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A. VISION AND EXECUTIVE SUMMARY

The town of Milbridge prepared its current Comprehensive Plan in 1995. The data (1990 census) used to create the existing Comprehensive Plan (adopted in 1996) is out of date and thus the analyses and projected needs for housing, employment, education and public services are also incorrect. This Comprehensive Plan Update incorporates the most recent census data and statistics and incorporates better digital mapping information. Financial support to prepare the plan was provided by a Planning Grant from the CDBG (Community Development Block Grant) program and local funds.

Public Participation Summary

Community members were consulted throughout the Comprehensive Plan Update process through a variety of means. The Comprehensive Plan Update Committee itself was composed of a broad cross section of individuals from the town including small business owners, current and former Planning Board and Comprehensive Plan Committee members, municipal officials, and representatives from civic organizations. The activities and draft documents of the Comprehensive Plan Committee were posted on the web site of the Washington County Council of Governments who provided consulting support to the town in the preparation of the Update.

Public input was solicited in several ways. There was a questionnaire regarding town facilities and services distributed to all residents in 2010 and another town-wide survey mailed to all resident and non-resident property owners in 2011. The results of the 2011 survey are summarized in Chapter P – Town Survey Results and written comments are reproduced in their entirety in Appendix A – Town Survey and Written Comments. The results of the 2010 questionnaire are reproduced in Appendix D. Survey input informs policy development in each chapter throughout the document.

In addition, the Comprehensive Plan Committee hosted a visioning meeting that was advertised in the local weekly paper with a full-page advertisement (reproduced here). A larger (11 by 17) notice, also posted on community bulletin boards, invited participation by residents. An incentive was offered (a raffle of \$100 of fuel from a local vendor) to encourage participation in the visioning meeting.

A summary of the visioning meeting is

HELP PLAN YOUR FUTURE

Milbridge Vision 2030

November 10th, 2011 6-8PM

MILBRIDGE TOWN HALL - Light refreshments will be available



Shape our retail economy
and our public spaces

Shape your community -
make this THE meeting
you attend for YOUR
TOWN this year.

Imagine your future...
the Milbridge of and for
your grandchildren....



Shape our fisheries
economy

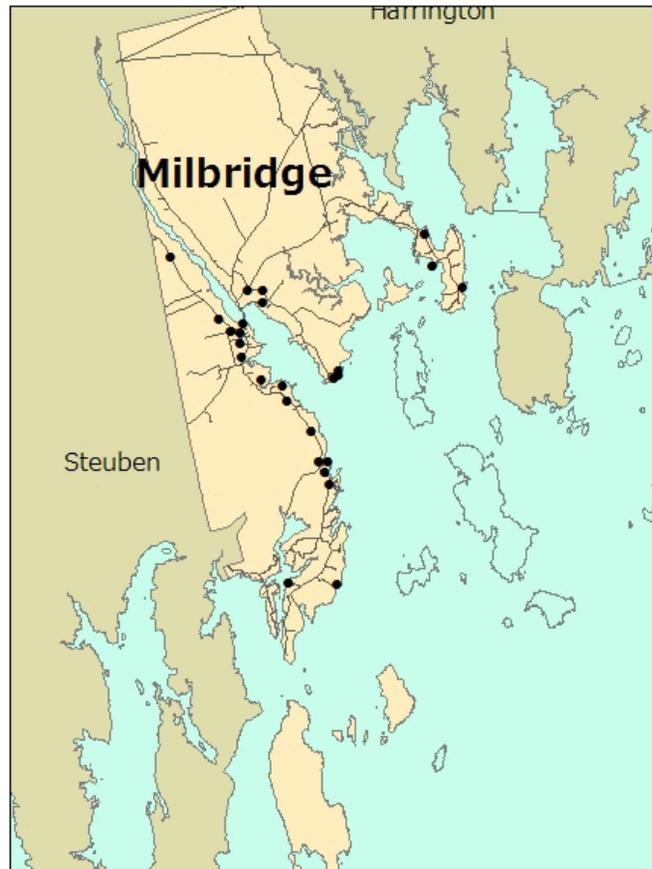
All participants will enter a DRAWING to WIN \$100 worth of fuel from the LOCAL vendor of your choice

You must participate and be present to WIN
Winner will be announced at 8PM November 10th

provided in Appendix A – Town Survey and Written Comments; Visioning Meeting Summary. The visioning meeting was attended by 33 people, 32 of whom are year round residents and one seasonal resident. Over half of those in attendance (15) have lived in Milbridge for more than 21 years and the majority of the others (11) have lived in Milbridge for 11-20 years. Participants were asked about their connections to Milbridge. There were current and former Planning Board members, Comprehensive Plan Committee members, town employees, Assessors, and Selectmen. There were former School Board members. There were current volunteers contributing to the Ambulance service, water district, Art Association, Friends of the Library, Budget Committee, Historical Society, Concerned Citizens of Milbridge, Mano en Mano and the Women’s Club. Finally there were business owners, and representatives of the Milbridge Merchants Association. As is often true of public meetings of this kind there were many more retirees (20, ~60% of attendees) than are present in the general population.

When participants arrived they placed a dot in the area of town where they live. This gave everyone a quick visual picture of the neighborhoods represented by those present. The map was entitled “Where Do You Live?” and is reproduced here.

All participants were given an index card and asked to write 3 words or short phrases (places, adjectives, people) that describe Milbridge and that if they were not present, Milbridge would not be Milbridge. During the rest of the meeting these words were entered into the Wordle.com web site to produce a Word Cloud that describes Milbridge. At the end of the meeting the Wordle.com web site created the Word Cloud that the Comprehensive Plan Committee chose to place on the front cover of the Comprehensive Plan Update.



Town of Milbridge Vision Statement

A required element in any local Comprehensive Plan is a Vision Statement that summarizes the community’s desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.

Participants were asked what they would like Milbridge to be in five different ways. Using flip charts the group provided input on the future community character of Milbridge terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. The flip chart notes that were captured from that input are reproduced at the end of Appendix A – Town Survey and Written Comments; Visioning Meeting Summary.

Questions. The Comprehensive Plan Committee took that input and created the following **Vision Statement for the Town of Milbridge**:

Mindful of our fishing heritage, and ever vigilant that our hardworking, family-oriented core values remain intact, we present our vision statement. It is drawn from the hopes and dreams offered by the interested citizens of Milbridge, responding to an open invitation to imagine our community in the future. We relish the opportunity to state our goals, as successful long range planning can only occur if a community has a vision of what it aspires to be.

From these comments we state our primary goal is to preserve our Quality of Life and our Rural Character. Recognizing that our fishing heritage is an economic asset, protection of our waterways and their harvests is a high priority. We wish a future that focuses on preserving and enhancing the natural environment and quality of life that our current residents enjoy.

Specifically, the Comprehensive Plan will include goals, objectives, and policies to:

- Protect our vital natural resources.
- Guide future growth & development such as allowable densities & intensities of land use.
- Enhance community character through encouraging compatible architectural and design standards.
- Identify needed public services based on projected population and employment growth.
- Meet community expectations regarding other important issues.

The beauty of our shores and our slow pace of life make this area attractive to many. It is important therefore, for all of us to work together to realize this vision.

Definitions

Quality of Life is a condition of one's existence that can be improved or degraded by land use decisions. For the purpose of this document Quality of Life includes but is not limited to: clean water in the Bay and its tributaries; clean air, a low level of crime; relative absence of traffic congestion and excessive noise; good employment opportunities; convenient access to goods and services; and an ethic of personal involvement.

Rural Character is a predominance of small one family homes; the visible presence of wildlife; an abundance of thriving waterways; low-speed, uncongested roadways; a minimum of light clutter in the night skies; and the absence of strip malls, retail outlets bearing large prominent logos on their exteriors, or large commercial or residential development.

EXECUTIVE SUMMARY

The purpose of a Comprehensive Plan is to provide a community with the information and a process to make choices about its future. The town of Milbridge has involved its resident and non-resident community members extensively in the development of this plan. It has also made use of extensive resources available through the US Census, several agencies of state government, the Washington County Council of Governments and geographic information system (GIS) mapping. The document will serve the town for a 5 to 10 year time horizon and, as a living document, will be revised and updated as new information and understanding develops. *The following summarizes each section of the document and readers are directed specifically to Chapter O – Plan Implementation –*

Policies and Strategies for greater detail about the choices Milbridge is making about its future growth and development.

History

Milbridge's history is closely aligned with the town's natural resources. Shipbuilding was a major economic activity in the 19th century, contributing to steady population growth from mid-century through 1900. With the decline of shipbuilding, Milbridge's population declines in the early part of the 20th century and has remained stable at around 1,300 residents for the last 8 years.

Known historic and archaeological sites in Milbridge reflect the prominent role of shipping and marine resources in Milbridge's history. These include two light stations listed on the National Register of Historic Places and at least 17 historic shipwrecks in Milbridge's near-shore waters.

Milbridge has an active Historical Society. Historic and archaeological resources in Milbridge benefit from protection under the Town's Subdivision Ordinance as well as public private investment.

Population

Over the last 30 years, Milbridge's total population has remained stable at around 1,300 residents. The Town anticipates that the population will continue to remain stable at around 1,300 residents over the next 10 to 15 years.

The trend toward smaller household size has resulted in an increase in the number of year round households even though population has grown only slightly. This trend is at least in part related to Milbridge's aging population and the Town's ability to meet the demand for new housing with existing resources. A likely implication of the town's aging population will be continued demand for in-town housing, including apartment, independent living, and assisted living facilities. There will likely be continued growth in demand for larger unit (2- to 4 bedroom) rental housing as a result of growth in the migrant worker population. The Town will continue to monitor these trends and make appropriate policy decisions based on changes in the population.

Milbridge has also seen a sharp decline in school enrollment. This trend is expected to continue and will have important implications for the community.

Public Facilities and Services

The Town of Milbridge maintains a variety of public facilities and services including town municipal fire station, a town office, a public library, public piers, and town parks. Parts of Milbridge are served by public water and public sewerage. The Town regularly contributes to capital reserve accounts as a way to plan for and manage the cost of replacing of municipal equipment and facilities. Overall, municipal facilities are in good condition sufficient for the current and anticipated needs of the population.

One notable exception is Milbridge's aging Town Office building, which also houses the Milbridge Public Library. The Town is planning for a Community Center that will house an expanded Public Library, space for meetings and the Town Office facilities.

Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*. All projected investment in public facilities can be accommodated within designated Growth areas as outlined in *Chapter K. Land Use*.

Recreation

There are a variety of opportunities for outdoor recreation in Milbridge including camping and picnicking at McClellan Park, an ADA accessible walking trail, a ball field, a playground at the School and recreational boating access at several locations. Indoor recreational facilities include the Public Library and limited access to school facilities. The Town maintains a municipal membership at the YMCA in Ellsworth. Other recreational activities in town are primarily organized by non-profits and private groups. Overall existing recreational facilities are in good condition. The Town should consider re-establishing an official Recreation Committee.

Natural Resources

Surface waters in Milbridge include a number of streams and tidal waters and one great pond (lake). Overall, the water quality in Milbridge's surface waters and aquifers is high. The greatest threat to water quality in Milbridge is from non-point source pollution. In order to maintain the high level of water quality presently observed in Milbridge, the town has adopted stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads. Milbridge has relatively limited groundwater resources.

Milbridge's pristine bays and extensive tidal flats support shellfish, marine mammals, wading waterfowl and shorebirds. Milbridge has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town. Natural resources in Milbridge are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts. Existing regulatory and non-regulatory protection are largely sufficient to protect critical natural resources in Milbridge.

Agriculture and Forestry Resources

Blueberries, wreath production and timber harvesting are the major agricultural and forestry uses in western Washington County. Although all of these uses are present in Milbridge and support a significant number of jobs in local economy, the amount of land under active cultivation and/or forest management in Milbridge is relatively small.

Milbridge also has a number of smaller scale agricultural producers. In recent years, the number of small farms has grown. Small farms are supported by a local farmers market and community supported agriculture (CSA) programs.

High productivity soils for forestry are wide spread throughout Milbridge; the extent of soils rated as prime farmland is more limited. Forestry and farmlands in Milbridge are currently protected in a variety of ways, including Milbridge's Land Use Ordinance and current use taxation programs.

Marine Resources

Commercial fisheries play a vital role in Milbridge's local economy. Nearly 200 local residents hold commercial harvesters and/or dealer licenses. Protecting public shore and water access is crucial. The town has made significant investment in marine access facilities and will seek to ensure that traditional access to water continues to be protected. Milbridge currently protects its maritime

resources through active harbor management, a shellfish management program and with locally adopted shoreland zoning regulations and land regulations.

Economy and Employment

Natural resource-based industries are critically important to Milbridge's economy. Sixteen percent of local residents are directly employed in 'agricultural, forestry, fishing, farming and mining.' Another 29% of local residents work in manufacturing or wholesale businesses that largely support natural resources-based industries (e.g. seafood processing and distribution, wreath making, and blueberries). Milbridge supports its natural resource-based industries through direct investment in marine infrastructure and participation in regional economic development organizations.

As a service center community, Milbridge also has a vibrant downtown with a core retail trade sector as well as professional offices and other businesses. Continuing to support the downtown is a major economic development goal for the community.

Housing

Housing in Milbridge is largely composed of single-family houses. It includes a mix of owner-occupied and rental units. Mobile homes make up a higher percentage of Milbridge's housing stock as compared to the county as a whole. As a regional service center, Milbridge also has a mix of rental apartments, senior housing, and subsidized housing that serve a regional demand for these types of housing.

Overall, there appears to be an adequate supply of affordable housing in Milbridge. Affordable housing is defined as not costing more than 30% of household income. The most significant housing issue in Milbridge is substandard housing. This issue is largely related to the age of Milbridge's housing stock (28% of units were built prior to 1939). Milbridge actively partners with the Washington Hancock Community Agency (WHCA) to address substandard housing issues. In fact in the last 10 years Milbridge has successfully implemented three CDBG Housing Rehabilitation grants in cooperation with WHCA.

Transportation

Transportation linkages in Milbridge consist of US Routes 1 and Route 1A. Route 1 enters the town from the Steuben town-line and forms Main Street in the village center of Milbridge where it divides into Route 1 (North toward Cherryfield) and 1A (North toward Harrington). . Route 1 leaves Cherryfield village and again traverses across the northern part of Milbridge adjacent to the Downeast Sunrise Trail and then rejoins with the terminus of Route 1A in the village of Harrington. Milbridge and the entire region are reliant on Routes 1 and 1A as the primary means of transportation movement. Overall, roadways in Milbridge are in good condition.

Eight years ago, the town instituted the implementation and annual update of sequential 5-year plans for road improvements. Based on that experience the town anticipates budgeting approximately \$130,000/year for the next 5 years for road improvements based on use and condition. Actual anticipated roadway improvements are included in the Capital Investment Plan, see Chapter L: Fiscal Capacity.

The Bold Coast Scenic Byway was designated by the Maine Department of Transportation in June, 2011. The byway begins in Milbridge near the junction of Route 1 and Park Street. It includes a portion of Route 1 (Main Street) and all of Route 1A in Milbridge.

Fiscal Capacity

Between 2006 and 2010, Milbridge's municipal expenses grew from \$2,388,870 to \$2,852,931, an increase of 19%. Education costs increased by \$204,243 (15%). This accounted for 54% of municipal expenditures in 2010. Other municipal expenditures increased by \$237,957 (28%).

The single largest source of municipal revenue in Milbridge is general property taxes. General property taxes accounted for 79% of municipal revenue in 2010. As a result of increasing budgets and declining revenues in other categories, revenue gained from general property taxes has increased 25% over the last four years.

Milbridge has laid out a modest Capital Improvement Plan at the end of this Chapter. The Capital Improvement Plan reflects the Town's fiscal constraints and summarizes anticipated capital expenses over the planning period. Capital investments in Milbridge are financed through general taxation, the use of capital reserve accounts and by pursuing state and federal grants. To date, the Town of Milbridge has remained within LD1 spending limits.

Land Use

Over the last ten years, Milbridge experienced continued residential growth and commercial development. A large portion of residential development occurred in shoreland areas. Commercial development was largely concentrated in the downtown. The Town anticipates that development will continue in the same pattern at a slower pace over the next 10 to 15 years.

In 2009 Milbridge enacted a new Land Use Ordinance. The Land Use Ordinance is designed to encourage a greater density of residential and commercial development within the downtown where existing services are located. The Ordinance also allows for a mix of land uses in rural areas in a manner that is consistent with the traditional pattern of development.

Town Survey

The survey that was mailed to town residents (including renters) and non-residents in October of 2011 is reproduced in Appendix A. There were approximately 900 surveys mailed to all resident households and non-resident property owners; additional surveys were available on election day for voters to pick up spontaneously. Surveys were mailed back to the town, dropped in collection boxes at the library or respondents could complete the survey on-line. A total of 173 surveys were completed for a response rate of approximately 19%.

There were many responses to the four open ended questions at the end of the survey as well as other written comments throughout the survey. All of the written responses are reproduced in Appendix A.

The survey asked some basic demographic questions to establish how closely respondents reflected the population as a whole. We found that survey respondents reflect a greater proportion of men than exist in the general population and are more heavily weighted to the opinions of those over 50-

60 years of age. The number of respondents who live in Milbridge year round was nearly double (54.2%) the number who live or visit seasonally (25.6%).

A full summary of all survey results is provided in the survey results chapter.

Regional Coordination

Milbridge has a long history of cooperation with adjoining towns and multiple towns in the region. This activity is strongest in the sharing of public facilities and municipal services as the cost savings are often most clearly realized in these areas. Milbridge is very active on regional committees and authorities dealing with solid waste, emergency response, transportation and economic development. These activities will continue with a strong emphasis on regional transportation policy, facilities sharing and infrastructure development.

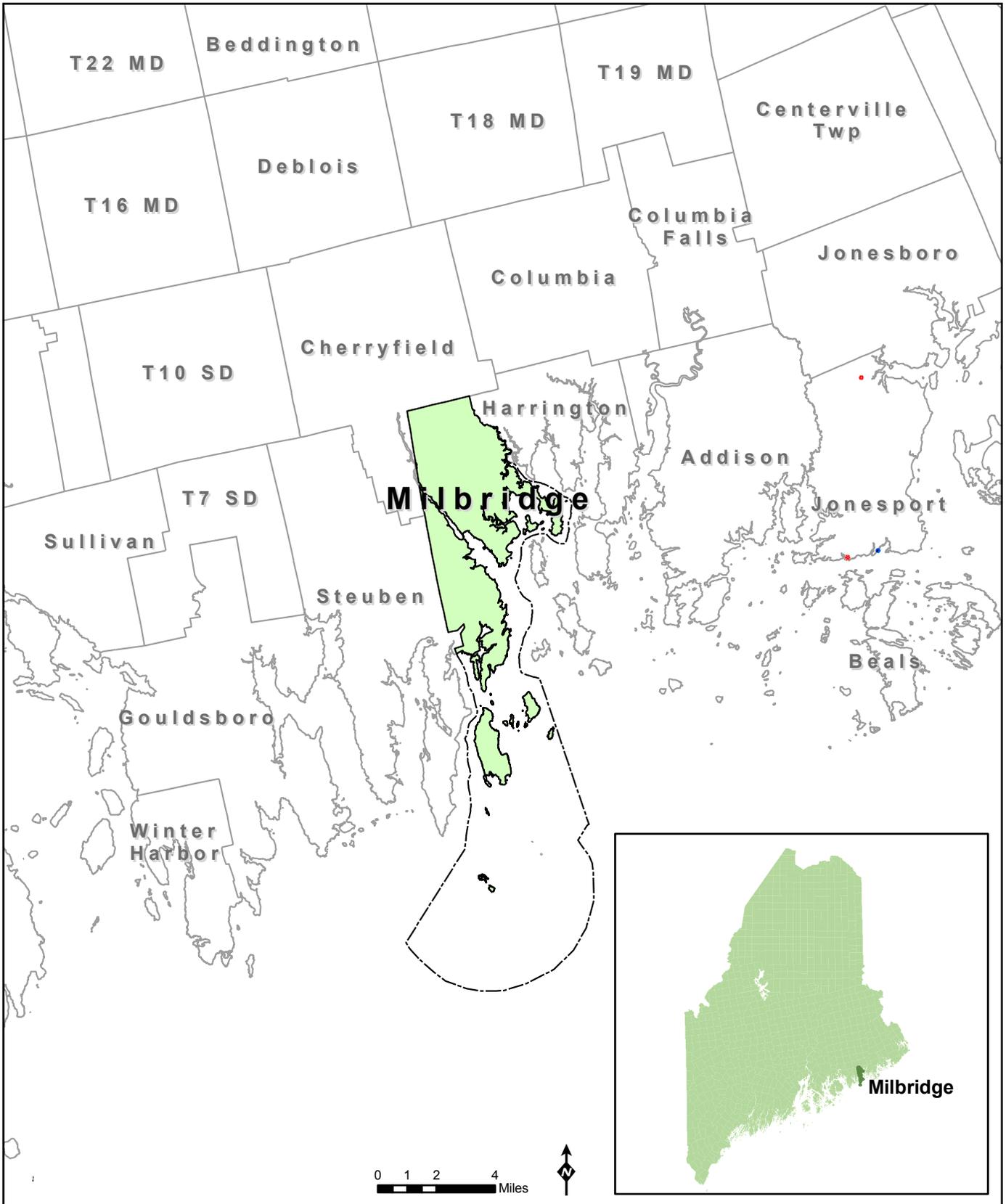
Map Disclaimer:

The information used to create the maps in this Comprehensive Plan have been derived from multiple sources. The map products as provided are for reference and planning purposes only and are not to be construed as legal documents or survey instruments. WCCOG provides this information with the understanding that it is not guaranteed to be accurate, correct or complete; that it is subject to revision; and conclusions drawn from such information are the responsibility of the user. Due to ongoing road renaming and addressing, the road names shown on any map may not be current. Any user of the maps accept same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further agrees to hold WCCOG harmless from and against any damage, loss, or liability arising from any use of the maps.

Map 1: Location

Milbridge Comprehensive Plan Update (2012)

Source: Maine OGIS, USGS, WCCOG, Milbridge
Universal Transverse Mercator Zone 19N



B. HISTORIC & ARCHAEOLOGICAL RESOURCES

The purpose of this section is to:

1. Outline the history of the Town of Milbridge;
2. Identify and profile the historic, archaeological, cultural and recreation resources of Milbridge in terms of their type and significance;
3. Assess current and future threats to the existence and integrity of those resources;
4. Assess the effectiveness of existing measures to protect those resources;

KEY FINDINGS

Milbridge's history is closely aligned with the town's natural resources. Shipbuilding was a major economic activity in the 19th century, contributing to steady population growth from mid-century through 1900. With the decline of shipbuilding, Milbridge's population declines in the early part of the 20th century and has remained stable at around 1,300 residents for the last 8 years.

Known historic and archaeological sites in Milbridge reflect the prominent role of shipping and marine resources in Milbridge's history. These include two light stations listed on the National Register of Historic Places and at least 17 historic ship wrecks in Milbridge's near-shore waters.

Milbridge has an active Historical Society. Historic and archaeological resources in Milbridge benefit from protection under the Town's Subdivision Ordinance as well as public private investment.

BRIEF HISTORY OF MILBRIDGE

Colonial History of Milbridge¹

Milbridge was incorporated as a town on July 4, 1848. It was created from the Town of Harrington in Plantation #5. Although the earliest records of the area were destroyed in a fire in Harrington, most people agree that the area was first settled in 1756 or 1757 by Jebez Dorman, John Densmores and Ichabod Willey. The three were attracted by the good fishing, the good harbors, unlimited water power, and the seemingly endless supply of lumber. These first settlers established themselves in what today is Cherryfield.

Around 1760, Major Joseph Wallace and his brother Benjamin came here from Beverly, Massachusetts, and settled on the east side of the Narraguagus River in the area that today is Milbridge. He was a wealthy ship captain, ship builder, and entrepreneur. He was soon followed by a number of other families many of whose names are still common in the area today such as Strouts, Leightons, and Rays. The first recorded meeting of these early settlers was in 1792 when they met at the home of David Brown on the Mill River to discuss schools.

¹ *Reproduced from the 1995 Comprehensive Plan*

These first settlers made their homes on the banks of the Narraguagus. They did so because all travel in and out of the area was by sea. Roads simply did not exist. They made their living from the lumber they cut in the forest. Besides shipping milled lumber to cities farther south, much of the lumber they cut was used for building ships. The first ships built here were small schooners used in the West India trade. These early ship captains made two or three trips in winter, then remained in port for the summer months so that the owner could farm his land and cut his wood for winter. It also helped ships avoid the perilous hurricane season in the Caribbean.

When Harrington applied to Massachusetts for town status in 1797, there were just 45 families in the area. Many of them were settled in what is today Milbridge. The boundaries of early Harrington included most of today's Cherryfield, Harrington, Milbridge and all the off-shore islands.

Soldiers from Milbridge were involved in the Revolutionary War and again in the War of 1812. The citizenry suffered greatly in the time of war because they were cut off from their source of much of their food and dry goods. Of even greater consequence was the fact that their sailing ships could not, without grave danger, take their lumber to market, and their economy depended upon the sale of lumber. Particularly during the War of 1812, the waters off Milbridge were heavily patrolled by British men-of-war. The English controlled the coast with two forts, one at Eastport and one at Castine, and Milbridge was stuck in the middle. Their lumber rotted on the wharves while the war raged on.

There is a story that off the coast of Milbridge, four British soldiers are buried on Bois Bubert Island. Their captain challenged Captain Allen whose ship was heavily loaded with lumber, headed for Boston. Allen hid his men on deck behind the lumber piles, and when the British advanced, he showered them with bullets. This victory was clearly one for the Americans.

At the end of the Revolutionary War, soldiers were rewarded for service by large land grants in the uncharted territory of Maine. Settlers came streaming north, many of them to the Milbridge area. In 1816 Cherryfield was incorporated, leaving Milbridge still yoked with Harrington. Settlers along the river were becoming restless however, for it was a long journey from the Wyman District to the Town Center of Harrington if one had business to conduct. Besides, there were more people along the Narraguagus than there were in Harrington.

Stagecoach was the only means of travel by land, and the earliest stage ran from Calais to Cherryfield to Ellsworth through Black's Woods. Later a coastal line ran through Milbridge and Sullivan to the new train station at Washington Junction. A significant factor in the growth of Milbridge, however, was the steamboat. Beginning in 1868, there was tri-weekly steamboat service from Portland to Machias, and Milbridge was one of the frequent stops. The Wyman area was for many years the center of Milbridge because all the traffic came in and out by boat. Only when roads were improved, well into the twentieth century did what is now downtown Milbridge become the town center.

Historic Population and Economic Trends²

Milbridge experiences a slow but steady growth of about 300 people each decade from its incorporation in 1848 until the turn of the century. The population peaked in 1900 with 1,921, a figure it has not attained again. The reason for the continual increase in population was the shipbuilding trade. Milbridge's first resident, Joseph Wallace, launched his ship from Milbridge in 1764. Soon other small boatyards were built, and by the 1850's, six ships were registered from Milbridge. This was the era of the clipper ships, made for carrying cargoes to and from California and the Orient. Speed was everything, and the ships were large with beautiful sleek lines.

The decade with the largest number of ships built in Milbridge was the 1880's when 42 ships registered. Many of these were the smaller coastal schooners that carried coal, ice, granite and lime in and out the little ports up and down the coast. The flourishing shipyards meant that a full line of subsidiary businesses grew up in town to support the shipbuilders. There was sail lofts, marine hardware manufacturers, planing and sawmills, and barrel makers. More people in town meant that there was a need for more grocers and dry goods stores. There were milliners for the ladies and haberdasheries for the men. There were livery stables and a handsome hotel, the Atlantic House, where travelers could find comfortable lodging and meals.

The period from the late 1800's through the early 1900's was surely the golden age in Milbridge. Milbridge was a regional shopping center and the regional business center. Besides shipbuilding, the seafood industry was also flourishing. Milbridge had one of the first, if not the first, lobster cannery in the State around 1859 or 1860 located about a half mile up the river from Wyman. The process they used was so secret that they had to carefully guard the facility. In the 1880's the first sardine cannery in Maine was constructed in Milbridge. The Wyman family later took over the sardine cannery as well as the lobster business. The Ray's began to can clams in 1938 and soon there were others canning clams, as well as sardines, fish, and lobsters.

From 1900 to 1910 Milbridge lost almost 400 residents. From 1910 to 1920, Milbridge lost another 400 residents. Clearly, the economy was changing. The improvement in roads and the advent of the train meant that ships were no longer the principal means of transportation. When the shipbuilders left, so did the subsidiary businesses. Milbridge settled down to become a quiet static community with the population hovering around 1,100 people the next 60 years.

In the first half of the twentieth century Milbridge had enough businesses to support its own population but did little to attract shoppers from other communities. The fire of 1934 burned much of the summer community at Baldwin Head, and no new summer residents were attracted to replace the ones that were lost.

Not until the census of 1980 did the population began to show a modest increase. The prosperity of the 1970's and 1980's brought new residents to the area. Many were seeking

² *Reproduced from the 1995 Comprehensive Plan*

seasonal vacation homes or retirement homes and were attracted by the unspoiled seaside community of Milbridge. These new residents built attractive homes on the shore and began to enter in the Town's political structure.

Reproduced from the 1995 Comprehensive Plan

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Historic and archaeological resources in Milbridge included prehistoric archaeological sites (mainly Native American), archaeological sites from the historical period (in Milbridge, these are mainly ship wrecks), and historic buildings and places.

Pre-historic Archaeological Sites

Pre-historical archaeological sites include all sites that contain artifacts from before the first written records. In Milbridge, these included all sites prior to the mid-1700's. All prehistoric archaeological sites in Milbridge are associated with Native American communities that lived in the area prior to European settlement. Maine Historic Preservation Commission (MHPC) notes that "prehistoric sites include camp or village locations, rock quarries and work shops, and petroglyphs or rock carvings"

According to MHPC portions of the shoreland zone – the area where prehistoric archaeological sites are most likely to occur – have received professional archaeological surveys. As of September 2010, four pre-historical archaeological sites in Milbridge have been identified (#45.9, #45.14, #60.9 and #60.14). Three of these sites are eroded and considered not significant.

MHPC recommends that further survey work occur along the banks and valley of the Narraguagus River and un-surveyed portions of the coastal zone in Milbridge.

Historic Archaeological Sites

Historic archaeological sites are sites that include significant archaeological artifacts from the time period after written records began. According to MHPC, historic archaeological sites "may include cellar holes from houses, foundations for farm buildings, mills, wharves and boat yards, as well as shipwrecks."

There are 18 identified historic archaeological sites known in Milbridge, which include 17 ship wrecks and a historic settlement on Bois Bubert Island.

Approximate Location of Known Pre-Historic Archaeological Sites



Source: MCHP, 2010

List of Historic Archaeological Sites in Milbridge

ID	Name	Type
ME 279-001	New York	Wreck, side-wheeler
ME 279-002	Lillian B. Jones	Wreck, bark
ME 279-003	Julia Baker	Wreck, schooner
ME 279-004	Valdare	Wreck, vessel
ME 279-005	Bois Bubert Village	Settlement
ME 279-006	L. Standish	Wreck, schooner
ME 279-008	Doris	Wreck, sloop
ME 279-009	Eastern Star	Wreck, gas screw
ME 279-010	Hayden	Wreck, brig
ME 279-011	Sarah Maria	Wreck, schooner
ME 279-012	Lucile	Wreck, gas screw
ME 279-013	Chester A Kennedy	Wreck, gas screw
ME 279-014	Abby Morse	Wreck, schooner
ME 279-015	Harp	Wreck, schooner
ME 279-016	Alida A.	Wreck, schooner
ME 279-017	Carrie B.	Wreck, schooner
ME 279-018	Emily J. White	Wreck, schooner
ME 279-019	Pefetta	Wreck, schooner

Approximate Location of Known Historic Archaeological Sites



Source: MCHP, 2010

HISTORIC BUILDINGS AND PLACES

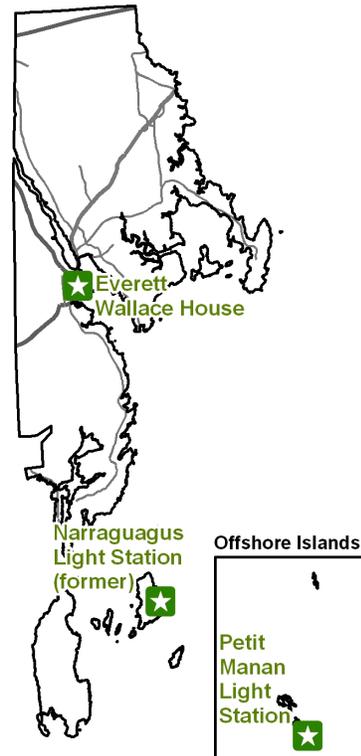
The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). Milbridge currently has 3 properties listed in the NRHP:

- Petit Manan Light Station
- (Former) Narraguagus Light Station
- Everett Wallace House, US Route 1

MHPC notes that a comprehensive survey of Milbridge's historic above-ground resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.

The Town of Milbridge should continue work with the Milbridge Historical Society and interested property owners to qualify eligible properties in Milbridge for listing on the National Register of Historic Places.

Approximate Location of Properties Listed On the National Register



Source: MCHP, 2010

Historic Patterns of Development

Historic patterns of development includes important information about the development of communities and community life. Moreover, historic downtowns and village centers with concentrations of historic homes and businesses contribute to the feel of a community and its sense of place.

Milbridge is fortunate to have a significant concentration of historic homes located in the downtown area. The historical pattern of development is clearly evident. Milbridge's downtown contributes positively to community's identity and supports the tourism industry in Milbridge.

PRESERVATION OF HISTORIC AND ARCHAEOLOGICAL RESOURCES

The primary mechanisms for historical preservation in Milbridge are public and/or private investment in historic properties and streetscape enhancement; and municipal support of privately-led historic preservation efforts.

According to MHPC, "the standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant."

The Town should continue to promote historic preservation by working with interested property owners to pursue voluntary listing of additional property on the National Register of Historic Places; supporting private effort to preserve historic properties; and making critical public investments in historical preservation, as necessary.

The Town's Subdivision Ordinance includes reviews standards for the identification and protection of historic sites; however, the current Land Use Ordinance (amended in 2009), which applies to all changes in land use, including building on vacant lots, does not include measures to protect the Town's historic or archaeological resources.

The Town should amend the existing Land Use Ordinance to incorporate review standards included in the previous Land Use Ordinance, that "the proposed use will not have an undue adverse effect on historic sites."

To ensure that significant historical and archaeological resources are not inadvertently lost, the Town should consider amending the subdivision ordinance to require subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.

Existing Policies regarding Historic and Archaeological Resources

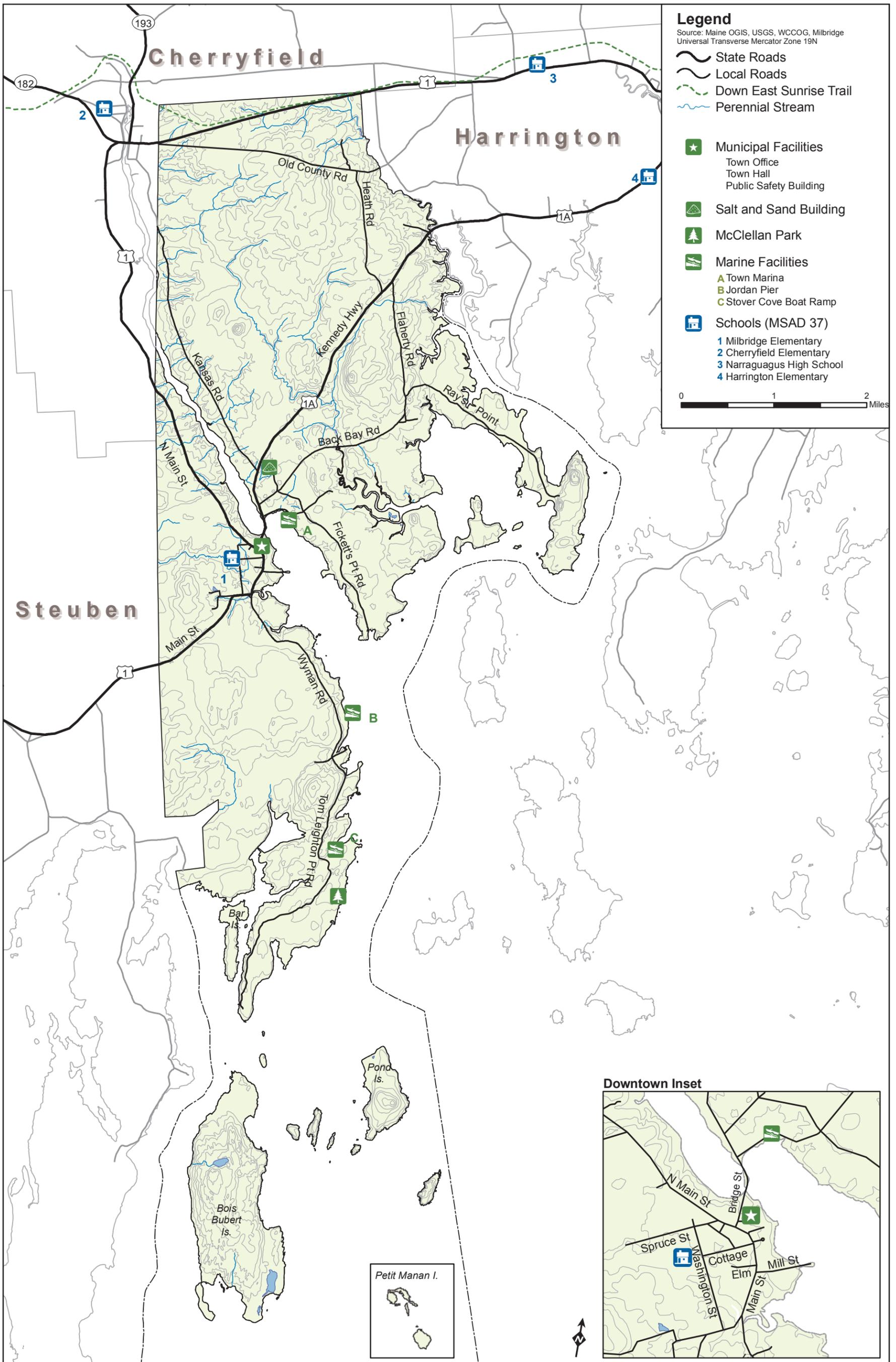
The following table lists town policies and implementation strategies for historical and archaeological resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should encourage the identification and protection of significant historic and archaeological resources through voluntary registration and protection programs and through its land use and subdivision ordinances.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Implementation Strategy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will encourage private groups to undertake, with Maine Historic Preservation Commission (MHPC) oversight, a survey of Milbridge's structures in order to identify properties which may be eligible for nomination to the National Register of Historic Places.	<i>This strategy has not been fully implemented; but it remains a worthwhile objective and should be implemented.</i>
Milbridge will establish a tentative schedule for completing the marine coast and Narraguagus River surveys pending availability of funds from the State Planning Office, MHPC Certified Local Government Program, MHPC survey grants, and other sources.	<i>This strategy has not been fully implemented; but it remains a worthwhile objective and should be implemented.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to historic and archaeological resources in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Map 2: Public Facilities & Services
 Milbridge Comprehensive Plan Update (2012)



C. POPULATION

The purpose of this section is to:

1. Describe the population and household characteristics of Milbridge and compare them with similar changes and patterns occurring in the region & state;
2. Determine how population trends will influence the future demand for housing, land, and community facilities; and
3. Predict for the next 10 years the size and characteristics of the population of Milbridge and compare with similar projections for the region & state

KEY FINDINGS

Over the last 30 years, Milbridge’s total population has remained stable at around 1,300 residents. The Town anticipates that the population will continue to remain stable at around 1,300 residents over the next 10 to 15 years.

