an excellent way to collect the functionality of the road system. MaineDOT is responsible for conducting traffic counts for the Southern Maine Planning & Development Commission. Fryeburg is part of the Zone 1 and traffic counts are conducted every 2-3 years.

Table 8-8

				2000-2010		2005-2010	
	2000	2005	2010	Difference	Percent	Difference	Percent
SR 5/113 (Portland St) SE/O US 302 (Main)	5,400	6,200	5,150	-250	-5%	-1,050	-17%
SR 5/113 (Portland St) SE/O Oxford St	5,340	5,880	5,280	-60	-1%	-600	-10%
SR 5 (Main St) NE/O Fairview Dr	4,060	4,330	3,760	-300	-7%	-570	-13%
SR 5 (Main St) NE/O US 302 (Bridgton Rd)	5,400	5,840	4,590	-810	-15%	-1,250	-21%
SR 5 (Lovell Rd) N/O IR 1915 (Buzzell Dr)	2,150	2,170	1,800	-350	-16%	-370	-17%
SR 5 (Lovell Rd) S/O IR1914 (Stepping Stones)	3,090	3,090	2,600	-490	-16%	-490	-16%
SR 5/113 S/O IR 702 (Lyman Dr)	3,800	4,690	3,190	-610	-16%	-1,500	-32%
SR 5/113 N/O IR 2675 (Fish & Game Rd)	3,930	4,800	4,310	380	10%	-490	-10%
IR 665 (Union Hill Rd) N/O IR1318 (Harbor)		500	410			-90	-18%
IR 671 (Fish St) W/O IR 1915 (Buzzell Dr)	1,110	1,050	970	-140	-13%	-80	-8%
IR 674 (Harbor Rd) E/O SR 113 (N Fryeburg)	590	520	280	-310	-53%	-240	-46%
IR 687 (Porter Rd) S/O SR 5/113	480	390	250	-230	-48%	-140	-36%
SR 113/US 302 (Main St) NE/O Drift Rd		12,140	11,020			-1,120	-9%
SR 113 (River St) NW/O US 302 (Main St)	3,290	2,740	2,860	-430	-13%	120	4%
SR 113 (Bridge St) @ NH State Line	2,670	2,490	2,630	-40	-1%	140	6%
SR 113 (N Fryeburg) N/O IR 672 (S Chatham)	1,080	1,010	740	-340	-31%	-270	-27%
SR 113 (N Fryeburg Rd) S/O IR 674 (Harbor)	1,330	1,120	860	-470	-35%	-260	-23%
SR 113 SW/O IR 683 (Little Chatham) @ BR5697		1,230	1,110	1,110		-120	-10%
Lovewell Pond Rd SE/O US 302 (Bridgton Rd)	830	710	570	-260	-31%	-140	-20%
Oxford St E/O Smith St	680	490	390	-290	-43%	-100	-20%
Pine St NE/O SR 5/113 (Portland St)	2,370	2,480	2,430	60	3%	-50	-2%
Pine St SW/O Lovell Pond Rd		1,860	1,660			-200	-11%
Warren S SW/O SR 5/113 (Portland St)	930	920	680	-250	-27%	-240	-26%
Elm St SE/O SR 113/US 302 (Main St)	620	520	480	-140	-23%	-40	-8%
Maple St E/O US 302 (Main St)	380	450	410	30	8%	-40	-9%
IR 2021 (Haleytown Rd) SE/O US 302 (Main St)		720	680			-40	-6%
US 302 (Bridgton Rd) E/O Lovewell Pond Rd	5,740	7,300	6230	490	9%	-1,070	-15%
US 302 (Bridgton Rd) SE/O SR 5 (Main St)	5,210	6,810	5,650	440	8%	-1,160	-17%
US 302 (Main St) 0.22 MI S/O Maple @ CUL		10,290	8,960			-1,330	-13%
US 302 SW/O IR 2009 (Hemlock Bridge Rd)	3,830	3,890	4,020	190	5%	130	3%
US 302 (Main St) SW/O IR 2021 (Haleytown Rd) @ State Line	7,960	10,050	8,590	630	8%	-1,460	-15%

Source: MaineDOT

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Road Safety – Between 2010 and 2013, there were 339 crashes in the town of Fryeburg. Each year since 2008, crashes have decreased between 18 and 29 each year.

Table 8-9

Town	2008	2009	2010	2011	2012	2013	Grand Total
Fryeburg	76	58	50	47	54	54	339

MaineDOT has a system that it uses to rate crash locations throughout the state called the *High Crash Locations*. High Crash Locations are given greater attention for funding projects by MaineDOT for their safety programs. In order to qualify, High Crash Locations must be at locations that have had at least eight crashes in the same location for a three-year period. It also must exceed the Critical Rate Factor of crashes. A Critical Rate Factor is the average expected rate of crashes for a location (based on statewide data of similar crashes). In Fryeburg, there was one identified crash location for the three-year period analysis of 2006-2008. The High Crash Location was located at the intersection of Main Street and Maple Street. There were no High Crash Locations identified in the three-year period of analysis of 2008-2012.

Intersection	Total Accidents	Injury Crashes	Number of Injuries	Critical Rate Factor	Ranking State/County
Main Street and Maple Street	8	8	5	1.24	142/13

1. Bridges, Sidewalks, and Bicycle Routes

Bridges: There are sixteen bridges in the town of Fryeburg. All sixteen bridges are owned and maintained by MaineDOT. Information on these bridges is provided in the table below. Bridge condition is monitored every two years and given a Federal Sufficiency Rating (FSR). Each FSR has a numeric indicator of the overall value of the sufficiency of the bridge. A rating will be from 0-100 (0 indicates the worse and 100 indicates the best). FSR is computed with a federally supplied formula using an array of condition and inventory data. The formula is used to identify bridges eligible for federal funding. The FSR includes both structural deficiencies as well as functional obsolescence. This rating gives an overall value of the sufficiency of the bridge. Since functional obsolescence (too narrow or low weight capacity) may account for a large portion of the rating, one should not assume that a low sufficiency rating means the bridge could fail.

Table 8-10

Bridge Name	Bridge Number	Federal Sufficiency Rating
Shortridge	2765	50.9
Canal	2121	91.8
Charles River	2151	100
Eddy Flats	2261	34
Little Pond	2464	2.8
Little Saco	2470	65.8
Hemlock	1004	58.2
Red Iron	2708	38.7
Stevens	5697	80
Toll	2866	88.2
Walkers	2908	87.9
Weston	2933	81.6
Kezar Outlet	3694	64
Crick Brook	2695	100
Kimball Brook	5573	61.6
Osgood	2635	87.9

The Red Iron Bridge is located on McNeil Street Fryeburg and crosses the Old Course Saco River. MaineDOT maintains the Red Iron Bridge. In 2011, MaineDOT closed the bridge to traffic. A Memorandum of Understanding was signed by both MaineDOT and the town of Fryeburg that where MaineDOT would repair or replace the Red Iron Bridge and split the costs with the town. If the town of Fryeburg decided not to repair or replace the bridge, MaineDOT would fully fund the costs of removing the bridge. The residents voted in November 2013 not to repair or replace the Red Iron Bridge.

The following bridge projects are listed in the MaineDOT 2013-2014-2015 Work Plan:

Project ID: 139109.00

Calendar Year: 2015-2016

Scope of Work: Bridges Other

Highway Corridor Priority: 6

Location: Fryeburg, Red Iron Bridge

Description: Red Iron Bridge (No. 2708) which carries McNeil Road over the Old Course of the Saco River. Located 0.01 of a mile north of Thurston Road.

Estimated Funding: \$200,000.00

Sidewalks & Bikeways – The Fryeburg Bicycle Pedestrian Mater Plan outlines policies and actions the Town of Fryeburg can adopt to improve and promote walking and cycling as legitimate modes of transportation. It provides a prioritized list of complimentary bicycle and pedestrian projects and programs, and potential funding avenues with which to implement them. It was developed over the course of a year through the coordinated efforts of a dedicated steering

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committee, input from the public through a series of meetings and surveys, the Town of Fryeburg, and Southern Maine Planning & Development Commission.

The plan includes a vision of how people would like to see the town of Fryeburg:

The Town of Fryeburg will develop an interconnected bicycle and pedestrian infrastructure where residents and visitors alike have a safe and convenient option to meet their recreation and transportation needs. The Town recognizes that biking and walking are clean, healthy and affordable forms of transportation that can stimulate economic growth and as such, will work to create a seamless barrier free network that will enhance the overall quality of life for its citizens and visitors.

Mountain Division Trail: MaineDOT has constructed a multi-purpose trail next to the Mountain Division Trail in Fryeburg. The goal is to construct a trail next to the Mountain Division that will connect Fryeburg to Portland. While there no counts on the number of people that use the trail, it is often reported that the trail is very popular. The trail begins at the Visitor Center on Route 302 and ends at Eastern Slopes Regional Airport.

Pedestrian Network: Pedestrians are a part of every roadway environment, and attention should be paid to their presence. Sidewalks are the primary facility provided to meet their needs, and care must be taken when designing a pedestrian network to account for all users. This includes children, the elderly, parents with strollers, and pedestrians with physical disabilities and impairments that require the use of wheelchairs and other assistive devices. There are two key pieces of federal legislation that impact the planning and construction

Pedestrian Generators: Fryeburg's primary pedestrian district is the village center. The area includes local shops, restaurants, parks, and municipal services including: the post office, public library and the Town Hall. Results of the survey completed for this study show that many Fryeburg residents walk or cycle at least three times a week to the village center to run errands. The Town's four schools, all located in the village center, (identified in Chapter 1 of the Fryeburg Bicycle Pedestrian Master Plan) also attract large numbers of pedestrians, particularly at certain times of day. Other popular pedestrian destinations include the Recreation Fields on Route 302, Weston's Beach on River Street and the Fairgrounds on Route 5. The Town's 11 parks (identified in chapter 1 of Fryeburg Bicycle Pedestrian Master Plan) are also common destinations for both cyclist and pedestrians. Fryeburg's residential neighborhoods are also popular with residents who walk for health and fitness purposes. And finally, there are two elderly housing complexes; one located just off Route 5 south of the Fairgrounds and one on Pequawket Lane off Lovewell Pond Rd.

Existing Pedestrian Infrastructure: The following table is taken from the Fryeburg Bicycle Pedestrian Master Plan and provides details about the existing Fryeburg pedestrian infrastructure.

Table 8-11

Table 3.1 Existing Sidewalk Features

Roadway	Existing Sidewalk	Location	Type & Width	Condition	ADA Compliant	Continuous Lighting
Main St (Rte 5/113/302)	Y	East side only	5' - Concrete	Good/Fair	N	Y
Portland St. (Rte 5/113)	Y	Main St to Pine St both sides (south side terminates just past Pine St.)	5' Concrete	Good/Fair	N	Y
Portland St. (Rte 5/113)	Y	Pine St - Porter St. North side only	Separated bituminous path	Fair	N	N
Bradley St.	Y	North side only	6' Concrete	Good	N	Y
Pine St.	Y	West side	Concrete	Poor	N	Y
Elm St.	Y	South west side	Concrete	Poor	N	Y
Oxford St.	Y	Main St- Warrant St	Concrete	Fair	N	Y
Warren St.	Y	Portland St - Oxford St	Concrete	Poor	N	N

Pedestrian Deficiencies: It is not unusual for a rural community to have a limited sidewalk network that functions quite well where traffic volumes are low. However, as a community's population grows and traffic volumes increase, the lack of sidewalks presents a new challenge. Fryeburg has many neighborhoods where sidewalks abruptly end or loops are incomplete. Also, there are key locations that are not readily accessible by a sidewalk (businesses, parks and amenities on the west side of Main St). It is also important to remember that sidewalks are especially important around schools, parks, libraries and other destinations where children play and visit. Key locations that do not have sidewalks are:

- Route 302, connecting Molly Ockett Middle School to Main Street and the recreation fields.
- River Street leading to Weston's Beach
- Main Street heading west out of town toward the ME/NH State line
- Main Street's west side
- Maple Street
- Pond Street
- Fair Street
- Ice House Road
- Pleasant Street
- Lovewell Pond Road leading to Skilling's Park

Sidewalks that end abruptly or are discontinuous include, but are not limited to:

- Portland Street sidewalk on its south side ends shy of Eastman's Grove forcing pedestrians to walk in the travel way to get to the park
- Oxford Street sidewalk abruptly ends at the intersection of Warren Street and does not continue on to Eastman Grove and Portland Street.
- The sidewalk on Main Street stops short of the Fairground; and
- Warren Street sidewalk ends abruptly at Oxford Street but should continue to Elm Street

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Locations where multiple curb cuts are in close proximity to one another can lead to confusion about where sidewalks end and become a safety concern because the potential conflicts between pedestrians and vehicles increases. Examples include:

- The intersection of Main Street with Portland Street; sidewalk delineation becomes unclear.
- Pine Street behind the SAD office building
- Along the entire north side of Main Street

A significant portion of the existing sidewalk network falls short of meeting modern ADA standards, including curb ramps, cross slopes, and truncated domes at crosswalks. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps, and roadway crossings up to a set of specified standards when constructing new facilities or making modifications within existing public rights-of-way. According to ADA, additions and alterations to existing facilities shall comply with R202.3. Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or modifications of structural parts or elements of a facility.