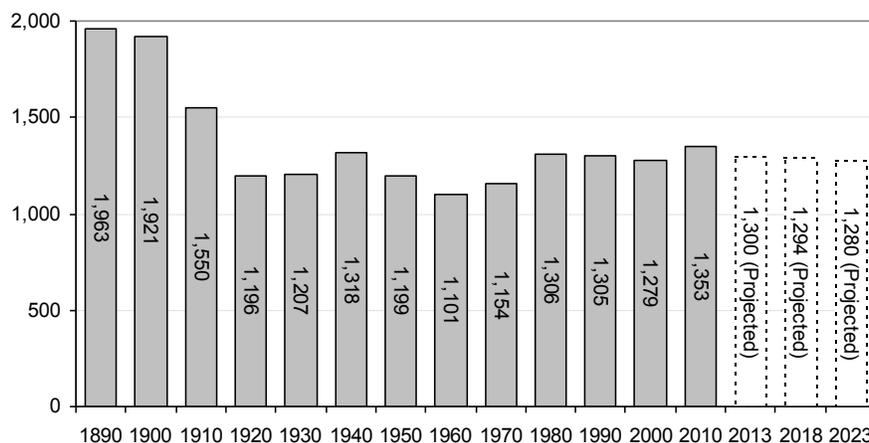
The trend toward smaller household size has resulted in an increase in the number of year round households even though population has grown only slightly. This trend is at least in part related to Milbridge’s aging population and the Town’s ability to meet the demand for new housing with existing resources. A likely implication of the town’s aging population will be continued demand for in-town housing, including apartment, independent living, and assisted living facilities. There will likely be continued growth in demand for larger unit (2- to 4 bedroom) rental housing as a result of growth in the migrant worker population.

Milbridge has also seen a sharp decline in school enrollment. This trend is expected to continue and will have important implications for the community.

HISTORIC AND PROJECT POPULATION

As noted in the previous chapter, Milbridge’s population peaked around the turn of the 20th century. With the decline of shipbuilding, Milbridge’s population declined precipitously in the first part of the 20th century, but has since remained stable between 1,100 and 1,300 individuals.

Milbridge Population: Historic and Projected



Source: US Census, SPO

Population Forecasts

The table below depicts the Maine State Planning Office's forecast for Milbridge's population over the next 10 years. Population predictions prepared by the State Planning Office predict changes in population for the state, county and town based on demographics and changes in regional population over time.

In line with recent trends, the State Planning Office forecasts that Milbridge's population will remain essentially flat between now and 2023 – declining from 1,353 people in 2010 to 1,280 by 2023.

POPULATION PROJECTIONS

Year	Milbridge		Washington County		State of Maine	
	Number	% Change	Number	% Change	Number	% Change
2008	1,283	--	32,499	--	1,316,456	--
2013	1,300	+ 1.3%	31,729	- 2.4%	1,324,335	+ 0.6%
2018	1,294	- 0.5%	30,825	- 2.8%	1,327,070	+ 0.2%
2023	1,280	- 1.1%	29,771	- 3.4%	1,322,449	- 0.3%

Source: State Planning Office

The forecast for a stable population in Milbridge for the next 10 years is in line with a forecast for modest growth in the State's overall population, but in contrast with a forecasted decline in the Washington County's population over the same time period.

Five Year Migration

Five year migration statistics for Milbridge show a large stable population that is starting to accommodate more newcomers. New Milbridge residents in 2000 were more likely to have moved to Milbridge from a home within Washington County or elsewhere in Maine than in 1990. Elderly housing and assisted living facilities that attract residents from neighboring communities may account for part of this trend.

Location of Residence 5 years ago, Milbridge Residents 5 years and over

	1990		2000	
	Number	%	Number	%
Population 5 years and over	1221	100%	1,227	100%
Lived in the same house	865	71%	753	61%
Lived in different US House	347	29%	467	38%
Lived in a different state	132	11%	144	12%
Lived in Maine	215	18%	63	5%
Lived in Washington County	166	14%	260	21%
Lived elsewhere in Maine	49	4%	207	17%
Lived Abroad	9	1%	7	1%

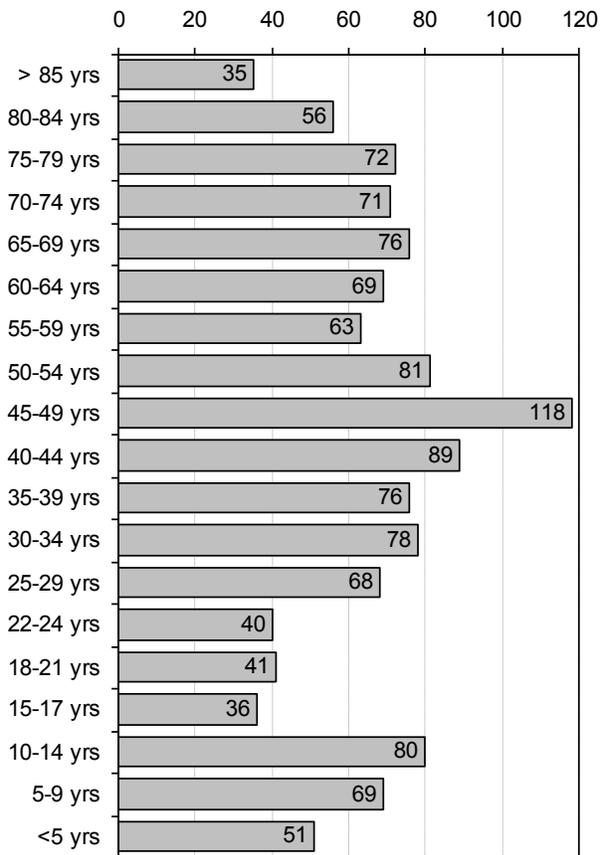
Source: US Census

NOTE: The figures in bold total 100% of the sample. Other figures are for subgroups.

Age Distribution

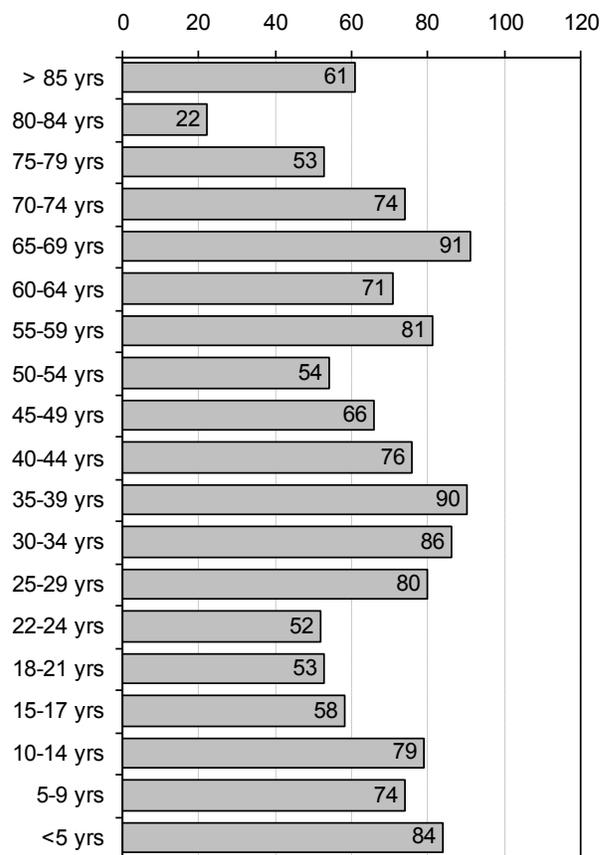
While overall population changed slightly in the last 20 years there were significant changes in the town’s demographics. The most significant trend in Milbridge was a decline in the population under the age of 25. This demographic change is born out by declines in school enrollment that have continued over the first decade of this century.

Milbridge Age Distribution, 2000

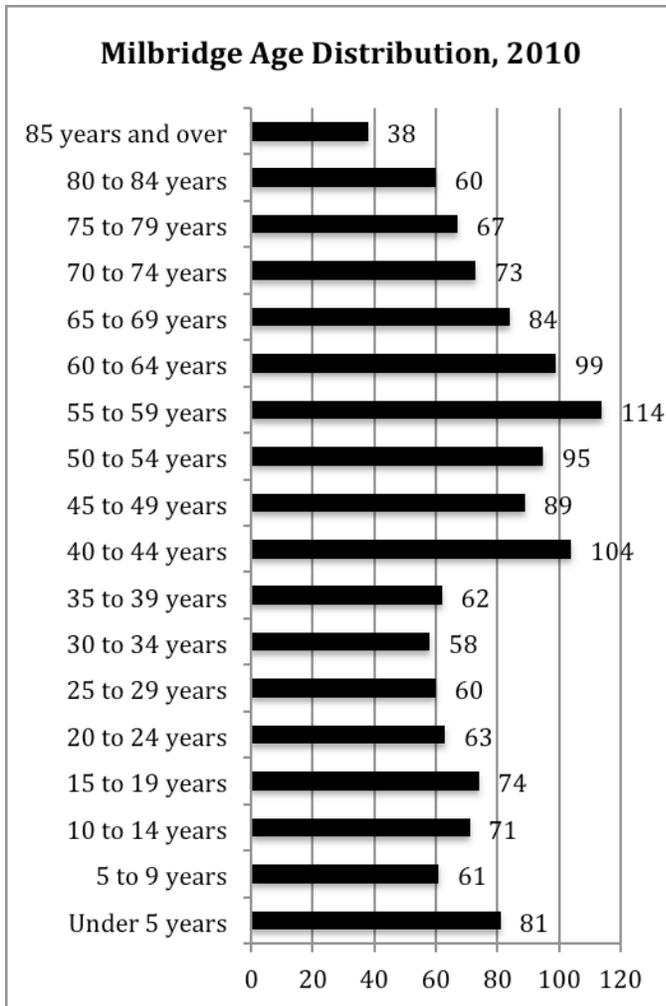


Source: Census, 2000

Milbridge Age Distribution, 1990



Source: Census, 1990



Source: Census, 2010

Household Size

Nationwide the average household size in the United States has declined steadily over the last 50 years. This trend reflects a number of social and economic changes including smaller family size (e.g. fewer children per household), higher divorce rates, a declining number of multi-generational families living under the same roof, and an aging population. Milbridge is no exception to the national trend.

In Milbridge the average household size declined from 2.8 in 1980 to 2.24 in 2010. One implication of this change is that the number of households in Milbridge has grown (from 440 in 1980 to 549 in 2000 and 612 in 2010) while total population declined between 1990 and 2000. Population rose by 2010 but average household size has remained nearly the same.

Milbridge Households 1980 - 2010

	1980	1990	2000	2010
Total Population	1,306	1,305	1,279	1,353
Number of Households	440	495	549	612
Household Size	2.8	2.6	2.23	2.24

Source: US Census

In 2010, the average household size in Milbridge (2.24) is smaller than the average household size for the State of Maine (2.43). This reflects a sizeable elderly population, which includes many single person households. It is not anticipated that the average household size will continue to decline.

School Enrollment and School Attainment

In 1990, 216 Milbridge residents were enrolled in K-12 education, according to the US Census. By 2000, that number had declined to 195 residents. As of April 1, 2011 the number of resident students from Milbridge stood at 164.

Educational Attainment of Milbridge Residents over 24 Years Old

	1990		2000		2009 ¹	
Population 25 years and over	905	100%	948	100%	905	100%
Less than 9th grade	94	10%	77	8%	94	10%
9th to 12th grade, no diploma	161	18%	141	15%	161	18%
High school graduate	368	41%	394	42%	368	41%
Some college, no degree	105	12%	158	17%	105	12%
Associate degree	53	6%	42	4%	53	6%
Bachelor's degree	72	8%	92	10%	72	8%
Graduate or professional degree	52	6%	44	5%	52	6%
Percent high school grad or higher		66%		77%		71%
Percent bachelor's or higher		14%		14%		14%

Source: US Census and American Community Survey

¹ American Community Survey estimate.

Educational attainment statistics look at the highest level of educational attainment for the adult population. Over the last 30 years, the percent of Milbridge residents with a college degree or higher has remained steady at 14%, which is in line with the Washington County average of just under 15%, but below the state average of 18%.

The percent of Milbridge adults with a high school diploma has fluctuated over time. Current estimates are that 71% of Milbridge residents have a high school diploma, below the high school attainment figures for both the County (73%) and the state (78%).

Seasonal Population

Milbridge has a significant seasonal population. Although the US Census does not maintain statistics on seasonal population, the 2010 Census counted 274 seasonal homes in Milbridge. The peak period for the seasonal population in Milbridge is July and August. The seasonal population during this period includes long-term seasonal residents (who return year after year), weekly renters, and short-term visitors. Local estimates are that on a peak summer week-end the seasonal population is likely around 400 people – 30% of the town’s year-round population.

The seasonal population increases demand for certain public services (notably law enforcement, library use and services at the Town Office); but has little impact on other public facilities and services. Many long-term summer residents moved to Milbridge on a year-round basis when they reached retirement. These “new residents” with long-term ties to the community have a significant impact on civic life in Milbridge. This trend also contributes to Milbridge’s aging population. The Town expects that this trend will continue.

Migrant Workers

Migrant workers make up a significant sub-section of the seasonal population in Milbridge. Federal and state statistics for migrant workers are similarly unavailable. Traditionally, the peak season for migrant labor has been July and August in both the blueberry harvest and in local marine industries. Local residents note that in recent years the “shoulder season” for migrant farm labor has extended into the fall with expanded wreath production. Many migrant workers are Hispanic; although in recent years Washington County has also seen a growing number of Haitian migrant workers.

Much of the traditional farm worker housing in the area was designed for summer use during the blueberry season. Accordingly, housing has become a more acute issue with the expansion of the migrant labor season into the fall wreath season. In recent years, a number of families that came to the area as migrant labor have chosen to remain in the area as full-time residents. *Mano en Mano*, a local community-based organization based in Milbridge offers a variety of ESL and after-school programs and works with the Hispanic community (both year-round and seasonal) to address farm worker housing and other community issues. Some migrant workers have also chosen to remain in Milbridge on a year-round basis, which is a source of new residents in our community.

IMPLICATIONS OF POPULATION CHANGE

Over the next 15 to 20 years, Milbridge expects the total population to remain stable at around 1,300 people. Three significant demographic trends are expected to continue:

- 1) the decline in Milbridge's school age population
- 2) Milbridge's aging population will continue to increase
- 3) There will be a growing number of seasonal residents.

One significant implication of these demographic changes is on the school system. Some elementary schools in the area have already closed. Declining school enrollment in Milbridge and other nearby communities coupled with the closure of additional schools may have significant implications on how K-12 education is delivered in the area. The closure of the Milbridge Elementary School is one possible outcome. Changes in the public K-12 educational system will have important impacts on the Town, affecting both its fiscal health and community life.

A likely implication of the town's aging population will be continued demand for in-town housing, including apartment, independent living, and assisted living facilities. There will likely be continued growth in demand for larger unit (2- to 4 bedroom) rental housing as a result of growth in the migrant worker population. The Town will continue to monitor these trends and make appropriate policy decisions based on changes in the population.

Existing Policies regarding Population

The following table lists town policies and implementation strategies for population as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should periodically review population figures for the Town to monitor whether the population projects in this Plan are consistent with future realities.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Implementation Strategy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will update the information on the Town's population contained within this plan every 5 years.	<i>This strategy continues to align with local priorities. It should be continued.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to population in Milbridge are presented in Chapter O – Plan Implementation. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

D. PUBLIC FACILITIES AND SERVICES

The purpose of this section is to:

1. Describe Milbridge's public facilities and systems in terms of their extent, capacity, and use;
2. Assess the adequacy of those systems in handling current demands;
3. Predict whether public facility or service system additions and improvements will be needed to accommodate the demands of the projected population; and
4. Estimate the general costs of providing the needed public facility and service system additions and improvements.

KEY FINDINGS

The Town of Milbridge maintains a variety of public facilities and services including town municipal fire station, a town office, a public library and town parks. Parts of Milbridge are served by public water and public sewerage. The Town regularly contributes to capital reserve accounts as a way to plan for and manage the cost of replacing of municipal equipment and facilities. Overall, municipal facilities are in good condition sufficient for the current and anticipated needs of the population.

One notable exception is Milbridge's aging Town Office building, which also houses the Milbridge Public Library. The Town has begun planning for a Community Center that will house an expanded Public Library, multi-use Community Room and the Town Office facilities.

Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*. All projected investment in public facilities can be accommodated within designated Growth areas as outlines in *Chapter K. Land Use*.

GENERAL GOVERNMENT

The government of the town of Milbridge consists of a three-member Board of Selectmen and a town manager system. The Town Manager, as directed by the Selectmen, is responsible for general administration of the town. Town administrative functions are located on School Street.

The Selectmen are assisted by long term, short term and project committees as needed. Current town board and committees include:

Board of Appeals	Marine Committee
Budget Advisory Committee	Planning Board
Building Committee	Recreation Committee
Comm. Dev. Advisory Committee	Road Committee
Ethics Committee	Sewer Committee
Fire Department	Shellfish Committee
Library Board	Comprehensive Plan Committee

In addition to these committees, the Town elects 3 Assessors on a rotating basis. The Town also elected 5 Directors of the Milbridge Water District and three representatives to the Board of MSAD #37

The Town of Milbridge has a certified **Code Enforcement Officer**, a certified **Plumbing Inspector** and is fully compliant with Title 30A Sec. 4451.

Milbridge's **Planning Board** consists of five members and two alternates, some of these individuals have served in this capacity for many years. Monthly meetings are held to review subdivisions and site plans for any development proposals. The Planning Board also reviews shoreland zoning issues for compliance with state and local regulations.

The three-member **Zoning Board of Appeals** hears grievances, variance requests, and administrative appeals.

The responsibilities of town government are divided into the following departments:

Function	Responsible Party
Education	Superintendent / School Board
Police	Police Chief
Fire	Fire Chief
Ambulance	Petit Manan Ambulance
Public Works	Town Manager
Roads & Highways	Town Manager
Solid Waste & Recycling	Town Manager
Wastewater Treatment	Chief Operator

MUNICIPAL BUILDINGS, FACILITIES AND SERVICES

Building/Facilities	Condition¹	Notes
Town Office/Library	D	<i>Town has started planning to replace the building</i>
Public Safety Complex	A	<i>Facility in good shape overall</i>
Town Hall	D	<i>Town has started planning to replace the building</i>
Sewerage Treatment Plant	A	<i>New facility opened in 2010</i>
Sand & Salt Shed	A	<i>Relatively new facility in excellent condition</i>
Town Marina	A	<i>Facility in good shape overall</i>
Jordan Pier	A	<i>Facility in good shape overall</i>
McClellan Park Buildings	B	<i>Facility in good shape overall, some recent repairs</i>

¹

A	Relatively new facility, lifetime expected in excess of 20 years (with proper maintenance)
B	Facility is older and has been well cared for, but may need renovations in 10-20 years
C	Older facility that may not be in the best of shape & may need improvements in 5-10 years
D	Old facility that needs replacement or considerable maintenance/renovation in 2-5 years

GENERAL

Town Administration

The Milbridge Town Office operates out of an aging building on School Street. The Town employs a full-time Town Manager and two clerks. Both the Town Office Building, which also houses the Public Library, and the Town Hall are nearing the end of their useful lives. The Town of Milbridge has convened a committee to develop a plan for replacing both structures.

In October 2010, the Town circulated a community-wide survey that asked residents several questions about the replacement of the Town Office and Library. Respondents were divided on whether the Town should rebuild on the existing footprint of the Town Office or build in the site of the current Town Hall, which is also in poor condition. An overwhelming majority of respondents thought that the Town Office should stay in the same general area (92%) and the Library and Town Office should stay combined (74%).

Based on these responses, the Town is developing plans for a Community Center that will include space for the Town Office, Milbridge Public Library and a multi-purpose community room. The Town hopes to develop plans and seek funding in 2012 and begin construction in 2013 or 2014.

Milbridge Public Library

The Milbridge Public Library currently operates out of a space in the Town Office Building. In addition to traditional lending, the Library offers free wireless access, public use computers and a variety of community and youth oriented event. The Town of Milbridge supports the Library with an annual appropriation of around \$26,000.

Milbridge Public Library has outgrown its current space. The Town is currently developing plans for a new Community Center that would include additional space for the Public Library (see above).

PUBLIC WORKS

Public Works Department

The Milbridge Public Works department has two full-time employees and four vehicles. The main function of the Department is to repair and maintain the Town roads and work on other projects at the direction of the Town Manager. Equipment includes a grader, a backhoe and two dump trucks (equipped with plows for winter maintenance). Over the last 5 years, the budget for the Public Works Department has hovered around \$240,000.

Public works equipment is in reasonably good condition. The Town maintains a capital reserve account to contribute to the eventual replacement of Public Works equipment.

Salt and Sand Shed

Milbridge constructed a Salt and Sand Shed for indoor storage of municipal sand and road salt. The Town stores 1200 yards of sand and 100 yards of salt in the facility. The shed was constructed in 2004. The siding has an expected lifespan of 25 years; however it can be replaced

in sections as needed. Upgrade and maintenance will be met through the regular budget; no capital investment in the Salt Shed is anticipated over the planning period.

Waste Water Treatment

The downtown area of Milbridge is served by a public sewer system that is owned and operated by the Town. The Town constructed a new primary treatment plant in 1997. Over the past several years, the Town has been working to upgrade the sewer system to improve effluent treatment. In Phase I, the Town constructed a new building, installed new pumps and added the 3 aeration systems (2009). Phase II, scheduled for the summer of 2011, will upgrade 3 of the main pump stations, replace 11 or 12 sand filter sites and disconnect 2 catch basins that contribute to combine sewer overflow. Both Phases of the sewer upgrade received Community Development Block Grant funding.

Milbridge Sewer System currently serves 167 rate payers. The total budget for operation of the sewer system is around \$110,000 annually. The Town contributes around \$24,000 annually toward operation of the treatment plant; the remainder of the Sewer Budget is made up by user fees. Milbridge Sewer District maintains a Capital Reserve Account (funded at around \$15,000 annually) to cover the cost of system maintenance. Once Phase II of the system upgrade is completed in 2011, the Capital Reserve Account should be adequate to cover system maintenance. No capital investment in the sewer system is anticipated over the planning period.

Solid Waste Management

The Town of Milbridge offers weekly collection of municipal solid waste (MSW). Two part-time municipal employees collect MSW at the curbside for disposal at PERC. Milbridge also offers periodic collections of white goods and constructions debris.

Over the last five years, Milbridge’s solid waste budget has remained level at around \$105,000 per year. MSW volumes have also hovered at just over 600 tons annually. The Town maintains a capital reserve account for the eventual replacement of the current vehicle, which is anticipated to last another 10 years.

As noted in the 1995 Comprehensive Plan, organized recycling started in Milbridge in 1993. The Town currently has recycling collection bins located behind the Public Safety Building.

Recycling bins are available to the public 7 days a week. Recyclables are transported to Pleasant River Transfer Station for sorting, storage, and sale. Milbridge receives a share of the proceeds when its recyclable commodities are sold. Milbridge’s recycling rate has fluctuated over time, reaching nearly 40% in 2007. The current rate stands at 18%.

Municipal Trash Collection		
<i>In responsive to resident complaints about leakage from the trash collection vehicle, the Town recently circulated a survey. The results are reproduced below.</i>		
	Yes	No
Should we discontinue curbside trash pickup to prevent leakage?	6 5%	106 95%
Do you feel leakage is offensive?	7 7%	99 93%
Would you bring your items to the site on Kennedy Highway?	22 22%	80 78%
Do you know of a better available site?	3 3%	98 97%

Water Supply

The Milbridge Water District is a quasi-municipal agency that operates independently from town government. In 2009, the Water District served over 400 customers in the Town of Milbridge at a volume of just over 16 million gallons. The District has three active wells located in the Town of Steuben and a water tower near Washington Street in Milbridge. The Town contributes around \$30,000 annually to the Water District for use of fire hydrants.

There is adequate capacity within the existing system to accommodate any projected increase in volume. The Water District does not anticipate any line expansions or extension of the service area.

PUBLIC SAFETY**Police**

The Town of Milbridge has a police department with a Police Chief, one full time officer and five part time officers. The Department has a 2009 fully-equipped Ford Explorer cruiser and an ATV. The Police Department operates on an annual budget of around \$66,000; the Police Department maintains an equipment reserve account to cover the cost of new vehicles and other equipment.

Fire Department

The Milbridge Fire Department is a volunteer fire department with a Fire Chief, who receives a small annual stipend and 11 volunteer fire fighters. The Milbridge Fire Department moved into in a new Municipal Safety Complex in 1995. No capital investment in the Public Safety Building is foreseen over the next 10 to 15 years.

The Fire Department has an engine (2000), a one tanker (1966) and a small utility vehicle. All three vehicles are in serviceable condition, but the Fire Department anticipates that the tanker will need replacement within the next 3 to 5 years. A replacement vehicle is expected to cost around \$180,000.

Milbridge Fire Department coordinates with other volunteer fire department in neighboring communities; and has mutual aid agreement with Harrington, Cherryfield and Steuben.

Ambulance

Petit Manan Ambulance Corps provides emergency medical service for Milbridge and the surrounding towns of Addison, Harrington, Steuben, Cherryfield and Columbia. It is a private nonprofit corporation operated by a board of directors. Main support comes from insurance payments for ambulance service; the Town also makes an annual request for third-party funding from the towns in its service area. One of Petit Manan's ambulances is housed in Milbridge's Public Safety Building. The Town anticipates that the current arrangement will continue to meet the Town's needs over the planning period.

PUBLIC EDUCATION

The Town of Milbridge is part of MSAD #37. The regional school district owns and operates four elementary schools: Milbridge Elementary School (located on Washington Street), Cherryfield Elementary School in Cherryfield, Harrington Elementary School in Harrington and D.W. Merritt Elementary School in Addison; and one high school: Narraguagus High School in Harrington.

In Milbridge as in other communities in the area, the school budget has increased considerably in recent years even as enrollment falls. The 1995 Comprehensive Plan noted that “although some residents really care about the schools, many are frustrated in the efforts to affect change. Reasons for their frustration may be the number of Towns in the SAD, its large geographical area, the State’s mandates concerning funding and education, and the nature of the local school board.” The concerns continue to be felt. In the face of increasing budget pressure, significant changes in the delivery of K-12 education in Milbridge are likely. Those changes may include closure of some schools. The Town should work proactively with the School District to plan for changes in the delivery of education in the district and find ways to maintain and improve its schools in a cost effective manner.

PUBLIC HEALTH

The Town of Milbridge has a public health officer and actively participates in public health coordination through the Maine Center for Disease Control (formerly Bureau of Health) regional coordinators office, as appropriate. There are no known public health concerns at this time. A range of out-patient health-care services are available through Down East Community Hospital at the Milbridge Medical Center – located on School Street next to the Town Office. Milbridge Medical Center also houses a recently opened Women’s Health Resource Library. Milbridge residents travel to Machias, Ellsworth and Bangor to access other health care and medical services.

EXISTING POLICIES REGARDING PUBLIC FACILITIES

The following table lists town policies and implementation strategies for public facilities and services as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge’s 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

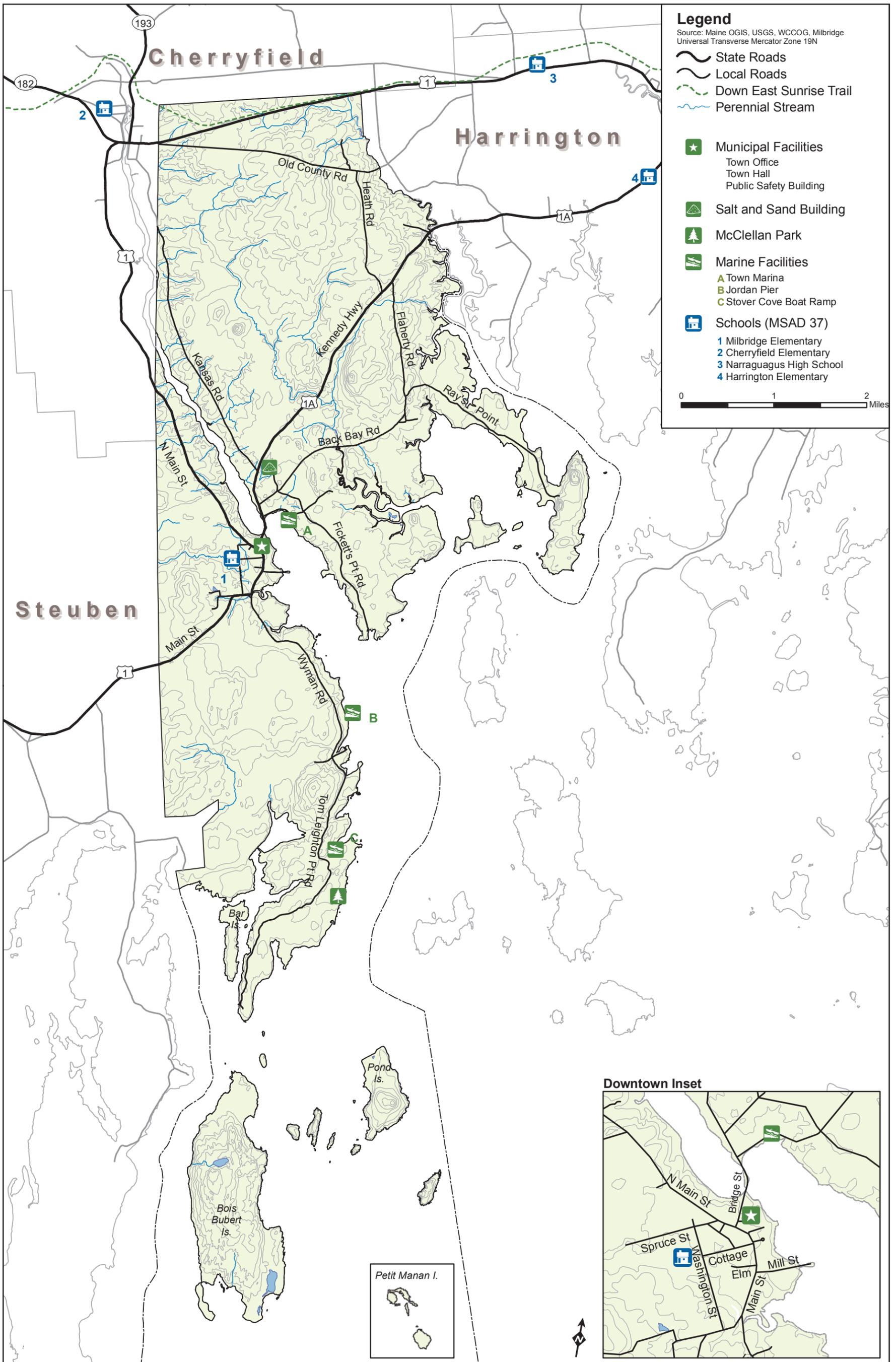
Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should continue to plan for, finance, and maintain an efficient and cost effective system of public facilities and services to accommodate current and projected needs of its residents.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge should provide the highest quality education program at an affordable price.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>

Implementation Strategies	Notes
Milbridge will adequately maintain its Public Works, Police, and Fire Department equipment to protect the Town's investments.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge will pursue a construction site, grants and loans for the construction of a new sand and salt storage shed. This could be built as a regional project.	<i>This strategy has been successfully implemented.</i>
Milbridge will develop a site identification system for all of Town to prepare for the implementation of a 911 emergency system. The Town will consult with individuals in Steuben who have been developing a system for their Town.	<i>This strategy has been successfully implemented.</i>
Milbridge will plan for capital improvements and their costs by developing and implementing a capital improvement plan and a capital investment plan.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge will continue its recycling efforts and continue working with regional recycling and solid waste groups.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge will monitor the capacity and effectiveness of its existing water and sewer systems and plan for their maintenance and improvement.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge will finish installing water meters at sites of users.	<i>This strategy has been successfully implemented.</i>
Milbridge is seeking to increase the capacity of its water system to improve service to existing users and to be prepared for future growth in the downtown area	<i>This strategy has been successfully implemented.</i>
Milbridge will create a small group which may work with similar groups from other SAD 37 Towns. The group will address local educational issues such as quality, physical plant, and the funding formula in an effort to work against erosion of the schools and to create a liaison between the School Board and other Milbridge residents.	<i>Should be replaced with: "Milbridge will continue to coordinate with MSAD #37 through the School Board and ad hoc committees as needed to address local educational issues such as quality, physical plant, and school funding."</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to Public Facilities in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Map 2: Public Facilities & Services
 Milbridge Comprehensive Plan Update (2012)



E. RECREATION

The purpose of this section is to:

1. Assess the adequacy of recreational facilities in Milbridge; and
2. Identify the need for upgrade to existing recreational facilities or investments in new ones.

KEY FINDINGS

There are a variety of opportunities for outdoor recreation in Milbridge including camping and picnicking at McClellan Park, an ADA accessible walking trail, a ball field, a playground at the School and recreational boating access at several locations. Indoor recreational facilities include the Public Library and limited access to school facilities. The Town maintains a municipal membership at the YMCA in Ellsworth. Other recreational activities in town are primarily organized by non-profits and private groups. Overall existing recreational facilities are in good condition. The Town should consider re-establishing an official Recreation Committee.

RECREATIONAL FACILITIES

Municipally owned, recreational facilities include two parks, a ball field, the Public Library and the Town Hall. Two out of three boating access facilities in Milbridge allow for recreational use. Additional recreational facilities at Milbridge Elementary School are available for public use by arrangement with the School District when school is not in session. Overall, existing recreational facilities in Milbridge are in good condition.

McClellan Park

McClellan Park is a 10-acre site on Tom Leighton Point just south of Wyman. This beautiful park has a rugged coastline on the Atlantic Ocean, some picnic tables, 14 camping sites and restrooms. The Town recently rebuilt the showers and bathroom facilities and installed new fire pits and picnic tables. Milbridge employs a part-time park manager to collect camping and oversee the facility. Existing facilities at McClellan Park are in excellent condition. There are currently no plans for further capital investment at McClellan Park.

Sudbury Walking Trail

Formerly known as ‘Riverside Park,’ the Sudbury Walking Trail is an ADA accessible trail that runs along the Narraguagus River from the just south of the Milbridge Town Office to Bridge Street. The paved walking trail and pedestrian bridge are in excellent condition. The Town has plans to install a gazebo in the summer of 2011. The Town plans to install interpretive signage along the walking trail and replace benches. These plans should be coordinated with ongoing efforts to revive the Down East Fisheries Trail and/or the Bold Coast Byway, both of which are potential sources of grant funding.

Milbridge Baseball Field

The Milbridge Baseball Field is a two-acre facility on Park Street. The field is used for baseball and softball games for all ages in the summer. Milbridge Public Work Department maintains the ball field; a group of dedicated volunteers operate a concession stand during games. Overall the ball field is in good condition; no capital investment in the ball field is anticipated.

Milbridge Public Library

As noted in *Chapter D. Public Facilities & Services*, the Milbridge Public Library is located in the same building as the Milbridge Town Office. The Library has outgrown its current space; and the Town is developing plans to construct a new community building that will house the Public Library.

Milbridge Town Hall

The Milbridge Town Hall was one a public school gymnasium. The Town Hall is still occasionally used for special town meetings and other civic functions. As noted in the *Chapter D. Public Facilities & Service*, the building is nearing the end of its useful life. Plan to replace the building that houses the Town Office and Public Library include a large multi-purpose room that will replace the space in the Town Hall.

Town Marina

The Town Marina is located on Narraguagus Bay, just across the water from downtown Milbridge. Boating access facilities at the marina include a pier and boat ramp. Since the 1996 Comprehensive Plan was adopted, the river has been dredged and a new boat ramp installed. The Town Marina also has a lawn and horse pit. The Town Marina is frequently used by recreational and commercial fishermen; as well as local residents who walk their dogs at Marina and enjoy the scenic views of Narraguagus Bay. Facilities at the Town Marina are in good condition; there are no currently plans for upgrades or capital investment at the Town Marina.

Stover Cove Boat Launch

Stover Cove Boat Launch is boat access facility located just north of McClellan Park on Tom Leighton Point. Facilities at Stover Cove include a small, gravel parking area and a cement boat ramp for use primarily by small boats. Stover Cove boat launch serves both recreational and commercial users. Facilities at Stover Cove are in good condition; and the Town has no immediate plans for further investment in the facility.

Jordan Pier

Jordan Pier is a municipal pier that is dedicated for use by commercial fishermen. It is not, strictly speaking, a recreational facility. However, the pier is occasionally used by recreational fishermen. For more on Jordan Pier, see *Chapter H. Marine Resources*.

Milbridge Elementary School

The Elementary School is on a 2 acre site. The school is owned by MSAD #37. The school has a multipurpose ball field, a playground and a gymnasium. Outside of school hours, the ball field, play ground and gymnasium are available for use by community groups through prior arrangement with school.

Adequacy of Recreation Facilities

The Maine Department of Conservation has published guidelines for the types of recreational facilities that municipalities should seek to develop and maintain. These guidelines are based upon a town's population. DOC Guidelines with notes on the facilities and services found locally are shown on the following page.

The Town works hard to maintain existing recreational facilities and provide a variety of recreational opportunities. Existing facilities are in good condition; and a range of recreational opportunities are

available the partnerships with nonprofit organizations (such as the municipal membership at the YMCA in Ellsworth) and the efforts of private groups. Nonetheless, there is a somewhat limited range of recreational facilities and activities available in town. In particular, summer and after-school activities for young people are somewhat limited.

Notably, there is currently no outdoor basketball court in Milbridge. The Town does not anticipate building a municipal basketball court in the near future; but would be supportive of efforts by private individuals and/or civic organizations to construct a basketball court in Milbridge.

Milbridge has a dedicated group of volunteers who oversees recreational activities in town. However, there is not a currently an active Recreation Committee or Recreation Director. The Town should work to re-establish an active Recreational Committee. In the face of tight municipal budgets, the Town does not anticipate hiring a Recreation Director.

ADEQUACY OF RECREATIONAL FACILITIES

Guidelines for Rec. & Park Services for Municipalities between 1,000 & 1,500 People	Located In Town?	Condition¹	Description/Location/Capacity
I. Administration			
Recreation and Park Committee or Board	No	-	Volunteers, but no formal committee.
II. Leadership			
Summer Program: Swimming Instructors	No	-	At the Ellsworth YMCA or UMM
Summer Recreation Director	No	-	
III. Program			
Swimming Instruction	No	-	At the Ellsworth YMCA or UMM
Supervised Playground Program	No	-	At the Ellsworth YMCA or UMM
Skiing Instruction Program	No	-	
Ice skating	No	-	
Community-wide Special Events	Yes	-	Milbridge Days in July
Arts & Crafts Programs	No	-	
IV. Facilities			
Outdoor Facilities			
Community Recreation Area, 12-25 acres w/ball fields, tennis courts, swimming, ice skating, etc.	No	-	Two ball fields in Town; no tennis courts, swimming or ice skating in Town
Softball/Little League Diamond (0.75 per 1,000 pop.)	Yes	A	On at School; one on Park Street
Basketball Court (0.50 per 1,000 pop.)	No	-	
Tennis Court (0.67 per 1,000 pop.)	No	-	Nearest one in Cherryfield
Multi-Purpose field: football, soccer, field hockey (0.50 per 1,000 pop.)	Yes	A	At School
Swim area to serve 3% of town pop. (15 s.f. per user)	No	-	Town maintains a municipal membership at the YMCA in Ellsworth
Pool – 27 sq. ft/water per user of Beach 50 sq.ft/water, 5 sq.ft/beach per user	No	-	Town maintains a municipal membership at the YMCA in Ellsworth
Ice Skating (5,000 s.f. per 1,000 pop.)	No	-	
Playgrounds (0.50 per 1,000 pop.)	Yes	B	At Milbridge Elementary School
Picnic Areas w/tables & grills (2 tables per 1,000 pop.)	Yes	A	At McClellan Park
Indoor Facilities			
School Facilities Available for Public Use	Yes	B	By appointment
Large Multi-Purpose Room (0.2 per 1,000 pop.)	Yes	A/D	School = A ; Town Hall = D
Auditorium or Assembly Hall	Yes	A	At School
Public Library	Yes	C	Great Library, needs a new space
V. Finance (funds for operation & maint.)			
Minimum \$6 per capita	No	-	

¹Grade Classification System:

- A Relatively new facility, lifetime expected in excess of 20 years (with proper maintenance)
- B Facility is older and has been well cared for, lifetime expected to be in excess of 10 years
- C Older facility that may not be in the best of shape & may need minor improvements within 5 years
- D Old facility that needs considerable maintenance within 2 years and/or significant renovation
- F Very old facility that has outlived its usefulness or is in severe disrepair. This facility (or equipment) is unsafe or unusable and should be attended to very soon. Replacement may or may not be necessary (based on need assessment).

OUTDOOR RECREATION

Milbridge has a variety of opportunities for outdoor recreation, including a variety of hiking and walking trails, opportunities for camping and picnicking, ball fields, a playground, three boating access facilities. Opportunities for outdoor recreation in Milbridge (and surrounding communities) contribute to quality of life for local residents.

Milbridge residents have long enjoyed a traditional access to private lands for outdoor activities such as fishing and hunting. In recent year, traditional access to private lands in Milbridge has been eroded – noticeably in coastal areas.

The Town encourages conservation land holders in town to expand public access to land already in conservation for recreational uses and traditional activities such as hunting and fishing.

Recreational Access for Boating, ATV and Snowmobile Use

The Bureau of Parks and Recreation within the Maine Department of Conservation administers the following programs which make financial assistance available to municipalities:

The Public Boating Facilities Program, which provides funds to assist in the acquisition, development or improvement of public boat facilities;

The Snowmobile Trail Grant Program, which provides funds for the construction and maintenance of snowmobile trails;

The ATV Trail Grant Program, which provides funds for the construction and maintenance of all-terrain vehicle trails.

Based on the requirements of the growth management law, the Bureau reports that it will not be able to allocate funds from these programs to towns whose comprehensive plans and implementation programs do not at least contain policy statements which directly relate to the provision of public boating facilities, snowmobile trails, and ATV trails (grants to eligible private organizations and clubs are not affected by the law). The comprehensive plan should contain an inventory of the sites and trails currently available, a discussion of any deficiencies and problems, and one or more policies and strategies identifying the Town's course of action with respect to these types of recreation facilities.

Commercial users currently make up a large portion of users at boating facilities in Milbridge. The Town anticipates that demand for recreational boating access will remain steady or increase slightly over the next 10 to 20 years. Three existing municipal boating access facilities currently meet demand for boating access. All three facilities are in good condition.

Tidal change can be a challenge for recreational boating access in Milbridge. Much of Back Bay and other small bays bottom out at low tide, making boating access difficult. In addition to boat access described above and depicted on *Map 2: Public Facilities and Services*, the Town of Milbridge recognizes the need for recreational boating access.

In terms of ATV and snowmobile access, a small portion of the Down East Sunrise Trail passes through the northernmost part of Milbridge. There are numerous other privately maintained ATV and snowmobile trails on private land. The Town would support the efforts of public or private partners (such as the Snowmobile club) to extend the network of public-use ATV and snowmobile trails – particularly trails that connect in with the Down East Sunrise Trail or other trails in Maine’s Interconnected Trail System (ITS).

REGIONAL RECREATION

Recreational resources in Washington County have an impact on the local and regional economy. Tourist-related businesses that rely on the recreational opportunities are significant sources of income to some towns in the area. In Milbridge, some businesses benefit in part from an influx of tourists to the region, especially during the summer.

Regional recreation facilities accessible to Milbridge residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking and snowmobile trails. Major regional recreational resources include:

1. Cobscook Bay State Park in Edmunds: 888 acres; more than 100 - campsites and shelters are on the water's edge; boating; hot showers; picnic area; hiking and groomed cross-country ski trails, hiking trails.
2. Cobscook Trails: Local network of hiking trails.
3. Cutler Coast Public Reserved Land, Bold Coast Trails: maintained by the State, contains ten miles of hiking trails and three walk-in campsites.
4. Edmunds boat landing.
5. East Plummer Island Preserve and the Mistake Island Preserve in Jonesport, both managed by the Nature Conservancy.
6. East Quoddy Lighthouse and Mulholland Lighthouse in Campobello, N.B.
7. Gleason’s Cove Town Park in Perry: picnic sites, beach, fishing weirs, boat launch.
8. Great Cove Golf Course in Roque Bluffs: 9-holes, 1,700 yards long.
9. Great Wass Island Preserve in Beals: 1540 acres of boreal forest, peat bogs, and coastline managed by the Nature Conservancy.
10. Herring Cove Provincial Park, Campobello, N.B: golf course, campground, playground, beach, hiking trails.
11. Jonesboro Wildlife Management Area: 726 acres.
12. Jasper Beach in Buck’s Harbor, Machiasport.
13. Lubec Municipal Marina.
14. Machias Seal Island, seabird nesting site with puffin colony, boat tours from Cutler, Jonesport and New Brunswick.
15. Moosehorn National Wildlife Refuge: 16,000 acres west of Calais, 6,700 acres in Edmunds. Migratory birds, big game and 50 miles of trails.
16. Petit Manan National Wildlife Refuge in Steuben: 3,335 acres on the mainland with hiking trails, several islands, and a variety of birds
17. Quoddy Head State Park in Lubec: 532 acres, easternmost point in the U.S., high rocky cliffs with extensive walking trails and views of Canada. The park features 4.5 miles of hiking trails, extensive forests, two bogs, diverse habitat for rare plants, and the red-and-white striped lighthouse tower of West Quoddy Head Light.

18. Reversing Falls Town Park in Pembroke: 140 acres, trails and picnic area.
19. Robbinston Boat Landing and Picnic area.
20. Roque Bluffs State Park: 2300-foot beach, picnic tables, grills, trails and playground.
21. Roosevelt-Campobello International Park in Campobello, N.B. A 2,800-acre park that includes the cottage and the grounds where Franklin Roosevelt and his family vacationed, as well as a large natural area with many nature trails and look-out points. The Island also has a Provincial tourist information center.
22. Shackford Head State Park in Eastport. A 90-acre undeveloped peninsula with protected coves, a bold headland, and hiking trails.
23. St. Croix Country Club and Golf Course in Calais.
24. St. Croix Island International Historic Site at Red Beach in Calais. Overlooks St. Croix Island, site of historic French settlement in 1604.
25. Devil’s Head, Calais; hiking, overlooks of St. Croix River and St. Croix Island.
26. Coastal and nature tours are available by Kayak and motor vessels in nearby towns.
27. Barren view Golf Course in Jonesboro 9-holes, 2,741 Yards long

RECREATIONAL PROGRAMS

Aside from programs run by the Milbridge Public Library, the Town of Milbridge has limited recreational programs. The Town does not currently run any summer programs or employ a Recreation Director. In order to provide access to recreational programs, the Town maintains a municipal membership at the YMCA in Ellsworth, which allows Milbridge residents to make use of recreational facilities and programs at the YMCA at a reduced cost.

A variety of recreational programs are also available to Milbridge residents through the efforts of local nonprofit and civic organizations. After school and summer programs are sponsored by *Mano en mano* (in Milbridge) and the EdGE program (in Cherryfield). Milbridge also has an active Little League baseball program.

RECREATIONAL EVENTS

A variety of annual recreational event take place in Milbridge. The most significant town-sponsored event is **Milbridge Day**, a community event held annually in the last week of July. Other recreational events are sponsored by local churches, non-profits and civic organizations.

EXISTING POLICIES REGARDING RECREATION

The following table lists town policies and implementation strategies for recreation as established by the 1996 Comprehensive Plan Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge’s 1996 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will continue to make available a wide range of recreational opportunities to its residents including access to public waters.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>

Implementation Strategy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
While acknowledging budgetary constraints, Milbridge should maintain and improve its recreation facilities so that they can serve the community for generations to come.	<i>This strategy continues to align with local priorities. It should be continued.</i>
The Recreation Committee will continue to support a variety of recreational programs which serve a range of ages at different seasons of the year.	<i>Milbridge no longer has an active recreation committee. The Committee should be revived.</i>
<p>Milbridge will plan for the gradual improvement of its recreation facilities. This may include:</p> <ul style="list-style-type: none"> a. Maintenance of buildings and trails at McClellan Park, b. Improvement of camping sites and facilities at McClellan Park, c. Developing walking trails and a brochure guide for McClellan Park, d. Acquiring property or access rights along Sawyer Brook and the Narraguagus River to extend the existing Riverside Park, and create Sawyer Brook Trail, e. Rebuilding or replacing the Town Marina pier cribbing, f. Providing toilets, fresh water and a phone at the Town Marina, g. Providing pedestrian access between downtown and the Town Marina (see D. Transportation). 	<p><i>This strategy has been implemented.</i></p> <p><i>This strategy has been implemented.</i></p> <p><i>This strategy has not been implemented. It is no longer a priority.</i></p> <p><i>This strategy has not been implemented. It is no longer a priority.</i></p> <p><i>This strategy has been implemented.</i></p> <p><i>This strategy has not been implemented. It is no longer a priority.</i></p> <p><i>This strategy has not been implemented. It is no longer a priority.</i></p>

Source: Town of Milbridge Comprehensive Plan, 1996

Policies and implementation strategies relative to population in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities, and State and Federal policy since the previous Comprehensive Plan was adopted.

F. NATURAL RESOURCES

The Purpose of this section is to:

1. Describe the water resources and critical natural resources in Milbridge;
2. Predict whether the viability of important natural resources will be threatened by the impacts of future growth and development; and
3. Assess the effectiveness of existing measures to protect and preserve important natural resources.

FINDINGS

Surface waters in Milbridge include a number of streams and tidal waters and one great pond (lake). Overall, the water quality in Milbridge's surface waters and aquifers is high. The greatest threat to water quality in Milbridge is from non-point source pollution. In order to maintain the high level of water quality presently observed in Milbridge, the town has adopted stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads. Milbridge has relatively limited groundwater resources.

Milbridge's pristine bays and extensive tidal flats support shellfish, marine mammals, wading waterfowl and shorebirds. Milbridge has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town. Natural resources in Milbridge are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts. Existing regulatory and non-regulatory protection are largely sufficient to protect critical natural resources in Milbridge.

LOCATION AND LAND COVER

Milbridge is located in western Washington County. Milbridge is bordered on the west by Steuben, on the north by Cherryfield and on the east by Harrington. See *Map 1: Location*.

The downtown itself sits at the confluence of the Narraguagus River and Narraguagus Bay. The Town includes areas with estuarine frontage on the Narraguagus River and the Mill River, extensive coastal frontage on Narraguagus Bay and Bay Back and Pigeon Hill Bay, and several coastal islands. Interior portions of Milbridge are contained within small coastal watersheds that drain into the lower Narraguagus River, the Mill River and Narraguagus Bay.

The Town of Milbridge includes total land area of 24.1 square miles – approximately 15,500 acres. According to interpretation of recent satellite imagery conducted by the University of Maine at Machias GIS Center, almost 90% of the land area in Milbridge is forested, including areas that have recently been cut. The remaining land area includes non-forested wetlands (5%), developed areas (5%), grassland and pasture (2%) and cultivated and/or blueberry lands (>2% combined). Developed areas are concentrated near the downtown; and cultivated areas and grass and pasture lands are concentrated along the lower Narraguagus River. Milbridge also contains just over 33 square miles of open water within its municipal boundaries. See *Map 4. Land Cover*.

LAND COVER BY TYPE

Land Cover Type	Approx. Area	Percent
Developed	600 ac.	5%
Forest	11,800ac.	76%
Forest, Light Cut	1000ac.	6%
Forest, Heavy Cut	900ac.	6%
Forest, Clear Cut	100 ac.	>1%
Blueberry	100 ac.	>1%
Cultivated	100 ac.	>1%
Grass/Pasture	300 ac.	2%
Wetland (Non-forested)	600ac.	5%
Total Area	15500ac.	100%

Source: WCCOG, UMM GIS Center

WATER RESOURCES

A watershed is the land area in which runoff from precipitation drains into a body of water. The boundaries of watersheds, also known as drainage divides, are shown for Milbridge on *Map 5: Water Resources*. Milbridge is divided among several small coastal watershed that drain into the lower Narraguagus River, and several bays – Narraguagus Bay, Back, Pigeon Hill Bay.

River and Streams

Milbridge has several miles of perennial streams. To assess what portion of Maine's rivers, streams, and brooks meet the goal of the Clean Water Act; MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river and stream waters are classified into one of four categories, Class AA, A, B, and C as defined by legislation. Class AA is the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen. All stream segments in Milbridge are identified as Class B, indicating that the water quality is “suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired.” [1985, c. 698, § 15 (new).]

Milbridge officially has no rivers. The segment of the lower Narraguagus River in Milbridge is brackish. For the purposes of assessing water quality, it is considered tidal water.

Lakes and Ponds

There are 22 small ponds in Milbridge. In Maine, ponds over 10 acres in area are considered “great ponds” and are subject to regulatory oversight under applicable state laws and municipal Shoreland Zoning ordinances. Only one pond in Milbridge is defined as a “great pond” (lakes) under Maine State Law: a 12-acre unnamed pond on the south end of Bois Bubert Island, known locally at “the Lily Pond.” There are no known threats to water quality in the un-named pond, which sits entirely within the National Wildlife Refuge.

Tidal Water

The Maine Department of Environmental Protection classifies tidal waters according to their desired use and water quality necessary to support that use. All of the in-shore tidal water in

Milbridge are classified Class SB. Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process.

Tidal waters in the southern most part of Milbridge – around and south of Bois Bubert Island – are classified SA, the highest level of seawater quality. Recreational and commercial operations in these areas involve little risk of contamination since activities such as waste discharge and impoundment are prohibited.

Threats to water quality

Threats to water quality come from point and non-point discharges. Point source pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe. There are currently 4 waste water outfalls in Milbridge (see *Map 5: Water Resources*) permitted by the Maine DEP. Based on observed water quality, permitting condition for the four identified waste water outfalls appear to be adequate for the protection of surface water quality in Milbridge.

Non-point source pollution poses the greatest threat to water quality in Milbridge. The most significant contributing source comes from erosion and sedimentation as well as excessive run-off of nutrients and particularly phosphorus. In excessive quantities phosphorus acts as a fertilizer and causes algae to flourish or “bloom”. Additional contributing factors include animal wastes, fertilizers, sand and salt storage, faulty septic systems, roadside erosion, dirt roads, leaking underground storage tanks, and hazardous substances. It is not known to what extent each of the various sources of non-source point pollution currently affects water quality in Milbridge.

Although there are no longer any licensed overboard discharges (OBD) in Milbridge, the Town believes that over 40 licensed OBD’s upstream in Cherryfield contribute to water contamination in Milbridge.

In order to maintain the high level of water quality presently observed in Milbridge, the town has adopted stormwater run-off performance standards consistent with the Maine Stormwater Management Law and Stormwater Rules and other applicable state regulations. Stormwater management and sedimentation standards are included as part of the Town’s Subdivision Ordinance, Land Use Ordinance and Driveway & Roadway Constructions Standards.

Wetlands

The term "wetlands" is defined under both state and federal laws as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs, marshes, heaths, swales, and meadows.

Wetlands are important to the public health, safety and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Even building on the edge of a wetland can have

significant environmental consequences. Some wetlands also have important recreational value providing opportunities for fishing, hunting, and wildlife observation.

The Maine DEP has identified wetlands located within Milbridge, as illustrated on *Map 5: Water Resources*. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The Maine DEP has jurisdiction over freshwater and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act and the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands. It is also important to verify wetland extent for specific development proposals as aerial photography interpretation and field spot samples are educated guesses and random samples. Review by wetland professionals should be encouraged when the need arises.

Vernal Pools

Vernal pools are a sub-category of wetlands that are recognized in State Law for their habitat value. A vernal pool is a natural, temporary to semi-permanent water body that occurs in a shallow depression. Typically, vernal pools fill with water during the spring or fall and become dry during summer months.

Not all vernal pools are considered ‘significant.’ Vernal pools are only classified as significant if they support a breeding population of at least one of four indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus sp.*); or if the pool is used by threatened or endangered species. Classification of a vernal pool as ‘significant’ is made in the field based on the documented presence of one or more indicator species. Significant vernal pools are protected as Significant Wildlife Habitat under the Natural Resources Protection Act.

The presence of breeding amphibians in vernal pools contributes significantly to healthy forests ecosystems both as a protein-rich food source for many species; and because of the effect that amphibians associated with vernal pools have on controlling insect species known to attack the roots of maturing timber.

DEP encourages landowners who are unsure as to the status or presence of a vernal pool on their property to seek the advice of a trained wetland or wildlife ecologist early in the permitting process. The classification of vernal pools can change based on the continued absence of indicator species (or the presence of indicator species in pools where they were previously absent). There is currently one identified Significant Vernal Pool in Milbridge (see *Map 6. Critical Habitat*).

Groundwater - Sand and Gravel Aquifers

Aquifers may be of two types: bedrock aquifers or sand and gravel aquifers. A bedrock aquifer is adequate for small yields. A sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries are based on the best-known information and encompass areas that tend to be the principal groundwater recharge sites. Recharge to these specific aquifers, however, is likely to occur over a more extensive area than the aquifer itself.

The Maine Geological Survey has identified limited sand and gravel aquifers within Milbridge and shown on *Map 5: Water Resources*. Milbridge Water District’s wells sit on a small area of sand and gravel aquifer. The portion of the aquifer on which the wells sit is expected to yield greater than 50 gallons per minute. A large portion of the aquifer that is expected to yield greater than 10 gallons per minute extends eastward to just north of the downtown.

Map 5: Water Resources can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Most aquifer and surface water contamination comes from non-point sources including faulty septic systems, road salt leaching into the ground, leaking above ground or underground storage tanks, auto salvage yards, and landfills.

According to the Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program there are three Public Water Supply Sources in Milbridge. The risk assessment matrix prepared by the Maine Drinking Water Program (summarized below) does not reflect any current contamination of the community water supply at any of the four tested wells owned by Milbridge Water District. It does indicate a moderate to high risk of chronic contamination at all four wells due either to the well type or the presence of a septic system within 300’ of one of the wells. The future risk of chronic contamination is identified as moderate due to lack of legal control over the 2500’ Phase II/V Waiver Radius.

RISK ASSESSMENT MATRIX FOR PUBLIC WATER SUPPLIES

<i>Risk of contamination due to:</i>	Well ID# 90980106	Well ID# 90980302	Well ID# 90980204	Well ID# 90980205
Well type	Low	High ¹	Moderate ¹	Moderate ¹
Existing risk of acute contamination	Moderate ²	High ²	Low	Low
Future risk of acute contamination	Low	Low	Low	Low
Existing risk of chronic contamination	Low	Low	Low	Low
Future risk of chronic contamination	Moderate ³	Moderate ³	Moderate ³	Moderate ³

Source: Maine Drinking Water Program, 2004

¹ Due to well type and site geology.

² Due to the presence of a septic system within 300’ of the well head.

³ Due to lack of legal control over the 2500 Phase II/V Waiver Radius.

Grant funding to protect against contamination of public drinking waters systems is periodically available through the Maine Department of Environmental Protection's Drinking Water Program. To protect against future contamination the Town should work with the water company to obtain funding for reconstruction of Well #90980302 as well as the relocation of the septic system located near the wells. The water district should also pursue means to secure this control through easements and/or land acquisition.

CRITICAL NATURAL RESOURCES

Milbridge is home to a diverse array of terrestrial, avian and marine wildlife. Notable concentrations of birds – both resident and migratory – are drawn to extensive tidal flats and marshes and coastal islands. Inland forested areas also provide habitat for an array of common terrestrial mammals including deer, bobcats, beaver and otters.

Conservation of wildlife habitat is important for traditional activities such as hunting and fishing. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Protections for various types of habitat include state and federal jurisdiction over certain activities occurring near critical habitat, as well as local regulations and public and private conservation efforts.

Essential Wildlife Habitats

Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and which may require special management considerations".

There are no sites identified by the Maine Department of Inland Fisheries and Wildlife (MDIFW) as Essential Habitat at this time.

Significant Wildlife Habitat

Significant Wildlife Habitat, as defined by Maine's Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance.

NRPA-defined Significant Wildlife Habitats in Milbridge are illustrated on *Map 6: Critical Habitat* and include shorebird habitat, tidal waterfowl/wading bird habitat, inland waterfowl/wading bird habitat, seabird nesting habitat, significant vernal pools and deer winter areas. As noted above, there is currently one identified Significant Vernal Pool in Milbridge (see *Map 6. Critical Habitat*). There are currently no deer wintering areas identified in Milbridge.

There are multiple layers of regulatory and non-regulatory protection in place for most of the significant habitat in Milbridge. In addition to state and federal permitting, activities occurring near identified shorebird habitat, tidal wading bird and waterfowl habitat and inland wading bird and waterfowl habitat are governed under the jurisdiction of Milbridge Shoreland Zoning Ordinance. Three out of four seabird nesting islands in Milbridge are owned and managed by either the National Wildlife Refuge or the Maine Department of Inland Fisheries and Wildlife. The Town considers existing protections for identified significant habitat in Milbridge to be sufficient.

Other Wildlife Habitat

In addition to Essential and Significant Habitat, MDIFW tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare.

Milbridge supports habitat for four species that are listed as ‘Threatened.’ These include: Arctic tern (*Sterna paradisaea*), Atlantic puffin (*Fratercula arctica*), Razorbill (*Alca torda*) and Harlequin Duck (*Histrionicus histrionicus*), see *Map 6. Critical Habitat*. In addition Milbridge supports habitat for two “species of special concern” in Maine: bald eagles (*Haliaeetus leucocephalus*) and Spot-winged glider (*Pantala hymenaea*) – a rare species of dragonfly. As a special concern species, spot-winged gliders are believed to be vulnerable and could easily become threatened or endangered. However, these species are not protected by endangered species statutes and has no special legislative protection at this time.

According to MDIFW, Milbridge has a relatively high concentration of bald eagle nest sites (See *Map 6: Critical Habitat*). Land within ¼ mile of the bald eagle nest site is important habitat for bald eagles. Although these areas are no longer protected as Essential Habitat, bald eagles nest sites remain protected by the Federal Bald and Golden Eagle Act and some activities around nest sites may be regulated by USFWS. Bald eagles remain listed as a species of Special Concern in Maine. Maine IF&W is also monitoring the status of the purple sandpiper (*Calidris maritima*), although the purple sandpiper is not listed as a species of special concern at this time.

Much of the identified habitat for these species currently receive some level of protection from existing Shoreland Zoning regulations; or in the case of bald eagle nest sites through the federal permitting under the Bald and Golden Eagle Act. In addition, all of the identified habitat for razorbills – on Petit Manan Island - is owned by the National Wildlife Refuge. A notable exception is identified habitat for the spot-winged glider, which currently only received limited protection over a portion of its habitat through the Town’s Shoreland Zoning Ordinance.

The Town considers existing protections for this category of habitat in Milbridge to be sufficient. However the Town should consult periodically with biologists from the Maine Inland Fisheries and Wildlife to review the status of the local populations of bald eagles and spot-winger gliders.

‘Beginning with Habitat’ Focus Areas

‘Beginning with Habitat’ Focus Areas are natural areas of statewide ecological significance that contain unusually rich concentrations of at-risk species and habitats. These areas, identified by biologists from the Maine Natural Areas Program (MNAP) and Maine Department of Inland Fisheries and Wildlife (MDIFW), support rare plants, animals, and natural communities, high quality common natural communities; significant wildlife habitats; and their intersections with large blocks of undeveloped habitat. Focus Area boundaries are drawn based on the species and natural communities that occur within them and the supporting landscape conditions that contribute to the long-term viability of the species, habitats, and community types.

Portions of Milbridge are included in two of the Focus Areas Area around Narraguagus Bay (see *Map 6. Critical Habitat*). There is no special legislative or regulatory protection for focus areas. Instead, focus areas are intended “to build regional awareness, and draw attention to the exceptional natural landscape conditions that result in a convergence of multiple resource occurrences” and

provide “momentum to municipalities, land trusts, and regional initiatives focused on strategic approaches to conservation.”

Maine Natural Areas Program

The Natural Areas Program of the Maine Department of Conservation is responsible for documenting areas that support rare, threatened, or endangered plant species and rare or exemplary natural communities. The Maine Natural Areas has identified 4 significant natural communities and 2 rare plants in Milbridge (see below). Areas listed under the Maine Natural Areas Program are not subject to any special regulatory protection. All areas listed under the Maine Natural Areas Program in Milbridge are currently held in conservation by the National Wildlife Refuge or the State of Maine.

RARE & EXEMPLARY NATURAL COMMUNITIES IN MILBRIDGE

Brackish Tidal Marsh	A - Excellent estimated viability	16 ac
<i>Intertidal reaches in coastal impoundments, or between salt marshes and freshwater marshes in larger tidal rivers. The downstream limit of this community is usually marked by the dominance of <i>Spartina alternifolia</i> along tidal creek riverbanks.</i>		
Open Headland	B - Good estimated viability	14 ac
<i>Sparsely to moderately vegetated expanses of bedrock along coast lines. These areas are above the high tide line but are exposed to salt spray and storm tides.</i>		
Downeast Maritime Shrubland	B - Good estimated viability	15 ac
<i>Shrub-dominated communities of granite seaside bluffs and islands exposed to onshore winds and salt spray. Pockets of peaty soil may develop in rock hollows. Generally fairly flat, though may drop off precipitously.</i>		
Jack Pine Woodland	A - Excellent estimated viability	16 ac
<i>Found on rock outcrops or thin sandy soils over till, mostly along the eastern coast or along lakeshores in central-northern Maine. Soils are nutrient-poor, excessively well-drained, and often contain evidence of fire.</i>		
Blinks	CD – Fair to poor est. viability	>1 ac
<i>Rills, pools and ditches on or near the Atlantic.</i>		

RARE & EXEMPLARY PLANTS IN MILBRIDGE

Bird's-eye Primrose	B - Good estimated viability	>1 ac
<i>Ledges, cliffs, and meadows, chiefly calcareous or eastern coastal.</i>		
Nova Scotia False-foxglove	H - Historical	>1 ac
<i>Damp sand, peat or sphagnous pockets near the shore, above the usual tidal zone.</i>		
Source: Beginning with Habitat, 2011		

SCENIC RESOURCES

Scenic resources contribute significantly to quality of life in Milbridge. In the summer of 2010, Washington County Council of Governments and Hancock County Planning Commission conducted an inventory of scenic viewsheds in coastal Hancock and Washington counties. The inventory, which focused on scenic areas visible from public view points such as roadways, trails and public lands, identified five scenic areas located wholly or mostly in the Town of Milbridge, as

summarized below. Full results of the scenic inventory are available online at www.wccog.net/scenic.htm.

Most of Milbridge's most significant scenic resources enjoy some level of protection through a combination of shoreland zoning, conservation easements, and current use taxation.

SCENIC AREAS IN MILBRIDGE

Scenic Area	Description
McClellan Park (Assessment Score: 65)	McClellan Park is a town park operated by the Town of Milbridge. It offers picnic facilities, camping spaces and a rocky shorefront. It is located off of the Wyman Road on Tom Leighton Point.
Milbridge (Assessment Score: 68)	Milbridge has several vantage points of Narraguagus Bay. The town boat ramp and park provides scenic views and water access. Scenic features include sculpture, Sudsbury Walking Trail, foot bridge, benches, and landing.
Beaver Brook Meadow (Assessment Score: 37)	Beaver Brook Meadow is a small scenic area located in the town of Milbridge on the Back Bay Road. This scenic area includes a small but complex coastal estuary enclosed by coastal spruce forests. The most prominent scenic feature is Beaver Brook Meadow itself which meanders through salt grasses on both sides of a small bridge. There is a short view from the public road. The brook is also popular with kayakers.
Bay Back (Assessment Score: 43)	Back Bay is a scenic area located around a tidal bay in the Town Milbridge. The bay is subject to dramatic tidal variation and provide habitat for large number of tidal and wading birds. Short, intermittent views of Back Bay can be had from public roads.
Mill River (Assessment Score: 35)	Mill River is a small scenic area that includes tidal marsh on the Mill River. It is located on Route 1A/Kennedy Highway at the Milbridge/ Harrington town line.