Table 8-11

Table 4.2 Pedestrian Related Recommendations

Location	From	To	Treatment	Priority
Main St	Hidden Pine Rd	Old Shoe Factory	New sidewalk	High
Rte 302	Main St	Recreation Fields	New sidewalk	High
River St	Main St	Weston's Beach	New sidewalk	High
Rte 5	Swans Fall	Fairgrounds	New sidewalk	High
Rte 302	Molly Ockett Middle School		Signalized Crosswalk	High
Portland St	Pine St	Eastman's Grove	New sidewalk	High
Rte 302	Old Shoe Factory	Visitors Center	New sidewalk	Med
Rte 302	Molly Ockett Middle School	South side of Route 302	Pedestrian Tunnel/Overpass	Med/Low
Elm St	End	End	Repair sidewalk	Med
Ice House Rd	Pine St	Lovewell Pond Rd	New sidewalk	Med
Maple St	Main St	Elm St	New sidewalk	Med
Power lines	Molly Ockett Middle School	Fairgrounds	New walking trail (unpaved)	Med

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Main St	River St (West side)	Fryeburg Academy	New sidewalk	Med
Main St @ Portland St	Rte 113	At Main St	Signal and Crosswalk upgrade	Low
Lovewell Pond Rd	Rte 302	Meadow Lane	New sidewalk	Low
Stuart	Main St	Pine St	New sidewalk	Low
Smith St	Main St	Mt Division Trail	New sidewalk	Low
Rte 113	Porter Rd	Deerborn Drive	New sidewalk	Low
Rte 113	Porter Rd		New Cross walk	Low
Oxford St	Warren	Portland St	New sidewalk	Low
Woodlands	Rte 5	Powerline Trail	New sidewalk	Low
Fairview Dr	Rte 5	Powerline Trail	New sidewalk	Low
Portland St	Pine St	Eastman Grove	New sidewalk	Med

Bicycle Network: Bicyclists have the same mobility needs as any other road user. Increasingly land use and transportation planners are recognizing the bicycle as a viable transportation mode. While recreation is still the primary use of the bicycle, more people are beginning to cycle as a way to commute to work and run errands. Cyclists should be included in phases of transportation planning including new road design, construction, and rehabilitation.

Bicycle Generators: Fryeburg's bicycle community primarily cycles for recreational purposes, although there is a small (but expanding) dedicated group of riders that cycle for transportation. Key locations where people cycle for recreation are along some of the region's more scenic routes, including Route 113 to the north of town, off-road trails and paved local roads along Route 5 to the north, and Route 302 south of town into New Hampshire. The Fairgrounds, Weston's Beach, Recreation Fields and Town Forest, along with the other parks are all popular destinations in the summer. Local shops, restaurants, and municipal services including: the post office, public library and the Town Hall are all places where cyclists visit on a daily basis to run errands.

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Proposed Bicycle Infrastructure Recommendations:

Table 8-12
Table 4.3 Proposed Bicycle Related Improvements

Project	From	To	Treatment	Priority
River St	Main St	Weston's Beach	Paved shoulder	High
Main St (Rte 5)	River St	Fairgrounds	Striped bike lanes	High
Rte 302 (Main St)	River St	Visitors Center	Paved shoulders with striped bike lanes	High
Sign Packages*	Various	Various	Designated bike routes	Med
End of Trip Facilities	Town parks, Weston's Beach, Recreation Center & Fairgrounds	Recreation Fields & Fairgrounds	Bike racks and lockers	Med
Rte 302	Main St	Recreation Fields	Striped bike lanes	Med
Rte 302	Recreation Fields	Town Line	Paved Shoulders	Med
Rte 113	Power Rd	Airport Access Rd	Paved Shoulders	Med

Proposed Bicycle Routes:

Table 8-13
Table 4.4 Proposed Signed Bike Routes

Route #	End Points	Via
Route 1	Weston's Beach Loop via Eastman's Grove	Main St, Bog Pond Rd, Menotomy Rd & Lovewell Pond Rd
Route 2	Visitors Center Loop	Haley Town Rd & Mt Division Trail/Rte 113
Route 3	Rte 113 Loop via Weston's Beach	River St, W Fryeburg Rd, Fish St & Main St
Route 4	Town Forest Loop	Corn Shop Rd, Rte 113, Harbor Rd, McNeil Rd, Fish St & Rte 5
Route 5	McNeil Rd to Rte 302	Frog Alley
Route 6	Town Forest & Rte 302	Power lines (off road trail)

Proposed Pedestrian and Bicycle Policy Recommendations:

Table 8-13

Table 4.5 Proposed Policy Recommendations

Policies and Programs	
Funding	Budget on an annual basis, funds for: <ul style="list-style-type: none"> ▪ Construction of new sidewalks and bicycle amenities ▪ Maintenance and repairs of existing sidewalks
Planning	Update Town ordinances to include standards for sidewalks, and bike facilities. Through the Comprehensive Planning process identify existing town properties, utility lines and rail lines with the intent to expand the bicycle and pedestrian network.
Education	Work with the school and recreation department to incorporate bicycle and pedestrian programs geared toward health and safety into the curriculum. Use print and web resources to educate bicycles, motorists and pedestrians on how to share the road safely.
Safety	Establish a free bicycle helmet program through the use of federal grants and private partnership funding.
Enforcement	Targeted enforcement to focus on key issues such as speeding, parking on sidewalks, and failing to pass cyclist safely. Having Police patrol on bikes.

Maine Bicycle Laws: Maine bicycling laws generally give bicyclists the same rights and responsibilities as motor vehicle operators. Bicyclists may use public roads, and they must obey traffic laws such as stopping at red lights and stop signs, yielding to pedestrians at crosswalks and yielding to traffic when entering a road from a driveway. Motorists are required to give at least three feet of clearance when passing bicyclists.

2. 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.

3. Other Modes of Transportation

Public Transportation: In the past, Western Maine Transportation Services (WMTS) provided transportation to the Fryeburg region. In 2013, MaineCare has a new brokerage system for non-emergency transportation services. People in Fryeburg with MaineCare who are looking for transportation services, must call a brokerage service to arrange the ride. The brokerage system for Fryeburg is handled by Logisticare Solutions, LLC.

Railroad: **MaineDOT owns the** Mountain Division 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, there are no freight and passenger services along the Mountain Division. MaineDOT has restored the tracks on the portion of the Mountain Division in Gorham and Windham and will restore tracks in Fryeburg in the future.

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 2006 *Maine Aviation Systems Plan*, the facility is considered a Level III airport. Level III airports can accommodate all single-engine and some twin-engine general aviation aircraft but cannot accommodate scheduled commercial services

The following airport projects are listed in the MaineDOT 2013-2014-2015 Work Plan:

Project ID: 022786.00

Calendar Year: 2015-2016

Scope of Work: Airports

Highway Corridor Priority: N/A

Location: Fryeburg, Eastern Slopes Airport

Description: Design and Permitting for a Hanger with a Terminal Building Area at the Eastern Slopes Regional Airport (IZG).

Estimated Funding: \$123,600.00

Project ID: 020593.00

Calendar Year: 2014/2015

Scope of Work: Airports

Highway Corridor Priority: N/A

Location: Fryeburg, Eastern Slopes Airport

Description: Construction of a Hanger with a Terminal Building Area at the Eastern Slopes Regional Airport (IZG).

Estimated Funding: \$257,500.00

4. Pequawket Trail Scenic Byway

CHAPTER 8 ROADS, TRAFFIC, AND TRANSPORTATION

The Future is Now!

Declared a state designated scenic byway in 2007, the Pequawket Trail Scenic Byway is located on Route 113 between Standish and Fryeburg. The scenic byway parallels both the Saco River and the Mountain Division rail with trail. The name of the scenic byway comes from the Sokokis Indian Tribe that once lived in Fryeburg and the surrounding communities.

Scenic Byways are corridors that have at least one out of six intrinsic resources identified. These intrinsic resources include: historical resources, archeological resources, cultural resources, recreational resources, scenic resources, and natural resources. The town of Fryeburg has all six intrinsic resources along or near the scenic byway. Scenic Byways encourage visitors and residents to explore the history and important resources in that region. Fryeburg has some of the more important resources of the Pequawket Trail Scenic Byway and they include the Fryeburg Fair, historic downtown, and plenty of recreational opportunities to bike, hike and canoe.

The Scenic Byway is a partner of the Route 113 Corridor Committee, which involves all the communities along the Route 113 Corridor. In 2013, The Route 113 Corridor Committee approved the Pequawket Trail Scenic Byway's Corridor Management Plan. The Corridor Management Plan outlines the resources along the Pequawket Trail Scenic Byway as well as recommendations on how to encourage people to explore the scenic byway. Some of the key recommendations for Pequawket Trail Scenic Byway and the town of Fryeburg include:

- Develop a **Byway brand**, including logo and slogan.
- Develop a unified system of **interpretive signs and informational kiosks**.
- Incorporate **GPS/Smartphone Technology** into marketing materials.
- **Develop thematic tours** along the Byway, both guided/narrated or self-guided options, highlighting cemeteries, historic buildings, Native Americans, or geocaching.
- **Fryeburg Rest Area:** Poland Springs is willing to supply picnic tables and portable toilets plus general maintenance in the summer months.
- **Increase access to Sebago Lake and the Saco River** in Standish through opportunities for aquatic recreation and construction of a boat launch, public beach, lodging, and snack bar or restaurant.
- **Promote access to existing natural resources**, including hunting, hiking, apple orchards, and farmlands.
- **Offer additional guided tours, rental equipment, and lessons** in Fryeburg to take advantage of the area's natural attractions, e.g., cross country skiing, hiking, snowshoeing, rock climbing, bicycling.
- Identify potential **candidates for the National Register of Historic Places**.
- **Maintain a listing of all the historic buildings**, including property, property owner and condition.
- **Recognize historic landmarks** with placards or markers.
- **Update architectural/archeological surveys** in cooperation with the Maine Historic Preservation Commission.
- Support expansion of **creative enterprises** in basements and barns, such as arts, crafts, food, and furniture.
- Establish a **Crafter's Guild or Co-Op** where artists could display and sell their products to the public.

CHAPTER 9

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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.

Fire Department

Staffing and Responsibilities

The Fryeburg Fire Department consists of a fulltime Fire Chief and 33 call staff. In addition to the main purpose of fire protection, the Department gets calls a variety of issues such as downed power lines, floods, motor vehicle accidents and road closings.

While the Department provides service to the whole community, they do get assistance for calls in North Fryeburg from Saco Valley Fire. Saco Valley Fire is a private department that is located in North Fryeburg and is paid by the Town to assist the Fire Department in the north part of town.

The Department currently has Mutual Aid agreements with all Oxford County Towns and 3 Cumberland County Towns.

Call Time and Number of Runs

The average call response time is 6-8 minutes. The number of runs for years 2008-2013 spans from a low of 107 to a high of 153 with the last three years being the busiest of the 6 years.

The following table provides a breakdown for the number of runs between 2008-2013.

Table 9-1
Number of Runs

Years	Number of Runs
2013	140
2012	131
2011	153
2010	107
2009	115
2008	122

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Facilities

The Department has been in the main station at 520 Main Street since 1976. The structure presents height limitations issues and there is need for more training, storage and office space. The driveway needs to be redone, the siding is falling off the building and the septic is old and going to need replacement within a few years.