Source: Downeast Coastal Scenic Inventory, 2008

Existing Policies regarding Water and Critical Natural Resources

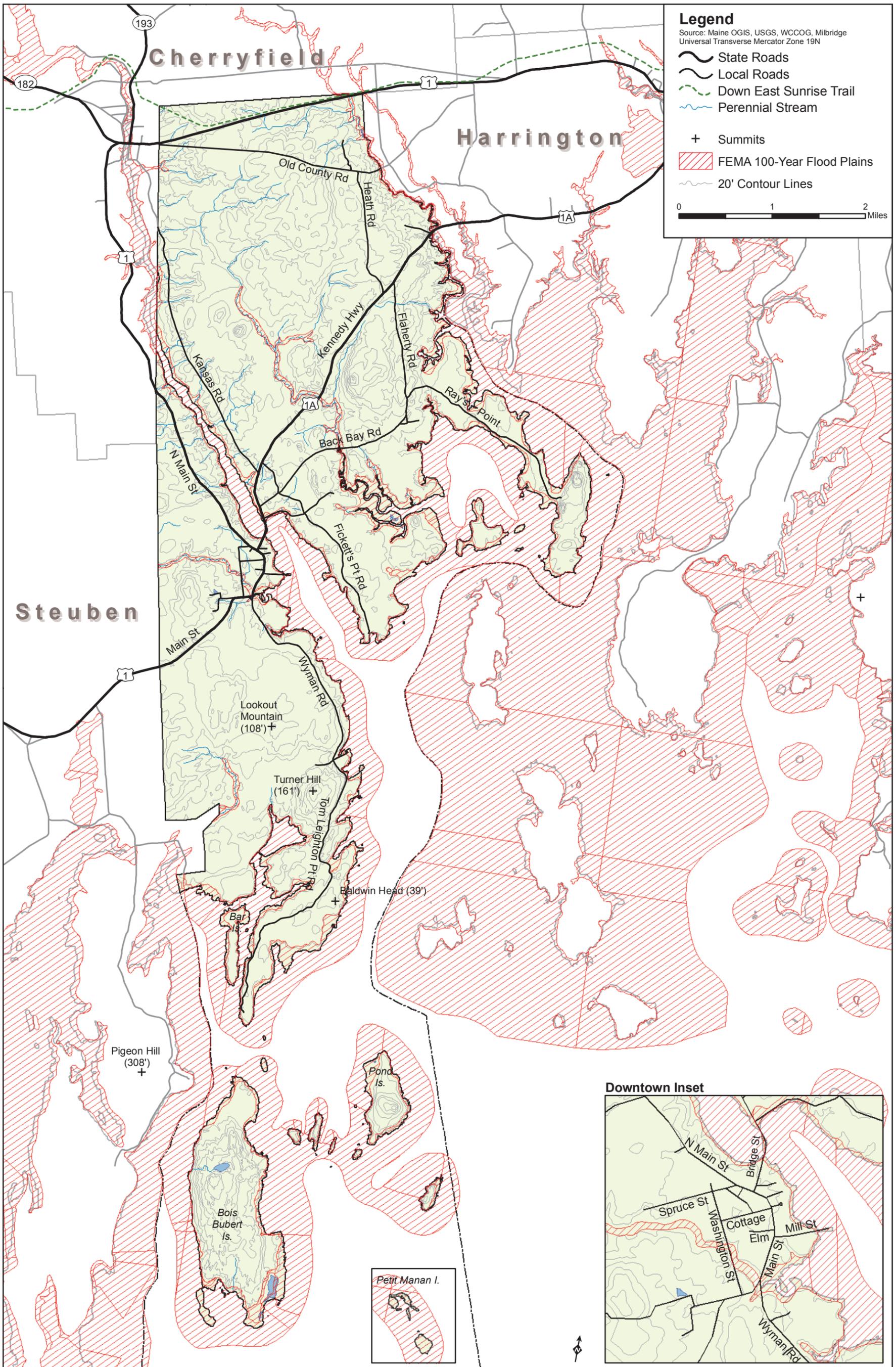
The following table lists town policies and implementation strategies for water and critical natural resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should adopt and enforce land use regulations protecting its significant water resources.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge should protect the identified significant natural areas within its jurisdiction from loss.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Implementation Strategy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will work with the DEP to ensure that leaking underground storage tanks are replaced and the new tanks meet current DEP standards.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will work with Steuben (where the Town's public wells are located) when planning for the extension of the Town's water lines or when reviewing a permit for a high water consumption industry.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will construct a sand and salt storage shed (see E. Public Facilities and Services).	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will continue to work with the DEP and private leaching field owners to identify malfunctioning septic systems, particularly those located near streams and wetlands, and to see grants, such as the 90/10 program, for leaching field replacement or improvement.	<i>This strategy continues to align with local priorities. It should be modified to reference the Small Community Grant Program, as the DEP program is currently known.</i>
Milbridge will encourage developers to design lot layouts which allow for the preservation of rare natural resources, especially when such schemes are not unduly costly to the developers.	<i>This strategy continues to align with local priorities. It should be continued.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to water and critical natural resources in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

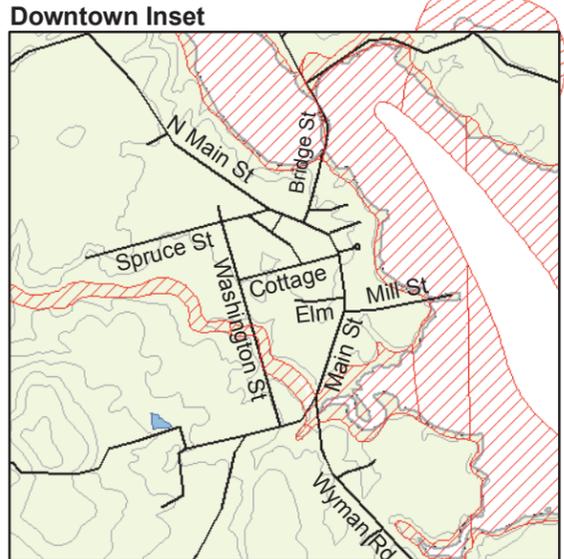
Map 3: Topography & Flood Plains
 Milbridge Comprehensive Plan Update (2012)



Legend
 Source: Maine OGIS, USGS, WCCOG, Milbridge
 Universal Transverse Mercator Zone 19N

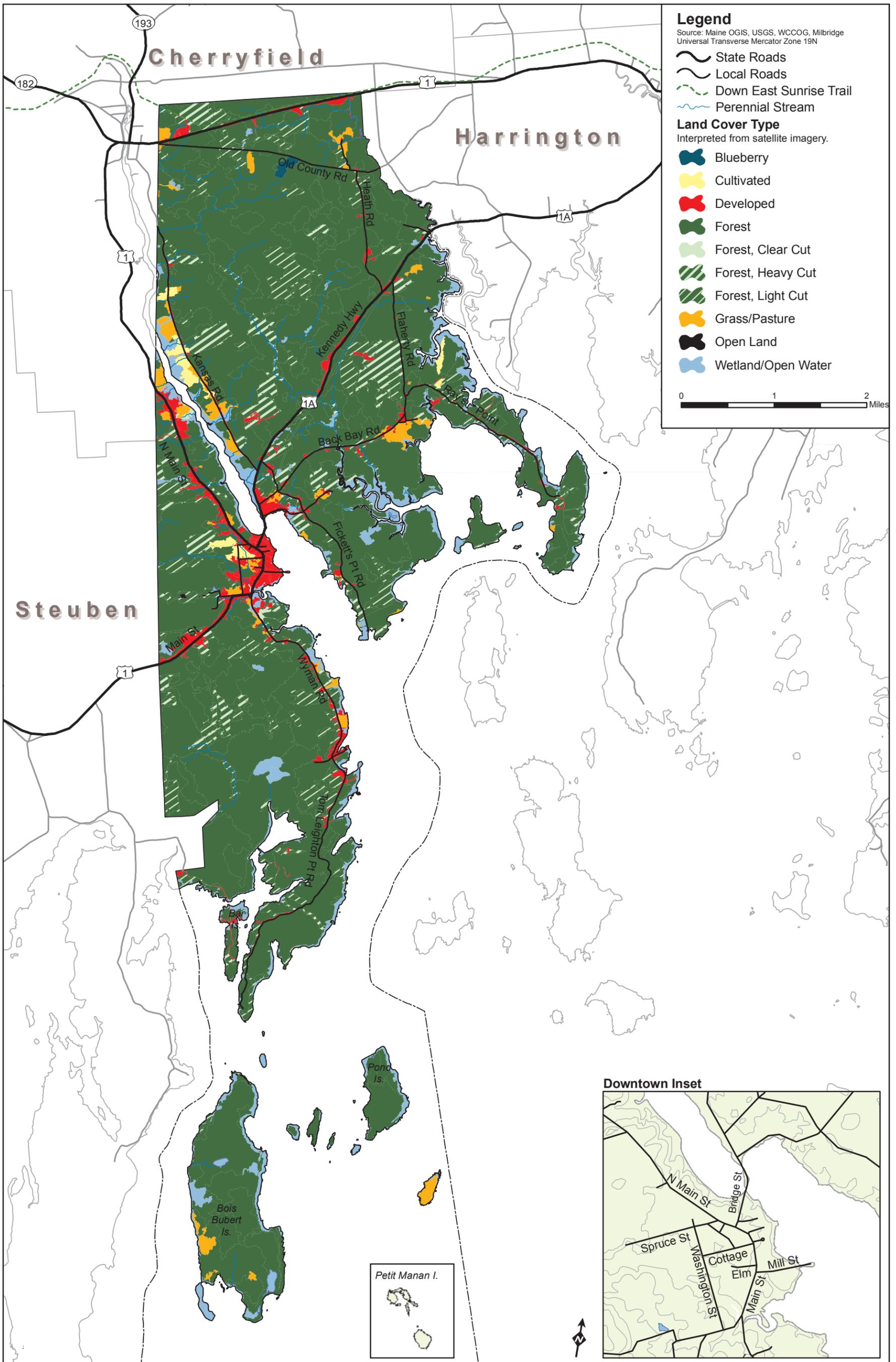
- State Roads
- Local Roads
- Down East Sunrise Trail
- Perennial Stream
- Summits
- FEMA 100-Year Flood Plains
- 20' Contour Lines

0 1 2 Miles



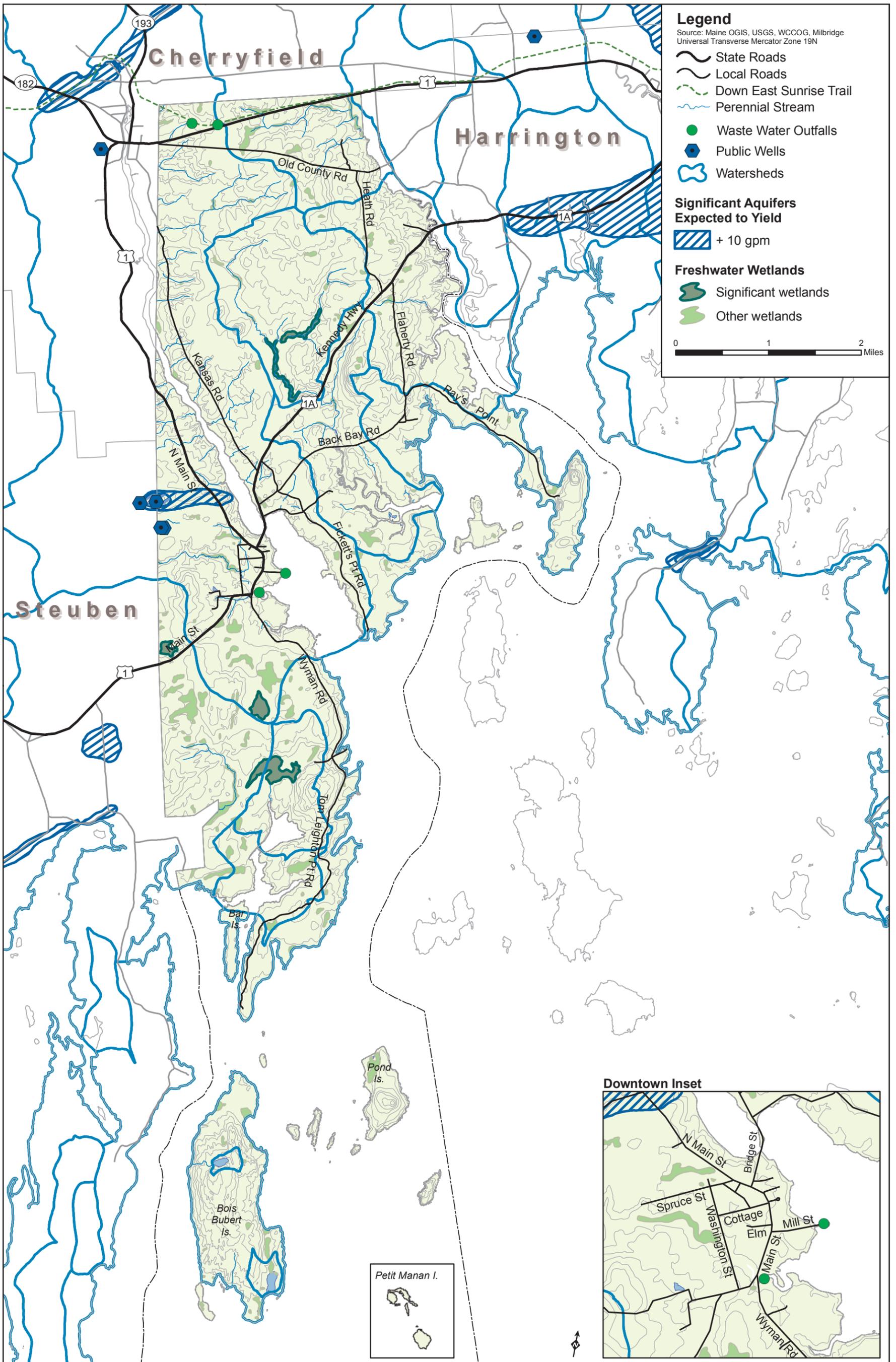
Map 4: Land Cover

Milbridge Comprehensive Plan Update (2012)



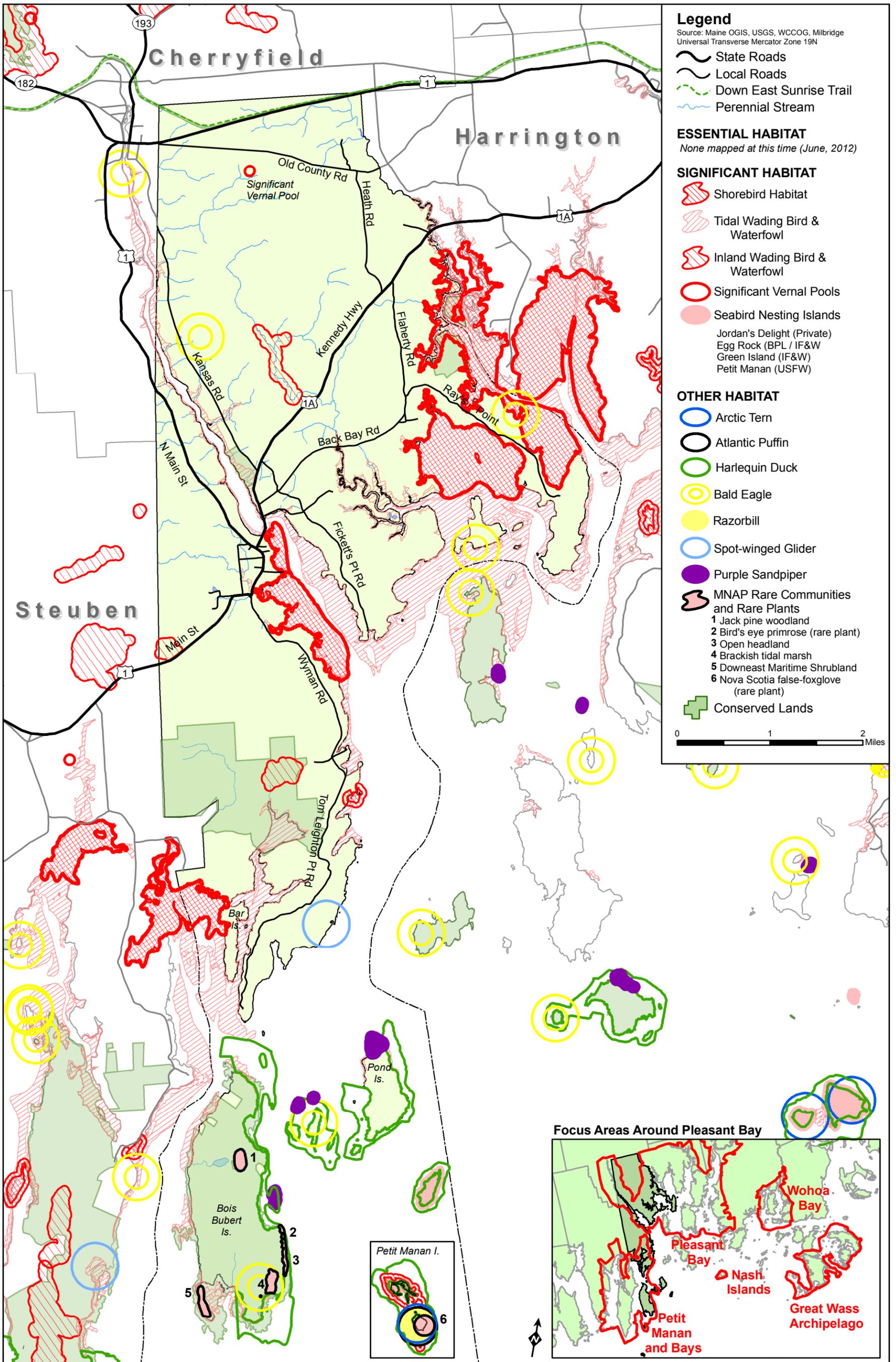
Map 5: Water Resources

Milbridge Comprehensive Plan Update (2012)



Map 6: Critical Habitat

Milbridge Comprehensive Plan Update (2012)



G. AGRICULTURE AND FORESTRY RESOURCES

The Purpose of this section is to:

1. Describe the agricultural and forestry resources in Milbridge including farmlands and forestlands in terms of their extent, characteristics, and importance to the economy and character of the Town and region; and
2. Predict whether the viability of important agricultural and forestry resources will be threatened by the impacts of future growth and development.

KEY FINDINGS

Blueberries, wreath production and timber harvesting are the major agricultural and forestry uses in western Washington County. Although all of these uses are present in Milbridge and support a significant number of jobs in local economy, the amount of land under active cultivation and/or forest management in Milbridge is relatively small.

Milbridge also has a number of smaller scale agricultural producers. In recent years, the number of small farms has grown. Small farms are support by a local farmers market and community supported agriculture (CSA) programs.

High productivity soils for forestry are wide spread throughout Milbridge; the extent of soils rated as prime farmland is more limited. Forestry and farmlands in Milbridge are currently protected in a variety of ways, including Milbridge's Land Use Ordinance and current use taxation programs.

AGRICULTURAL AND FORESTRY ECONOMY

The 1995 Comprehensive Plan noted the importance of both forestry and agriculture in the local economy. Kelco Industries, one of the largest employers in Milbridge manufactures wreath making supplies, employ around 50 people year-round with additional seasonal positions. In addition, many residents find seasonal work cutting "tips," and making wreaths. The 1995 Comprehensive Plan estimated that 50 local individuals were employed seasonally making wreaths in their homes or selling brush. Since 1995 the wreath making industry in Washington County has expanded, although much of the growth in employment has been in the Machias and Princeton areas; and the industry now uses more seasonal migrant labor.

The largest agricultural crop in the region continues to be blueberries. The home office of Wyman's of Maine is located in Milbridge and employs between 10 and 20 people year round. Many local residents continue to find seasonal work harvesting the blueberry crop, although mechanization and migrant labor have reduced the number of local residents directly employed in the blueberry industry in recent years.

Small scale agriculture and forestry also play an important role in the local economy. There are currently 67 parcels enrolled under the Tree Growth Current Use Taxation law, but these only

represent a fraction of small woodlots in Milbridge. Many local residents rely on small wood operations as a sideline income and/or alternate heating source.

In recent years, there has also been growth in the number of small farms. Firm figures are not available, but the town is aware of several small farms that raise vegetables, fruit and livestock. A seasonal farmers market operates weekly in Milbridge; and several small farms offer CSA (community supported agriculture) shares for local residents.

FARM AND FOREST LAND

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods.

Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources. It is also often targeted for low-density residential development due to the suitability of well drained soils for septic systems. Very few of the soils in Milbridge are listed by the USDA Soil Conservation Service as Prime Farmland. The names of the two soils types present in Milbridge that are considered Prime Farmland are a Rawsonville-Hogback Complex (present on Pond Island) and several small areas of Nicholville-Croghan Complex that occur just west of the downtown, on Fickett's Point, along the Kansas Road, and near the Harrington town line.

These prime farmland soils, as identified by USDA, all occur along or adjacent to roadways outside of the downtown in areas currently zoned at 'Limited Residential' or 'Rural.' They collectively cover less than 2% of the total land area in Milbridge.

Soils classified as "Farmland of Statewide Importance" cover a more extensive area around Back Bay and along the Narraguagus River and Mill River. These soils would be considered Prime Farmland if drained or irrigated. Most of soils rated as "Farmland of Statewide Importance" also lay within the existing "Limited Residential" and Rural" land use districts.

The locations of "Prime Farmland" and "Soils of Statewide Importance" are depicted on *Map 7: Soils Classification*.

Woodland Productivity

Maine's forests and forest industry play a vital role in the state's economy. Forested areas provide an abundant and diverse wildlife population for the use and enjoyment of all Maine citizens. Furthermore, the forest protects the soil and water and contributes to a wide variety of recreational and aesthetic experiences. The forest provides a wide variety of wildlife habitats for both game and non-game species. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. When forestland ownership is fragmented, public access becomes more restricted due to increased land posting. To optimize forestland use, forests should be effectively managed and harvested.

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. This designation does not preclude the development of these lands but only identifies the most productive forestland. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality.

There is an extensive area of soils that are rated as very highly productive for forestry uses along the Heath Road. Soils rated highly productive or moderately productive for forestry uses are extensive through much of mainland Milbridge. Important forest lands are shown on *Map 7: Soils Classification*.

Traditional timber harvesting is a relatively minor economic activity in Milbridge and is conducted mostly through selection harvest but also by shelter wood and much less frequently through clear cut harvesting. According to Maine Forest Service reports, over the last 20 years around 100 acres of woodland were harvested in Milbridge in a typical year.

In Milbridge, as throughout Washington County, local residents selectively harvest timber for firewood on a small scale, providing sideline income for some and a means of heating their homes for others.

SUMMARY OF TIMBER HARVEST INFORMATION FOR MILBRIDGE

YEAR	Selection harvest	Shelterwood harvest	Clearcut harvest	Total Harvest	Num. Active Notifications
1991	107 ac.	0 ac.	8 ac.	115 ac.	7
1992	73 ac.	12 ac.	25 ac.	110 ac.	7
1993	110 ac.	0 ac.	41 ac.	151 ac.	8
1994	63 ac.	6 ac.	0 ac.	69 ac.	5
1995	46 ac.	0 ac.	20 ac.	66 ac.	5
1996	212 ac.	0 ac.	0 ac.	212 ac.	5
1997-1998	165 ac.	0 ac.	0 ac.	165 ac.	4
1999	103 ac.	0 ac.	0 ac.	103 ac.	12
2000	98 ac.	0 ac.	0 ac.	98 ac.	18
2001	87 ac.	0 ac.	20 ac.	107 ac.	10
2002	285 ac.	0 ac.	0 ac.	285 ac.	7
2003	80 ac.	52 ac.	0 ac.	132 ac.	7
2004	22 ac.	0 ac.	10 ac.	32 ac.	10
2005	2 ac.	0 ac.	0 ac.	2 ac.	4
2006	84 ac.	15 ac.	0 ac.	99 ac.	12
2007	178 ac.	10 ac.	0 ac.	188 ac.	15
2008	260 ac.	77 ac.	0 ac.	337 ac.	23
Total	1,975 ac.	172 ac.	124 ac.	2,271 ac.	159

Source: Year End Landowner Reports to Maine Forest Service, 2009

In addition to timber harvesting, harvesting of balsam fir tips (brush) for wreath production is a major use of the Milbridge woodlands.

THREATS TO FOREST AND FARMLANDS

Across Maine and the United State generally, low-density residential development is the greatest factor contributing to the loss of productive forest and farmland. Typically soils that are considered prime farmland are also desirable places for residential development because these areas are often clear and the soil characteristics make road construction and installation of septic systems less expensive. The Natural Resources Conservation Service (NRCS) of the USDA has produced a handbook of Soil Survey Data for Growth Management in Washington County.

The NRCS handbook assesses an individual soil with reference to the soil type in Washington County that has the fewest limitations to development (depth to water table, bedrock etc.). This reference soil is given a value of 100 points. Costs that are incurred to overcome limitations to development are developed for all other soils. These costs, as well as costs associated with environmental constraints and long term maintenance, are converted to index points that are subtracted from the reference soil. The result is a comparative evaluation of development costs for the soils in the county. The overall range is large with values between 0 and 100. These numerical ratings are separated into Soil Potential Rating Classes of very low to very high. Thus a soil with a Very High rating has very good potential for development.

NRCS soils ratings for low density development are depicted on *Map 7: Soils Classification*. Soils rated as having a “Low” or “Very Low” suitability for low density development are relatively extensive throughout Milbridge. In Milbridge, as in other nearby towns, the primary constraint on soil suitability for low density development is the high cost of installing septic systems.

Soils rated with “medium” or “high” suitability for low density development largely coincide with soils rated as “Prime Farmland” or highly productive forest lands. Despite this, the area of land under active cultivation in Milbridge has expanded in recent years. Low-density residential development is not considered to be major threat to soils that support productive agricultural or forestry uses in Milbridge at this time.

PROTECTION OF FOREST AND FARMLAND

The Town of Milbridge’s existing Land Use Ordinance (2009) includes a Rural land use district with a 6 acre minimum lot size. Permitted uses are limited to single- and two-family homes, accessory structures and a limited range of agriculture uses. Greenhouses and farm standings, as well as a range of other non-agricultural uses, are listed as conditional uses within the Rural land use district.

The Town considers that existing provisions within the Land Use Ordinance provide adequate protection for agricultural and forestry resources.

In addition to land use regulation a variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following:

- Farm and Open Space Tax Law - (Title 36, MRSA, Section 1101, et seq.) encourages landowners to conserve farmland and open space by taxing the land at a rate based on its current use, rather than potential fair market value.

Eligible parcels in the farmland program must be at least five contiguous acres, utilized for the production of farming, agriculture or horticulture activities and show gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years. According to 2011 municipal records, there are 34 parcels (497.59 acres) currently enrolled in open space current use taxation in Milbridge.

- Tree Growth Tax Law - (Title 36, MRSA, Section 571, et seq.) provides for the valuation of land classified as forestland on the basis of productivity, rather than fair market value.

According to municipal records for fiscal year 2011, Milbridge had 71 parcels covering an area of 1973.40 acres enrolled in tree growth tax status. As shown in the table below, the number of parcels enrolled in tree growth has more than doubled since 1995, when the previous Comprehensive Plan was written; and the land area increased about 70% over the same 15 year period.

TREE GROWTH ENROLLMENT, 1995 AND 2010

	1995	2010
Enrolled properties	27 parcels	67 parcels
Area	1,254.5 acres	2,151.90 acres

Source: 1995 Comprehensive Plan, Milbridge Commitment 2010 Book

The total area now enrolled in tree growth is approximately 16% of the forestland in Milbridge, less than 14% of the total land area. Parcels enrolled in tree growth are widely distributed throughout Milbridge, including both coastal and in-land parcels.

These programs enable farmers and other landowners to use their property for its productive use at a property tax rate that reflects farming and open space rather than residential development land valuations. If the property is removed from the program, a penalty is assessed against the property based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal.

In addition to the current use taxation programs farm operators and forestland owners in Milbridge participate in soil and water conservation programs through the local NRCS office. Although no official statistics exist for Milbridge, the Town is aware of several additional parcels that have come under active management for farmland and forestry products in recent years.

Overall, farmland and forestland in Milbridge are currently adequately protected through land use regulation and current use taxation. Milbridge's land use regulations should continue to

permit productive forestry and agriculture operations such as road-side stands, greenhouses, and pick-your-own operations.

Existing Policies regarding Agricultural and Forestry Resources

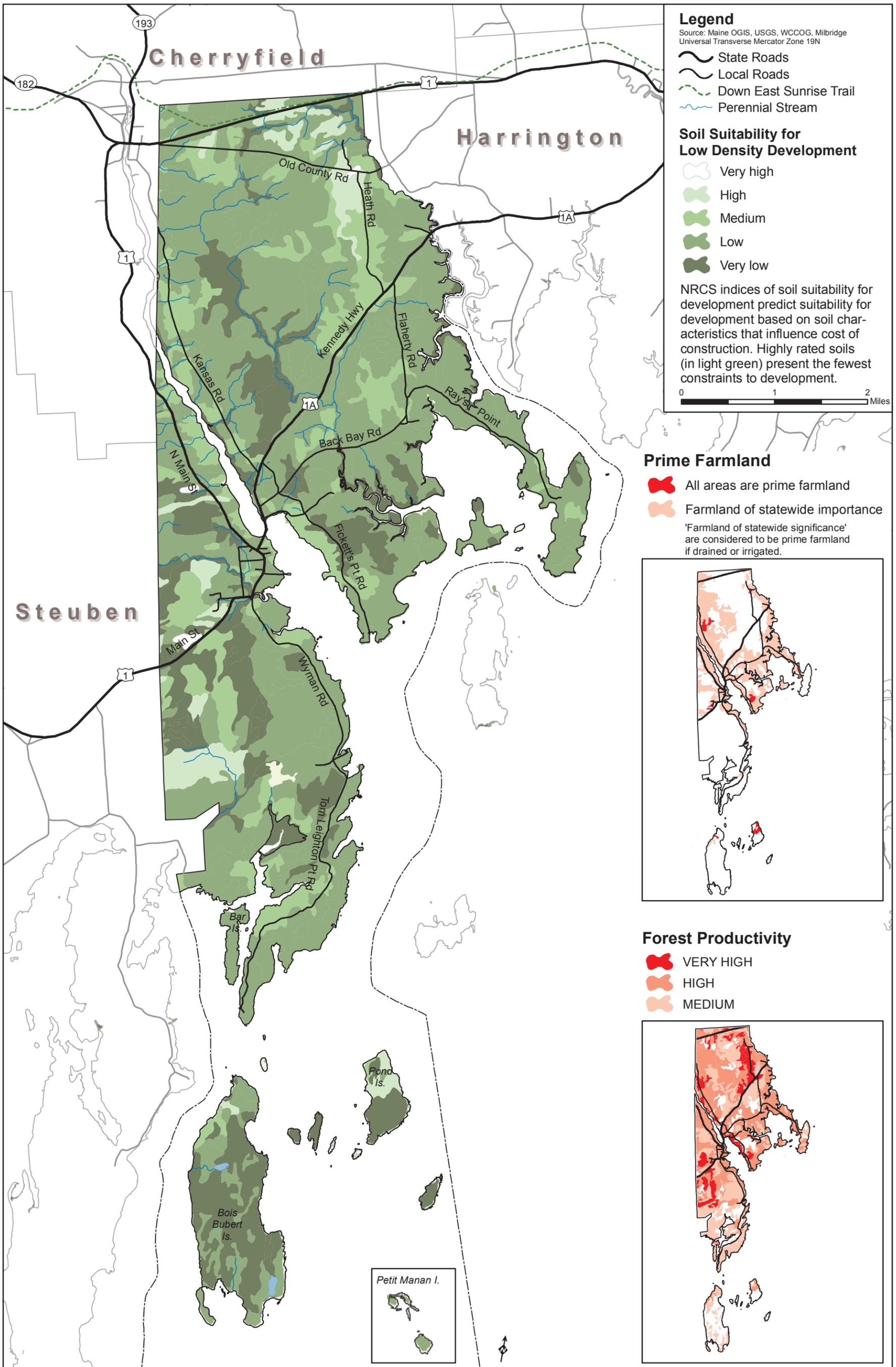
The following table lists town policies and implementation strategies for agricultural and forestry resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should encourage the long-term management and enhancement of its agricultural and forest resources.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Implementation Strategy – from 1995 Milbridge Comp Plan	Comment– in 2011 Update
Milbridge will include major concentrations of farm and forest lands in the “rural areas” of the Land Use Plan.	<i>This strategy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge will continue to support the appropriate application of the State’s Tree Growth Tax Law to encourage long-term management of the Town’s forest resources.	<i>This strategy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge will require that a copy of the forest management plan be filed with the Town Assessors when new properties are registered under the State’s Tree Growth Tax Law program. Milbridge will request copies of forest management plans from land owners with property already in the program. Milbridge should require that forest harvesters file a copy of the State’s Intent to Harvest form with the Town prior to harvesting forest resources.	<i>This strategy goes further than State laws allows and is revised for the purposes of this Comprehensive Plan Update.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to agriculture and forestry resources in Milbridge are presented are presented in Chapter O – Plan Implementation.. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Map 7: Soils Classification
 Milbridge Comprehensive Plan Update (2012)



H. MARINE RESOURCES

The purpose of this section is to:

1. Describe marine resources, marine water quality and fisheries in Milbridge and Washington County;
2. Describe threats to marine resources and fisheries in Milbridge;
3. Describe coastal land use, maritime facilities and harbors in Milbridge; and
4. Identify coastal access locations in Milbridge and strategies for their protection.

KEY FINDINGS AND ISSUES

Commercial fisheries play a vital role in Milbridge's local economy. Nearly 200 local residents hold commercial harvesters and/or dealer licenses. Protecting public shore and water access is crucial. The town has made significant investment in marine access facilities and will seek to ensure that traditional access to water continues to be protected. Milbridge currently protects its maritime resources through active harbor management, a shellfish management program and with locally adopted shoreland zoning regulations and land regulations.

FISHERIES

The number of local residents holding commercial fishing licenses is one measure of the importance of fisheries to the local economy. In 2009, 188 residents held a commercial fishing license a 12% increase since 2004; see following table. This increase can be attributed to significant cooperative management of the resource among diggers in the towns of Milbridge and Harrington. Their conservation measures have yielded higher harvests and greater participation in the fishery.

COUNT OF MILBRIDGE RESIDENTS HOLDING MARINE RESOURCE LICENSES

Year	2004	2005	2006	2007	2008	2009
Dealers	16	15	14	17	18	19
Harvesters	169	172	171	177	185	188

Source: Maine Department of Marine Resources, 2011

Over the same time period, fishermen have had to deal with high fuel costs, relatively low seafood prices and increased regulation. Fisheries currently landed in Milbridge include urchin, scallop, lobster, marine worms, clams, sea cucumber, crab, quahog, mussel, eel, and elver. Landings data for each species (pounds and value) are not available from the Department of Marine Resources (DMR) by town. However, the number of Milbridge residents holding a marine license (or licenses) is a reasonable gauge of the overall importance of fisheries in the local economy and the relative importance of individual fisheries (see table on the next page). Associated businesses include seafood dealers, a seafood processor and fuel dealers.

MARINE RESOURCE LICENSES HELD BY MILBRIDGE RESIDENTS

License Type	2004	2005	2006	2007	2008	2009
COMMERCIAL FISHING SINGLE OP.	13	11	10	9	16	29
COMMERCIAL FISHING WITH CREW	14	12	12	13	20	15
COMMERCIAL SHRIMP WITH CREW	0	0	0	0	1	2
COMMERCIAL SHRIMP WITH CREW	0	0	1	1	7	6
COMMERCIAL SHELLFISH	34	38	31	29	62	71
COMMERCIAL SHELLFISH +70	0	0	4	5	5	4
EEL (EEL POT/HOOP NET)	1	0	1	2	1	0
ELVER DEALER	0	1	0	0	0	0
ELVER DEALER SUPP	0	1	0	0	0	0
ELVER-1 FYKE NET	0	3	4	3	3	3
ELVER-2 FYKE NETS	3	3	3	3	3	3
ELVER-DIP NET	1	1	2	2	2	2
LOBSTER/CRAB APPRENTICE >18	3	2	1	1	1	1
LOBSTER/CRAB NON-COMM	2	4	8	15	17	16
LOBSTER MEAT PERMIT	2	2	1	1	1	1
LOBSTER TRANS (OUT-OF-STATE)	3	2	3	3	3	2
LOBSTER TRANS SUPP	2	1	2	2	1	1
LOBSTER/CRAB APPRENT	10	6	3	7	4	4
LOBSTER/CRAB CLASS I	29	27	25	19	22	27
LOBSTER/CRAB CLASS II	47	48	52	60	56	54
LOBSTER/CRAB CLASS III	7	9	8	7	6	3
LOBSTER/CRAB OVER AGE 70	6	4	3	2	4	1
LOBSTER/CRAB STUDENT	15	17	17	18	16	15
LOBSTER/CRAB UNDER 18	4	6	5	4	2	1
MARINE WORM DEALER	1	1	1	2	1	1
MARINE WORM DIGGING	43	50	49	42	34	36
MARINE WORM SUPP	1	1	1	1	1	1
MUSSEL-DRAGGER	2	3	3	2	2	1
QUAHOG (MAHOGANY)	0	0	0	2	2	1
RETAIL SEAFOOD	8	8	7	8	10	10
SCALLOP-DIVER	4	5	3	4	2	2
SCALLOP-DRAGGER	12	16	13	19	21	21
SCALLOP, NON-COMMERCIAL	5	2	1	3	3	1
SEA URCHIN- DIVER	13	11	7	6	6	6
SEA URCHIN-DRAGGER	5	4	4	4	4	3
SEAWEED	1	0	1	0	0	0
SHELLFISH TRANS OUT-OF-STATE	1	1	1	1	0	0
SHELLFISH TRANS SUPP	1	0	0	0	0	0
WHOLESALE NO LOBSTERS	2	3	2	1	2	2
WHOLESALE NO LOBSTERS, SUPP	1	1	1	1	1	1
WHOLESALE WITH LOBSTERS	5	5	7	8	8	9
WHOLESALE WITH LOBSTERS, SUPP	4	4	4	4	5	5
TOTAL NUMBER OF LICENSES	305	313	301	314	355	361

Source: Maine Department of Marine Resources, 2010

Over the last several years, the total number of licenses issued to Milbridge residents has increased by nearly 20% - from 305 active licenses in 2005 to 361 licenses in 2009. This mirrors an increase in the number of individuals holding active licenses over the same period.

The number of licenses issued is not necessarily a reliable gauge of participation in local fisheries; and it says nothing about the economic impact (as measured by landings or catch value). The data nonetheless reveal three trends worth noting:

- an increase in the number of commercial shellfish license holders
- a sizeable increase in the number of licenses for scallop dragging; and
- declines in the number of licenses for sea urchin diving and marine worm digging.

It is also noteworthy that while the overall number of lobster licenses issued to Milbridge residents has remained steady at around 130 permits, there has been a substantial increase in the number of non-commercial lobster licenses (from 2 in 2004 to 16 in 2009).

FISHERIES MANAGEMENT

Fisheries management that occurs in the Narraguagus estuary and bay is undertaken on a species by species basis. The primary focus of fisheries management, to date has been on shellfish – and specifically on softshell clam. Management activities are largely undertaken on a town-by-town basis.

Local fishermen have identified a number of issues that could be best addressed through a multi-species bay management approach. The neighboring town of Harrington developed a Maritime Plan (2006) which identified the impact of mussel dragging on juvenile lobster habitat as an issue of concern. The ability to develop a multi-species bay management approach to fisheries management in Narraguagus Bay is complicated by:

- the complexity of the marine environment,
- inter-species affects of fisheries management practices,

Nonetheless, the Town of Milbridge is open to exploring a multi-species approach to bay management planning.

Lobster

Lobster is the most significant fishery in Milbridge as measured by the number of local residents licensed to participate in the fishery. Over the last 5 years, the number of lobster permits held by local residents has remained steady at around 130 permits. This number includes recreational permits and other individuals who may not be engaged in the fishery full-time. Some individuals may hold more than one permit. Local estimates are that over 50 individuals in Milbridge are employed full-time in the lobster fisheries.

Shellfish Management

Milbridge has over 1,400 acres of clam flats. The most extensive flats are located around Back Bay and along the Mill River. Shellfish closures in Milbridge currently (May 2011) include four areas

that the Department of Marine Resources has listed as “Prohibited” and one area listed as “Restricted.” Current closures affect just over 300 acres of flats (see *Map 8: Marine Resources*).

DMR randomly tests several sites in Milbridge for marine water quality. Most sites are tested several times annually. The Town has also enrolled in the DMR’s volunteer water quality monitoring program. Contamination affecting shellfish closure areas is associated with poorly functioning septic systems. The largest closure in Milbridge (along the Narraguagus River is associated with a cluster of over board discharges (OBDs) in Cherryfield. The Town of Milbridge has worked diligently to eliminate local sources of contamination affecting shellfish flats and would like to see contamination issues along the Narraguagus River resolved.

The Town Milbridge has an active Shellfish Management Committee. The shellfish management goals of Milbridge include:

- provide a harvesting opportunity for the maximum number of participants
- increase the clam resource through various enhancement activities
- provide for commercial harvesting in preference to recreational harvesting
- maintain a constant production to provide a steady but variable income

These goals are achieved through management controls that restrict times and areas of harvest. Current management activities include establishing conservation areas for flat rotation, reseeded from high density areas or with hatchery stock, and enhancing natural seeding through brushing, roughing and other means. Shellfish conservation activities are undertaken by harvester volunteers with the assistance of municipal employees. Enforcement is carried out by the Milbridge Police Department. One full-time patrolman and six part-time patrolmen are deputized as Municipal Shellfish Wardens,

Marine worms

There are over 900 acres of identified habitat for marine worms in Milbridge. The number of licensed marine worm harvesters in Milbridge has declined over the last five years. Nonetheless, marine worm harvesting remains the third largest fishery in Milbridge as measured by the number of active licenses.

Marine worm habitat largely overlaps with softshell clam habitat.

Aquaculture

At regional level, aquaculture plays an important role in Washington County’s economy. In Milbridge, however, aquaculture plays a relatively minor role. There is currently only one active aquaculture license in Milbridge – a 5.24 acre lease on the Mill River for bottom culture of oysters. The lease site straddles the town line between Milbridge and Harrington. Finfish aquaculture is currently not present in Milbridge or other parts of Narraguagus Bay.

MARINE WATERS

Milbridge was founded on fisheries and continues as a commercial fishing community dependent on the ocean’s resources. *Map 8: Marine Resources* depicts the location of Department of Marine

Resources-identified shellfish beds including softshell clams and sea scallop, areas closed to shellfish harvest (as of May 2011), marine worm habitat, and access points to the water, and submerged vegetation in Milbridge.

The Maine Department of Environmental Protection classifies tidal waters according to their desired use and water quality necessary to support that use. As noted in *Chapter F. Natural Resources*, all of the in-shore tidal water in Milbridge are classified Class SB. Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial processes and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process.

Tidal waters in the southern part of Milbridge – around and south of Bois Bubert Island – are classified SA, the highest level of seawater quality. Recreational and commercial operations in these areas involve little risk of contamination since activities such as waste discharge and impoundment are prohibited.

As noted above, marine water quality surrounding Milbridge is affected by land uses in the town and surrounding towns. A cluster of overboard discharges along the Narraguagus River in Cherryfield are believed to have a significant impact on marine water quality in Milbridge. Permitted OBDs require annual inspection to ensure that secondary treatment systems are properly functioning. Nonetheless, OBDs represent a potential source of marine water contamination and should gradually be phased out. The Town of Cherryfield identified a gradual phase out of OBDs as a municipal priority in its 2003 Comprehensive Plan. The Town of Milbridge encourages Cherryfield to participate in grant programs available through the DEP to assist with replacement of OBDs or to identify other remedies to improve the quality of marine waters in both communities.

COASTAL LAND USE

Water dependent uses in Milbridge are thriving. In recent years, there has been rapid growth in the recreational water dependent uses such as kayaking and recreational boating. Commercial fishing and other traditional water dependent uses (e.g. seafood dealers) continue to maintain a presence on the waterfront. Milbridge's waterfront today includes a mix of maritime and other business. Over the next 10 years, it is probable that the waterfront will continue to support a mix of water dependent and non-water dependent uses.

To date, Milbridge has managed most maritime affairs with basic ordinances and common courtesies. Commercial fishermen continue to enjoy access to the water through a mix of public access and traditional access over private lands.

The Town of Milbridge actively promotes access to the coast for commercial fisheries uses through a variety of mechanisms, including the use of a Commercial Fisheries district in the Shoreland Zoning Ordinance and publicly maintained access points (See **Public Access to Marine Waters**, below).

Harbor Management

Milbridge has a Harbormaster who manages the harbor under the supervision of the Selectmen. Mooring areas are cooperatively managed by the Harbormaster and users. The largest mooring area

in Milbridge is located immediately adjacent to the Town Marina near the downtown and includes a mix of commercial and recreational vessels. There is ample room to accommodate additional boats within the existing mooring area. The Narraguagus River was dredged in 2009; there are no current or anticipated needs for dredging in Milbridge.

Public Access to Marine Waters

Milbridge retains close ties to the sea. Public access to marine waters is vital to the local economy. Public access to marine waters also plays an important role in maintaining Milbridge maritime heritage and providing recreational opportunities for local residents.

Map 8: Marine Resources shows the most recent inventory of public access to the water in Milbridge. Four public access points in Milbridge are depicted by numbers on Map 8. The focus is on access for commercial use with consideration for recreational use of public access points. There are two inventories of visual access in Milbridge including the Downeast Coastal Scenic Inventory, Hancock and Washington Counties prepared by the Washington County Council of Governments, 2009 and Paths and Piers: A Study of Commercial Fishing Access in Downeast Maine Coastal Communities, prepared by the Sunrise County Economic Council, 2003. .

The Town Marina and associated facilities is the most heavily used public access point in Milbridge. The Town Marina is very heavily used by an active commercial fleet and a growing number of recreational users (sightseeing/tour boats, kayaking, sailing and power craft). The Town has made substantial investment in a new wharf and boat ramp. Facilities at the marina are in good shape; the town will continue to prioritize maintenance of the marina and address maintenance issues as needed.

Jordan Pier is a second facility that is actively used by commercial fishermen. Facilities at Jordan Pier include a wharf, boat ramp, winch/hoist, electrical hook up, and parking. Jordan Pier is dedicated for use by commercial fishermen.

The Stover's Cove Boat Ramp is a relatively new facility. Facilities at Stover's Cove include a small, gravel parking area and a cement boat ramp. The site is used by a mix of recreational and commercial users. Facilities are in good condition; the Town will address maintenance issues as needed.

The fourth public access point in Milbridge is on Ray's Point. The Ray's Point access includes a small road-side parking area. The site is heavily used by commercial and recreational clammers and marine worm harvesters.

Maintaining public access to the water is of vital significance to commercial fishermen and other marine harvesters. In addition to the public access points listed above, there are a variety of other access points to maritime waters that are used by fishermen in Milbridge. Described as traditional access points these include private wharves and piers as well as beaches, boat launches and paths to the shore used by shellfish harvesters. Traditional accesses are on private land and are used through a variety of informal arrangements between marine harvesters and individual property owners.

Many traditional access points provide the only means of reaching important clamming flats or harbors. Traditional accesses are considered to be “at risk” because experience elsewhere in Maine has shown that when properties change hands, these critical links to seas are often closed.

One means of supporting retention of traditional access points for use by commercial marine harvesters is enrollment in the Working Waterfront Current Use Taxation Current Use Valuation of Certain Working Waterfront Land (Title, Section 1131, et seq.) provides for the valuation of land on the basis of its use as working waterfront. A new law and a new program in 2007, the Working Waterfront tax law requires that all enrolled properties must abut tidal water or be located within the intertidal zone. While there is no minimum lot size requirement for this program, current use taxation under this program applies only to land. It does not apply to structures such as wharves, piers, or lobster pounds. For the purposes of current use taxation on working waterfront property, “working waterfront” is defined as land providing access to or in support of the conduct of commercial fishing activities. In 2011, Milbridge did not yet have any properties enrolled in this program.

Existing Policies regarding Marine Resources

The following table lists town policies and implementation strategies for marine resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge’s 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should protect and enhance the quality of its Marine Resources and Water quality.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge should continue to encourage and promote the development in appropriate areas of water dependent uses which will contribute to the economic well-being of the Town.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge should protect and enhance its marine infrastructure so that residents employed in fishing and related jobs will not face unavoidable threats to their livelihoods.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>

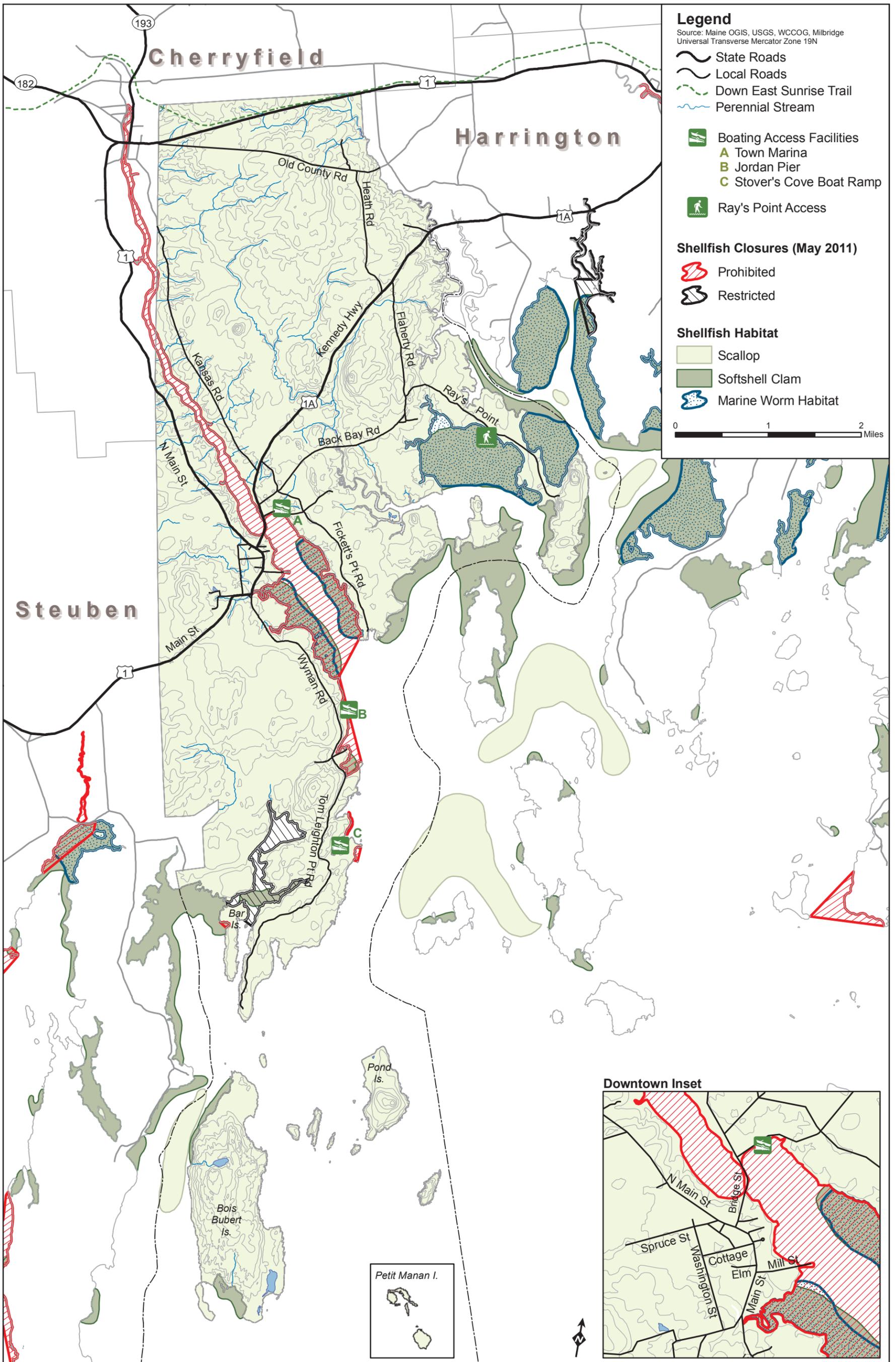
Implementation Strategy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will review its Harbor Ordinance every 5 years for adequacy in addressing the goals of the Town and the Harbor Committee. Future drafts should require that inactive weirs be dismantled and active weirs be perched (marked) annually.	<i>The Town should continue to review the Harbor Ordinance periodically. Inactive weirs have all been dismantled and are no longer an issue.</i>
Milbridge will continue to work with the Army Corps of Engineers toward the dredging of the Narraguagus River Channel and mooring areas and controlling erosion along the river banks.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will work with the DOT toward construction of pedestrian access on the bridge between the Town Marina and downtown.	<i>The bridge was recently rebuilt. This policy is no longer necessary.</i>
Milbridge will work to maintain and develop the Town Marina (see F. Recreation).	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge will develop a harbor management plan which includes a mooring plan and provides for Town moorings for visiting water craft.	<i>A Harbor Ordinance was prepared to manage the harbor. Transient moorings are provided by private entities as directed by Ordinance</i>
Milbridge will annually review the Department of Marine Resource’s fecal coliform monitoring data to locate malfunctioning septic systems and to assess the effectiveness of the Town’s sewer system.	<i>The Town has made recent upgrades to the sewer system, but should continue to review fecal coliform monitoring data to identify malfunctioning septic systems.</i>
Milbridge will conduct a survey of waterfront and marine resource users to determine their activities and needs to help support future grant writing efforts.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will consider adding to areas now zoned for commercial fisheries.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will inventory waterfront access sites traditionally used by marine harvesters.	<i>This policy has been successfully implemented and is no longer necessary.</i>
Milbridge will periodically review the Flood Plain Management and Shoreland ordinances to assure that they protect adequately the coastal flood hazard areas from development that could harm human health and safety.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Milbridge should consider placing additional shorefront in the Town’s Resource Protection district, such as Bois Bubert, Pinkham, Petit Manan and Douglas Islands’ shorefront as well as undeveloped mainland shorefront abutting some Class A Coastal Wildlife Concentration Areas.	<i>This policy has been successfully implemented and is no longer necessary.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to marine resources in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Map 8: Marine Resources

Milbridge Comprehensive Plan Update (2012)



I. ECONOMY AND EMPLOYMENT

The purpose of this section is to:

1. Describe the labor force, economy, and economic changes in Milbridge and the region;
2. Identify economic links between the Town and region; and
3. Project for the next ten years the outlook for the employment, economic vitality, and economic development of Milbridge.

FINDINGS

Natural resource-based industries are critically important to Milbridge's economy. Sixteen percent of local residents are directly employed in 'agricultural, forestry, fishing, farming and mining.' Another 29% of local residents work in manufacturing or wholesale businesses that largely support natural resources-based industries (e.g. seafood processing and distribution, wreath making, and blueberries). Milbridge supports its natural resource-based industries through direct investment in marine infrastructure and participation in regional economic development organizations.

As a service center community, Milbridge also has a vibrant downtown with a core retail trade sector as well as professional offices and other businesses. Continuing to support the downtown is a major economic development goal for the community.

LABOR FORCE AND EMPLOYMENT STATISTICS

The labor force is defined as all persons who are either employed or are receiving unemployment compensation. The table below shows the distribution of persons aged 16 and above who are in or out of the workforce in Milbridge and Washington County. Milbridge's 1995 Comprehensive Plan notes that in 1990 the town's labor force was 498 individuals of whom 443 were employed. In 1990 the unemployment rate in Milbridge was 9.6%. By the 2000 Census, Milbridge's labor force grew to 556 – an increase of 12%. At the same time, the unemployment rate fell to 5%.

LABOR FORCE STATUS: 2000

Labor Force Status: 2000	Milbridge		Washington County	
	Number	Percent	Number	Percent
Persons 16 years and over	1,072	100%	27,214	100%
In labor force	556	52%	15,500	57%
Civilian labor force	554	52%	15,354	56%
Employed	502	47%	14,042	52%
Unemployed	52	5%	1,312	9%
Armed Forces	2	>1%	146	>1%
Not in labor force	516	48%	11,714	43%

Source: US Census

The labor force generally increases with population; however Milbridge's population declined slightly between 1990 and 2000. The labor force can also increase when a larger percentage of the population works or looks for work. In Washington County, the labor force increased by

almost 11% between 1980 and 2000 while the population remained substantially the same. The same trend most likely influenced the increase in Milbridge's labor force between 1990 and 2000.

Since 2000, Milbridge's population has increased slightly. However, there is some feeling that the increase in population includes new retirees and others who are not likely to be in the labor force. It is likely that Milbridge's labor force today is around 550 individuals – about the same as in 2000. Although town-level unemployment statistics are not available, the county-wide unemployment figure is currently higher (12.1% in Feb, 2012) than it was in 2000. Given the recent down-turn in the economy, it is likely that Milbridge's unemployment rate is also higher than it was in 2000.

The employed population for Milbridge and Washington County is described in the table below. The top three sectors of employment for Milbridge in 2000 were 'Manufacturing' (19%), 'Education, health and social services' (18%) and 'Agriculture, forestry, fisheries, and mining.' (16%) The next most important sectors in 2000 were 'Wholesale trade' and 'Retail trade.'

EMPLOYMENT CHARACTERISTICS: 2000

INDUSTRY	Milbridge		Washington County	
	Number	Percent	Number	Percent
TOTAL	502	100%	14,042	100%
Agriculture, forestry, fisheries, and mining	79	16%	1,531	11%
Construction	23	5%	944	7%
Manufacturing	93	19%	1,968	14%
Wholesale trade	50	10%	384	3%
Retail trade	60	12%	1,521	11%
Transportation, warehousing, utilities	18	4%	581	4%
Information	2	>1%	146	1%
Finance, insurance, and real estate	13	3%	433	3%
Professional, sci., management, admin. & waste manage	12	2%	438	3%
Education, health and social services	88	18%	3,694	26%
Arts, entertain., rec., accommodation & food service	18	4%	779	6%
Other services (except public administration)	31	6%	642	5%
Public administration	15	3%	981	7%
CLASS OF WORKER				
Private wage and salary workers	358	71%	9,225	66%
Government workers	32	6%	2,882	21%
Self-employed workers	104	21%	1,886	13%
Unpaid family workers	8	2%	49	>1%

Source: US Census

The employment pattern in Milbridge is largely consistent with the overall employment picture in Washington County. It is noteworthy that Milbridge is more dependent on employment in 'Agriculture, forestry, fisheries and mining' than the County as a whole – 16% in Milbridge as compared with 11% in Washington County. Statewide, less than 3% of the labor force was

employed in ‘Agriculture, forestry, fisheries, and mining’ in 2000. This speaks to the importance of fisheries to Milbridge’s economy.

Milbridge also has more residents employed in ‘Manufacturing’ and ‘Wholesale trade’ than in Washington County as a whole. This speaks to the importance of the wreath industry and blueberry processing industry within the local economy.

The overwhelming majority of Milbridge residents in 2000 worked for private companies (71%). A relatively large percentage of Milbridge residents in 2000 were either self-employed (21%) or ‘unpaid family workers (2%). Among those who are self-employed, many are employed in natural resource industries, most notably fishing. In this sense, home-based business play a particularly important role in the local economy; and it is very important that the Town of Milbridge continue to support home-based natural resource businesses.

WHERE MILBRIDGE RESIDENTS WORK

Place of Work	1990	2000
Addison	3	5
Cherryfield	64	30
Columbia	6	6
Columbia Falls	3	5
Deblois	0	5
Harrington	4	7
Jonesport	2	13
Machias	7	17
Steuben	13	27
Elsewhere in Washington County	0	26
Bar Harbor	9	8
Ellsworth	21	35
Franklin	4	0
Gouldsboro	27	23
Hancock	2	4
Southwest Harbor	5	4
Sullivan	7	3
Winter Harbor	7	7
Elsewhere in Hancock County	6	2
Elsewhere in Maine	10	9
Total employed outside Milbridge	200	236
Residents employed in Milbridge	245	244

Source: US Census

Overall, the employment picture for Milbridge residents shows a great deal of stability from 1990 to 2000. In both decades, the majority of employed Milbridge residents found work in town. Between 1990 and 2000, the number of local residents working in town was essentially unchanged. Milbridge did see an increase in the number of local residents working in other nearby communities.

In Milbridge, as in Washington County as a whole, the majority of workers in 2000 reported commuting to work by private vehicle (63% in Milbridge as compared to 76% in the county as whole). Higher percentages of Milbridge residents reported walking to work or working from home than in the rest of the county. Nevertheless, the mean commute time in Milbridge (18.3 minutes) is essentially the same as in the county as a whole (19.2 minutes).

COMMUTING TO WORK: 2000

Commuting to Work: 2000	Milbridge		Washington County	
	Number	Percent	Number	Percent
Workers 16 Years and over	482	100%	13,743	100%
Drove alone	302	63%	10,444	76%
In carpools	81	17%	1,657	12%
Using public transportation	0	0%	64	>1%
Using other means	0	0%	162	1%
Walked	73	15%	722	5%
Worked at home	26	5%	694	5%
Mean travel time to work	18.3 min		19.2 min	

Source: US Census

Household Income

Median household income is a standard measure of income within a community. Median household income is the income earned by the household in the center – median – of the income distribution. This means that 50% of households in Milbridge earn more than the median and 50% of them earn less than the median. In 2000, the median income in Milbridge was \$22,371 dollars – 13% below the median income in Washington County and 40% below the median income for the state.

MEDIAN HOUSEHOLD INCOME

	U.S. Census	
	1989	1999
Milbridge	\$17,118	\$22,371
Washington County	\$19,967	\$25,869
Maine	\$27,896	\$37,240

Source: U.S. Census

HOUSEHOLD INCOME DISTRIBUTION, 2000

	Milbridge		Washington County	
	Number	Percent	Number	Percent
Households	541		14,119	
Less than \$10,000	123	23%	2,515	18%
\$10,000 to \$14,999	63	12%	1,745	12%
\$15,000 to \$24,999	116	21%	2,579	18%
\$25,000 to \$34,999	101	19%	2,185	15%
\$35,000 to \$49,999	68	13%	2,156	15%
\$50,000 to \$74,999	47	9%	1,833	13%
\$75,000 to \$99,999	14	3%	668	5%
\$100,000 to \$149,999	9	2%	318	2%
\$150,000 to \$199,999	0	0%	74	1%
\$200,000 or more	0	0%	46	0%

Source: Census, 2000

The reported household income distribution from 2000 shows that Milbridge's relatively low median income can be attributed to the relatively high percentage of households with reported incomes below \$15,000 as well as the relatively small number of households reporting income greater than \$50,000.

POVERTY STATUS IN 1999

Poverty Status in 1999	Milbridge		Washington County	
	Number	Percent	Number	Percent
Below poverty level				
Individuals¹	254	21%	6,272	19%
Persons 18 years and over ²	196	20%	4,524	18%
Persons 65 years and over ³	59	23%	1,076	19%
Families	52	15%	1,319	14%
With related children >18 yrs ⁴	31	26%	861	20%
With related children >5 yrs ⁵	4	15%	312	24%

Source: U.S. Census

One worrying trend that results from Milbridge's low median income is the prevalence of poverty. Census data show that poverty is more prevalent in Milbridge both for individuals over 18 and individuals over the age of 65. Even more worrying than the overall rate of poverty in Milbridge, though, is the prevalence of poverty of among families with children. In 2000, 26% of Milbridge families with children under the age 18 had incomes that fell below the federal poverty level. Fortunately, families with very young children in Milbridge were less likely to have incomes below the federal poverty level than similar families in Washington County as whole.

Incomes somewhat below the county average are expected in service center communities like Milbridge, where there is both a greater concentration of subsidized housing and senior housing than in surrounding communities. Nevertheless, the relatively low median income and relatively high prevalence of poverty is worrying. One implication is that local and regional economic development strategies should focus on job creation and retention within the local economy.

EMPLOYERS

As noted above, Milbridge is a service center community in western Washington County. As such, Milbridge is also an employment center for nearby communities. In both 1990 and 2000, the number of non-residents working in Milbridge exceeded the number of Milbridge residents working in town by 30%. At the same time, despite negative population growth, Census figures indicate total employment in Milbridge grew slightly over this time period.

¹ Based on a universe of 1,228 individuals in Milbridge and 33,010 in Washington County

² Based on a universe of 992 individuals 18 years and older in Milbridge & 25,133 in Washington County.

³ Based on a universe of 256 individuals 65 years and older in Milbridge & 5,663 in Washington County.

⁴ Based on a universe of 121 families with children under 18 in Milbridge & 4,244 in Washington County.

⁵ Based on a universe of 26 families with children under 18 in Milbridge & 1,329 in Washington County.

EMPLOYMENT IN MILBRIDGE, 1990-2000

	1990	2000
Milbridge residents	245	244
Non-residents	314	334
Total Employment	559	578

Source: US Census

The 1995 Comprehensive Plan listed 8 employers that collectively accounted for 63% of employment in town: Kelco Industries, Narraguagus Bay Health Care Facility, WHCA, Wyman’s of Maine , Red Barn Restaurant, Milbridge Market, Sweeney’s Market, and Milbridge Elementary School.

Since 1995 the major employers in Milbridge have changed. The Red Barn Restaurant is no longer in business and the two small markets (Milbridge Market and Sweeney’s Market) have been replaced by a larger modern store, the Bayside Supermarket. There are several new businesses including a Dollar Store, an event center, two restaurants and a laundry and hair salon. Other businesses have expanded including Inland Seafood, Cherry Point Products, the Milbridge Medical Center, the Narraguagus Bay Health Care Facility, and the Women’s Health and Resource Center. The overall outlook for these businesses is stable with growth anticipated in seafood processing and health care services.

In addition to these large employers, there are a significant number of small businesses and self-employed individuals in Milbridge, including fishermen, contractors, electricians, plumbers, property managers, small retail operations, and seasonal businesses. As elsewhere in Washington County, the relative importance of small businesses has partially off-set declining employment in manufacturing statewide over the last three decades.

Commercial Fisheries

Natural resource-base industries – and in particular commercial fisheries – play a vital role in Milbridge’s economy. As noted above, 16% of Milbridge’s labor force is employed in ‘Agriculture, forestry, fisheries, and mining.’ As noted in the Marine Resource Chapter, the number of Milbridge residents holding marine resource licenses of all types has steadily increased over the past five years – from 169 harvesters in 2004 to 188 in 2009.

Over the years, the Town of Milbridge has made significant investments to support the local marine industry most notably through construction of marine infrastructure.

Milbridge fishermen continue to deal with the impacts of the national economic downturn as well as increased regulatory oversight and a highly competitive global market for their products. It is expected that changes in regulations and weak prices for lobster may force some local operators out of the industry over the next couple of years. For more discussion of marine fisheries in Milbridge, see *Chapter G: Marine Resources*.

Manufacturing and Wholesale

Manufacturing and wholesale continue to be a major part of the local economy. Collectively, manufacturing and wholesale account for 29% of employment within Milbridge's labor force. The largest industries involved in manufacturing and wholesale trade in western Washington County are the wreath industry, blueberry industry and seafood processing and distribution. Over the last several years, both the blueberry and wreath industries have experienced strong growth, which is projected to continue over the planning period. The outlook for seafood processing, wholesale and distribution is stable with some growth anticipated.

Retail trade

As a service center community, Milbridge has a strong local retail trade. The 1995 Comprehensive Plan identified strengthening Milbridge downtown business core as a key economic development strategy for the community. Since 1995 some stores have closed including a greenhouse and hardware store along the Cherryfield stretch, the markets noted above, and a gas station. A few restaurants have changed hands and several retail stores have opened or changed hands.

Today, retail businesses within the downtown remain at the center of Milbridge's retail trade. Milbridge has a strong core of downtown retail businesses, anchored by an independent grocery store that draws customers from surrounding communities. As a hub for western Washington County the outlook for retail is stable with modest growth anticipated particularly as a result of tourism. A gas station/convenience store recently burned but it is expected to re-open in the future.

Tourism

Tourism is growing along the entire coast of Washington County. Milbridge is a service center to the region and a destination for visitors. The downtown is walkable and has services including a movie theater, several stores and public restrooms. The village also provides access to and parking for the Sudsbury Walking Trail from the bridge on Route 1A to the Medical Center. This trail was paved last year. The visitor can also access tour boats on Narraguagus Bay and the coastal islands. East of the village, along the Cherryfield stretch, visitors can gain access to the Downeast Sunrise Trail a year round multi-use recreational trail. A link to the village from the Downeast Sunrise Trail is in the planning stages but will require coordinated permission from several landowners.

The Milbridge Historical Society has built a new museum and meeting space on Main Street and the Milbridge Merchants Association is experiencing a recent resurgence of activity through the use of social media and other forms of promotion. The so-called creative economy is contributing to a growth in tourism in Milbridge and the region with a new gallery that houses a tourism information center.

Tourism is an important part of the local economy. The local businesses, Merchants Association and Historical Society are promoting its growth. The town supported the recent State designation of Route 1 as the Bold Coast Scenic Byway which begins in the village of Milbridge and continues all the way to Lubec and Eastport. Web site statistics maintained by the Maine Office

of Tourism indicate that scenic byways are the second highest criterion used by visitors in trip planning.

Education, health and social services

In Milbridge, as in Washington County as a whole, education, health and social service is one of the largest sectors of the local economy. Milbridge is less reliant on employment in education, health and social services than is the county as a whole. However, three of the town's largest employers (WHCA, Narraguagus Bay Health Care Facility and Milbridge Elementary School) operate in this sector. Since 2000, employment in this industry has been stable, with some growth in healthcare employment and other regional healthcare employers. This trend seems likely to continue. Local employment in education is less certain. School district restructuring over the next decade may force the closure of Milbridge Elementary School. This would result in loss of employment within the local economy.

COMMUNITY ECONOMIC DEVELOPMENT PRIORITIES

The priorities for economic development in Milbridge are tied closely to its greatest assets including marine resources, tourism, retail trade and regional services. These priorities are reflected in regional economic development plans such as the Comprehensive Economic Development Strategy (CEDS) plan developed by Eastern Maine Development Corporation in 2010. In July 2011 Washington County realigned into the Aroostook Washington Economic Development District. Milbridge will participate fully in the realigned EDD and will also participate in the Washington Aroostook Regional Plan for Sustainable Development, a 3-year initiative supporting sustainable development in our two counties.

There are appropriate areas within the community for industrial or commercial development and performance standards to assure it is compatible with surrounding development. These are discussed in detail in the Land Use chapter.

Public facilities needed to support projected development include water, sewer, three phase power and broadband. There were two recent sewer upgrades that have improved and expanded capacity within the village. The Bangor Reliability project (currently under construction) is increasing the capacity and redundancy of electrical power supply to the region. It is also being constructed with the ability to receive dispersed renewable sources of energy from the region. Broadband infrastructure is also experiencing significant upgrades. All of these issues are explored more fully in the Public Facilities chapter.

TAX INCENTIVES

Milbridge does not have any existing TIF districts or other tax incentives and is not interested in pursuing them at this time.

EXISTING ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES

The following table lists town policies and implementation strategies for employment and the economy as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the

policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should actively support and participate in State and regional economic and business development programs which improve the Town's economy and increase or improve job opportunities for residents.	<i>This policy continues to align with municipals goals and should be continued.</i>
Milbridge should continue to support its small and light manufacturing businesses.	<i>This policy continues to align with municipals goals and should be continued.</i>
Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will make its Land Use Ordinance supportive of small stores in the existing downtown area, perhaps to the exclusion of new out of town mall development which could sap the energy from the small in town stores.	<i>This strategy has been implemented but is still relevant in the 2011 Update.</i>
Milbridge will make its downtown more attractive to shoppers by building sidewalks, planting trees, and supporting the local garden club's efforts to beautify the downtown area, by developing constructive guidelines to help store owners design attractive storefronts and signs, and by supporting local merchants groups which might organize local shopping promotional events around Milbridge Days or the Christmas season.	<i>This strategy is substantially implemented and on-going support is still needed/relevant.</i>
Milbridge will support home occupations by continuing to permit residents to work out of their homes so long as such activities have a minimal impact on surrounding properties.	<i>This strategy continues to align with municipals goals and should be continued.</i>
Milbridge will address the need for convenient short-term parking near small stores which don't have provisions for parking on their own property.	<i>This is a continuing need. Working on additional capacity (15-20) behind stores on Main Street.</i>
Milbridge will protect and enhance those natural resources which support local jobs (such as worming, clamming, and tourism) and assuring reasonable public access to those resources.	<i>This strategy continues to align with municipals goals and should be continued.</i>
Milbridge will consider promoting the Town or developing the Town with an eye toward making it attractive to active retirees.	<i>Substantially implemented and still relevant as a service center.</i>

Policies and implementation strategies relative to economic development in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

J. HOUSING

The purpose of this section is to:

1. Describe the characteristics and changes of the housing stock in Milbridge;
2. Identify the relationship between housing characteristics and demand in Milbridge and the region; and
3. Predict the size, characteristics, and affordability of housing needed to meet the demands of the future population

FINDINGS

Housing in Milbridge is largely composed of single-family houses. It includes a mix of owner-occupied and rental units. Mobile homes make up a higher percentage of Milbridge's housing stock as compared to the county as a whole. As a regional service center, Milbridge also has a mix of rental apartments, senior housing, and subsidized housing that serve a regional demand for these types of housing.

Overall, there appears to be an adequate supply of affordable housing in Milbridge. Affordable housing is defined as not costing more than 30% of household income. The most significant housing issue in Milbridge is substandard housing. This issue is largely related to the age of Milbridge's housing stock (28% of units were built prior to 1939). Milbridge actively partners with the Washington Hancock Community Agency (WHCA) to address substandard housing issues. In fact in the last 10 years Milbridge has successfully implemented three CDBG Housing Rehabilitation grants in cooperation with WHCA.

HOUSING UNITS

In 2010, the total number of housing units in Milbridge was 1009. During the first decade of the millennium, the number of housing units in Milbridge grew by 16.5 percent. This represents a net gain of 343 housing units. The level of growth in housing in Milbridge was greater than across the State and Washington County. This growth represents an increase over rate of growth in the 1990s.

As noted in *Chapter C. Population*, Milbridge experienced a 6% increase in population over the same period, while the number of household grew by 11%. If Milbridge continues to add housing at the same rate as over the last decade, the Town could see as many as 160 new homes by 2020. However, given population forecasts that predict a stable or declining population, Milbridge does not anticipate that new housing will continue at that pace over the coming decade. A more likely estimate is that Milbridge will add somewhat fewer than 100 new housing units. Existing municipal services are adequate to accommodate the anticipated level of growth.

TOTAL NUMBER OF HOUSING UNITS

	1990	2000	% Change	2010	% Change
Milbridge	776	866	12%	1009	16.5%
Washington County	19,124	21,919	15%	23001	4.9%
Maine	587,045	651,901	11%	721830	10.7%

Source: US Census

HOUSING STOCK

Maine's housing stock reflects the state's history and climate. Nationwide, Maine ranks first in the percent of housing stock built prior to 1940 (29%). In Milbridge, 28% of housing units were built prior to 1939. The high proportion of older housing stock in Milbridge includes historic homes that contribute to the character and sense of place in Milbridge's village. At the same time, the high proportion of older housing units has implications for lower income households and households with children since many older housing units have substandard heating and plumbing systems, poor insulation and exposed lead paint.

YEAR STRUCTURE BUILT

	Milbridge		Washington County		Maine
1999 to March 2000	26	3%	344	2%	2%
1995 to 1998	69	8%	1,197	6%	6%
1990 to 1994	19	2%	1,604	7%	7%
1980 to 1989	132	15%	3,203	15%	16%
1970 to 1979	169	20%	4,038	18%	16%
1960 to 1969	132	15%	1,856	9%	9%
1940 to 1959	75	9%	2,503	11%	15%
1939 or earlier	244	28%	7,174	33%	29%
Total housing stock	866	100%	21,919	100%	100%

Source: U.S. Census, 2000

Structure Type

The distribution of housing types is an important indicator of affordability, density, and community character. As might be expected of a largely rural community like Milbridge, single-family homes represent the majority of available housing. In 2000, 78% of homes in Milbridge were single-family homes. Mobile homes made up another 15% of the community's housing stock. Multi-unit housing (e.g. apartments) made up 9% of available housing.

HOUSING UNITS IN STRUCTURE

	Milbridge				Washington County			
	1990		2000		1990		2000	
One-unit	530	68%	654	78%	14397	75%	17,080	78%
Multi-unit	58	7%	77	9%	1473	8%	1,931	9%
Mobile	115	15%	127	15%	2581	13%	2,786	13%
Other	73	9%	8	1%	673	4%	122	>1%
Total units	776	100%	866	100%	19124	100%	21,919	100%

Reliable statistics are not available at the Town level since the 2000 Census for the number of multi-unit housing units (including apartments and senior living facilities). According to the Comprehensive Plan Committee the number of multi-units has increased since 2000. Multi-family housing and mobile homes are an important source of affordable housing in Milbridge. Multi-family housing is largely concentrated within the downtown. These include subsidized and non-subsidized apartments, senior housing and assisted living facilities.

Mobile homes provide an affordable home-ownership option for many residents. The share of mobile homes in Milbridge is slightly greater than in the rest of Washington County. The Maine State Housing Authority estimates that the number of mobile homes in Milbridge increased by 10 units between 2000 and 2006 (an increase of 8%) while only 5 new single family homes were added (an increase of less than 1%).

In Milbridge, mobile homes and trailers are located primarily on individual lots throughout the community rather than in mobile home parks. Milbridge's Land Use Ordinance lists mobile home parks as a conditional use in all zones except the Conservation District.

The most appropriate location for new mobile home parks is near the existing downtown where there is existing capacity for public sewer and water. The Planning Board is currently discussing a mobile home park location.

HOME OCCUPANCY

Home ownership is a good indicator of the overall standard of living in an area. A high rate of owner-occupied housing is typical of rural communities like Milbridge. In 2000 Milbridge had a high home ownership rate (80%); by 2010, the homeownership rate had declined to 72%, although the number of owner-occupied units remained the same. The drop in Milbridge's homeownership rate can therefore be attributed to an increase in the number of renter-occupied units, which include both new construction and conversion of formerly owner-occupied units. Even with a decline over the last decade, Milbridge's home ownership rate is still in-line with the state average. According to the Census, Maine's statewide home ownership rate stood at 71% in 2010.

HOUSING TENURE, 2000 - 2010

	2000		2010	
Occupied housing units	549	100%	612	100%
Owner-occupied housing units	438	80%	438	72%
Renter-occupied housing units	111	20%	174	28%

Source: US Census

VACANCY RATE & SEASONAL HOUSING

Milbridge has a relative high but stable vacancy rate at around 35%. This is largely accounted for by the relatively large number of seasonal homes in Milbridge. In 2010, there were 397 homes identified as vacant by the Census, 247 of which (62%) were vacant for seasonal or recreational use (US Census).

Over the last decade, Milbridge saw continued conversion of seasonal homes for year-round use. Overall, this is seen as a positive trend. It has little impact on demand for municipal service and new residents contribute to the community in variety of ways.

POPULATION, HOUSEHOLDS AND HOUSING UNITS 1990 - 2010

Description	1990	% Change 80-90	2000	% Change 90-00	2010	% Change 00-10
Total Housing Units	776	19%	866	12%	1009	17%
Occupied Housing Units	501	-	549	10%	612	11%
Vacant Housing Units	243	-	317	31%	397	25%
Vacant for seasonal use ¹	183	-	243	33%	247	2%

Source: 1980, 1990, 2000 and 2010 Census data

HOUSING ISSUES**Substandard housing**

The most significant housing issues in Milbridge are problems with substandard housing associated with the town's older housing stock. Older homes are more likely to have substandard heating and plumbing systems, poor insulation and exposed lead paint. Over 70% of homes in Milbridge were built prior to 1980 and are therefore likely to contain lead paint. These issues are of particular concern for lower income households and households with children.

The Town of Milbridge works closely with the Washington Hancock Community Agency (WHCA) to address substandard housing issues. In the past, Milbridge has acted as the municipal sponsor for CDBG Housing Rehabilitation Grants in coordination with WHCA. Milbridge expects to submit another application for CDBG Housing Rehabilitation funding with WHCA in the near future.

SELECTED HOUSING CHARACTERISTICS

	Washington		Milbridge	
Total housing units in 2000	21,919	100%	886	100%
Occupied Housing Units (1999)	14,118	100%	549	100%
Lacking complete plumbing facilities	299	2%	6	1%
Lacking complete kitchen facilities	204	1%	6	1%
No telephone service	330	2%	12	2%

Source: U.S. Census, 2000

Senior and Assisted Living Housing

As a service center community, Milbridge has a mix of housing stock that includes senior housing and assisted living facilities. These types of housing are largely concentrated within the downtown. Senior housing includes both subsidized and non-subsidized housing. According to the Maine State Housing Authority there were 28 units of subsidized senior housing in Milbridge in 2008.