The second station is located in East Fryeburg at 16 Denmark Road. This facility houses 2 engines and a forestry Jeep. There is also 10,000 gallons of underground water storage on site. This station was originally built in 1984 with an additional bay added in 1999. The facility will need new roofing and the driveway redone in the near future.

Table 9-2
Department Facilities

Station Location	Condition	Needed improvements over next 10 years	Estimate costs of needed improvements
520 Main St.	Fair	Listed above	Do not Know at this time
16 Denmark Rd.	Good	Listed above	Do not know at this time

Current and Future Capacity

In order to serve the community over the next 10 years, it is projected that Department will need to replace an Engine as well as complete building updates.

Police Protection

Staffing and Responsibilities

The Fryeburg Police Department consists of 6 fulltime positions (Chief, Lieutenant, Detective Sergeant, 3 patrol officers), 10 Reserve Positions and 3 seasonal Traffic Officers.

In addition to regular duties, the Police Department undertakes a variety of roles and activities including:

Domestic follow-ups, Drug collections, Counseling, Saco River, River Rescue, Traffic Direction, Guidance for raising your children, Rescue Calls, Fire Calls, Traffic direction, Details for line painting, School programs as requested, Assist school staff with problem children, Building checks, Flags raising, Gate closing road checks, Dead animals in road, Animals in houses, House inspections, Well being checks, and other tasks.

Calls and Responses

Incoming calls are received in the office or through the Oxford County Sheriff's office. The average call response time is 5-10 minutes

The table below (Number of Actions) provides the number of Complaints Investigated, Accidents, Written Traffic Warnings and Civil & Traffic Summonses. The number of

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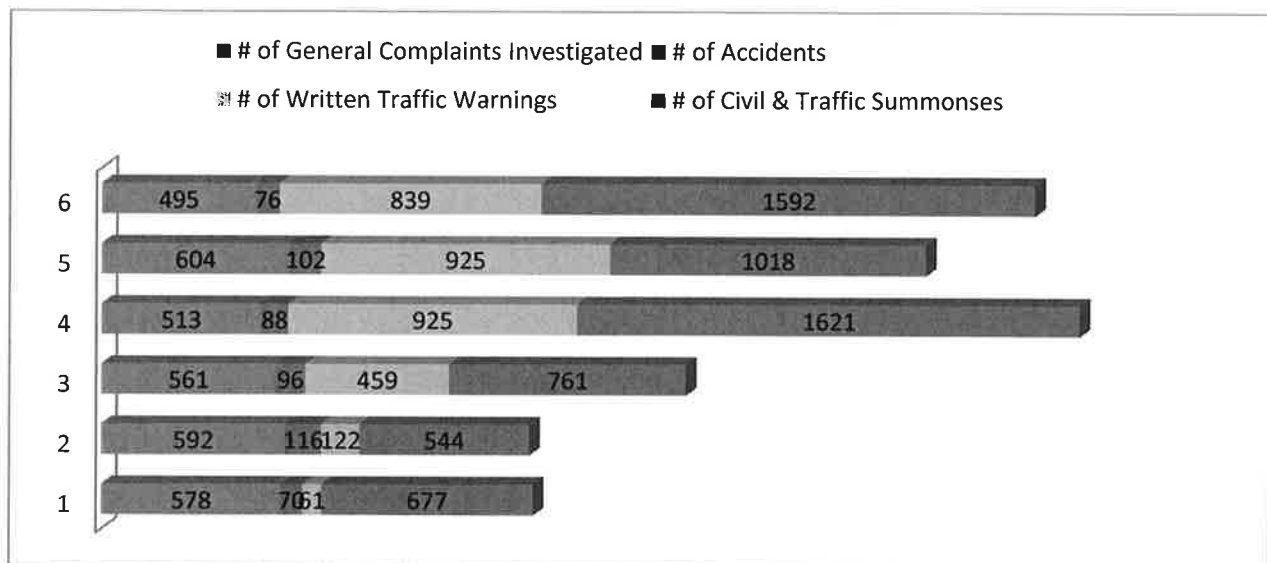
The Future is Now!

Complaints Investigated is consistent with prior years. The number of Accidents for 2013 is the lowest in the last 6 years.

Table 9-3
Number of actions: 2008-2013

Year	# of General Complaints Investigated	# of Accidents	# of Written Traffic Warnings	# of Civil & Traffic Summonses
2013	578	70	61	677
2012	592	116	122	544
2011	561	96	459	761
2010	513	88	925	1621
2009	604	102	925	1018
2008	495	76	839	1592

Number of actions: 2008-2013



Facilities and Capital Equipment

The Fryeburg Police Department facilities are found at three locations: Rescue Building @ 89 Bridgton Road, Old Town Garage on Oxford Street and the old Town Office on Main Street. The table below (Department Facilities) describes the condition of the three locations as poor with all three as needing improvements over the next 10 years. The proposed Public Safety Building would address the needed improvements.

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Table 9-4
Department Facilities

Station Location	Condition	Needed improvements over next 10 years	Estimate costs of needed improvements
Rescue Building 89 Bridgton Road	Poor	Next 3-4 years	\$250,000.00 our share of a possible Public safety Complex
Town Garage Oxford Street	Poor	yes	Included in new public safety complex
Old Town Office Main Street	Poor	Yes	Included in new public safety complex

The table below (Capital Equipment) lists the Department's capital equipment, condition and replacement issues for the next ten years.

Table 9-5
Capital Equipment

Items	When Attained	Replacement Issues and Cost
<i>Pistols</i>		
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00

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		\$800.00
Glock 31	purchased 2004	Good shape repairable as needed basis \$800.00
Glock 33	purchased 2004	Good shape repairable as needed basis \$800.00
Beretta 9mm	purchased 1990	Good shape repairable as needed basis \$800.00
<i>Shotguns</i>		
Mossberg M590A1	purchased 2004	Good shape repairable as needed basis \$500.00
Mossberg M590A1	purchased 2004	Good shape repairable as needed basis \$500.00
Mossberg M590A1	purchased 2004	Good shape repairable as needed basis \$500.00
Mossberg M590A1	purchased 2004	Good shape repairable as needed basis \$500.00
Mossberg 500	Broken	No need to replace
Mossberg 500	purchased 1989	No need to replace
New England Arms	purchased 2006	No need to replace
<i>Rifles</i>		
Winchester M-14	purchased 1994	Military No replacement
Winchester M-14	purchased 1994	Military No replacement
Winchester M-14	purchased 1994	Military No replacement
Colt M16	purchased 2013	Military No replacement
<i>Less than lethal</i>		
Pepperball Launchers	purchased 1994	Good shape repairable as needed basis \$500.00
Pepperball Launchers	purchased 1994	Good shape repairable as needed basis \$500.00
6 Ballistic body armor	2003 to 2011	4 replace at this time looking at grants \$800.00 each (50% grant if available \$400.00 each)
<i>Patrol Bikes</i>		
Fuji	purchased 2005	Good shape repairable as needed basis \$500.00
Fuji	purchased 2005	Good shape repairable as needed basis \$500.00
<i>Computers</i>		Working on Grants

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4 Desktop	purchased 2010	Needs replacement \$1000.00 each
1 server	purchased 2008	Server being replaced this year 2014 @ \$1,400.00
1 switch	purchased 2008	Needs replacement \$1000.00
3 useable laptops	purchased 2005	Needs replacement \$1000.00 each
2 non usable laptops	purchased 2000	Working on replacing with grant this year 2014
Epson Projector	purchased 2004	No need for replacement
<i>Printers</i>		
HP Laser Jet 3600	purchased 2007	Working to replace 2014 through grants
Dymo Label Writer	purchased 2007	No need for replacement
9 Portable Radios	Date Purchased 2004	No need for replacement Maintenance \$200.00 each
<i>Cameras</i>		
Kodak Easy Share	purchased 2006	No need for replacement
Canon Rebel XTI	Broken	Replacement \$500.00
Vivitar X029	purchased 2006	No need for replacement
Vivitar X029	purchased 2006	No need for replacement
Vivitar 8018	purchased 2010	No need for replacement
Vivitar 8019	purchased 2010	No need for replacement
Canon T50	purchased 1989	No need for replacement
<i>Watercraft</i>		
02 Yankee Airboat	purchased 2002	No need for replacement
04 Go-Devil	purchased 2004	No need for replacement
Go-Devil Motor	purchased 2004	2-3 years replacement 6,000.00
Go-Devil Motor Broken	purchased 1998	No need for replacement
02 Lowe Jet Boat	purchased 2013	Lower unit repair \$800.00
<i>Trailers</i>		
01 Yacht Snowmobile	purchased 2007	No need for replacement
04 MCCL/Go-Devil	purchased 2004	No need for replacement
02 HMDE Airboat	purchased 2002	No need for replacement
02 Yacht jet boat	purchased 2013	No need for replacement
<i>Vehicles</i>		
2013 Crown Vic	purchased 2013	2-3 years or 100,000
2013 Crown Vic Blue	purchased 2013 leftover	3-4 years or 100,000
2011 Ford F150	purchased 2011	1-2 years or 100,000

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87 HMMVV	purchased 2013	No replacement Military
Equipment/Cruisers		
2013 Crown Vic	purchased 2013	upgrades as needed with new purchase
New 2013 Crown Vic	purchased 2014	upgrades as needed with new purchase
2011 Ford F150	purchased 2011	upgrades as needed with new purchase
6 Mobile Radios	purchased 1999	maintenance upgrade and service \$350.00 each
6 Flashlights	purchased 2007	No need for replacement as needed \$150.00 each
2 light bars	purchased 2004	2-3 years \$2000.00 ea as cruisers are replaced
1 low profile	purchased 2013	No need for replacement 6-8 years
3 Control panels	purchased 2004	2-3 years \$1000.00 ea as cruisers are replaced
1 watchguard cruiser video	purchased 2004	2 Needs replacement \$4,700.00ea working on grant
2 wearable videos	purchased 2013	add 2 new replacement as needed \$850.00 each

Current and Future Capacity

The Department has the capacity to serve the current needs of the Town. It is projected that the Department will have to increase its staff and modernize its equipment as the area grows around, and within, Fryeburg. The projected need is for 2 additional staff people, at \$70,000 per officer including equipment.

Rescue

Staffing and Responsibilities

Fryeburg Rescue Association is a volunteer service that administers emergency medical care to the towns of Fryeburg, North Fryeburg, Brownfield, Lovell, Stow, Chatham & East Conway. Fryeburg Rescue is a separate entity that is not operated as a town department.

Calls and Responses

Incoming calls are received through the Oxford Regional Communications Center. For the 5-town area of Fryeburg, North Fryeburg, Brownfield, Lovell and Stow. The following table provides a breakdown of response times from the Fire station located on Route 302 next to town hall

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Table 9-6
Response Time

Minutes	# of Runs	% of Runs
0 - 5	341	44.06%
6 - 10	161	20.80%
11 - 15	151	19.51%
> 15	90	11.63%
Unknown	31	4.01%
Total	774	100%

The table below (Number of Service Runs) provides the number of runs for the five town area (Fryeburg, North Fryeburg, Brownfield, Lovell and Stow) and for Fryeburg for years 2008-2013. The number of service runs for Fryeburg increased 25% between 2008 (364 runs) and 2013 (482 runs).

Table 9-7
Number of Service Runs: 2008-2013

Year	Number of Runs: Total	Number of Runs: Fryeburg	% of Runs for Fryeburg
2013	774	482	62%
2012	757	448	59%
2011	671	434	65%
2010	634	409	65%
2009	588	386	66%
2008	577	364	63%

Facilities

In 2010 the town transferred the rescue building and the land which it sits on to the Fryeburg Rescue Association. The Fryeburg Rescue facility is described as being in good condition but that the Service has outgrown the facility and that the facility will need to be expanded in the next ten years.

Capital Equipment

The Rescue Service has indicated that trucks are replaced every 5 years so that no one truck is older than 15 years. These vehicles are owned by Fryeburg Rescue.

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Current and Future Capacity

The Rescue Service has indicated that it has the vehicular capacity to service the current and future (10 years) needs of the Town of Fryeburg, however; additional space is needed for the equipment and peripheral function that the building.

Town Office

Staffing and Responsibilities

The Fryeburg Town Office consists of a full time Town Manager, Financial Director, Clerk, Deputy Clerk, Office Clerk, and Code Enforcement Officer/Assessors' Agent.

There 3 elected Selectmen that serve 3 year terms. There are numerous other Board and Committees whose members are appointed by the Selectmen.

Facilities

The Town Office at 16 Lovewell Pond is open to the public 5 days per week for business. The Town Office is also used to hold meetings. When larger crowds are expected, then the meetings may be located at the Rescue Building, American Legion, or Fire Station. Town Meetings have recently been held at the Fryeburg Academy Performing Arts Center.

The Town Office has been at its current location since 1987. The current building presents issues with its limited size; there is a need for more office space, storage space, meeting areas, and waiting area space for the public. The building also needs upgrades to be ADA compliant.

The Town owns numerous other properties, such as the American Legion and "Nissan building" off Bradley Street, the old Town Garage on Oxford Street, the Old Town Hall on Lovell Road, the former Historical Society red brick building on Main Street, among others. Many of these buildings are used for storage for the various Town Departments and are in need of many repairs and upgrades.

Library

Staffing and Responsibilities

The Fryeburg Public Library consists of a full time Librarian and a part time Assistant Librarian.

Services offered at the Library include: AARP Senior Driving Safety class, Children's Summer Reading Program, fax and coping services, Inter Library Loan Services, large print books, book clubs, writer's groups, story time, meeting rooms, tax preparation services, ancestry service, Portland Public Library cards, and WiFi.

Facilities

The Library is located at 515 Main Street. The granite building, built in 1832 was originally the village school house for Districts #1 and #2. In 1903, the new village school, The Charles A. Snow School, now the administrative offices of SAD #72, was completed and the town voted to

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give the Stone House to the Women's Library Club for \$1. The building was listed on the National Register of Historic Places in 1984.

While well maintained, the Library is in constant need of work and upgrades to keep the old building functional. The building also needs upgrades to be fully ADA compliant

Public Works

Staffing and Responsibilities

The Public Works Department consists of a full time Public Works Director, 3 full time road crew members, and part-time seasonal (winter and summer) positions.

Facilities

The Town Garage and salt shed was built in 2003 at 165 Bridgton Road. The facilities are in good condition.

Transfer Station

Staffing and Responsibilities

The transfer station crew consists of two attendees; the Transfer Station is open 4 days per week.

Facilities

The Transfer Station was once known as being run-down and dingy. However, in recent years there have been great improvements to both the cleanliness of the facility and the state of the buildings and site improvements. The burn pit areas were cleaned up and graded, directional signage was installed, a retaining wall was constructed, the roof was repaired, and general maintenance and painting has taken place. Additional maintenance will be an ongoing project.

In 2010 The Town began single sort recycling. The goal was to cut the costs related to waste management and encourage recycling. This has proven to be a worthy maneuver for the Town.

Public Water Supply

The public water supply for Fryeburg comes from a private water company- the Fryeburg Water Company, chartered in 1883. The service area for the Fryeburg Water Company is generally downtown, village area with service extending up beyond the Fairgrounds, south down Route 5, beyond Jockey Cap on Route 302, and to the New Hampshire State line on River Street and Route 302. 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.

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

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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.

Presently the Public Works Department maintains the town maintained cemeteries.

The following list indicates where all of these cemeteries are located.

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.

Education

Fryeburg is part of Maine School Administrative District (SAD) 72. The other towns in the district are Brownfield, Denmark, Sweden, Lovell, Stoneham, Stow, and Chatham, NH. The schools that comprise the SAD are as follows:

- Brownfield- Denmark Elementary School
- C.A. Snow Elementary School
- New Suncook Elementary School
- Molly Ockett Middle School
- Maine Environmental Science Academy

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Fryeburg Academy is a private school which allows students within the school district to attend on a contract basis. The Academy also enrolls students from other communities and has an international body of boarding students from across the world.

A project to replace the C.A. Snow School, which is a dilapidated and undersized building, is in the works. The school is proposed to be an expansion to the Molly Ockett Middle School building in approximately 2015. The State will assume all construction costs for the towns of Fryeburg, Brownfield and Stow because they already meet their full share of local educational costs that the state requires. The remaining towns within SAD 72 will need to supply the balance of costs of the new school, which is approximately 34% of the overall cost. There were contentious debates in 2014 about the cost sharing formulas used to determine the portion of the costs that each municipality has to pay.

The school system represents the major portion of the budget in Fryeburg, which must be raised through, putting a burden on the tax payers.

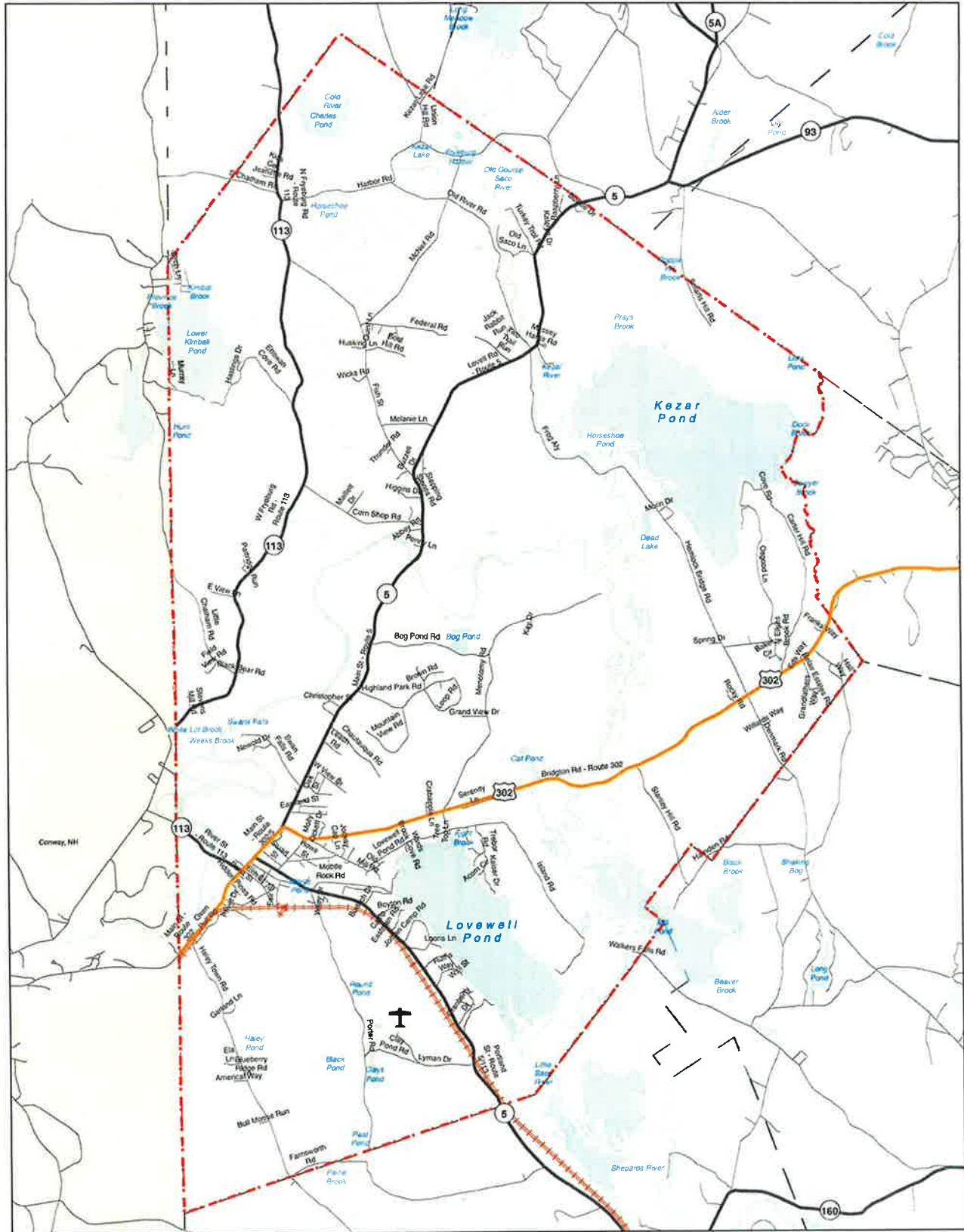
Street Lighting

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. Recently the town went through a process reviewing the lighting in order make the street lighting in town more efficient. The attempt was to provide proper amounts of lighting for public safety at the lowest cost.

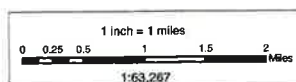
Although the policy is to provide lighting only at intersections as outlined above, individuals can still petition the town meeting for other street lights.

Town of Fryeburg Comprehensive Plan

Road Network

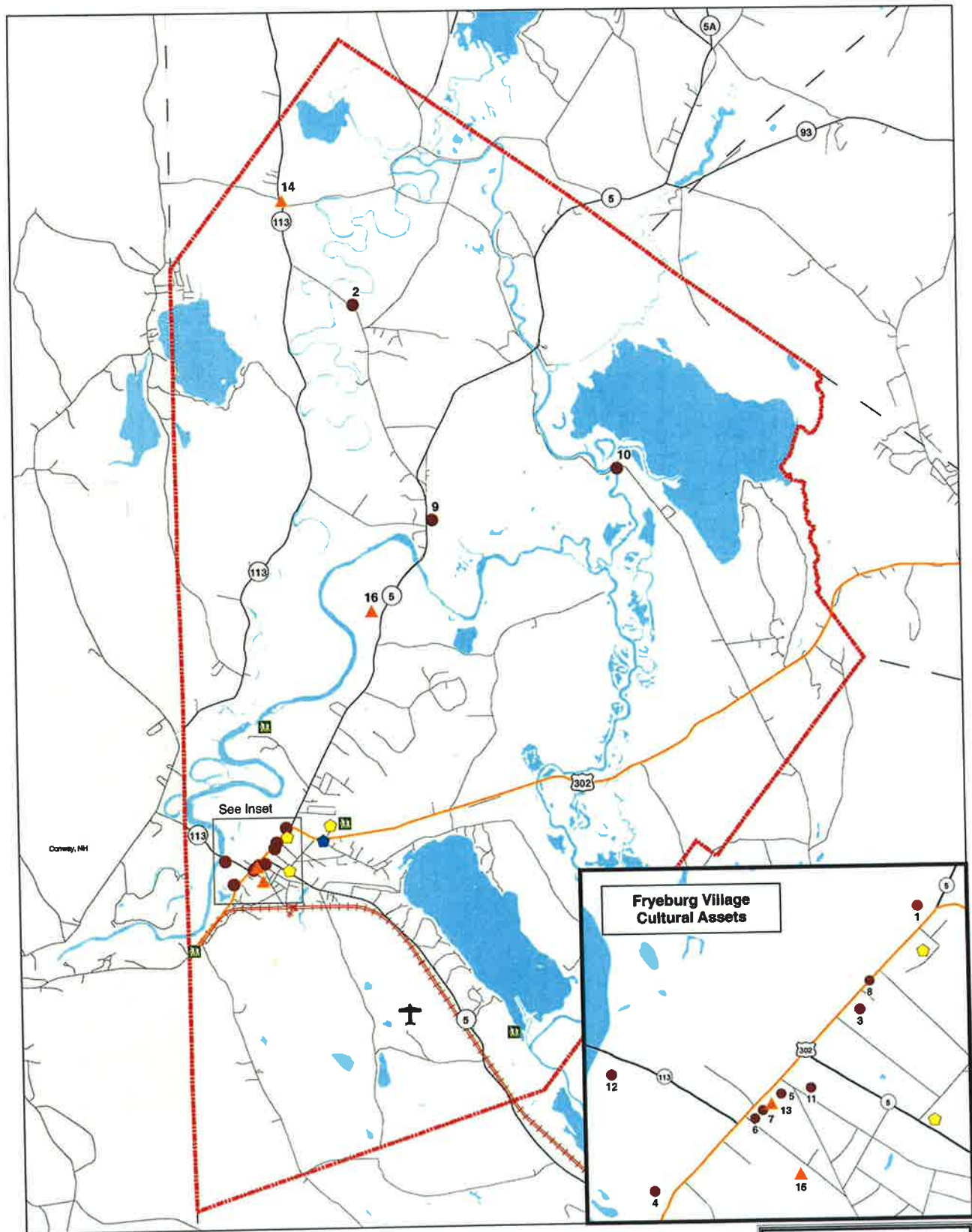


Map created by SMPDC on 1/29/14



LEGEND	
—	US Highway
—	State Highway
—	Local Roads (public & prv)