There are limited housing options for seniors in many other western Washington County communities. As a result, senior housing and assisted living facilities in Milbridge serve a regional market. Nonetheless, the supply of senior housing and assisted living facilities in town is currently felt to be adequate for regional demand.

With changes in population, the demand for senior housing and assisted living facilities will likely grow over the coming decade. As a service center community, Milbridge anticipates that it will

¹ Percentage expressed as a percent of vacant housing.

accommodate additional senior housing to meet this need. New senior housing would be most appropriate within the existing downtown, where it can be served by existing public sewer and water.

HOUSING AFFORDABILITY

The affordability of housing is of critical importance for any municipality. High costs are burdensome to individuals, governments, and the economy. Excessively high housing costs force low and moderate-income residents to leave the community, thereby reducing labor force size.

Many factors contribute to the challenge of finding affordable housing, including local and regional employment opportunities and the effects of migration. Those Mainers most often affected by a lack of affordable housing include: older citizens facing increasing maintenance and property taxes; young couples unable to afford their own home; single parents trying to provide a decent home; low income workers seeking an affordable place to live within commuting distance; and young adults seeking housing independent of their parents.

Definitions of Affordability

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State of Maine defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income. An affordable rental unit is defined as one that has a rent not exceeding 30% of the monthly income (including utilities). The kinds of housing that are affordable at these income levels are often small homes on small lots and can include manufactured housing, multi-family housing, government-assisted housing, and group and foster care facilities.

Housing affordability statistics are calculated annually by the Maine State Housing Authority at the Labor Market Level. In 2009, the median home price in the Machias Labor Market Area, which includes Milbridge, was calculated to be \$82,750. The income needed to afford the median home price was calculated to be \$28,412 – \$4,000 lower than the median income (\$32,534).

Based on these figures the Maine State Housing Authority (MSHA) gave the Machias Labor Market Area a Homeownership Affordability Index of 1.15 – indicating that housing was generally affordable for families earning the median income. (Nonetheless, MSHA notes that 44.2% of residents would be unable to affordably purchase the median priced home).

On the rental side, MSHA determined that the average rental costs for a 2 bedroom home were \$753.63 in Milbridge. This is slightly higher than average rental costs across the labor market area (\$734). The income needed to afford the average rent across the Machias Labor Market Area in 2009 was \$29,345 - \$8,000/year more than the median household income among renters (\$21,017).

Based on these figures the Maine State Housing Authority gave the Machias Labor Market Area a Rental Affordability Index of 0.72 – indicating that rental housing was generally unaffordable for families earning the median income.

Affordability and the Growth Management Act

A minimum policy required by the Maine Growth Management Act is for every municipality "...to seek to achieve at least 10% of all housing built or placed during the next decade be affordable."

During the 1990's, Milbridge added 114 housing units according to the US Census. The American Community Survey estimates that 23 additional units were added since 2000. At that level of development, Milbridge would meet the requirement of the Act if the town sought to provide approximately 2 to 3 low-income units per decade. The Town does not maintain records on actual sale prices or move-in costs associated with new construction. However, a farm-labor housing complex with affordable apartment recently opened in Milbridge and the Town is aware of a number of mobile home placements within the last decade. As such the Town believes it has met the affordability requirements.

Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for the town of Milbridge, there is a desire by residents to maintain and provide affordable housing, as needed, beyond the state minimums.

In the past, affordable housing remedies in coastal Washington County have been implemented at the regional level with the participation of community action agencies, housing developers and local governments. At the local level, Milbridge's Land Use Ordinance allows for a wide variety of solutions that typically result in affordable housing. These include:

1. The relaxation of zoning ordinance and building code requirements that tend to increase building costs.
 - *Milbridge's Land Use Ordinance has several provisions in line with the community's desire to provide affordable housing. These include allowing accessory apartments as a permitted use; and low road frontage requirements with reduce frontage requirements in the downtown.*
2. Take steps to allow mobile homes and modular homes in more areas.
 - *At present the town does not limit the location of mobile homes. Mobile home parks are a conditional use in all but the Conservation District.*
3. Provide town sewer, water and roads to new parts of town thus "opening up" land for new homes.
 - *The Town does not anticipate any extension of public water or sewer service, however there is ample capacity for existing systems to accommodate new development within the downtown.*

The Town believes that this mix of approaches will continue to be an effective means of addressing affordable housing needs moving forward.

EXISTING POLICIES REGARDING HOUSING

The following table lists town policies and implementation strategies for housing as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should encourage and support the construction and maintenance of all housing so that it is decent and affordable for all of its citizens.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Milbridge should pursue funding and support appropriate programs which are directed at providing decent and affordable housing opportunities for its low to moderate income residents.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Implementation Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will continue to permit property owners to convert single family homes into rental units. If the Town enacts a zoning ordinance it should include reasonable standards for making such conversions. These standards should address off street parking and the location of fire escapes and new entrances so that they would have the least detrimental effect on surrounding properties and road use.	<i>The Town’s Land Ordinance includes standards for parking. The Planning Board should review the Ordinance to determine if standards for new entrances and the location of fire escapes are appropriate.</i>
Milbridge will develop reasonable standards for mobile home parks which assure that they have the least detrimental effect on surrounding properties, natural features, and public services and which assure that they offer a decent living environment.	<i>This strategy has been implemented through development of the Land Use Ordinance.</i>
Milbridge will designate areas in the Land Use Plan for mobile park development to ensure that such development occurs where it can be provided with public services (such as police and fire departments and school buses) without placing an unreasonable burden on public facilities and without consideration of natural features inconsistent with such development.	<i>This strategy continues to align with local priorities. Mobile home parks should be allowed throughout designated Growth Areas where these services exist.</i>
Milbridge will ensure that any new Land Use Ordinances do not impede the development of low income housing.	<i>This strategy continues to align with local priorities.</i>
The Town of Milbridge does not have a housing authority, however the Town will support the State’s policy of making 10% of new homes affordable to the poorest half of the Town’s population.	<i>This strategy continues to align with local priorities.</i>

Source: Town of Milbridge Comprehensive Plan, 1995

Policies and implementation strategies relative to population in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

K. TRANSPORTATION

The purpose of this section is to:

1. Describe Milbridge's roadway and transportation systems in terms of extent, capacity, and use;
2. Assess the adequacy of those systems in handling current use demands;
3. Assess the conditions of existing pedestrian and transit facilities and services; and
4. Predict major transportation improvements needed to address identified deficiencies and accommodate the projected demand for transportation in Milbridge and Washington County.

FINDINGS

Transportation linkages in Milbridge consist of US Routes 1 and Route 1A. Route 1 enters the town from the Steuben town-line and forms Main Street in the village center of Milbridge where it divides into Route 1 (North toward Cherryfield) and 1A (North toward Harrington). . Route 1 leaves Cherryfield village and again traverses across the northern part of Milbridge adjacent to the Downeast Sunrise Trail and then rejoins with the terminus of Route 1A in the village of Harrington. Milbridge and the entire region are reliant on Routes 1 and 1A as the primary means of transportation movement. Overall, roadways in Milbridge are in good condition.

Eight years ago, the town instituted the implementation and annual update of sequential 5-year plans for road improvements. Based on that experience the town anticipates budgeting approximately \$130,000/year for the next 5 years for road improvements based on use and condition. Actual anticipated roadway improvements are included in the Capital Investment Plan, see *Chapter L: Fiscal Capacity*.

The Bold Coast Scenic Byway was designated by the Maine Department of Transportation in June, 2011. The byway begins in Milbridge near the junction of Route 1 and Park Street. It includes a portion of Route 1 (Main Street) and all of Route 1A in Milbridge.

ROADS INVENTORY

Many roads in Milbridge originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. Over the years some roads were improved to accommodate increased traffic, higher speeds and larger vehicles. In the last decade, the Maine Department of Transportation (MaineDOT) has assisted municipalities with further improvements, through its Local Roads Assistance Program, to meet state and national safety design standards.

There are more than 35.8 miles of public roadway in Milbridge. This includes 10.25 miles of state highway (Route 1 and Route 1A), 2.27 miles of state aid road (Wyman Rd) and 24.28 miles of town roads.

A list of all roads in Milbridge with their length, maintenance responsibility and overall condition can be found in the table below. Their geographic locations are illustrated on *Map 2: Public Facilities and Services*.

PUBLIC ROADWAY INVENTORY

State road & State aid	Length	Condition	Surface
Alan Ln	0.1 mi	Fair	dirt
Bridge St / Rte 1A	0.3 mi	Poor	paved
Cherryfield Stretch / Rte 1	2.2 mi	Good	paved
Kennedy Hwy / Rte 1A	3.7 mi	Fair	paved
Main St / Rte 1	1.8 mi	Good	paved
North Main St / Rte 1	2.0 mi	Poor	paved
Wyman Rd	2.4 mi		paved
Town Roads	Length	Condition	Surface
Back Bay Rd	2.0 mi	Fair	paved
Bayview St	0.5 mi	Excellent	paved
Chase Ln	0.3 mi	Poor	paved/dirt
Cottage St	0.3 mi	Excellent	paved
Cross Rd	0.4 mi	Poor	paved
Elm St	0.1 mi	Good	paved
Factory Rd.	0.2 mi	Excellent	paved
Fickett's Point Rd	1.6 mi	Good	paved
Flaherty Rd	1.2 mi	Excellent/fair	paved/dirt
Heath Rd	1.3 mi	Fair	paved
High St	0.3 mi	Good	paved
Joe Leighton Rd	0.2 mi	Fair	paved
Kansas Rd	2.8 mi	Excellent	paved
Kelley Rd	0.4 mi	Good	gravel
Lynch Hl	0.3 mi	Poor	paved
Maple St	0.1 mi	Good	paved
Marsh Rd	0.9 mi	Excellent	paved
Martin Terr	0.2 mi	Fair	paved
McClellan Pk	0.2 mi	Fair	dirt
Mill St	0.3 mi	Good	paved
Old County Rd	0.1 mi	Excellent	paved
Park St	0.6 mi	Good	paved
Poplar Ln	0.2 mi	Poor	dirt
Ray's Point Rd	2.9 mi	Fair	paved/gravel
Rim Rd	0.4 mi	Good	paved
School St	0.1 mi	Poor	paved
Shop Hill Rd	0.3 mi	Poor	paved/gravel
Spruce St	0.5 mi	Excellent	paved
Strout Rd	0.3 mi	Fair	dirt
Tom Leighton Point Rd	3.3 mi	Good	paved/gravel
Washington St	0.6 mi	Excellent	paved
Water St	0.1 mi	Good	paved

Source: E911 Data; Milbridge Comprehensive Plan Update Committee

MAINTENANCE AND CONSTRUCTION OF PUBLIC ROADS

The Milbridge Public Works Department is responsible for road maintenance, plowing and capital improvement projects on local roads. Milbridge receives some funding from the State through the Urban Rural Initiative Program (URIP) for capital improvements to local roads and StateAid/Minor Collector projects. Non-capital projects (e.g. plowing, sanding, and maintenance) are funded through local taxation.

MaineDOT's Local Roads Center provides a "Road Surface Management for Maine Towns" training program. This program includes the Road Surface Management System (RSMS)¹ software used to identify which road maintenance techniques should be considered for individual roads in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and "defend" their road maintenance budgets. The system is generic and provides an objective tool that a municipality can customize with its own repair techniques and local costs. The Milbridge Roads Commissioner regularly attends Maine DOT training workshops but the town does not use this software.

TRANSPORTATION PLANS

MaineDOT prepares a Six-Year Plan to guide development within a fiscally constrained Biennial Capital Work Plan. Biennial Capital Work Plans based on the Six-Year Plan are issued every two years. The most recent Six-Year Plan was issued in 2008. It covers the period 2010-2015. MaineDOT, other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies. The Town of Milbridge actively participates in regional transportation planning efforts. Milbridge provides input to MaineDOT regarding local transportation investment priorities for inclusion in Six-Year Plans and Biennial Capital Work Plans.

The current Six-Year Plan identified two projects in Milbridge: one bridge replacement and a highway improvement project on Kennedy Highway (Route 1A).

MILBRIDGE PROJECTS IDENTIFIED IN MaineDOT 6-YEAR PLAN

Project Type	Location	Description	Status: 2011
Highway Improvement	Route 1A	Beginning 0.2 of a mile easterly of the Rim Road and extending northeasterly 3.44 miles to 0.3 of mile westerly of the Dorman Road.	Not done
Bridge Replacement	Wyman Road	13 feet. Sawyer Brook Bridge (#5475) over Sawyer Brook, located on the Wyman Road.	In progress

Source: MaineDOT

The current biennial capital work plan identifies two projects in Milbridge, both of which are transit capital equipment purchases through Washing Hancock Community Agency.

¹ **Road Surface Management System (RSMS)** is a road network pavement management system implemented using a computer based software package. RSMS provides information on the condition, traffic, and importance of roads in a network to create a long-term maintenance program. This helps municipalities apply limited budget resources where they will provide the greatest road quality benefits.

PROJECTS IN BIENNIAL CAPITAL WORK PLAN (2012- 2013)

WIN#	Work Type	Scope	Total
019689.00	Transit Capital Equipment Purchase	Capital transportation investments to support transportation services for elderly individuals and persons with disabilities.	\$90,592
019630.00	Transit Capital Equipment Purchase	Capital transportation investments to support transportation services for elderly individuals and persons with disabilities.	\$90,592

Source: MaineDOT

The Town of Milbridge supports and is actively engaged in regional transportation efforts in Washington County. Regional transportation plans that address transportation facilities in Milbridge include the 2007 long range planning report, Strategic Investment Plan for Corridors of Regional and Economic Significance, and the Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (2009). These plans both identify Route 1 and Route 1A as part of a Corridor of Regional Economic Significance to Transportation (CREST).

The CREST designation is in line with the Highway Corridor Priorities Map issued with the Capital Work Plan for FY2012/2013.² Intended to guide MaineDOT capital investments, this document establishes six levels of priority for state investment based on the traffic volume carried by various roads and their importance to state and regional economic development goals.

Priority One highways include the interstate and key principal arterials (e.g. Route 1 in Aroostook County, the “Airline” (Route 9), Route 2 west of Newport and Route 302). These roads include 7% of total lane miles in Maine, but carry 40% of all vehicle miles-traveled (VMT). There are no Priority One Roads in Milbridge.

Priority Two highways include non-interstate, high-value arterials. In Milbridge this includes Route 1/Main Street and Route 1A (Bridge Street, Kennedy Highway). Priority Three highways include all other arterials and the most significant major collector highways. In Milbridge this includes a portion of Route 1 (North Main Street and Cherryfield Stretch). All other roads in Milbridge are Priority Four or less.

Scenic Byway

The Town of Milbridge (2011) submitted a Letter of Support for an eligibility application seeking to designate a scenic byway in coastal Washington County. The Bold Coast Scenic Byway was designated by the Maine Department of Transportation in June, 2011. The byway begins in Milbridge near the junction of Route 1 and Park Street. It includes a portion of Route 1 (Main Street) and all of Route 1A in Milbridge. The byway route extends east along the coast to Eastport including sections of Route 1, Route 187, Route 191, Route 189 and Route 190. The byway designation effort is consistent with ongoing regional efforts to promote nature-based tourism as an economic development strategy in Washington County.

² The Highway Corridor Priorities Map and Capital Work Plan are available online at <http://www.maine.gov/mdot/planningdocs/bcwp2012-2013/index.htm>.

Milbridge should work with the byway committee to ensure that local priorities for interpretive signage and roadway safety enhancements are included in the Corridor Management Plan.

TRAFFIC VOLUMES AND PATTERNS

MaineDOT estimates the average annual daily traffic volume (AADT) of most state and state-aid roadways. Traffic counts taken every few years help the state calculate changes in traffic volume so that road improvements can be designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

The table below shows AADT counts for the most recent years (2004 & 2009) for which data is available for state highways, state-aid roads and town roads in Milbridge. The volumes shown below represent both through traffic and local activity.

TRAFFIC VOLUMES FOR SELECTED LOCATIONS (AADT, 2004, 2009)

Route	Location	AADT 2004	AADT 2009
RTE 1	Main St (N of Wyman Rd)	5,562	5870
RTE 1A	Kennedy Hwy & Bayview	4,150	4040
Rte 1	Cherryfield Stretch	3,250	n/a
Rte 1A	Kennedy Hwy & Kansas Rd	3,062	3240
Rte 1A	Kennedy Hwy (E of Heath Rd)	2,766	2900
Rte 1	N Main St (N of Aqueduct Rd)	2,411	2260
Wyman Rd	@ Tom Leighton Point Rd	790	1070
Fickett Pt Rd	Near Victoria Ln	622	550
Kansas Rd	S of Cherryfield town line	474	380
Back Bay Rd	E of Fickett's Point Rd	415	530

Source: Maine Department of Transportation, 2008

As may be expected, AADT data show the highest traffic volume on state highways. The highest observed traffic volume was on Main Street with an average annual daily traffic count of 5,562 vehicles in 2004; up to 5870 in 2009. The elevated level of traffic downtown results from combined through-traffic and local traffic in the downtown.

In 2004 and 2009, traffic volume was over 4,000 vehicles per day on the segment of Kennedy Highway (Route 1A) near downtown, falling to less than 3000 (2,766 in 2004; 2900 in 2009) vehicles near the Harrington town line. Route 1 north of downtown carries a comparable level of traffic. The number of vehicles is slightly higher (3,250 in 2004; no count in 2009) on the Cherryfield Stretch. Traffic on local roads is uniformly low (below 1,000 vehicles).

The observed level of traffic in Milbridge is generally low as compared with other parts of the state and country. Traffic flow in downtown Milbridge is somewhat impeded due to the density of development, multiple roadway functions and the reduced speed limit. However, reduced traffic speed is consistent with the land use pattern and roadway function in this area.

The Town does not consider traffic delays to be excessive or burdensome in any part of Milbridge.

TRANSPORTATION FACILITIES AND SERVICES

Traffic Control Devices

There is one traffic control device in Milbridge, a blinking orange light to warn vehicles to reduce their speed as traffic comes into the village on Route 1 from the southwest. It is not anticipated that any additional traffic control devices will be needed in Milbridge during the next several years.

Shoulders

The width and condition of shoulders varies considerably in Milbridge. In places there are well maintained, paved shoulders (e.g. Route 1 west of downtown and the Cherryfield Stretch). Other high-volume roadways have only narrow or soft shoulders (e.g. most of Route 1A).

Paved shoulders make the road safer, particularly on higher traffic volume roadways. They allow an area that is more useful for temporary maintenance of vehicles, provide increased opportunities for faster vehicles to pass slow-moving vehicles, offer safer opportunities for pedestrian travel, and allow easier and safer travel for the increased numbers of bicyclists touring the town. The Town should work with MaineDOT to ensure paved shoulders are included as part of highway improvements along Route 1A (Kennedy Highway).

Culverts and Bridges

The town's road commissioner and Selectmen are responsible for inspecting and maintaining culverts and bridges. Eight bridges are located in Milbridge, five are the responsibility of the State and three are owned and maintained by the town.

The Town replaced the Mill River No. 1 Bridge (#1173) in 1996. MaineDOT recently replaced Great North Bridge (#3250) and the Harold West (formerly Great South) Bridge (#1475) on Route 1A (Bridge Street). As noted above, MaineDOT has identified the need to replace Sawyer Brook Bridge (#5475) in the current Six-Year Plan, but work is not yet scheduled.

Other bridges and culverts in town are in generally good condition.

BRIDGES IN MILBRIDGE

Bridge Name (Br#)	Location	Owner	Feature Under
Wyman (5555)	Route 1	MaineDOT	Sawyer Brook
Great North (3280)	Route 1A	MaineDOT	Narraguagus River
Kennedy (3658)	Route 1A	MaineDOT	Mill River
Emerson (3655)	Back Bay Rd	Milbridge	Strout Stream
Sawyer Brook (5475)	Wyman Rd	MaineDOT	Sawyer Brook
Mill River No 1 (1173)	Heath Rd	Milbridge	Mill River
Washington Street (6417)	Washington St	Milbridge	Sawyer Brook
Harold West (formerly Great South) (1475)	Route 1A	MaineDOT	Narraguagus River

Source: MaineDOT

In addition to major culverts there are a number of small culverts under town roads. The town has standards for driveway culverts along town roads and assumes responsibility for the replacement and repair of properly installed driveway culverts. Minor culvert replacement is normally included as part of the town's road maintenance budget.

Parking Facilities

Within downtown Milbridge, there is a mix of public and private parking. Most public parking is on-street along Main Street. There is limited public parking associated with public buildings (including the Town Office /Public Safety Complex) and the baseball field. Most off-street parking in the downtown is in private parking lots associated with individual businesses and residences. New parking (~15 spaces) is under development on School Street behind the stores on Main Street.

Parking availability continues to be an issue for downtown businesses particularly those located on Main Street. Milbridge's Land Use Ordinances establishes parking standards for various land uses and requires that the "design of on-site vehicular and pedestrian traffic ... provide for interior circulation, access by emergency vehicles, separation of pedestrian and vehicular traffic, and storage of plowed snow."

Local parking standards promote development in the areas where commercial development is desired. The community investments needed to expand parking include property acquisition and construction of parking areas. There are no active acquisitions or investments currently underway apart from the spaces on School Street mentioned above.

Outside of downtown Milbridge, parking is associated with individual land uses and the availability of parking is not a significant issue of concern.

Pedestrian Facilities

In 2008, the Washington County Council of Governments conducted an inventory of sidewalks, crosswalks and trails in Milbridge's downtown. The inventory identified safety concerns and barriers to pedestrian mobility and made recommendations for overcoming identified challenges. Recommendations include:

- Maintain sidewalks through winter – by clearing snow and ice
- Make short-term repair of erosion problems and eventually reconstruct Main St. sidewalk from Wyman Rd. to High St.
- Extend sidewalk on Bridge St.
- Extend sidewalk on Main St.
- Construct paved shoulders along Cottage St.
- Construct sidewalk on School St.
- Repaint all crosswalks
- Add crosswalk at Pharmacy
- Add crosswalk across Main St., connecting Bayside Market at Sunrise Opportunities
- Add crosswalk across High St. at Joshy's Place
- Continue to improve and expand Sudsbury Walking Trail and Riverside Park

Technical assistance and funding sources to implement these recommendations are available through the MaineDOT Bicycle and Pedestrian Coordinator and the Safe Routes to School grant program at Maine DOT and the Community Enterprise grant category of the Community Development Grant program. .

Public Transportation

Milbridge has limited public transportation options. West's Bus Service offers daily round trip service from Calais to Bangor with in-town stops along Route 1 (including Milbridge). The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation for clients referred to them by the State of Maine Department of Human Services.

WHCA transportation services are provided to income-eligible clients, children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Transportation is also available for members of the general public on a space-available basis. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries.

There are currently no taxi operators that provide service in Milbridge.

There are no dedicated public transit facilities in town.

Although public transportation options are limited, the combination of available services through WHCA and West's Bus Service is responsive to the needs of the community, particularly income eligible residents and the elderly. Milbridge participates in regional planning efforts through Washington County: One Community and WHCA to develop additional transportation options.

Airport Facilities

There are currently no public or private airports in Milbridge. The nearest airports with scheduled passenger service are Hancock County Bar Harbor Airport in Trenton (38 miles) and Bangor International Airport in Bangor (68 miles). There are several smaller private and municipal airports nearby including the Deblois Flight Strip (17 miles) and Machias Valley Airport (27 miles).

Rail Facilities

There is currently no rail service in Milbridge. The former Calais Branch corridor, which traverses the northern portion of Milbridge, is currently being managed as the Downeast Sunrise Trail, a multi-use recreational trail.

Ports

There are no port facilities in Milbridge. The nearest port facilities are in Searsport (63 miles) and Eastport (73 miles).

Multi-Modal Facilities

There are currently no park-and-ride or multi-modal facilities in Milbridge.

LAND USE AND ENVIRONMENTAL CONSIDERATIONS

Milbridge's Land Use Ordinance is generally an effective tool to implement local land use decisions that affect safety, congestion, efficiency and interconnectivity of the transportation system. The Land Use ordinance established two districts within the downtown (Downtown Residential and Downtown Commercial) that allow for a wide range of uses with minimum lot sizes as small as 10,000 sq ft and low road frontage requirements. Combined with larger minimum lot sizes in the Limited Residential District (1 acre), Rural District (6 acres) and Conservation District (10 acres), the ordinance encourages development in areas with existing public services, while limiting the extent of "strip" development or "sprawl" along arterial roads. Milbridge's Land Use Ordinance also establishes standards for on-site parking and internal circulation that promote an efficient transportation system within the downtown.

Milbridge regulates local road design through its Subdivision ordinance. Residential development in recent years has included individual homes, small lot subdivisions, and multi-family housing. Residential development has occurred through the community, in a pattern largely consistent with the land pattern that the town wants: a mixed-use downtown/village with more rural outlying areas.

These local land use tools are generally consistent with state and regional transportation plans that seek to maintain the ability of Route 1 and Route 1A to act as arterial highways.

Multi-roadway uses

There are few conflicts due to multiple use of roadways in Milbridge. The downtown is clearly defined with a 25 mile per hour speed limit that is well adhered to. There is one warning light on Route 1 south of the village area that warns of speed limit reductions and village settlement.

Access Management

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. While arterial highways represent only 12% of the state-maintained highway system, they carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental

degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

MaineDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: mobility arterial corridors³, retrograde arterials⁴, and all other state and state-aid roads. Due to the relatively low traffic volume in Milbridge, there are no roads in town categorized as retrograde arterials, which come under stricter access management standards.

Environmental Concerns

Habitat fragmentation can result from roads and other transportation facilities and is likely occurring in Milbridge. Poorly sized, installed or maintained culverts and water crossing structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage in streams and which can lead to local extinctions of fish species.

The Town has not assessed existing water crossing structures (culverts, bridges, etc.) for their potential as barriers to fish and aquatic species passage. As part of on-going maintenance, the Public Works Department should determine the extent to which existing structures act as barriers to fish and aquatic species passage and incorporate this information into plans for the repair and/or replacement of these structures.⁵ Current practice calls for a doubling in the size of culverts when they are replaced to allow for fish passage and allowance for flooding clearance.

Noise-Related Concerns

There are few hills on which trucks cause noise problems due to use of engine assisted brake mechanisms. However some complaints are received from property owners near the flashing light as trucks slow down before entering the village. A sign requesting that trucks do not use “jake” brakes could help with this problem.

Impacts on Scenic, Historic and Cultural Resources

Historic resources are concentrated primarily in the village and protected by the 25 mile per hour speed limit signs. The east side of the bridge on the Kennedy Highway (Route 1A) provides an area for a future scenic pull off on the left side of the road. This was an area identified in the Downeast Coastal Scenic Inventory for Hancock and Washington Counties (WCCOG, and HCPC; Feb, 2010) as having scenic value.

DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS

Maine DOT documents public safety reporting on maps and in statewide collision data. These

³ A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day of at least 50% of its length or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

⁴ A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

⁵ For more information of the effects of roads on streams visit:

http://www.maine.gov/doc/mfs/fpm/water/docs/stream_crossing_2008/MaineStreamCrossingsPoster.pdf.

data determine High Crash Locations, defined as places where eight or more collisions occur within a given three year period. Given the relatively low traffic volume in Milbridge, Maine DOT did not identify any High Crash Locations in Milbridge in 2009 (the most recent year for which data is available).

TYPE OF CRASH, 2007-2009

Type	Number
Ran-off road	22
Rear end/sideswipe	22
Deer collisions	11
Intersection movement	7
Object in road	5
Head on/sideswipe	1
Moose collisions	1

Source: Maine DOT

Statewide collision data show that there were 69 collisions in Milbridge during the three-year period from 2007 to 2009. The most common type of traffic accident during this time period were vehicles running off the road (22 occurrences) and rear end/sideswipe collisions (22 occurrences) followed by vehicle collisions with deer (11 occurrences) and intersection movement collisions (5 occurrences).

LEADING CRASH LOCATIONS, 2007-2009

Location	Number
Route 1 (Cherryfield Stretch)	7
Route 1A (Kennedy Hwy)	5
Kennedy Hwy (Rte 1A) & Kansas Rd	2
Main St (Rte 1) & Water St	1
Bridge St (Rte 1A)	1
Main St (Rte 1) & Cottage St	1
Main St (Rte 1) & Wyman Rd	1
Kennedy Hwy (Rte 1A) & Heath Rd	1

Source: MaineDOT

MaineDOT also uses crash location data to identify leading crash location (listed below). All of the leading crash locations in Milbridge occur on state highways or at the intersection of state highways and local roads. The data reveal three roadways where most of the lead crash locations are located:

- 1) along Route 1 (Cherryfield Stretch)
- 2) at intersections on Main St (Route 1)
- 3) along Kennedy Highway (Route 1A)

LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS

Location	Safety Issue	Cause of Concern	Possible Solutions
Junction of Main St., Bridge St., School St. and Bank access	Collision at slow speeds; backing up	Congestion, multiple turning decisions in opposition to one another; driveway and roads too close together	Re-route School St. to Water St. (negotiating with property owner)
11 Cottage St	Icy in winter	Cellar drain pumping	Re-routing drainage to rear
Cottage St.	Icy in winter	Driveway drainage	Under study
End of Cottage St. between bank and Napa	Potential collision	Short visibility at turn in road	Mirror to show cars view of North Main St.
Kennedy Hwy (1A) and Heath Rd.	View to east is blocked	Trees in the way	Cut the trees with landowner permission
Parking areas at Town office, Post Office and Medical Center	Collision at slow speeds	Multiple high turnover parking areas across from one another	New Town Office and redesign parking area
Bayview and Route 1A	Low visibility	Guard rail blocks view of cars	Raise Bayview by ~ 1 foot for 50 feet of road right of way

Source: Milbridge Comprehensive Plan Update Committee

EXISTING POLICIES REGARDING TRANSPORTATION

The following table lists town policies and implementation strategies for transportation as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

TRANSPORTATION POLICIES FROM THE 1995 COMP PLAN

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge should establish road surface standards for local roads and a program of maintenance.	<i>The Town has established these standards and this policy continues to align with municipal goals and should be continued.</i>
Milbridge should encourage a transportation system which promotes the mobility of residents in a safe, efficient and non-disruptive manner.	<i>This policy continues to align with municipal goals and should be continued.</i>
Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will finalize, adopt and implement a Road Surface Management Plan which includes a 5-year local road maintenance and improvement schedule and road assessment standards.	<i>A Road Plan was finalized, adopted and implemented. It is updated every year (most recently 8/23/2011) and the town will continue with this policy.</i>
Milbridge will start to address and meet pedestrian and off street parking issues as described under B. Economy through the QMS Study and ensuing grant writing efforts.	<i>A walkability audit was prepared in 2010; the Land Use Ordinance was updated to address street and parking issues; the town has also increased the number of handicapped accessibility signs, the number of pedestrian signs and crossings, and is working on increasing the number of painted cross walks on village roads.</i>
Milbridge will pursue federal DOT funds and any other appropriate funding sources to provide pedestrian access across the Narraguagus River to the Town Marina, along the Narraguagus River between Bridge Street and Sawyer Brook, and along Sawyer Brook to the railroad right of way system.	<i>Town has not pursued federal funds but private activity has developed several trails including the Downeast Sunrise Trail (DEST) and a 4 foot walkway on either side of both bridges in the village; the snowmobile clubs and the Department of Conservation are also working on connecting the village to the DEST.</i>
Milbridge will continue to require traffic studies and road impact assessments before reviewing major new building and subdivision permit applications.	<i>This policy is still relevant and describes current practice.</i>

Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
<p>If a zoning ordinance is enacted in Milbridge it should include provisions to:</p> <ul style="list-style-type: none"> • Regulate the frequency and location of curb cuts for the benefit of safety and aesthetics, and <p>Include parking standards for commercial, industrial and multi-family residential projects to minimize the occurrence of on-street parking which could create traffic hazards and adversely affect surrounding properties</p>	<p><i>A zoning ordinance was enacted and both provisions were adopted.</i></p>
<p>Milbridge should continue to support the local bus services. Particularly a regional bus route which provides a way for people without cars to spend some time shopping in Milbridge.</p>	<p><i>Milbridge continues to support local bus service but has not sought funds for a regional bus service</i></p>

Policies and implementation strategies to relative to transportation in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

L. FISCAL CAPACITY

The purpose of this section is to:

1. Summarize recent changes in Milbridge's fiscal condition and predict how these changes might affect the Town in the future;
2. Project future revenue and expenditure trends;
3. Identify major capital expenditures projected for Milbridge over the next ten years; and
4. Assess Milbridge's capacity to pay for these expenditures.

FINDINGS

Between 2006 and 2010, Milbridge's municipal expenses grew from \$2,388,870 to \$2,852,931, an increase of 19%. Education costs increased by \$204,243 (15%). This accounted for 54% of municipal expenditures in 2010. Other municipal expenditures increased by \$237,957 (28%).

The single largest source of municipal revenue in Milbridge is general property taxes. General property taxes accounted for 79% of municipal revenue in 2010. As a result of increasing budgets and declining revenues in other categories, revenue gained from general property taxes has increased 25% over the last four years.

Milbridge has laid out a modest Capital Improvement Plan at the end of this Chapter. The Capital Improvement Plan reflects the Town's fiscal constraints and summarizes anticipated capital expenses over the planning period. Capital investments in Milbridge are financed through general taxation, the use of capital reserve accounts and by pursuing state and federal grants. To date, the Town of Milbridge has remained within LD1 spending limits.

VALUATION

The primary method of generating revenue within the Town is through property taxes. Taxes are assessed on local property owners according to the value of their real estate and personal property. This assessment is known as the municipal valuation (the estimated value of all taxable property in Town) and is determined by the local tax assessor. Over the last several years, Milbridge's municipal valuation increased substantially, from \$100,056,700 in 2005 to \$179,304,983 in 2010 – an increase of 79%.

The increase in Milbridge's municipal valuation can be attributed both to growth in taxable property value (through new construction and rising values) and a revaluation conducted in 2008 that brought the town's municipal valuation in line with the state valuation.

The State Valuation is calculated annually by the Maine Revenue Services Property Tax Division, which reviews all arms length sales¹ that have occurred in each community. These sales are compared to the town's local assessed values to determine the assessment ratio or the percentage of market value that the town is assessing. The state's valuation is used to determine the amount of revenue sharing the town will receive and the portion of the county tax that the municipality will

¹ A sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.

pay. According to the Maine Municipal Valuation Return Statistical Summary Milbridge's state valuation, which includes total real and personal property, increased by 48% over the same six-year period.

MILBRIDGE MUNICIPAL AND STATE VALUATION

	Municipal Valuation	% Growth	State Valuation	% Growth	Valuation Ratio
2011	187,767,934	4.7	187,500,000	1%	97
2010	179,304,983	-2%	185,350,000	-2%	97
2009	183,787,193	35%	188,600,000	0%	97
2008	135,751,326	-1%	188,700,000	15%	59
2007	137,329,600	16%	163,600,000	15%	59
2006	118,386,975	18%	141,650,000	15%	56
2005	100,056,700	-	125,600,000	13%	62

Source: Milbridge Town Reports & Municipal Valuation Returns

Recent growth in the municipal tax base comes as a result of both new construction and increased land values (prior to 2008). Since 2008 growth in both the municipal valuation and the state valuation has leveled off.

Services needed to support new development that has occurred over the last decade are low. Increases in demand for in-town sewer and water, road maintenance, and services have been absorbed by recently upgraded capacity. As such, the Town estimates that taxes and fees from new development have offset the costs of additional services.

Over the next five to ten years, the Town anticipates that Milbridge will receive some new revenue from continued growth in the tax base, but that over all growth will be significantly slower than during the previous five-year period.

Anticipated capital investments are identified in other parts of the Plan and are included in the Capital Investment Plan (see below).

Tax exemptions

State law provides for tax exemptions for certain types of property, such as: charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previously mentioned properties would be totally non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind; and homestead exemptions for the homeowner's primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions.

Tax-exempt properties are located through out town. The largest concentrations of tax-reduced properties are those enrolled in the state Current Use Taxation program for Tree Growth. This includes 71 parcels covering over 1,973.40 in Tree Growth and 34 parcels covering 497.59 acres representing an abatement of \$2,107,110.00. Many of the parcels in Milbridge that would be

eligible for enrollment in the Tree Growth program are already enrolled. The Town does not anticipate any substantial growth in Tree Growth enrollment over the next 5 to 10 years.

MUNICIPAL REVENUES AND EXPENDITURES

The table below provides a summary of the combined general fund revenues for the town of Milbridge from 2006 through 2010. Annual revenue received by the Town of Milbridge rose from \$2,373,919 in 2006 to \$2,895,909 in 2010. This represents an increase in revenue of 22% or \$521,990 over the four-year period.

Far and a way the largest source of revenue for the Town of Milbridge is derived from general property taxes. In 2010, general property taxes accounted for \$2,334,414 or around 81% of revenues. The remainder of revenues comes from excise taxes (6.7%), state revenue sharing (3.1%), sewer department (2.5%), miscellaneous revenues (3%), charges for services (2%), local road assistance from the state (1%), and state reimbursement for the homestead exemption (1.1%).

TOWN OF MILBRIDGE, REVENUES 2006-2010

Revenues	2006	2007	2008	2009	2010
General Property Taxes	1,865,047	2,087,435	2,207,993	2,373,768	2,334,414
Excise taxes	207,890	213,134	200,996	182,989	192,629
State revenue sharing	104,270	106,470	116,201	117,116	88,914
Homestead exemption	45,941	25,505	29,812	32,739	31,350
Local Road Assistance	29,804	29,420	29,796	27,448	26,856
Other (State transfer)	22,517	20,004	20,206	9,632	6,974
Charges for services	47,868	59,317	55,025	44,808	46,903
Sewer department		81,755	75,496	82,642	72,465
Miscellaneous revenue	50,582	91,535	67,142	50,750	87,048
Proceeds from bond	-	94,000	-	22,889	-
Transfer from other Funds	-	75,576	6,006	-	8,356
Subtotal (Revenue)	2,373,919	2,884,151	2,808,673	2,944,781	2,895,909
<i>Budgetary Fund Balance</i>	<i>425,761</i>	<i>533,551</i>	<i>606,291</i>	<i>606,291</i>	<i>675,667</i>
Available for appropriation	2,799,680	3,417,702	3,414,964	3,551,072	3,571,576

Source: Town Of Milbridge, Annual Reports, 2007 through 2011

Over the last four years, revenues received from general property taxes have increased by around 25%; three percentage points greater than the rise in overall revenues. The increase in revenues derived from general property taxes can be explained by an increase in expenditures as well as declining revenues from other sources over the same time period. Notably, revenues received from the state declined in all of the following categories: state revenue sharing; re-imbursement for the homestead exemption and local road assistance; and other state funds. Combined, state revenues declined by \$48,438 between 2006 and 2010 – approximately 25%.