Town of Fryeburg Comprehensive Plan Cultural Assets



Key to Historic Sites

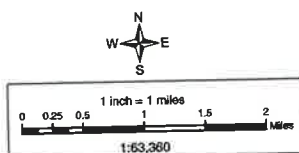
ID	NAME	ID	NAME
1	Squire Chase House	8	Main Street Historic District
2	Benjamin Wiley House	9	Fryeburg Town House
3	Barrows-Steadman House	10	Hemlock Bridge
4	Osgood Family House	11	Church of the New Jerusalem
5	District #1 School House	12	Rivercroft Farm
6	Marion Parsons House	13	Grange Hall
7	Fryeburg Registry of Deeds	14	Universalist Church
		15	Admiral Peary House

LEGEND

- Civic
- School
- Recreation
- National Register of Historic Places
- Notable Historic Sites

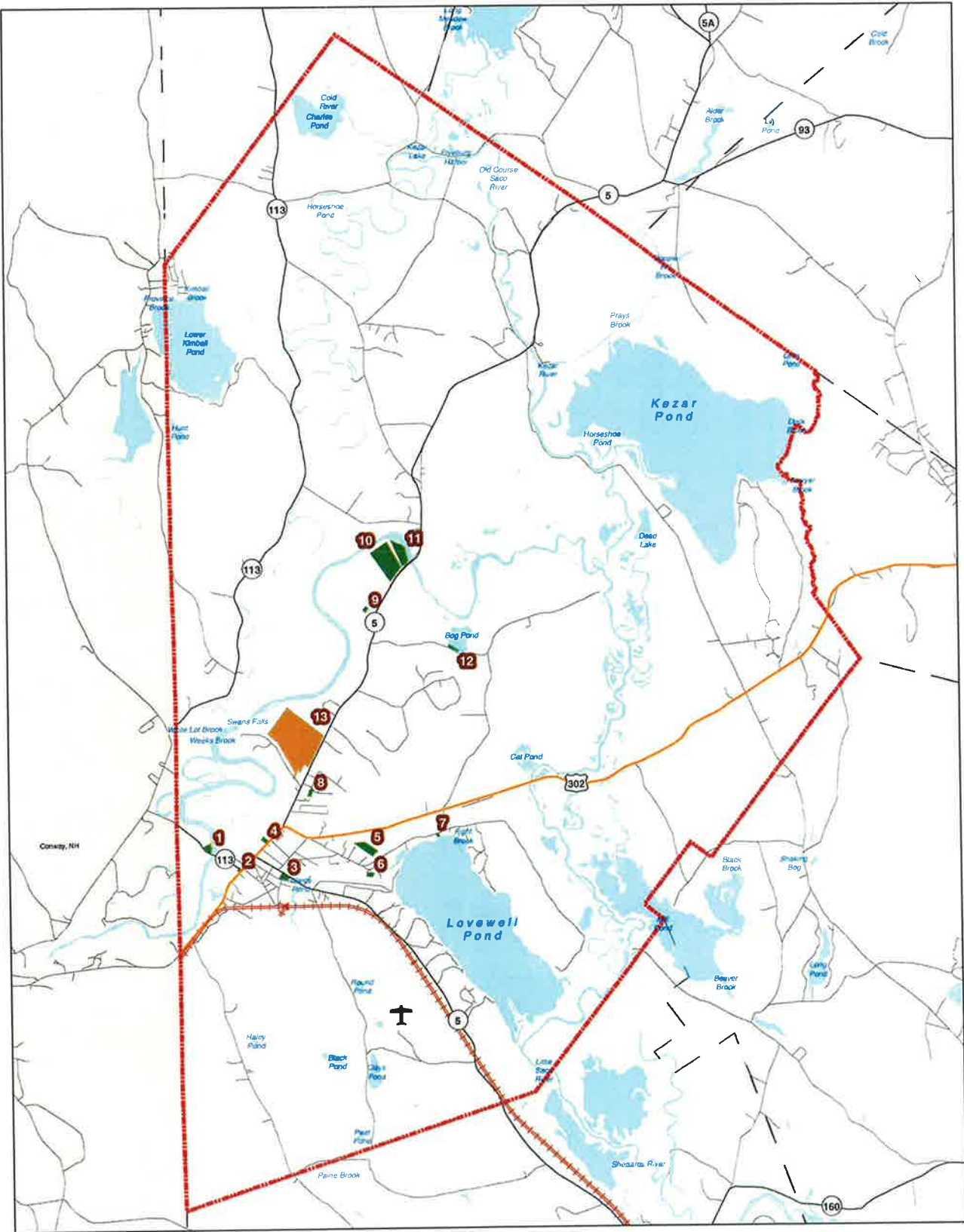


Map created by SMPDC on 2/10/14

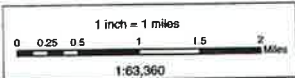


Town of Fryeburg Comprehensive Plan

Parks



Map created by SMPDC on 2/3/14



Feature Key

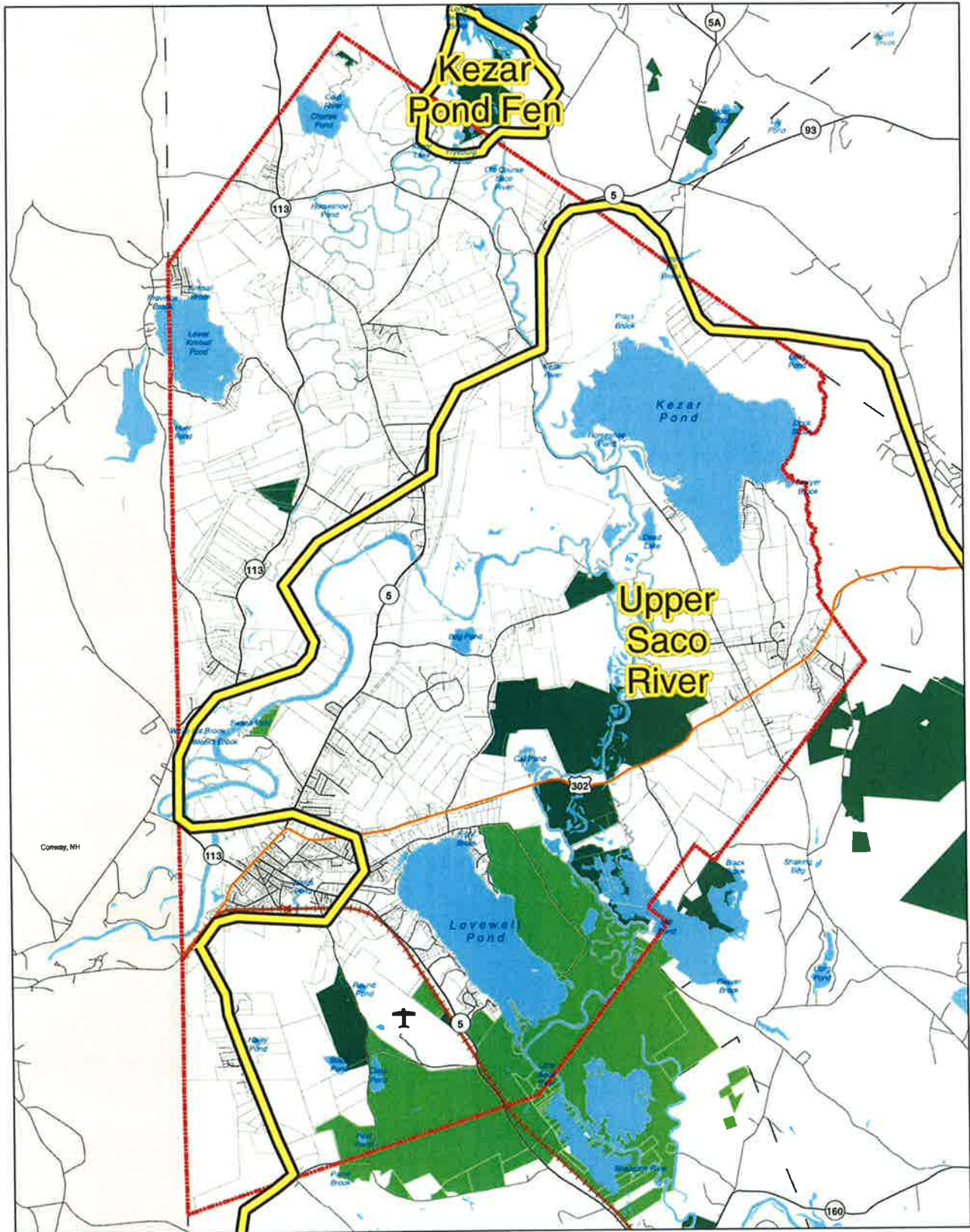
ID	NAME	ID	NAME
1	Weston's Beach	7	Battle Ground Monument
2	Bradley Park	8	Graustein Park
3	Eastman Grove	9	Frye Homestead
4	Peary Park	10	Town Forest
5	Recreation Fields	11	Canal Bridge Campground
6	Newman Skillings Park	12	Bog Pond Landing
		13	Fryeburg Fairground

Fryeburg Parks

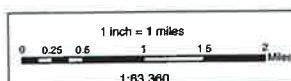
- Fairground
- Park
- Beach

Town of Fryeburg Comprehensive Plan

Conserved Lands and Priority Areas



Map created by SMPDC on 2/6/14

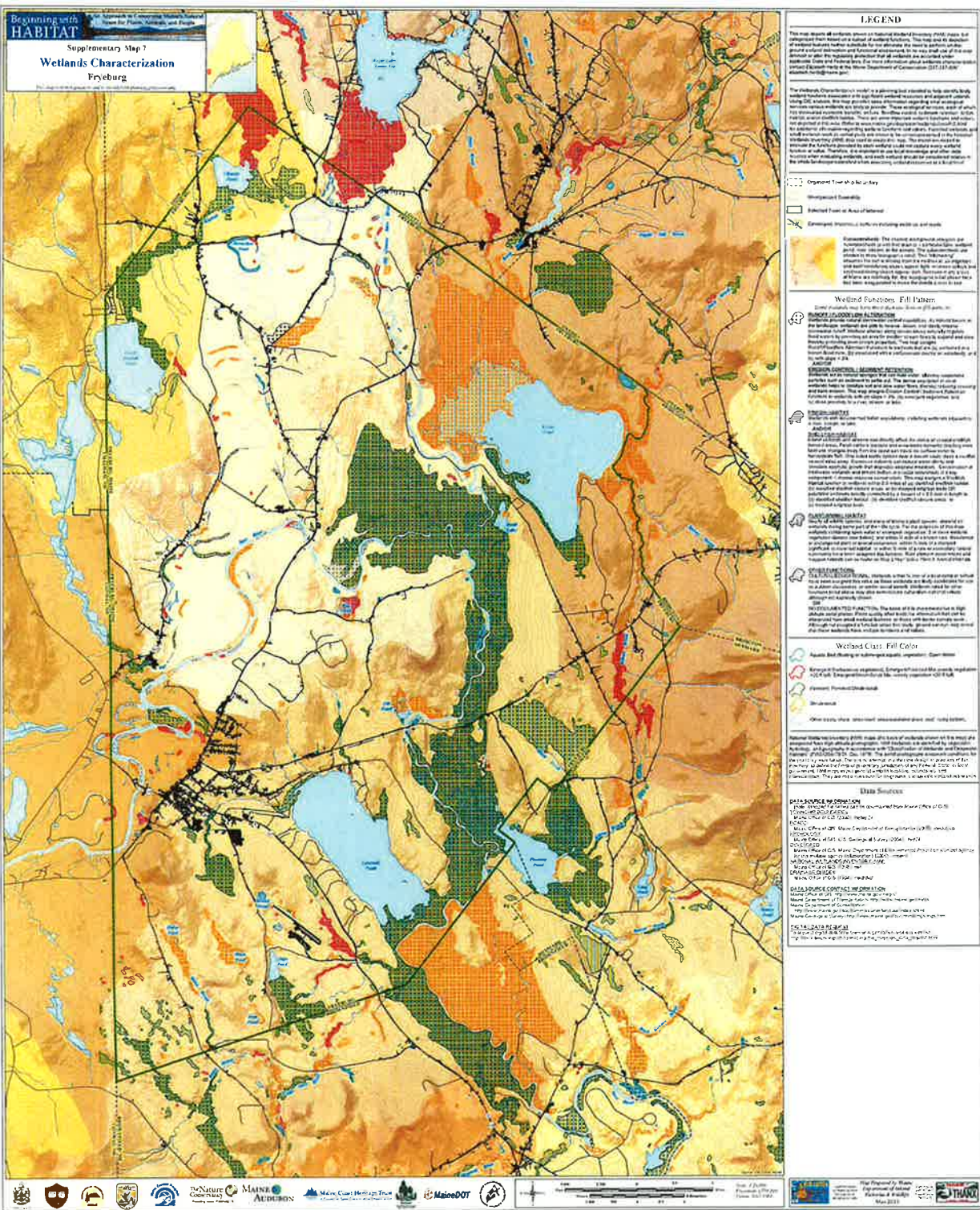


Conserved Lands

- Private Land
- State / Federal Land
- Areas of Statewide Ecological Significance
- Parcels 2011



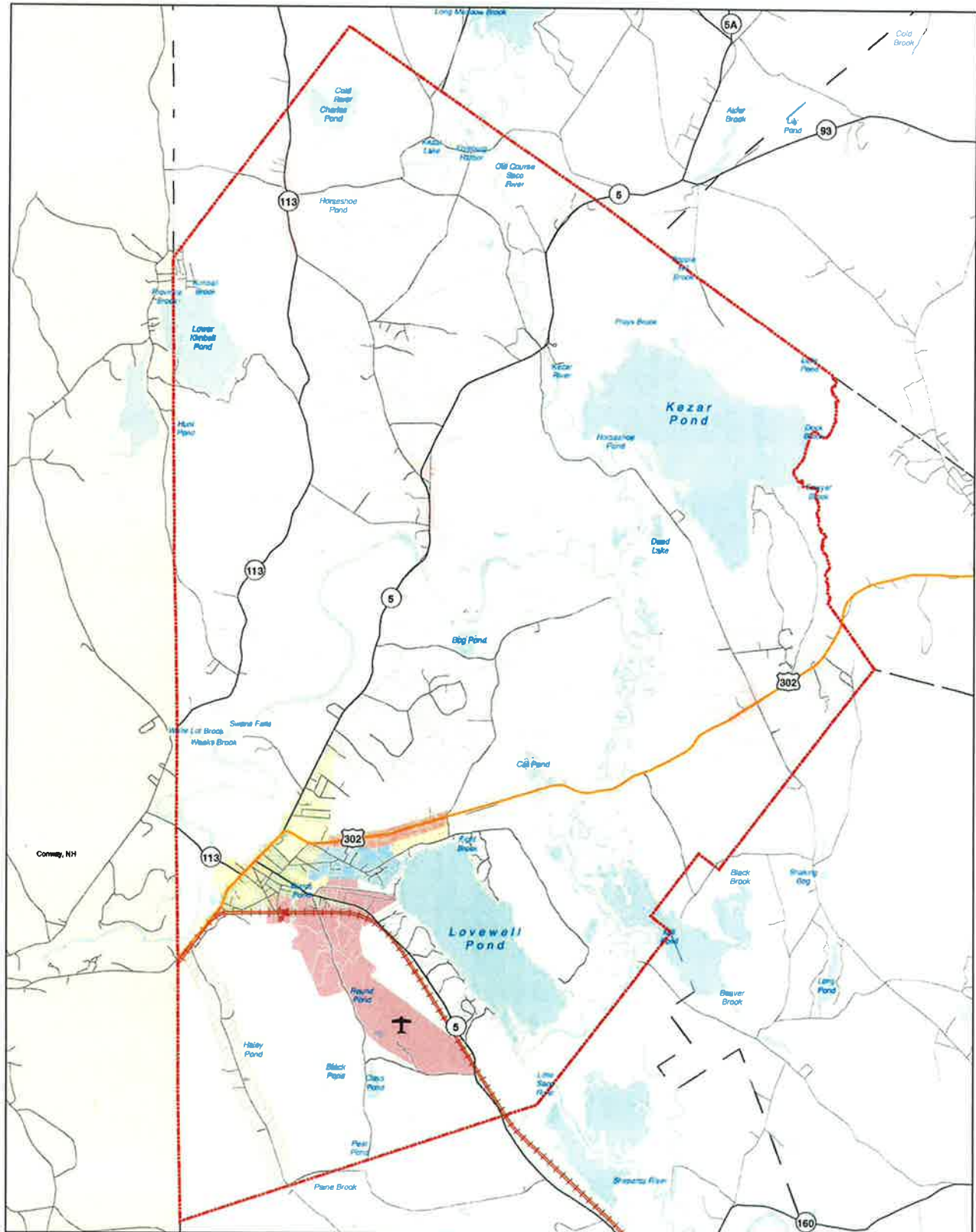




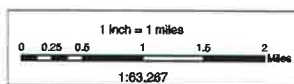


Town of Fryeburg Comprehensive Plan

Current Zoning



Map created by SMPDC on 1/18/14

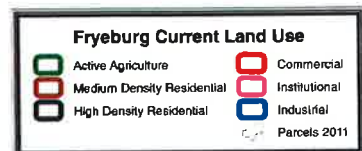
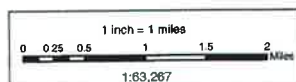
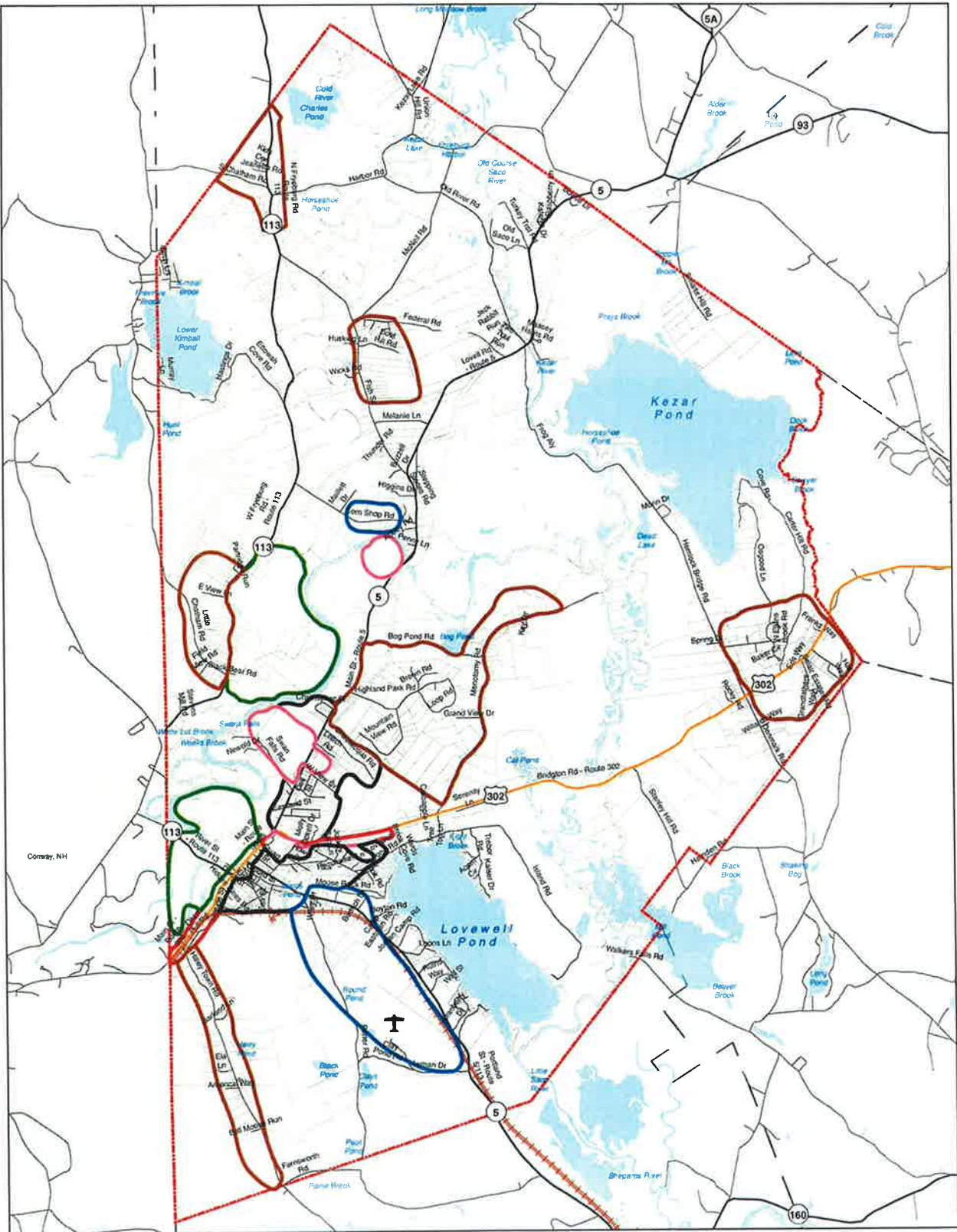


Fryeburg Zoning Districts

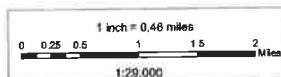
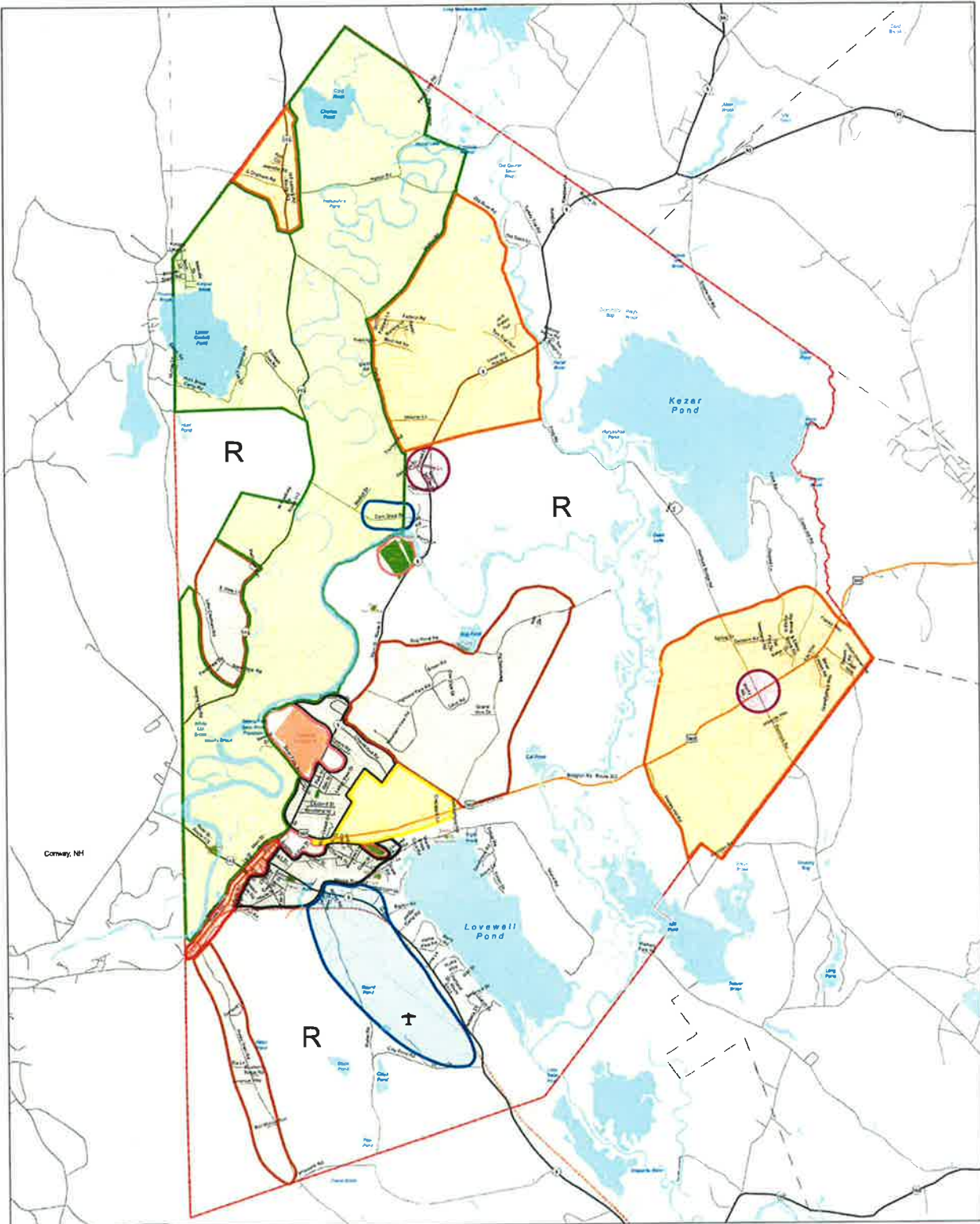
General Commercial	Rural Residential
Industrial	Village Commercial
Outlying Residential Commercial	Village Residential
Outlying Village Commercial	Mobile Home Overlay
Residential Commercial	Parcels 2011