Municipal expenditures in the same four-year period increased from \$2,388,870 to \$2,852,931, an increase of \$464,061 or 19%. Expenditures increased in most categories over the most recent four-year period. Notable exceptions are Public Safety and Solid Waste, both of which declined slightly.

In 2010 education accounted for 54% of municipal expenditures and county taxes accounted for 8%. Core municipal expenditures, which include expenditures over which municipal government has direct control, totaled \$1,087,610, approximately 38% of the town's total expenditure.

Over the last four years, the single largest line item increase in municipal expenditures was education, which increased by \$204,243 (15%). This increase reflects lower education subsidy at the district level. Core municipal expenditures overall increased at a faster rate (30% or by \$252,982). The increase in core municipal expenditures is largely accounted for by increases in municipal expenditures on sewerage, fuel oil, paving, and increased expenditures on General government.

TOWN OF MILBRIDGE EXPENDITURES 2006-2010
(Includes capital expenditures)

	2006	2007	2008	2009	2010	Change 2006-10
Gen. gov't ²	217,535	264,080	267,455	313,324	280,561	63,026
Public Safety	131,633	143,793	132,293	110,579	131,103	-530
Public works	177,987	209,780	234,535	216,337	199,673	21,686
Solid waste	104,627	96,577	99,148	96,473	92,121	-12,506
Recreation & Library	24,506	29,403	29,801	35,093	33,065	8,559
Marine	17,930	23,377	11,133	17,325	26,287	8,357
Sewer		71,469	74,344	44,438	76,282	76,282
Capital Outlay	10,500	210,950		22,889	-	-10,500
Unclassified	48,768	90,904	19,708	57,548	78,572	29,804
Transfer to other funds	49,000	25,000	31,153	61,000	114,000	65,000
Debt Service						
Principal	36,740	32,122	46,604	30,776	50,357	13,617
Interest	15,402	16,886	16,785	14,816	5,589	-9,813
<i>Subtotal</i>	<i>834,628</i>	<i>1,214,341</i>	<i>962,959</i>	<i>1,020,598</i>	<i>1,087,610</i>	<i>252,982</i>
Education	1,330,649	1,399,946	1,529,611	1,600,333	1,534,892	204,243
County tax	223,593	224,603	243,363	254,474	230,429	6,836
Total	2,388,870	2,838,890	2,735,933	2,875,405	2,852,931	464,061

The Selectmen and town officials continue to work diligently to control the cost of providing municipal services. Moving forward, the Town of Milbridge anticipates continued modest increases in core municipal expenditures. Education expenses, which are not controlled by the Town, are expected to continue rising at or near their current rate. Accordingly, the Town proposed a modest Capital Investment Plan focused entirely on needed replacement of existing facilities.

² The audit financial figures for the year ending June 30, 2006 list "General Government" expenditure as \$133,454 and "Insurance & social security" expenditures as \$84,081. For the purpose of comparison, these two figures were combined under the heading "General Government" in the table above.

Capital Reserve Funds

The Town of Milbridge maintains capital reserve funds with balances as shown below.

RESTRICTED FUND BALANCES, 2011

Account	Balance
Marine Reserve Account	\$44,350
Fire Equipment Reserve Account	\$39,302
Municipal Office Building	\$50,434
Capital Equipment Reserve Account	\$73,158
Police Cruiser Reserve	\$18,600
Sewer Capital Reserve Account	\$91,000

Source: Milbridge Selectmen

Long Term Debt

State law limits the amount of debt a municipality may incur. This cap is set at seven (7) percent of the municipality's State valuation. In addition, a 15 percent limit is applied to the combined total of the town's debt plus all overlapping debt from quasi-municipal districts, including the school district, water and sewer districts, and county government.

The Town of Milbridge has outstanding debt associated with construction of the Sand/Salt Shed, the Municipal Safety Complex and a public works backhoe. The Town has four annual payments remaining on the Salt/Sand Shed, nine annual payments remaining on the Municipal Safety complex, and two annual payments remaining on the backhoe. Total outstanding debt remaining as of December 2011 is estimated at \$504,222.00.

EXISTING POLICIES REGARDING FISCAL CAPACITY

The following table lists town policies and implementation strategies for fiscal capacity as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

FISCAL POLICIES FROM THE 1995 COMP PLAN

Policy – from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will develop and enhance its capacity to provide the most efficient and cost effective financing and operations of existing and future public facilities and services.	<i>This policy is consistent with current practice and will be retained.</i>
Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
Milbridge will prepare and annually update a Capital Improvement Plan and Capital Investment Plan. The final say on all expenditures will remain with the voters at Town Meeting.	<i>This strategy is consistent with current practice and will be retained.</i>
Milbridge will regularly review the Town operations to assure that they are conducted most efficiently and cost effectively.	<i>This strategy is consistent with current practice and will be retained.</i>
Milbridge should consider the use of impact fees to pay for appropriate costs specifically attributable to new development.	<i>This strategy is consistent with current practice and will be retained.</i>
Milbridge will keep track of interest rates for long term debt management in order to capitalize on opportunities to reduce costs through refinancing.	<i>This strategy is consistent with current practice and will be retained.</i>

CAPITAL IMPROVEMENT PLAN

The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items that can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables that are ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves and generally have an acquisition cost of \$ 10,000 or more; usually do not recur annually; have a useful life of 3 or more years; and result in fixed assets.

For the purpose of this plan, total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year the Selectmen will review funding requests for approval at Town Meeting. Projects previously mentioned and identified throughout this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into table (below).

The Town of Milbridge typically funds capital improvements through general taxation, use of capital reserve accounts, municipal bonding and pursuit of state and federal grants. There are currently no special mechanisms for funding capital improvements in Milbridge (such as impact fees or Tax Increment Financing). However, the town has established several capital reserve accounts in anticipation of future capital expenses.

Given these anticipated needs, it is in the town's best interest to continue making yearly contributions to capital reserve accounts. The Capital Improvement Plan should be evaluated as the town considers future yearly contributions. It is also recommended that the town keep significant balances within the reserve account to cover the cost of any unaccounted for capital needs.

TOWN OF MILBRIDGE CAPITAL IMPROVEMENT PLAN

ITEM	COST	TIMEFRAME	FUNDING SOURCE(S)
Community Center	\$600,000	2013-2014	Town Building Reserve funds, local borrowing, CDBG, Library Endowment
Fire Engine – Tanker (Replacement)	\$180,000	2015-2017	Fire Truck Capital Reserve Account, Aid to Fire Grant (FEMA)
Police cruisers (replacement)	\$23,000	On 7 yr. replacement schedule	Capital Reserve Account – Public Safety
Public Works equipment (truck plow/dump)	\$30,000	2012-2013	Capital Reserve Account – Public Safety
Public Works - backhoe	\$40,000	2013-2015	Capital Reserve Account; Loan
Public Works – 1 ton plow truck	\$30,000	2012-2017	Capital Reserve Account
Marina floats and pier	\$10,000	2012	Marine Account
Boat ramp on Narraguagus off Kennedy Highway	\$6,000	2012	MDOT (SHIP) and/or CDBG grant funds

M. LAND USE

The purpose of this section is to:

1. Identify the amounts and location of various land uses in Milbridge;
2. Identify and understand changes in land use patterns;
3. Identify land areas suitable and unsuitable for growth and development predicted for the next ten years;
4. Identify and describe the purpose and location of proposed land use districts; and
5. Identify growth, rural and critical resource areas.

FINDINGS

Over the last ten years, Milbridge experienced continued residential growth and commercial development. A large portion of residential development occurred in shoreland areas. Commercial development was largely concentrated in the downtown. The Town anticipates that development will continue in the same pattern at a slower pace over the next 10 to 15 years.

In 2009 Milbridge enacted a new Land Use Ordinance. The Land Use Ordinance is designed to encourage a greater density of residential and commercial development within the downtown where existing services are located. The Ordinance also allows for a mix of land uses in rural areas in a manner that is consistent with the traditional pattern of development.

COMMUNITY CHARACTER & EXISTING LAND USE PATTERN

Milbridge is a service center community for western Washington County, with a compact downtown that accommodates a mix of businesses along side single family homes, multi-family housing and civic institutions such as the town office complex, churches and an elementary school. As a service center community, Main Street businesses draw residents from Milbridge and other surrounding towns to work, shop, dine, see movies and attend medical appointments.

Outside of the immediate downtown, much of Milbridge is rural. Existing neighborhoods outside of the downtown, such as Wyman, are generally located near the water and are largely residential – including both year-round and seasonal residents.

As a community with an active commercial fishing fleet, home-based businesses and access to the water are important to many families. Traditional rural land uses, such as farming and forestry also contribute to Milbridge's community character. Outside of the downtown, the traditional land use pattern in Milbridge is mostly single family homes on small to medium sized lots fronting on public roads.

DEVELOPMENT PRESSURE & FUTURE DEVELOPMENT TRENDS

Milbridge has experienced a period of robust development over the last 20 years. The total number of housing units increased from 776 in 1990 to 866 in 2000 – an increase of 12%. By 2010, the number of housing units increased again to 1,009 units – an increase of 16% between the 2000 and 2010 census counts. By comparison, the statewide rate of residential development was around 11% in each of the last two decades.

Even during the last few years, housing construction in Milbridge was relatively strong. The Planning Board reports that 51 building permits were issued for new homes or mobile home placements for the five calendar years (2007-2011) ending December 31, 2011.¹

New home development over the last decade occurred throughout the community. However, waterfront development accounts for a notable concentration of new homes. Over the five-year period (2007 – 2011), see Table below, 12 out of 32 new home permits were issued for construction in the shoreland zone. Conversely, 18 out of 19 mobile home placements occurred outside of the shoreland zone.

**BUILDING PERMITS BY TYPE
FOR THE FIVE CALENDAR YEARS (2007-2011) ENDING DECEMBER 31, 2011**

	In the Shoreland Zone	Elsewhere (Not in Shoreland Zone)	Total
New Homes	12	20	32
Mobile homes	1	18	19
Outbuildings	4	24	28
Additions	9	19	28
Garages	8	24	32
Commercial Structure	1	8	9
Commercial Addition	1	2	3
Driveways	1	8	9
Decks or Porches	11	11	22
Minor Subdivisions	0	0	0
Major Subdivisions	1	0	1
Change of Use	0	2	2
Total	49	136	185

Source: Milbridge Town Reports

Milbridge has also seen continued commercial development. The Town issued 9 permits for new commercial structures and 3 permits for additions to existing commercial structures over the last 5 years. Although, the town only tracks whether commercial development occurs within the shoreland zone or not, local residents indicate that much of the commercial development has occurred in or near the existing downtown.

The Town anticipates continued development over the next 10 to 15 years. If residential construction (new homes and mobile homes) continues at the same rate of an average of 9 units/year Milbridge could add about 90 new homes by 2020. This level of residential construction could be accommodated with existing municipal services. Given current economic conditions and the fact that there are fewer undeveloped coastal lots than there were a decade ago, it is more likely that residential construction will continue at a somewhat lower pace.

¹ This figure may exceed the number of new homes added as some mobile homes may have replaced existing units; and not all permits issued are necessarily built.

Commercial development will continue to be concentrated in and near the downtown where existing serves are located. The Town anticipates that demand for affordable housing will continue to be met through manufactured and pre-fabricated homes situated on single-parcel, small-lot subdivisions along state and municipal roadways.

In terms of providing public services and facilities, Milbridge anticipates that the current level of service will be adequate for the needs of the population over the next 10 to 15 years. The Town does not anticipate than any expansions of public facilities will be needed to accommodate changes in population.

PRESENT LAND USE REGULATIONS

Milbridge enacted a new Land Use Ordinance in 2009. Under the town's Land Use Ordinance, building permits, change of use permits and subdivision permits are required. The Planning Board issues land use permits and a certified code enforcement officer enforces land use regulations. Milbridge's Land Use Ordinance designates five land use districts: Down Town Residential, Down Town Commercial, Limited Residential, Rural, and Conservation.

As described in the Ordinance, the Down Town Commercial (DC) district includes areas in the existing downtown that are "accessible to public sewer, and public water deemed appropriate for commercial development." The minimum lot size is 10,000 square feet.

The Down Town Residential (DR) district includes areas "with public sewer, and public water [that are] deemed appropriate for intensive residential development." The minimum lot size is 10,000 square feet for areas served by public sewer and public water, and 30,000 square feet elsewhere in the district.

The Limited Residential (LR) district includes "areas where, because of the existing character of the neighborhood, lots of one acre are deemed appropriate." Areas in the Limited Residential District include existing neighborhoods located outside of the downtown.

The Rural (R) district includes "areas where retaining the rural or wooded character of the district is desired, and to allow uses consistent with this character. Minimum lot sizes shall be six acres as deemed appropriate." The Rural district is the most extensive district in terms of land area. It includes much of the inland areas of town as well as some islands and coastal areas.

Finally, the Ordinance establishes a Conservation (C) district for "areas of natural character where limited use of low intensity may be permitted by the Planning Board on a case by case basis with the issuance of Conditional Use Approval. Structures may be permitted."

Permitted and conditional uses for each district are described in the land use ordinance. Minimum lot size requirements, setback and maximum lot coverage allowances for each district are described in the table below. The location and extent of each district is depicted on Map 10: Current Land Use.

CURRENT LOT SIZE & SETBACKS BY DISTRICT

DISTRICTS	Down Town Residential	Limited Residential	Rural	Down Town Commercial	Conservation
Minimum lot size:					
with public sewer	10,000 sq ft	1 ac	6 ac	10,000 sq ft	10 ac
without public sewer	30,000 sq ft	1 ac	6 ac	10,000 sq ft	10 ac
Minimum width of lots:					
On shore	200 ft	200 ft	200 ft	n/a	n/a
On road	50 ft	50 ft	100 ft	25 ft	n/a
Setback From:					
Public Road, right of way	25 ft	25 ft	25 ft	25 ft	25 ft
Property Lines	10 ft	25 ft	25 ft	10 ft	n/a
Maximum Lot Coverage	65%	50%	50%	75%	15%

Source: Milbridge Land Use Ordinance, 2009

In addition to the Land Use Ordinance, several existing land use regulations that municipal boards and officials must follow are listed below. Regulations change over time and it is the responsibility of municipal officers to keep up with these changes.

MDOT Access Management - The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". There are no such retrograde arterials in all of Washington County.

Shoreland Zoning Ordinance - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

The community also adheres to the Maine State Plumbing Code that requires that the installation of

plumbing fixtures and septic systems are in accordance with the Maine State Law and the Subsurface Wastewater Disposal Rules and Regulations.

FUTURE LAND USE PLAN

The remainder of this Chapter outlines the Future Land Use Plan for the Town of Milbridge. Current regulations and land use practices in Milbridge effectively protect critical natural resources, promote appropriate development in places where municipal services exist, and encourage affordable housing.

The Committee, in preparing the Future Land Use Plan, considered all state mandated legislation for restrictions on additional development in areas prone to flooding, subject to shoreland zoning laws, containing significant (as defined) wildlife habitat, and areas with unsuitable soils or severe (greater than 25%) slopes.

In addition to these natural constraints the Comprehensive Plan Committee considered the following elements in determining the configuration of proposed growth areas and rural areas outlined in the Future Land Use Plan and on *Map 10: Future Land Use*:

- The need to encourage growth and development.
- Historic development patterns and land uses.
- Recent development patterns and existing land use regulations.
- Compatibility of present and future neighboring land uses.
- Residents' desire to maintain the Town's character and historic resources.
- Natural features and resources including soils, water bodies, and wetlands.
- Geographic location and role of Milbridge in the regional economy.
- Existing infrastructure including water, electrical power, road system.
- Road transportation and the availability of 3-phase power.
- The importance of affordable housing.
- Requirements of the Comprehensive Planning and Land Use Regulation Act.

When preparing the Future Land Use Plan the Committee also took direction from the Community Vision and the results of several community surveys (See Chapter 1 Executive Summary, Community Vision and Public Participation).

MAINE'S GROWTH MANAGEMENT LEGISLATION

Maine's growth management legislation requires that municipalities designate two types of land use districts in their Comprehensive Plan: growth areas and rural areas. State requirements for the designation of land use areas are described below, along with descriptions of each proposed land use district in Milbridge.

The Growth Management Act requires that any growth related capital investments² that may occur over the planning period be accommodated within the proposed growth areas; and the Town commits to directing at least 75% of such investments to these areas of town. A new Town Hall, Town Office and Library is proposed within the Downtown Commercial District, in the center of Milbridge's proposed Growth Area.

In addition to Growth Areas and Rural Areas, communities may also designate three additional types of land use areas. These include Critical Rural Areas, Critical Waterfront Areas, and Transitional Areas.

A critical rural area is defined as “a rural area that is specifically identified and designated by a community's comprehensive plan as deserving maximum protection from development to preserve natural resources and related economic activities that may include, but are not limited to, significant farmland, forest land or mineral resources; high-value wildlife or fisheries habitat; scenic areas; public water supplies; scarce or especially vulnerable natural resources; and open lands functionally necessary to support a vibrant rural economy.”

“Critical waterfront areas” are defined as “shorefront area[s] characterized by functionally water-dependent uses, as defined in MRSA 38 §436-A(6), and specifically identified and designated by a community's comprehensive plan as deserving maximum protection from incompatible development.”

“Transitional areas” are defined as areas “suitable for a share of projected residential, commercial, or industrial development but that [are] neither intended to accept the amount or density of development appropriate for a growth area nor intended to provide the level of protection for rural resources afforded in a rural area or critical rural area.”

This Comprehensive Plan for the Town of Milbridge designates one growth area (Village Mixed Use), two rural areas (Limited Residential and Rural), one new transitional area (General Development) and one critical rural area (Conservation).

² “Municipal growth-related capital investment” are defined as “investment by the municipality in the following projects, even if privately-owned, using municipal, county, state, federal, or other public funds, in the form of a purchase, lease, grant, loan, loan guarantee, credit, tax credit, or other financial assistance:

- (1) Construction of new transportation infrastructure or capacity;
- (2) Construction or acquisition of newly constructed multifamily rental or affordable housing;
- (3) Development of industrial or business parks;
- (4) Construction or extension of sewer, water, or other utility lines;
- (5) Construction of public, quasi-public, or private service infrastructure, facilities, and community buildings; or
- (6) Construction or expansion of municipal office buildings, municipal educational facilities, and other quasi-public facilities and other civic buildings that serve public clients and customers.

Municipal growth-related capital investment *does not include* investment in the following: mobile equipment, the operation or maintenance of a municipal facility or program; maintenance of existing transportation infrastructure without significantly expanding capacity; or municipal revenue sharing.” Chapter 208 Review Rule, Maine State Planning Office (2011) available online at <http://www.maine.gov/spo/landuse/compplans/index.htm>.

The Future Land Use Plan in Milbridge also treats the existing General Development District and Commercial Fisheries Districts within the Shoreland Zone as part of the town's designated Growth Areas. Other areas within the Shoreland Zone are treated as Rural Areas.

The approximate extent of each land use district is depicted on *Map 11: Future Land Use*. The proposed land use plan districts will be specify exact boundaries (along parcel lines and roadways) when the zoning maps are updated. The size and scale of the Comprehensive Plan maps are provided as a guide. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped.

GROWTH AREAS – Defined and in Milbridge

Growth Areas are intended to direct development to areas most suitable for such growth and are therefore located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. According to State Planning Office land areas designated as growth area must be consistent with the following provisions:

- (1) The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of its dollars for municipal growth-related capital investments made during the planning period.
- (2) Built-out or developed areas that may not have capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.
- (3) Growth areas must be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include incidental land areas that are physically unsuitable for development or redevelopment, including critical natural resources, however, the plan addresses how these areas will be protected to the greatest extent practicable or, at a minimum, as prescribed by law.
- (4) To the greatest extent practicable growth areas should be located adjacent to existing densely-populated area.
- (5) Growth areas, to the greatest extent practicable, must be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
- (6) Growth areas along arterials and mobility corridors must be configured to avoid strip development and promote nodes or clusters of development.

Milbridge proposes combining the existing Downtown Commercial and Downtown Residential districts in to one Growth Area district to be renamed as Village Mixed Use. The Village Mixed Use district is proposed to reflect existing conditions and enable expansion of commercial, residential and civic services. It is illustrated on *Map 11: Future Land Use*.

Village Mixed Use District

The purpose of this district is to ensure that Milbridge's downtown commercial center continues to function as the center of community activity with an active downtown and to encourage a mix of commercial businesses with compatible municipal and residential uses. It is also intended to support

the existing residential areas within the walk-able downtown area of Milbridge and allow for a greater density of residential development where services exist.

The Village Mixed Use District includes the traditional downtown area along Main Street (see *Map 11: Future Land Use*), the higher density neighborhoods surrounding the village core and the expanding commercial and residential areas on Route 1 north and south of the village. The configuration of the District is shaped by the existing pattern of development and the availability of public water and sewerage.

The Village Mixed Use district currently accommodates a mix of commercial, residential and municipal uses. Permitted uses include restaurants, office buildings, retail stores and service businesses (e.g. “hairdressing, barber, tailor, dressmaker, sewing, tanning), civic and institutional uses, single family homes, mobile home parks, and multi-unit housing.

To allow for the density of development associated with the district’s downtown setting, the minimum lot size is low (10,000 square feet for areas with public sewer, 30,000 square feet for areas not served by public sewer) 10,000 square feet and setback and road frontage requirement are low (25’ road frontage, 25’ road setback, 10’ property line setback).

In keeping with the district’s purpose of supporting residential development within the downtown, the minimum lot size is low (10,000 square feet for areas with public sewer, 30,000 square feet for areas not served by public sewer). Setbacks and road frontage requirements are also low (50’ road frontage, 200’ shore frontage, 25’ road setback, 10’ property line setback).

The Comprehensive Plan Committee anticipates that growth within the Village Mixed Use District will approximate 70% of new (or retrofitted/expanded) commercial activity and 50% of new residential activity. No targets are set for this growth and no municipal investment is anticipated beyond what is already identified in the Capital Investment Plan.

TRANSITIONAL AREAS - Defined and in Milbridge

Transitional areas are intended to provide for limited suburban or rural residential development opportunities. Such land is designated by a community to support a share of projected residential, institutional, commercial or industrial development but that is neither intended to accept the amount or density of development appropriate for a growth area nor intended to provide the level of protection for rural resources afforded in a rural area or critical rural area. According to State Planning Office land areas designated as transitional area must be consistent with the following provisions:

- (1) Transitional areas cannot be defined as growth areas for the purposes of state growth related capital investment pursuant to 30-A MRSA §4301 (5-B).
- (2) Development standards in transitional areas must limit strip development along roads through access management, minimum frontage requirements, and other techniques.
- (3) Transitional areas cannot include significant contiguous areas of working farms, wood lots, properties in state tree growth and farm and open space tax programs, prime agricultural

and forestry soils, unfragmented habitat, or marine resources identified in the conditions and trends in Sections 3.3, 3.4, and 3.5.

- (4) Transitional areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

General Development (GD) District

Milbridge proposes one new transitional district to be called General Development. This district is proposed in an area identified in the Public Visioning session as suitable for some growth near the existing village. As there is no public water or sewer (nor is there likely to be in the future) this area is proposed as a transitional area rather than a growth area. It extends 750 feet deep on both sides of Route 1A from Kansas Road out to 1/2 way to the town line with Harrington (see Future Land Use Map).

Allowable uses in the General Development District will include single family homes, home-based businesses, and limited commercial operations that can meet basic "good neighbor" standards that limit conflict among residential and commercial uses.

Lot sizes will be a minimum of 30,000 square feet with road frontage of 100 feet, setbacks of 25 feet (from road and property lines) and maximum lot coverage of 50%.

RURAL AREAS - Defined and in Milbridge

Rural Areas include those areas in Milbridge where new development will be limited to support the town's important natural resources including its agricultural land, forested land, wetlands, scenic areas, and critical habitat. In these areas the Town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to State Planning Office land areas designated as rural areas must be consistent with the following provisions:

- (5) To the greatest extent practicable, rural areas must include working farms, wood lots, properties enrolled in current-use tax programs related to forestry, farming or open space, areas of prime agricultural soils, critical natural resources, and important natural resources.
- (6) The Future Land Use Plan must identify proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
- (7) Rural areas shall not include land areas where the community actively encourages new residential, institutional, or commercial development.
- (8) Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Milbridge proposes two Rural Areas that reflect existing conditions and would preserve the community's rural character. The proposed rural area is described below and illustrated on *Map 11: Future Land Use*.

Limited Residential (LR) District

The purpose of this district is to protect the character of neighborhoods outside of the Down Town Residential District where one-acre lots are appropriate and consistent with the existing pattern of development.

Current land uses in the Limited Residential district are largely single-family homes and home-based businesses. Permitted uses currently include single-family homes and accessory structures (including guest-homes and “in-law apartments”). A range of other uses are allowed as conditional uses. These include multi-family housing, retail, restaurants and some service businesses. Land uses that are incompatible with the Limited Residential district include hotels and motels, boat building and repair, and construction.

In keeping with the existing character of neighborhoods within the district, the minimum lots size is 1 one acre. Road frontage requirements and setbacks are similar to the Downtown Commercial district, however the property line setback is somewhat larger (25’ instead of 10’).

No change in the configuration of the Limited Residential district is anticipated except where the new transitional district (General Development) is added. Approximately 15% of new residential development is expected to occur in the Limited Residential District.

Rural (R) District

The purpose of this district is to protect the district’s rural character; allow for traditional rural land uses, including agriculture and forestry; and provide open spaces for recreation and habitat.

Current land uses in the Rural District mostly include single-family homes, home-based businesses, farms and working forests. Uses permitted under the current Land Use Ordinance include single-family homes and accessory structures (including guest-homes and “in-law apartments”), agriculture (recreational and commercial) and animal husbandry. In recognition of the variety and range of economic activities that provide year round income to rural families, a broad range of other uses are allowed as conditional uses. These include multi-family housing, retail, restaurants, service businesses, boat building, construction and equipment storage (among other uses).

In order to maintain the rural character of the district, the minimum lot size is set at 6 acres with a maximum lot coverage of 50%. Road frontage requirements are higher than in the Downtown and Limited Residential districts (100’ versus 50’ in the Limited Residential and Downtown Residential districts or 25’ in Downtown Commercial district).

No change in the configuration of the Rural District is anticipated except where the new transitional district (General Development) is added. Approximately 10% of new residential development is expected to occur in the Rural District.

CRITICAL RURAL AREAS - Defined and in Milbridge

As an option, communities may identify and designate one or more critical rural areas. According to State Planning Office land areas designated as rural areas must be consistent with the following provisions:

- (1) Critical rural areas are those rural areas in a community most vulnerable to impacts from incompatible development.
- (2) The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that critical rural areas are, to the greatest extent practicable, protected from the impacts of incompatible development.
- (3) Critical rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Milbridge proposes one Critical Rural Area (Conservation) as described below and illustrated on *Map 11: Future Land Use*.

Conservation (C) District

Milbridge's current Land Use Ordinance establishes a Conservation District. The purpose of this district is to protect the Town's most significant natural resources from the negative impacts of development and to provide open spaces for recreation and habitat.

Permitted uses are limited to accessory structures with a small range of land uses allowable as conditional uses. These are limited to single family and multi-family housing, animal husbandry, parks, playgrounds and recreation structures, municipal activities, public utilities, recreation facilities, yard & garage sales and parking lots. All other uses are excluded.

To protect habitat values and maintain the character of the district, the minimum lot size is 10 acres with a maximum lot coverage of 15%.

No change to the configuration of the Conservation District is proposed.

CRITICAL NATURAL RESOURCES - Defined and in Milbridge

Critical natural areas in Milbridge include those areas identified as essential habitat or critical habitat on *Map 6: Habitat* as well as a Maine Natural Areas Program Rare & Exemplary Natural Community identified on the same map.

Critical natural areas in Milbridge are largely concentrated around the coastal islands and along the shores of Pigeon Hill Bay, Back Bay and Narraguagus Bay. Shoreland Zoning regulations apply to most of these areas (as depicted on *Map 10: Current Land Use* and described in *Chapter F. Natural Resources*). In addition, much of the upland areas on the coastal islands (including most of Bois Bubert Island and all of Petit Manan Island) are restricted by private conservation easements associated with individual properties. The Conservation district established in Milbridge's Land Use Ordinance provides an additional level of protection for many of the areas where critical natural resources occur.

The Town considers that current regulations afford an adequate level of protection for critical natural areas.

RECOMMENDATIONS FOR LAND USE ORDINANCE

The Town of Milbridge enacted its current Land Use Ordinance in 2009. Milbridge's Land Use Ordinance includes a comprehensive set of performance standards. Performance standards should be reviewed periodically to ensure that they are adequate and serve their intended purposes.

Current performance standards are working except that the property line setbacks in the existing Downtown Commercial and Downtown Residential districts may need to be increased given recent encroachment disputes.

In the newly established Village Mixed Use District the property line setbacks will likely be increased from 10 feet to 20 or 25 feet to allow sufficient space for screening and buffering between uses. In addition, where buffers are already required, the criteria for what constitutes an adequate buffer needs to be clarified.

EXISTING POLICIES REGARDING LAND USE

The following table lists town policies and implementation strategies for land use as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Milbridge's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

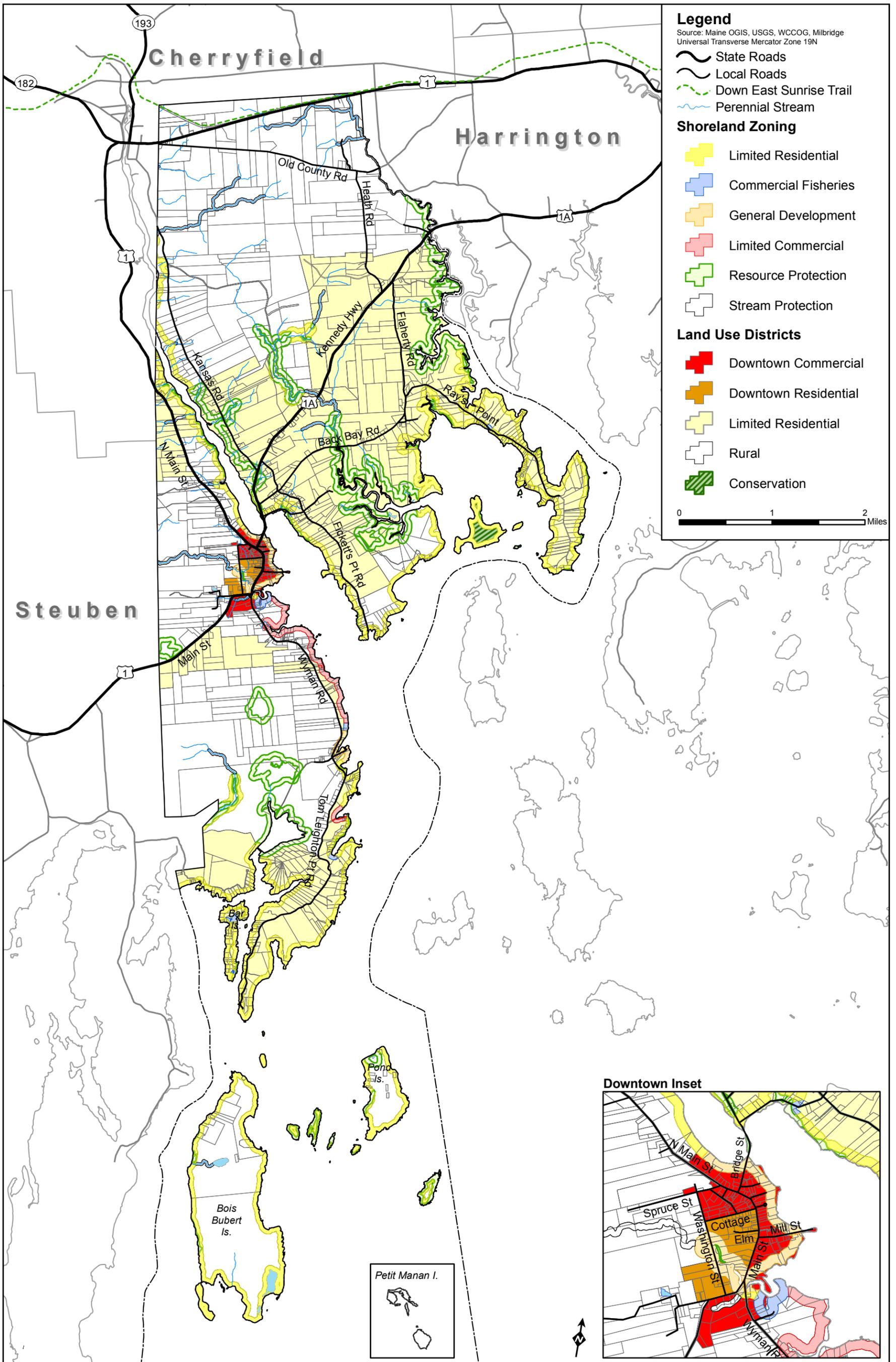
LAND USE POLICIES FROM THE 1995 COMP PLAN

Policy – from 1995 Milbridge Comp Plan	Comment – in 2012 Update
Milbridge should update its Comprehensive Plan every 5 years and work steadily at implementing its recommendations.	The Comprehensive Plan Committee recognizes the importance of updating the Comprehensive Plan but recommends changing the schedule for an update from 5 to 10-12 years
Milbridge should regularly review and update its ordinances for consistency with its Comprehensive Plan.	This policy is consistent with current practice and should be retained.
Milbridge should enforce and administer all Town ordinances and regulations.	This policy is consistent with current practice and should be retained.

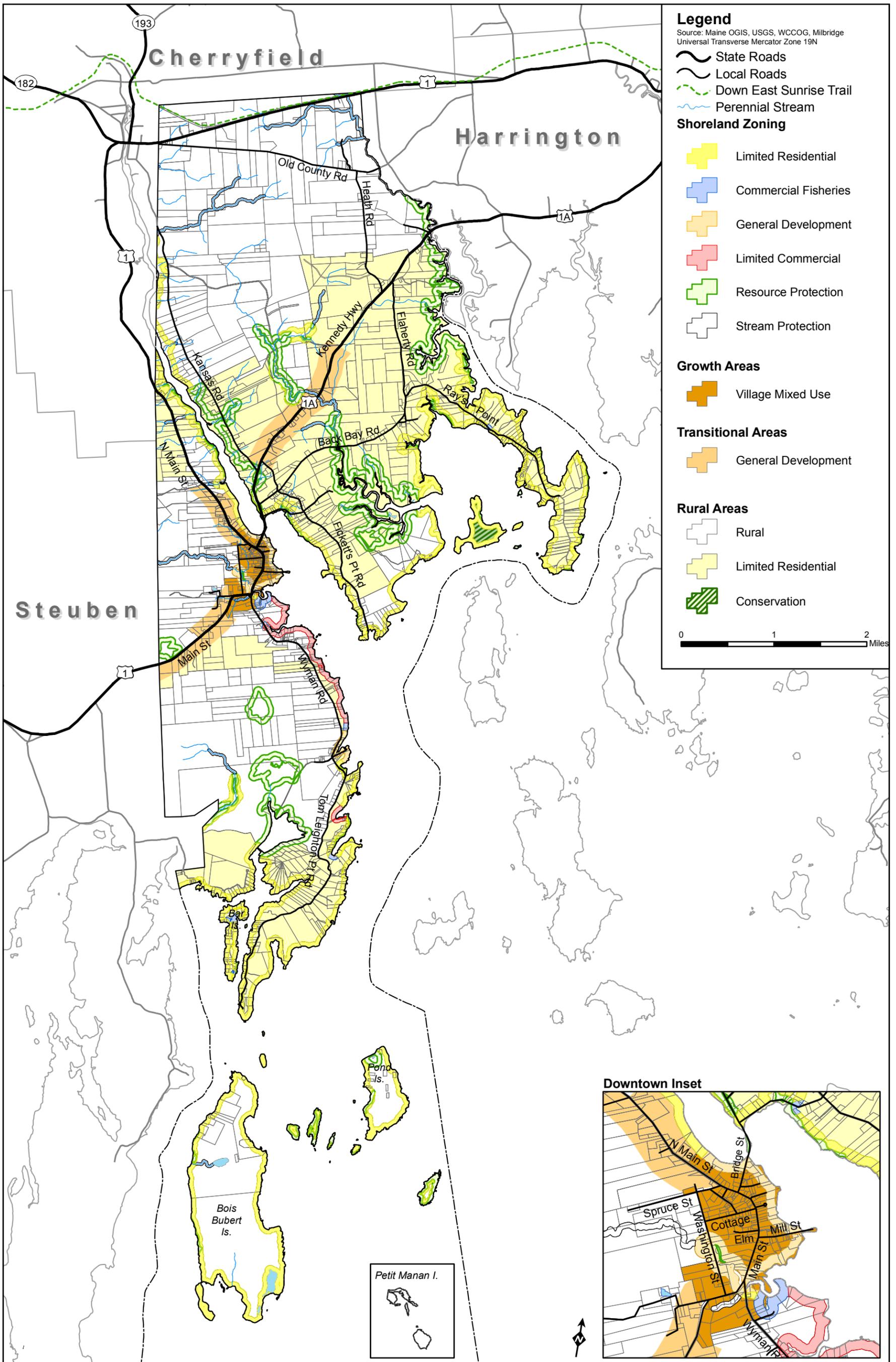
Strategy– from 1995 Milbridge Comp Plan	Comment – in 2011 Update
<p>Milbridge will revise its Land Use Ordinance in order to:</p> <ul style="list-style-type: none"> a. Encourage commercial and industrial development in designated areas of Town consistent with Milbridge’s infrastructure and rural character b. Discourage excessive commercial development sprawl in highway corridors c. Prohibit facilities that have the potential to create serious environmental damage, such as noise, air and water pollution or the creation of hazardous waste, d. Encourage development in those parts of town where the expansion of new public services, such as road maintenance and water and sewer line extension, would not be unduly burdensome to taxpayers, e. Encourage the preservation of existing village areas as centers of residential housing and natural resource based activities (such as agriculture, forest, and marine related businesses). f. Limit development that is permitted in rural areas of Town to residential housing and natural resource based activities (such as agriculture, forest, and marine related businesses). 	<p>All of these strategies are consistent with current practice and should be retained.</p>
<p>Milbridge will make a directory of the Town’s ordinances and the application, the subdivision review process and a clarified building permit application.</p>	<p>This policy is confusing and appears to reference the role of the Code Enforcement Officer; it describes current practice; therefore as a strategy it will not be retained.</p>
<p>Milbridge will adopt a subdivision ordinance using the 1995 State model. The new ordinance should require that applicants obtain building permits from the State Fire Marshall’s Office to ensure that the project meets standards of National Fire Protection Association Code 101: the Life Safety Code (adequate fire egress routes, smoke detectors, etc.)</p>	<p>This strategy is dated; a new strategy will indicate that Milbridge will maintain subdivision regulations (and any others) with current mandates pursuant to State statute.</p>
<p>Milbridge will adopt a mobile home park ordinance (see C. Housing).</p>	<p>This strategy was not implemented and still needs to be done.</p>
<p>Milbridge will make future land use ordinances supportive of dense, residential and light commercial development in the downtown area and supportive of small businesses located on residential properties.</p>	<p>This strategy was done and will be maintained.</p>
<p>Milbridge will revise the Shoreland Zoning Map to use more current National Wetlands Inventory delineations, to consider adding to the Resource Protection District and to consider increasing the minimum lot size and frontage in some environmentally sensitive areas.</p>	<p>This strategy has been superceded by more recent changes to the Shoreland Zoning Statute as well as advances in the availability of GIS mapping data.</p>

Policies and implementation strategies to relative to land use in Milbridge are presented in Chapter O – Plan Implementation. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Map 10: Current Land Use
 Milbridge Comprehensive Plan Update (2012)



Map 11: Future Land Use
 Milbridge Comprehensive Plan Update (2012)



N. REGIONAL COORDINATION

The purpose of this section is to:

1. Identify the issues, facilities and services that lend themselves to regional cooperation.
2. Describe the extent to which Milbridge cooperates within the region including opportunities to do more, particularly in ways that can save the town revenues and support economic development.