Town of Fryeburg Comprehensive Plan

Current Land Use



Town of Fryeburg Comprehensive Plan Future Land Use



Fryeburg Future Land Use	
Emerging Village	High Density Residential
Mixed Use Residential & Commercial	Commercial
Rural Residential II	Institutional
Active Agriculture	Industrial
Medium Density Residential	Rural (R)
	Parcels 2011

Fryeburg Comprehensive Plan 2014 Goals, Policies and Strategies & Future Land Use

The Future is Now!



Introduction

The Goals, Policies, and Strategies and Future Land Use Plan document and the Future Land Use Map are the piece of the document that the community should turn to for guidance on all aspects of the community moving forward.

This portion 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 and by whom.

In each section 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 recommended deadlines included with the strategies. 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.

The future land use chapter and the resulting goals, policies, and strategies 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 strategies need to be changed? Continually reviewing the Comprehensive Plan should be part of a continuous planning process.

There are a number of terms and references used in the discussion of the goals, policies, and strategies for Fryeburg. 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.

Goals, Policies & Strategies

Natural Resources

Goals:	To safeguard Fryeburg's agricultural and forest resources from development which threatens those resources and encourage the continuation of sustainable farming and forestry practices.
	To protect Fryeburg's other critical natural resources, including without limitation, wetlands, wildlife, fisheries habitat, sand dunes, shoreland, scenic vistas, and unique natural resources.
	To discourage development in natural hazard areas (floodplains).
	To protect the quality and manage the sustainability of Fryeburg's water resources, including lakes, aquifers, great ponds, estuaries, rivers.
Policies:	Adopt "right to farm" language in ordinances so that farming will continue to be a permitted use
	Encourage local markets and school lunch programs to use locally grown produce
	Make sure that landowners know of and understand the provisions and benefits of current use tax programs such as the Farmland, Open Space, and Tree Growth Tax Law and utilize the benefits of the programs.
	Prevent inappropriate use of the flood plains
	Continue to protect Fryeburg's shoreland areas through appropriate shoreland zoning
	Undertake an educational program to inform the lakes' watershed residents of the danger of phosphorus to our lakes.
	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.
	Inform shore-front property owners of the State's Seasonal Dwelling Conversion law and consistently enforce the law.
	Work with neighboring towns to protect shared water resources through the development of inter-local agreements. Develop a volunteer lake and Saco River monitoring program by working with the Saco River Corridor Commission, Lakes Environmental Association (LEA), and local volunteers.

Strategies – Natural Resources		Responsible Party	Completion
Adopt “right to farm” language in ordinances so that farming will continue to be a permitted use		Planning Board	2016
Continue to allow farming and forestry in rural and residential areas.		Selectmen	Ongoing
Expand ways to develop a policy for SAD 72 to use locally grown produce in their school food service program.		Selectmen	Immediately/ Ongoing
Implement development regulations which discourage rapid, large scale development in the rural part of town.		Planning Board	2018
Allow and encourage cluster developments in all districts as a method of preserving undeveloped farmland, woodland, and open space.		Planning Board	Ongoing
Continue to 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.		Planning Board	Ongoing
Provide educational opportunities to landowners so they can consider taking advantage of the current use taxation programs if there is a savings to be achieved.		Selectmen/ Town Staff	Immediately/ Ongoing
Economic development initiatives should take into account the opportunities which the agricultural and forest resources offer.		Selectmen/Economic Development Comm.	2016
Educate the public, including students in school, as to the role all citizens play in assuring the continuation of the town’s rural values through good land stewardship.		Local Land Trust	Ongoing
Encourage landowners to be good stewards of the land so as to positively affect the town’s future sustainability of natural resources.		Planning Board/Selectmen	Ongoing
Maintain and update floodplain regulations to ensure compliance with the National Flood Insurance Program.		Planning Board	As needed
Complete ongoing updates to the Shoreland Zoning standards and maintain the States Minimum Guidelines, at least.		Planning Board	As needed
Implement the Maine Department of Environmental Protection’s phosphorus control program in the review of all development requiring Planning Board or site plan review, if located in the watersheds of the lakes and ponds in town and those in neighboring towns.		Planning Board/LEA	2019
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.		Town Staff/LEA	Immediately/ Ongoing
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.		Town Staff	Immediately/ Ongoing

Strategies – Natural Resources (Continued)		Responsible Party	Completion
A lake and river water quality monitoring program to track the quality of the lakes and the Saco River should be encouraged.		LEA/Local Volunteers/Saco River Corridor Commission	2016
The Aquifer Protection performance standards in the Land Use Ordinance should be enforced and reviewed for their effectiveness, and revised if necessary, to ensure that development will not adversely affect the quality or quantity of the ground water. Any development should be required to be modified so that the ground water will not be adversely affected		Planning Board	Yearly

Historic & Archeological Preservation

Goals:	To preserve Fryeburg's historic and archeological resources by encouraging the preservation, protection, and public awareness of historic resources.
Policies:	Ensure that the historic character of the Village is maintained through appropriate development review procedures.
	When existing structures having historical significance are proposed to be converted to commercial uses there should be review standards to minimize adverse impact on the historic nature of the structure and neighborhood.
	Encourage subdivider/developers 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.
	Continue to educate the public, including students in school, about the history of Fryeburg and the physical evidence of this history.
	Encourage the maintenance of privately owned historic buildings and sites by promoting and publicizing the historic nature and significance of these resources.
	Continue to care for and maintain the town's historic resources.

Strategies – Historic & Archeological Preservation		Responsible Party	Completion
To ensure that the historic character of the Village is not adversely impacted by inappropriate or incompatible development, the current building and site plan review standards should be reviewed.		Planning Board /Historical Society	2018
Create performance standards for the conversion of historical buildings to commercial uses.		Planning Board	2018
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.		Planning Board	2016
The history of Fryeburg should be taught in the Fryeburg schools and to the general public.		School system	Immediately/ Ongoing
The importance of historic buildings/sites within Town should be promoted and used as an educational and tourism opportunity by establishing a network of tours, (whether walking, biking, or driving) to view and learn about the historical significance of such buildings/sites.		Historical Society	2019
Continue to care for and maintain the town's historic resources.		Historical Society/ Selectmen	Ongoing

Economy

Goals:	To promote an economic climate that increases job opportunities and overall economic well-being
	To promote environmentally compatible economic development that broadens the town's tax base and job opportunities without damaging the town's rural or village character.

Policies:	Allow low impact home businesses which are compatible with their surroundings.
	Expand the Industrial District so that there will be vacant land, appropriately zoned, suitable for industrial development.
	Support the Eastern Slope Airport Authority.
	Create an Economic Development Strategy for the Town.
	Review the General Commercial Zone to make sure that there will be adequate vacant land, appropriately zoned, suitable for commercial and office development.
	Review site development and performance standards for the Village to preserves the unique character of this part of town.
	Establish and promote region wide technical and vocational education so that graduates are able to transition into the local manufacturing jobs.
	Encourage local infrastructure improvements so as to be able to attract business.

Strategies - Economy		Responsible Party	Completion
Create performance standards that limit the type of home businesses allowed and prevent them having an adverse impact on neighboring properties.		Planning Board	2016
Expand the Industrial District to include land suitable for industrial development.		Planning Board	2018
Review the performance standards and dimensional requirements of Industrial District to make sure they are appropriate.		Planning Board	2018
Develop a long range plan for the upgrade, marketing, and maintenance of the airport.		Airport Authority/ Economic Devel. Comm.	2017
Explore the possibility of further developing the airport facilities to include attractions such restaurants, shops, and overnight accommodations.		Airport Authority/ Economic Devel. Comm.	2017
Seek to establish an economic development contact for the town. Assign this responsibility to an existing staff person, or an existing board or committee.		Selectmen	2017

Strategies – Economy (Continued)		Responsible Party	Completion
Review the General Commercial Zone to make sure that there will be adequate vacant land, appropriately zoned, suitable for commercial and office development.		Planning Board	2018
Review the performance standards and dimensional requirements of General Commercial Zone to make sure they are appropriate		Planning Board	2018
Review site development and performance standards for the Village to ensure they work to preserve the unique character of this part of town.		Planning Board	2018
Work with SAD 72, White Mountain Community College, 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.		Economic Devel. Comm.	Immediately
Work with local cable and electric companies to expand options available to businesses.		Economic Devel. Comm./ Selectmen	2017
Follow recommended strategies outlined in the Downtown Revitalization Plan.		Selectmen	Immediately/ Ongoing

Recreation

Goals:	To promote and protect the availability of outdoor recreation opportunities for all Fryeburg citizens, including access to surface waters for boating, fishing, and swimming.
	To promote and manage existing public outdoor recreation resources and to encourage proper recreational use of private property.

Policies:	Update/revise and maintain the Open Space Plan of 2001. Include within the Open Space Plan an inventory of scenic resources.
	Consolidate existing committees (Conservation, Parks, Bradley Park, etc.) to create a new committee. The new committee will be tasked with maintaining and implementing the Open Space Plan, and protecting, conserving, and promoting the available recreational open spaces for public use.
	Develop a public education program on what the public's responsibilities are when using recreational areas, whether on public or private property.
	Subdivision regulations should encourage the preservation of open space and important views as part of the development scheme.

Strategies - Recreation		Responsible Party	Completion
Update/revise and maintain the Open Space Plan of 2001.		Planning Board/ Selectmen	2019/ Ongoing
Complete an inventory of scenic resources and important views.		Planning Board/ Selectmen	2019
Provide adequate signage to, and at, publicly owned parks so to promote the presence and appropriate use of the park. The public should be made aware of any rules and restrictions on the parks' use.		Town Manager/ Public Works	2017
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 all recreational areas.		School System	Immediately/ Ongoing
Review/revise existing subdivision regulations (cluster and traditional) to ensure that the current regulations are adequately encouraging the preservation of open space within subdivisions.		Planning Board	2016

Transportation

Goals:	To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			
Policies:	Create an inventory of local roads and establish a strategic capital improvement and maintenance plan.			
	Investigate the usefulness and viability of establishing public transportation, especially for senior citizens.			
	Utilize the Fryeburg Pedestrian and Bike Plan and the Downtown Revitalization Plan to develop projects.			
	Maintain active involvement in the Route 113 Corridor Commission.			
	Work with the State to coordinate the transportation needs of Fryeburg and establish an integrated approach to satisfy these needs.			
Strategies - Transportation				
Create an inventory of local roads and establish a strategic capital improvement and maintenance plan.	Responsible Party	Public Works	Completion	2017
Investigate the usefulness and viability of establishing public transportation, especially for senior citizens.		Selectmen		2020
Identify congested traffic areas and problem intersections (River Street/Main Street intersection was noted by a large number of survey participants), and establish plans to remedy the issues. Work with MDOT to integrate and coordinate these efforts.		Town Manager/ Public Works		Immediately
Review/revise the Land Use Ordinance to require that bike and pedestrian friendly features are incorporated into development standards.		Planning Board		2018
A Selectman should represent the Town on the Route 113 Corridor Commission to be aware of plans and to take an active part in efforts to expand rail to Fryeburg.		Selectmen		Ongoing

Municipal Finance & Public Facilities

Goals:	To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development and will meet the needs of the citizens both now and in the future.		
Policies:	Create and maintain a Capital Improvement Program. This should include:		
	* A list of all capital needs such as scheduled equipment purchases and replacement, building upgrades and construction, land acquisition, road maintenance and construction, and sidewalk maintenance and construction.		
	*A schedule for carrying out the capital projects		
	*A good assessment of costs		
	*Specific priority setting		
	*Definite funding methods and sources		
	Strategies – Municipal Finance & Public Facilities		
	Survey the public facility and service needs and priorities of the community. Use this survey to plan the town’s public facilities and services so that the needs of the community are met within the fiscal capacity of the taxpayers.	Selectmen	2018
	Develop appropriate plans for upgrading and long-term use of the Eastern Slopes Regional Airport.	Airport Authority	2017
	The Selectmen should periodically meet with the officials of SAD 72 to discuss existing needs and future directions of the school district.	Selectmen/ School System	Immediately/ Ongoing
	Undertake a town road surface management program.	Public Works	2019
	Work with the Maine Department of Transportation to improve the intersections and roadways which are high accident locations.	Town Manager/ Public Works	Ongoing
	If there can be cost savings, use inter-local, regional, and social service agencies to provide public facilities and services.	Town Manager	Ongoing
	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.	Town Manager	2017
	Complete a public sewer or community wastewater system feasibility study for the Village area.	Selectmen	2020
	Explore the feasibility and effectiveness of outsourcing town services.	Town Manager	2019
	Take advantage of available funding programs such as Safe Routes to School, Transportation Enhancement, CBDG, etc.	Town Manager	Immediately

Housing

Goals:	To encourage and promote affordable, decent and safe housing opportunities for all Fryeburg residents
Policies:	Continue to allow mobile homes in all residential zoning districts, except the Village Commercial District.
	Continue to allow multi-family housing in all zoning districts.
	Establish development standards for multi-family housing, differentiating between 2-3 family housing and larger scale multi family housing projects.
	Require that all homes built and all mobile homes sited in Fryeburg be constructed with appropriate entrance and exit, structural, light and air, and fire protection and prevention standards.
	Affordable housing development and senior housing should be encouraged to account for the shortage of these housing opportunities.

Strategies - Housing		
	Responsible Party	Completion
Revise Land Use Ordinance to reflect a limitation of mobile homes in the Village Commercial District.	Planning Board	2017
Mobile homes on individual lots should be allowed in all districts except the Village Commercial. Mobile home parks should be allowed only in the Mobile Home Parks Overlay area.	Planning Board	2017
Mobile homes should be constructed and installed in accordance with the Manufactured Housing Installation Standard and the Land Use Ordinance should be revised to reflect that.	Code Enforcement	2016
Revise the Land Use Ordinance to have differing development and performance standards for small scale 2-3 family dwellings and for larger multi-family housing projects. Multi-family and duplex housing may also be allowed at a higher density per dwelling unit than single family housing.	Planning Board	2016
The town should adopt and enforce the Maine Uniform Building and Energy Code (MUBEC). A decision should be made about the portions of the MUBEC that should be adopted and the method of enforcement.	Code Enforcement/ Selectmen	2018
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.	Planning Board	2016
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.	Selectmen	2020

Future Land Use

Goals:	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, while still aiming to increase the businesses, services, and employment opportunities. This should be done with the least restriction on property rights.
Policies:	Regulate the layout, development, and future performance of uses, throughout town, that could adversely impact the environment, could disrupt the quiet enjoyment of residential properties, or could cause public health or safety problems.
	Investigate expanding the Industrial zone.
	Add or revise the zoning near the village to allow for more mixed uses and smaller lot sizes for residential uses in an effort to prevent sprawl.
	Investigate establishing differing lots sizes in rural areas; smaller lot sizes near existing developed areas and larger required lot sizes near farmland, natural resources, or large tracts of open space.
	Investigate establishing an Agricultural Zoning District.
	Continue future protection of the aquifer and wellhead.
	Encourage forms of residential development that creates usable open space.

Strategies – Future Land Use		
	Responsible Party	Completion
Complete annual review of the Land Use Ordinance to make sure the Land Use Table still guides the location of land uses appropriately and to make sure the performance standards are adequate.	Planning Board	2016/ Yearly
Encourage that development which takes place on collector and arterial highways be screened from the highway by natural vegetation to protect the appearance of the major roads into Fryeburg.	Planning Board	2017
The Planning Board should complete an analysis of where the optimal areas are to expand the Industrial Zone and propose a map revision accordingly.	Planning Board	2018
Consider the establishment or expansion of a zoning district that allows for mixed use and high density residential uses in the Jockey Cap vicinity.	Planning Board	2020
Create/expand the mixed use zoning at key intersections in rural areas to allow the emergence of small service businesses.	Planning Board	2020

Strategies – Future Land Use (Continued)		
	Responsible Party	Completion
Consider the establishment of a low density and a medium density rural zone. Low density lot sizes between 2-5 acres should be considered to protect rural areas. 1 acres lot sizes should be considered near existing development, in suitable areas.	Planning Board	2020
Consider the establishment of an Agricultural Zoning District that serves to protect the farmland that is so important to Fryeburg. The district would have development constraints that would discourage the development of the lot and encourage the use of the land for agricultural purposes. Additionally this would serve to protect coinciding natural resources, floodplains, and scenic views.	Planning Board	2020

Future Land Use

Future Land Use Map

The Future Land Use Map is **NOT** a zoning map. The map is a 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 may be considered to 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 may 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 and constraints (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 areas shown are only generalized locations of appropriate future land uses.

Future Land Use

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.

High Density Residential

This is the area of Fryeburg that makes up the existing residential areas of Fryeburg's Downtown and some areas around it which are suitable for downtown 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 downtown.

The purpose of the High Density Residential (HDR) land use area proposed by this Future Land Use Plan is to foster the viability of Fryeburg's downtown. The HDR area should allow appropriate village-type single and multi-family residential uses with potential for mixed commercial type use. Older homes in the area should be allowed to be used for any "low impact" residential and mixed use as long as the general esthetics and characteristics of the downtown are maintained when the building is converted to such a use. Low impact mixed uses might include owner-occupied commercial, professional office, and multi-family uses.

The density and dimensional requirements (amount of land for each dwelling unit, the lot widths, required setbacks, and so forth) should be such as to allow the downtown to be a downtown and encourage people 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 due to the lack of sewer. Duplex and multi-family dwellings may be allowed at an equal density.

Development regulations should be established within the Land Use Ordinance to assure that development 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 environmental issues, have an adverse effect on property values or create traffic or other public safety problems. 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 area.

Commercial

The Commercial areas include: Route 302 & 5 from the New Hampshire Border to Bradley Street which is primarily along the existing village commercial area of Fryeburg. This area provides retail and office services within a convenient distance from the downtown.

This area should allow for “high impact” commercial uses such as retail, office, restaurants, and other essential services. Residential uses and mixed residential-commercial uses should be allowed, as should civic and public uses.

Development regulations and design standards, like those previously noted in the High Density Residential area, should be employed in this area. Additional standards may be established as addressed and recommended in the July, 2011 Fryeburg Downtown Revitalization Plan, such as standards related to parking, streetscape and bicycle/pedestrian amenities and signage.

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 an equal density. Commercial uses may be allowed at a density as permitted by the State Minimum Lot Size statute.

Mixed Use Residential & Commercial

The Mixed Use Residential & Commercial (MURC) land use area is located in the vicinity of Jockey Cap. This area recognizes the existing development that has been occurring along Route 302 East from the recreation field access road to Battleground Road and the land north of Route 302 abutting the Jockey Cap location. This area continues to emerge as a commercial corridor with sparse residential development.

The area north of Route 302 is desirable, developable land that has been previously considered for residential development. It makes sense to encourage the commercial development along this portion of Route 302 while allowing high density residential development

behind the commercial area. Residential infill should occur in the 20,000-30,000 square foot lot sizes and commercial development may occur based on development demand. Buffers, landscaping and appropriate parking standards should be employed with any new development in the location.

Medium Density Residential

The Medium Density Residential (MDR) area generally provides a transition from the HDR, MURC, and Commercial areas to the lower density Rural Residential areas. There are only three areas that should be considered for this change in the future.

- 1) *Haleytown Road*: This area is currently a medium type development area and also accompanies the Mobile Home Overlay zone, which should also continue in this area of town.
- 2) *Highland Park/Menotomy Road*: This part of town has seen some newer development in recent times with lots that would be consistent with a one acre or larger type of lot size.
- 3) *Little Chatham Road/Route 113*: Previous development in this area seems to have lots that are smaller than other parts of town and should be recognized for that purpose so that properties will not be non-conforming. It should be the intent to have as many conforming properties as possible.

Development regulations should be employed to assure that development which takes place does not have a detrimental impact on the public's 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. Open space requirements should be included in subdivision development to insure localized recreational opportunities exist. A minimum lot size of 1-2 acres should be considered if changes are warranted in the future.

Emerging Village

The Emerging Village areas include the former village area of East Fryeburg along Route 302 at the Denmark Road intersection and Route 5 at the Fish Street intersection. Residential and low impact commercial uses should be allowed. The density should be about one residential dwelling per acre. The intent of these areas is to allow for small commercial uses like convenience stores that provide services to residence in the outlying areas so long trips to the village or neighboring Towns will not need to occur.

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. Consideration should be given to generous landscaping requirements and small parking lots so that unnecessary pavement is not added that will contribute to additional stormwater or water quality issues downstream from these sites.

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 should be employed to assure that the uses in this area do not detrimentally affect the public health, safety, and welfare. Buffering and setbacks should be used to assure that development in these areas is compatible with adjacent uses. Lots in this area should be about 2 acres. Additionally uses should be setback from property lines by about 50 feet, and the buildings on the lots should not cover more than about 30% of the lot.

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

The Rural areas will provide protection to the town's rural resources - timber harvesting and growing areas, agricultural areas, and natural resource based recreation areas, open spaces, and rural views. The rural character, or the "ruralness", is what the respondents to the public opinion survey said were 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 interspersed among large open spaces. This land use pattern is very much like that which existed in Fryeburg throughout the last century and encouraging the continuation of this rural pattern of land uses will help to maintain what we like about our town.

The strategies related to future land use note a consideration for differentiating between low density and medium density Rural Residential areas. The Future Land Use Map depicts the potential medium density areas as "Rural Residential II". These medium density rural areas are located near existing developed areas and therefore should allow lot sizes of 1 acre to group development in these locations. The low density Rural Residential areas might utilize larger lot size requirements, such as 2-5 acres, in order to protect the rural nature of the area by essentially creating more undeveloped land between improvements. Within the low density rural areas, a consideration of allowing for a one-time exemption for a smaller lot size like 1 acre that would be deemed to a family member without jeopardizing the integrity of the larger lot requirement may be made.

Active Agriculture

The Active Agriculture area follows a majority of the property in the low lying lands along the Saco River in the western portion of the community. The intent of this designation is two-fold. First, it recognizes the large farming operations in these areas such as Weston's near Route 302 as well as Green Thumb Farms and other prominent farming operations. There are many existing farming entities in this vicinity of town as well as the opportunity to expand or create farms in this region. The operations should also be allowed to wholesale and retail goods that are grown or farmed on the premises. Performance standards for this area should be discussed further with the farming community as uses and expansions emerge in the future.

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 areas and should also be in compliance with the Mandatory Shoreland Zoning Laws.

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, Bog Pond, Cat Pond, Charles Pond, , Dead Lake, Horseshoe 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 freshwater wetlands, which are rated "moderate" or "high" value waterfowl and wading bird habitat, including nesting and feeding areas, by the Maine Department of Inland Fisheries and Wildlife (MDIF&W). All of these areas noted are required by the Maine Department of Environmental Protection to be zoned as Resource Protection.

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

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 town, 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 (design guidelines which will signify to the general public that they are entering the Village are of the community) buffers, setbacks, highway access, and roadside management standards should be employed.