The town of Milbridge is a coastal community situated approximately 45 miles southeast of Bangor and is bordered on the north by the towns of Cherryfield and Columbia, on the east by the towns of Harrington, and on the west and south by the town of Steuben. Commercial retail activity is available in Milbridge but larger regional centers in Ellsworth, Bangor, and to a lesser extent in Machias and Calais attract Milbridge residents as consumers and for work.

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. All of the towns adjoining Milbridge have a locally adopted Comprehensive Plan that is consistent with state law. Only Cherryfield has adopted a town-wide land use ordinance.

Milbridge has included analyses of regional issues in the areas of transportation, economic development, public facilities and natural resources management. Milbridge will attempt to develop compatible transportation, economic development and resource protection standards with nearby communities.

REGIONAL TRANSPORTATION ISSUES

Roads

As a community that provides services and employment to surrounding towns, the main arteries in Milbridge, Routes 1 and 1A, serve as a pass through for freight and commuters as well as a destination in the village center. Route 1 therefore serves as both “Main St.” and a regional collector road.

Transportation linkages in Milbridge consist of Routes 1 and 1A that traverse the town in a roughly north-south direction from the neighboring towns of Harrington (Route 1A) and Cherryfield (Route 1). Routes 1 and 1A join in the village of Milbridge and then proceed south to the town of Steuben. Although the population of Washington County has decreased modestly from 1990 to 2010, MDOT states that the total number of vehicle miles traveled in our County has increased by over 13 percent. Most roads are not congested now, but there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity. The town should ensure that access management standards are used to keep the Level of Service (LOS) on Routes 1 and 1A from deteriorating.

It is important that Milbridge continue to participate in regional transportation planning efforts. Municipalities can cooperate with neighboring communities and regional committees (eg. Corridor Planning initiatives) to formulate corridor management plans that seek to encourage residential, commercial and industrial development with entrances and driveways co-located and with the needed road improvements paid for by the developer. Corridor management plans outline the appropriate locations for such access management techniques as frontage roads, shared driveways, intersections, turn lanes and signals.

Public Transportation

Milbridge has limited public transportation options. West's Bus Service offers daily round trip service from Calais to Bangor with in-town stops along Route 1 (including Milbridge). The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation for clients referred to them by the State of Maine Department of Human Services.

WHCA transportation services are provided to income-eligible clients, children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Transportation is also available for members of the general public on a space-available basis. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries.

There are currently no taxi operators that provide service in Milbridge. There are no dedicated public transit facilities in town.

Although public transportation options are limited, the combination of available services through WHCA and West's Bus Service is responsive to the needs of the community, particularly income eligible residents and the elderly. Milbridge participates in regional planning efforts through Washington County: One Community and WHCA to develop additional transportation options.

Airports

There are no airports or public airfields within town. Primary regional airports include:

1. Bangor International Airport, provides national and international commercial passenger and freight services, as well as civil defense operations. 11,441-foot main runway. Car rental services are available.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.
3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
4. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. 5,200-foot main runway.
5. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.
6. Machias Valley Airport has a 2909-foot runway and is used by private plane owners and in an emergency, by air ambulance services. Beacon, but no fueling services. Last rated by

the state in good condition.

7. Princeton Municipal Airport has two runways, the larger of which is 3999 feet, and is used primarily by private businesses and recreational fliers. Beacon, but no fueling services. Last rated by the state in poor condition.

Railroad Facilities and Rail Services

The former Maine Central Railroad line runs through the town of Cherryfield and a small part of Milbridge, however it is exempt. Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s.

Recent efforts by the state have been made to create recreational trails along abandoned rail lines and rights-of-way through our County. The Downeast Sunrise Trail is an 80-mile multi-use trail that is nearing completion for use on the exempt Calais Branch of the rail line corridor from Ellsworth to Ayers Junction. The Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor then the Downeast Sunrise trail will no longer be the primary use of the corridor. The East Coast Greenway is a bicycle and walking trail planned to extend from Key West, Florida to Calais, Maine, which may use some rail line rights-of-way. There are efforts to expand freight rail service in Washington County, particularly in the Calais and Eastport areas with connections to the PanAm lines that cross into Canada and back into Maine to reach the western part of the state across the Route 6 corridor in northern Washington County. Passenger rail service in the State has been given a boost recently with the reinstatement of passenger service between Boston and Portland.

Ports

There are no port facilities in Milbridge. The deep water Port of Eastport is the closest port. It has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length. There is also a municipal breakwater for use by smaller vessels.

REGIONAL ECONOMIC DEVELOPMENT ISSUES

Milbridge is tied into the regional economy of Washington and Hancock counties.

As noted in the Employment and Economic chapter, the overwhelming majority of Milbridge residents in 2000 worked for private companies (71%). A relatively large percentage of Milbridge residents in 2000 were either self-employed (21%) or 'unpaid family workers (2%). Among those who are self-employed, many are employed in natural resource industries, most notably fishing. In this sense, home-based business play a particularly important role in the local economy; and it is very important that the Town of Milbridge continue to support home-based natural resource businesses.

Overall, the employment picture for Milbridge residents shows a great deal of stability from 1990 to 2000. In both decades, the majority of employed Milbridge residents found work in town. Between 1990 and 2000, the number of local residents working in town was essentially unchanged. As indicated in the following table Milbridge did see an increase in the number of local residents working in other nearby communities.

WHERE MILBRIDGE RESIDENTS WORK

Place of Work	1990	2000
Addison	3	5
Cherryfield	64	30
Columbia	6	6
Columbia Falls	3	5
Deblois	0	5
Harrington	4	7
Jonesport	2	13
Machias	7	17
Steuben	13	27
Elsewhere in Washington County	0	26
Bar Harbor	9	8
Ellsworth	21	35
Franklin	4	0
Gouldsboro	27	23
Hancock	2	4
Southwest Harbor	5	4
Sullivan	7	3
Winter Harbor	7	7
Elsewhere in Hancock County	6	2
Elsewhere in Maine	10	9
Total employed outside Milbridge	200	236
Residents employed in Milbridge	245	244

Source: US Census

REGIONAL NATURAL RESOURCE ISSUES

Milbridge is located in western Washington County. Milbridge is bordered on the west by Steuben, on the north by Cherryfield and on the east by Harrington. The downtown itself sits at the confluence of the Narraguagus River and Narraguagus Bay. The Town includes areas with estuarine frontage on the Narraguagus River and the Mill River, extensive coastal frontage on Narraguagus Bay and Bay Back and Pigeon Hill Bay, and several coastal islands. Interior portions of Milbridge are contained within small coastal watersheds that drain into the lower Narraguagus River, the Mill River and Narraguagus Bay.

Although there are no longer any licensed overboard discharges (OBD) in Milbridge, the Town believes that over 40 licensed OBD's upstream in Cherryfield contribute to water contamination in Milbridge. The Maine Geological Survey has identified limited sand and gravel aquifers within Milbridge.

Milbridge is home to a diverse array of terrestrial, avian and marine wildlife. Notable concentrations of birds – both resident and migratory – are drawn to extensive tidal flats and marshes and coastal islands. Inland forested areas also provide habitat for an array of common terrestrial mammals including deer, bobcats, beaver and otters.

There are multiple layers of regulatory and non-regulatory protection in place for most of the significant habitat in Milbridge. In addition to state and federal permitting, activities occurring near

identified shorebird habitat, tidal wading bird and waterfowl habitat and inland wading bird and waterfowl habitat are governed under the jurisdiction of Milbridge Shoreland Zoning Ordinance. Three out of four seabird nesting islands in Milbridge are owned and managed by either the National Wildlife Refuge or the Maine Department of Inland Fisheries and Wildlife.

Milbridge supports habitat for three species that are listed as “species of special concern” in Maine: bald eagles (*Haliaeetus leucocephalus*), razorbills (*Alca torda*), and Spot-winged glider (*Pantala hymenaea*) – a rare species of dragonfly. As a special concern species, razorbills and spot-winged gliders are believed to be vulnerable and could easily become threatened or endangered.

Much of the identified habitat for these species currently receive some level of protection from existing Shoreland Zoning regulations; or in the case of bald eagle nest sites through the federal permitting under the Bald and Golden Eagle Act. In addition, all of the identified habitat for razorbills – on Petit Manan Island - is owned by the National Wildlife Refuge. A notable exception is identified habitat for the spot-winged glider, which currently only received limited protection over a portion of its habitat through the Town’s Shoreland Zoning Ordinance.

The Town considers existing protections for this category of habitat in Milbridge to be sufficient. However the Town should consult periodically with biologists from the Maine Inland Fisheries and Wildlife to review the status of the local populations of bald eagles and spot-winger gliders.

Portions of Milbridge are included in two ‘Beginning with Habitat’ identified Focus Areas of statewide ecological significance. Focus Areas contain unusually rich concentrations of at-risk species and habitats and one is found around Narraguagus Bay (see *Map 6. Critical Habitat*). There is no special legislative or regulatory protection for focus areas. Instead, focus areas are intended “to build regional awareness, and draw attention to the exceptional natural landscape conditions that result in a convergence of multiple resource occurrences” and provide “momentum to municipalities, land trusts, and regional initiatives focused on strategic approaches to conservation.”

REGIONAL PUBLIC FACILITIES ISSUES

The Town of Milbridge maintains a variety of public facilities and services including town municipal fire station, a town office, a public library and town parks. The current building housing the town office and library is at the end of its useful life. The current building contains the Library and Town Office; it is 122 years old and is at the end of its life. Milbridge has prepared architectural plans and is pursuing CDBG Public Facilities funds to construct a new building to house the Milbridge Public Library. Local matching funds will assist in construction costs for the Library and be used to construct the remainder of the structure to be used for a new Town Office.

The Milbridge Public Library serves about 16,035 low to moderate income patrons in a year with some patrons coming from as far away as Machias. It is the only Public Library in Washington County that is open 40 hours a week and currently has 6 public desktop computers, and 5 new laptops coming in the next month.

The Town of Milbridge offers weekly collection of municipal solid waste (MSW). recycling started in Milbridge in 1993. The Town currently has recycling collection bins located behind the Public Safety Building. Recycling bins are available to the public 7 days a week. Recyclables are transported to Pleasant River Transfer Station for sorting, storage, and sale. Milbridge receives a share of the proceeds when its

recyclable commodities are sold. Milbridge's recycling rate has fluctuated over time, reaching nearly 40% in 2007. The current rate stands at 18%.

The Town of Milbridge has a police department with a Police Chief, one full time officer and five part time officers. The Milbridge Fire Department coordinates with other volunteer fire department in neighboring communities; and has mutual aid agreement with Harrington, Cherryfield and Steuben. Petit Manan Ambulance Corps provides emergency medical service for Milbridge and the surrounding towns of Addison, Harrington, Steuben, Cherryfield and Columbia. It is a private nonprofit corporation operated by a board of directors. Main support comes from insurance payments for ambulance service; the Town also makes an annual request for third-party funding from the towns in its service area. One of Petit Manan's ambulances is housed in Milbridge's Public Safety Building. The Town anticipates that the current arrangement will continue to meet the Town's needs over the planning period.

The Town of Milbridge is part of MSAD #37. The regional school district owns and operates four elementary schools: Milbridge Elementary School (located on Washington Street), Cherryfield Elementary School in Cherryfield, Harrington Elementary School in Harrington and D.W. Merritt Elementary School in Addison; and one high school: Narraguagus High School in Harrington.

In Milbridge as in other communities in the area, the school budget has increased considerably in recent years even as enrollment falls. The 1995 Comprehensive Plan noted that "although some residents really care about the schools, many are frustrated in the efforts to affect change. Reasons for their frustration may be the number of Towns in the SAD, its large geographical area, the State's mandates concerning funding and education, and the nature of the local school board." The concerns continue to be felt. In the face of increasing budget pressure, significant changes in the delivery of K-12 education in Milbridge are likely. Those changes may include closure of some schools. The Town should work proactively with the School District to plan for changes in the delivery of education in the district and find ways to maintain and improve its schools in a cost effective manner.

The Town of Milbridge has a public health officer and actively participates in public health coordination through the Maine Center for Disease Control (formerly Bureau of Health) regional coordinators office, as appropriate. There are no known public health concerns at this time. A range of out-patient health-care services are available through Down East Community Hospital at the Milbridge Medical Center – located on School Street next to the Town Office. Milbridge Medical Center also houses a recently opened Women's Health Resource Library. Milbridge residents travel to Machias, Ellsworth and Bangor to access other health care and medical services.

Recreational resources in Washington County have an impact on the local and regional economy. Tourist-related businesses that rely on the recreational opportunities are significant sources of income to many towns in the area. There are a variety of opportunities for outdoor recreation in Milbridge including camping and picnicking at McClellan Park, an ADA accessible walking trail, a ball field, a playground at the School and recreational boating access at several locations. Indoor recreational facilities include the Public Library and limited access to school facilities. The Town maintained a municipal membership at the YMCA in Ellsworth; other recreational activities in town are primarily organized by non-profits and private groups. Overall existing recreational facilities are in good condition.

Regional recreation facilities accessible to Milbridge's residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking and snowmobile trails.

REGIONAL LAND USE ISSUES

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. As indicated in the natural resources section of the plan, the town should attempt to develop compatible resource protection standards with nearby communities.

Milbridge has physical boundaries with Steuben, Cherryfield, and Harrington. Proposed land use districts are consistent with the existing pattern of development in neighboring communities as well as the communities' Future Land Use Plans with the exception of Cherryfield where the Rural District in Milbridge abuts the Cherryfield growth area in their Zoning Ordinance.¹

Milbridge regularly coordinates with neighboring communities on a variety of issues, including land use, through participation in the Washington County Council of Governments, Delta Development Corporation (a multi-town economic development entity that includes Cherryfield, Milbridge, Harrington and Steuben) and other regional groups.

SUMMARY

Milbridge has a long history of cooperation with adjoining towns and multiple towns in the region. This activity is strongest in the sharing of public facilities and municipal services as the cost savings are often most clearly realized in these areas. Milbridge is very active on regional committees and authorities dealing with solid waste, emergency response, transportation and economic development. These activities will continue with a strong emphasis on regional transportation policy, facilities sharing and infrastructure development.

¹ The communities of Steuben and Harrington have not enacted town-wide land use ordinances.

O. PLAN IMPLEMENTATION – POLICIES AND STRATEGIES

As required by Chapter 208, Comprehensive Plan Review Criteria Rule, this section provides a separate section that prioritizes how implementation strategies will be carried out and identifies the responsible party and anticipated timeline for each strategy in the plan.

HISTORIC AND ARCHEOLOGICAL RESOURCES			
Goal: Milbridge will preserve its historic & archeological resources for future generations.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should encourage the identification and protection of significant historic and archaeological resources through voluntary registration and protection programs and through its land use and subdivision ordinances.	Amend the Land Use and Subdivision Ordinances to require subdivision or non-residential property developers for sites with identified potential for historical and archeological resources to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.	Planning Board	2012
	Amend the Land Use Ordinance to re-incorporate review standards that “the proposed use will not have an undue adverse effect on historic sites.”	Planning Board	2012
	Amend the Land Use Ordinance to incorporate maps and information provided by the Maine Historic Preservation Commission into the Planning Board’s review process.	Planning Board	2012
	Encourage private groups to undertake, with MHPC oversight, a survey of Milbridge’s structures in order to identify properties which may be eligible for nomination to the National Register of Historic Places.	Selectmen; Historical Society	By 2015
	Establish a tentative schedule for completing the marine coast and Narraguagus River surveys pending availability of funds from the State Planning Office, MHPC Certified Local Government Program, MHPC survey grants, and other sources.	Selectmen; Historical Society	<i>As funding allows</i>

POPULATION			
Goal: Milbridge will use complete and current information about its population when making administrative and policy decisions for the town.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should periodically review population figures for the Town to monitor whether the population projects in this Plan are consistent with future realities.	Milbridge will update the information on the Town's population contained within this plan every 5 years.	Town Manager	On-going

PUBLIC FACILITIES AND SERVICES			
Goal: Milbridge will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should continue to plan for, finance, and maintain an efficient and cost effective system of public facilities and services to accommodate current and projected needs of its residents.	Milbridge will adequately maintain its Public Works, Police, and Fire Department equipment to protect the Town's investments.		
	Continue to explore the feasibility of a building a much need Community Center to replace the current Town Office building.		
	Milbridge will plan for capital improvements and their costs by developing and implementing a capital improvement plan and a capital investment plan.		
	Milbridge will monitor the capacity and effectiveness of its existing water and sewer systems and plan for their maintenance and improvement.		
	Milbridge will continue its recycling efforts and continue working with regional recycling and solid waste groups.		
Milbridge should provide the highest quality education program at an affordable price.	Milbridge will continue to coordinate with MSAD #37 through the School Board and <i>ad hoc</i> committees as needed to address local educational issues such as quality, physical plant, and school funding.		

RECREATION			
Goal: Milbridge will maintain existing facilities and expand recreational access for its citizens.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge will continue to make available a wide range of recreational opportunities to its residents including access to public waters.	While acknowledging budgetary constraints, Milbridge should maintain and improve its recreation facilities so that they can serve the community for generations to come.	Town Manager, Selectmen	On-going
	Milbridge will reestablish an active Recreation Committee to support a variety of recreational programs which serve a range of ages at different seasons of the year.	Town Manager, Selectmen	Short-term (1 - 2 years)
	Milbridge will include necessary investments in recreation facilities in the Capital Investment Plan.	Comprehensive Plan Committee	Immediate
	Milbridge will continue to participate in regional recreational initiative and programs.	Selectmen	On-going
	Milbridge will work with the National Wildlife Refuge, local land trust or other preservation organization to expand public access to open space and recreational land already in conservation.	Selectmen	On-going
	Milbridge will support the efforts of public and private partners to extend and maintain a network of trails for motorized and non-motorized uses and connect with regional trail systems where possible.	Town Manager, Selectmen	On-going
	Milbridge will provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	Town Manager	On-going

NATURAL RESOURCES			
Goal: Milbridge will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should protect the identified significant natural areas within its jurisdiction from loss.	Milbridge will encourage developers to design lot layouts which allow for the preservation of rare natural resources, especially when such schemes are not unduly costly to the developers.	Planning Board	Ongoing
	Milbridge will regulate incompatible development in significant Critical Natural Areas, through Resource Protection zoning as outlined in the Future Land Use Plan.	Planning Board	Short-term (1- 2 years)
	Milbridge will incorporate maps and information provided by the Maine Beginning with Habitat program into the Planning Board review process.	Planning Board	Short-term (1- 2 years)
	Milbridge will encourage public and private educational activities which enhance the	Selectmen	On-going

NATURAL RESOURCES			
Goal: Milbridge will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
	understanding of and aesthetic appreciation of Milbridge's identified Critical Natural Resources.		
	Milbridge will amend its local shoreland zoning standards as necessary to stay current with state guidelines.	Planning Board	Short-term (1- 2 years)
Milbridge will coordinate with neighboring communities and state agencies to protect shared critical natural resources.	Milbridge will participate in inter-local and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen	On-going
	Milbridge will distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations	Selectmen	On-going
Milbridge should adopt and enforce land use regulations protecting its significant water resources.	Milbridge will continue to work with the DEP and private leach field owners to identify malfunctioning septic systems, particularly those located near streams and wetlands, and to seek grants through the Small Communities Grant Program to improve or replace malfunctioning systems.	Code Enforcement Officer & LPI	Ongoing
	Milbridge will work with the Water District to obtain grant funding and address issues as identified in the Maine Drinking Water Risk Assessment Report.	Town Manager	Medium-term (3 - 5 years)
	Milbridge will consider amending its Land Use ordinances to incorporate low impact development standards as described in the Future Land Use Plan.	Planning Board	Short-term (1- 2 years)
	Milbridge will support efforts of the Milbridge Water District to secure legal control of the 2500' Phase II/V Waiver Radius.	Selectmen	Medium-term (3 - 5 years)
	Milbridge will provide water quality "best management practices" information to farmers and loggers.	Code Enforcement Officer	On-going
	Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees and contractors.	Planning Board	Short-term (1- 2 years)
Milbridge will participate in appropriate regional programs to preserve and protect the area's water resources.	Milbridge will participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen	On-going

AGRICULTURAL AND FORESTRY RESOURCES			
Goal: Milbridge will preserve the agricultural and forestry resources that support its rural economy.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should encourage the long-term management and enhancement of its agricultural and forest resources.	Milbridge will include major concentrations of farm and forest lands in the “rural areas” of the Land Use Plan.	Planning Board	Immediate
	Milbridge will consult with the Maine Forest Service District Forester when developing new land use regulations pertaining to forest management practices.	Planning Board	As needed
	Milbridge will consult with Soil and Water Conservation District staff when developing new land use regulations pertaining to agricultural management practices.	Planning Board	As needed
	Milbridge will amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board; Town Manager	Short-term
	Milbridge will continue to support the appropriate application of the State’s Tree Growth Tax Law to encourage long-term management of the Town’s forest resources.	Selectmen	On-going
	Milbridge will require that documentation proving that a forest management plan has been filed with the Maine Forest Service for when new properties are registered under the State’s Tree Growth Tax Law program.	Town Manager; Assessors	On-going
	Milbridge will include agriculture and commercial forestry operations in local or regional economic development plans.	Town Manager	On-going

MARINE RESOURCES			
Goal: Milbridge will preserve for future generations the marine resources that are vital to the local ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should protect and enhance the quality of its Marine Resources and Water quality.	Milbridge will annually review the Department of Marine Resource’s fecal coliform monitoring data to locate malfunctioning septic systems.	Town Manager	On-going
	Milbridge will encourage owners of marine businesses to participate in clean marina/boatyard programs.	Harbormaster	On-going
Milbridge should continue to encourage and promote the development in appropriate areas of water dependent uses which will contribute to the economic well-being of the Town.	Milbridge will continue to enforce shoreland zoning provisions and provide adequate training to the code enforcement officer.	CEO; Selectmen	On-going
	Milbridge will periodically review the Flood Plain Management and Shoreland ordinances to assure that they adequately protect the coastal flood hazard areas from development that could harm human health and safety.	Town Manager; Selectmen	On-going
Milbridge will actively monitor the harvesting of shellfish within its jurisdiction.	Milbridge will continue to support the work of the Shellfish Conservation Committee, including flat management work, and reseeding efforts.	Warden; Shellfish Committee; Selectmen	On-going
Milbridge should protect and enhance its marine infrastructure so that residents employed in fishing and related jobs will not face unavoidable threats to their livelihoods.	Milbridge will review its Harbor Ordinance every 5 years for adequacy in addressing the goals of the Town and the Harbor Committee.	Town Manager; Harbormaster; Selectmen	On-going
	Milbridge will work to maintain and develop the Town Marina and other boating access facilities.	Town Manager; Harbormaster	On-going
Protect access to the marine resource	Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include: <ul style="list-style-type: none"> • Acknowledgement of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until & unless problems arise from disrespectful use of private land; 	Town Manager; Selectmen	On-going

MARINE RESOURCES			
Goal: Milbridge will preserve for future generations the marine resources that are vital to the local ecology, support local fisheries, and contribute significantly to the Town's heritage and quality of life.			
Policy	Implementation Strategy	Responsibility	Timeframe
	<ul style="list-style-type: none"> • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 		

ECONOMICS AND EMPLOYMENT			
Goal: Promote an economic climate that increases job opportunities and the overall well being of Milbridge.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should continue to support its small and light manufacturing businesses.	Milbridge will continue to make its Land Use Ordinance supportive of small stores in the existing downtown area, perhaps to the exclusion of new out of town mall development which could sap the energy from the small in town stores.	Selectmen; Planning Board	On-going
	Milbridge will support home-based businesses by continuing to permit residents to work out of their homes so long as such activities have a minimal impact on surrounding properties.	Selectmen, Planning Board	On-going
To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	Selectmen; Town Manager; Sunrise County Economic Council; Washington County Council of Governments	On-going
	When appropriate develop and adopt incentives suitable for the types and locations of economic development desired in the community.	Selectmen	Short Term
	Improve parking options/opportunities and pedestrian benches in downtown retail area; support local merchants groups which might organize local shopping promotional events around Milbridge Days or the Christmas season.	Selectmen; Town Manager	Short Term
	If public investments are foreseen as required, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	Selectmen; Town Manager	On-going
Milbridge will promote the Town in a way that makes it attractive to active retirees.	Support development patterns and facilities that provide access to senior housing and basic services	Selectmen, Planning Board	On-going

ECONOMICS AND EMPLOYMENT			
Goal: Promote an economic climate that increases job opportunities and the overall well being of Milbridge.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge will protect and enhance natural resources which support local jobs	Support facilities and public access to marine occupations such as worming, clamming, and tourism.	Selectmen; Town Manager;	On-going
Milbridge should actively support and participate in State and regional economic and business development programs which improve the Town's economy and increase or improve job opportunities for residents.	Initiate participation in or continue to participate in any regional economic development efforts.	Selectmen; Town Manager; Sunrise County Economic Council; Washington County Council of Governments	On-going

HOUSING			
Goal: Milbridge will encourage affordable, decent housing options for its residents.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge should encourage and support the construction and maintenance of all housing so that it is decent and affordable for all of its citizens.	Milbridge will continue to ensure that the community's Land Use Ordinances do not impede the development of low income housing.	Selectmen, Planning Board	On-going
	Milbridge will continue to permit property owners to convert single family homes into rental units.	Planning Board	On-going
	The Planning Board should review the Land Use Ordinance to ensure that standards for off street parking and the location of fire escapes and new entrances associated with such conversions are appropriate and have the least detrimental effect on surrounding properties and road use.	Planning Board	Short-term (1 to 2 years)
	Pursuant to 30-A MRSA §4358(3)(M), Milbridge will revise its Land Use Ordinance to allow mobile home parks within designated growth areas.	Selectmen, Planning Board	Short-term (1 to 2 years)
	The Town of Milbridge does not have a housing authority, however the Town will support the State's policy of making 10% of new homes affordable to the poorest half of the Town's population.	Selectmen	On-going
Milbridge should pursue funding and support appropriate programs which are directed at providing decent and affordable housing opportunities for its low to moderate income residents.	Milbridge will continue to support the efforts of WHCA and other regional organizations to address affordable housing and substandard housing issues.	Selectmen	On-going
	Milbridge will partner with WHCA to submit CDBG Housing Rehabilitation grants to address substandard housing issues.	Town Manager	Short-term (1 – 2 years)

TRANSPORTATION			
Goal: Milbridge will encourage, promote and develop transportation facilities that are efficient and safe and will accommodate the anticipated growth and economic development of the town and the region.			
Policy	Implementation Strategy	Responsibility	Timeframe
Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems	Develop or continue to update a prioritized ten-year improvement, maintenance and repair plan for local/regional transportation system facilities that reflects community, regional and state objectives.	Selectmen; Road Commissioner; Road Committee	Immediate On-going
	Initiate or actively participate in regional and state transportation and land use planning efforts.	Selectmen; Road Commissioner; Road Committee	
Safely and efficiently preserve or improve the transportation system.	Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	Selectmen; Road Commissioner; Road Committee	
Promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Enact or amend local ordinances as appropriate to address or avoid conflicts with: <ul style="list-style-type: none"> • Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); • State access management regulations pursuant to 23 MRSA §704; and • State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A. 	Selectmen; Road Commissioner; Road Committee	
Meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Selectmen; Road Commissioner; Road Committee	
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	Selectmen; Road Commissioner; Road Committee	

FISCAL CAPACITY			
Goal: Milbridge will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge will finance public facilities and services in a cost effective manner and reduce Maine's tax burden by staying with LD 1 spending limits.	Milbridge will prepare and annually update a Capital Improvement Plan and Capital Investment Plan. The final say on all expenditures will remain with the voters at Town Meeting.	Selectmen; Budget Committee; Town Manager	On-going
	Milbridge will regularly review the Town operations to assure that they are conducted most efficiently and cost effectively.	Selectmen; Budget Committee; Town Manager	On-going
	Milbridge will explore grants available to assist in the funding of capital investments within the community.	Selectmen; Budget Committee; Town Manager	Short Term (1-2 years)
	Milbridge will direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Selectmen; Budget Committee; Town Manager	On-going
	Milbridge should consider the use of impact fees to pay for appropriate costs specifically attributable to new development.	Selectmen; Budget Committee; Town Manager	Short Term (1-2 years)
	Milbridge will keep track of interest rates for long term debt management in order to capitalize on opportunities to reduce costs through refinancing.	Selectmen; Budget Committee; Town Manager	On-going
	Milbridge will continue to work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen; Budget Committee; Town Manager	On-going

LAND USE			
Goal: To encourage growth and development in appropriate areas of Milbridge while protecting the Town's character and making efficient use of public services.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge will protect critical natural resources from the impacts of development.	Milbridge will periodically review the Town's Land Use Ordinance and Shoreland Zoning Ordinance to ensure that appropriate critical natural resources within the Town's Shoreland are protected from the impacts of development.	Planning Board	On-going
	Milbridge will continue to work with landowners to protect critical natural resources through voluntary measures including better management practices and voluntary participation in land conservation.	Selectmen; Planning Board	On-going
Milbridge will establish efficient permitting procedures, especially in growth areas.	Milbridge will establish fair and efficient permitting procedures with appropriate fees and define protective measures for critical resources areas.	Planning Board	Immediate (1-2 years)
Milbridge will review and revise existing land use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Milbridge will revise its existing Land Use Ordinance consistent with the future land use designations in the Comprehensive Plan.	Planning Board	5-10 years
	Milbridge will periodically update existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board; CEO	On-going
	Milbridge will track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.	Planning Board; Selectmen	On-going
	Require new growth-related public facilities be located within designated growth areas.	Selectmen	Immediate (1-2 years)
Milbridge will support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Milbridge will include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Selectmen	On-going
Milbridge will enforce ordinances fully and fairly.	Milbridge will provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	Planning Board; Selectmen	On-going
Milbridge will continue to cooperate with neighboring communities and coordinate	Milbridge will continue serving in regional groups and organizations including the Sunrise County Economic	Selectmen	On-going

LAND USE			
Goal: To encourage growth and development in appropriate areas of Milbridge while protecting the Town's character and making efficient use of public services.			
Policy	Implementation Strategy	Responsibility	Timeframe
Milbridge's land use strategies with other local and regional land use planning efforts.	Council and the Washington County Council of Governments.		
	Milbridge will meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)

REGIONAL COORDINATION			
Public Facilities and Services			
The town will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Milbridge will continue to cooperate with neighboring communities to seek funding for upgrading or replacing inadequate well and septic systems and reducing overboard discharge.	Selectmen	On-going
	Milbridge will stay current with planning and emergency response to pandemic diseases through its regional mutual aid agreements.	Selectmen	On-going
	The town will seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services.	Selectmen/School Board	On-going
Regional Development			
The town will participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.	Membership in the Washington County Council of Governments and participation in the Sunrise County Economic Council.	Selectmen directly, or through appointment of others	Immediate
Coordinate the town's land use strategies with other local and regional land use planning efforts.	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	Selectmen, Planning Board	Ongoing
Advocate for infrastructure improvements to enhance the economic competitiveness of Cooper and Washington County.	Advocate for improvements to State highways, airports, seaports, rail corridors and telecommunication facilities to enhance the regional economy.	Selectmen	Ongoing
Regional Transportation			
Milbridge will cooperate in the development of regional transportation policy.	Milbridge will participate actively in regional transportation meetings and policy development	Selectmen	On-going
	The town of Milbridge supports use of any portion of the Calais Branch corridor for rail service, if and when it is feasible, to relieve freight truck traffic on regional roads.	Selectmen	On-going
Natural Resources			
Protect shared critical habitats.	Cooperate with neighboring towns in the designation of critical resource areas where they cross municipal boundaries.	Selectmen, Planning Board	On-going
Ensure that water quality is sufficient to provide for the protection and propagation of fish, and wildlife and provide for recreation in and on the water.	Expand water quality-testing programs for the town's lakes, rivers and streams. Give the highest priority to those water bodies most important for recreation and for fisheries and wildlife.	DEP Volunteer Program;	On-going
	Continue dialogue and exchange of information on watershed planning issues with neighboring communities.	Planning Board/WCCOG	On-going

P. TOWN SURVEY RESULTS

The survey that was mailed to town residents (including renters) and non-residents in October of 2011 is reproduced in Appendix A. There were approximately 900 surveys mailed to all resident households and non-resident property owners; additional surveys were available on Election Day for voters to pick up spontaneously. Surveys were mailed back to the town, dropped in collection boxes at the library or respondents could complete the survey on-line. A total of 173 surveys were completed for a response rate of approximately 19% response rate.

There were many responses to the four open ended questions at the end of the survey which are reproduced in Appendix A. Summaries of the written comments are noted with the charted data here and throughout the document as the issues they address are raised. The raw data is available at the town office and graphical summaries of the responses are provided here.

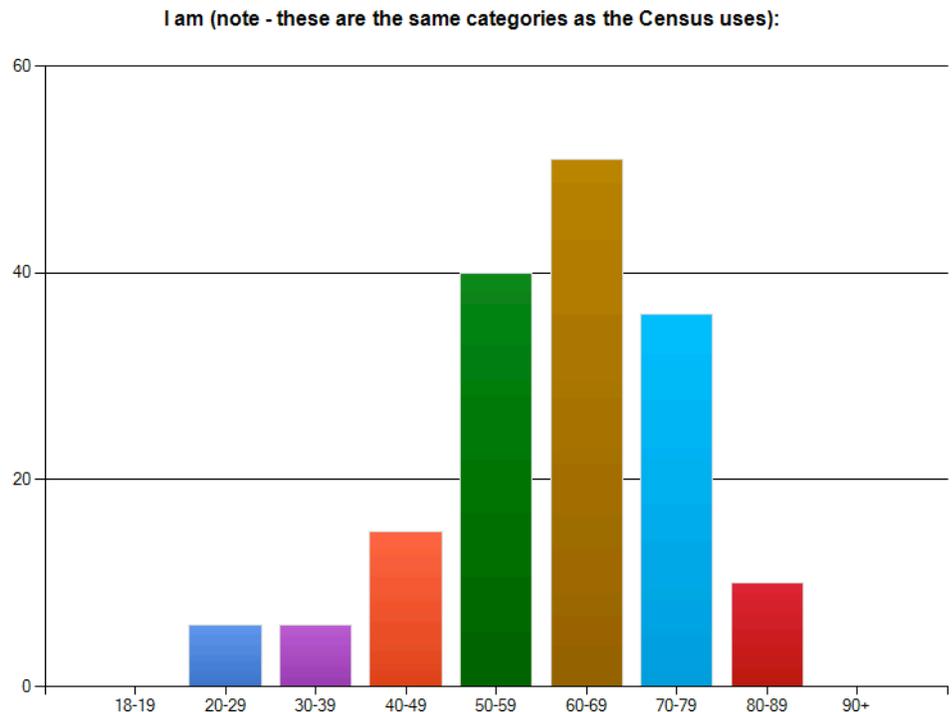
SURVEY RESULTS

A. General

The cross section of survey respondents reflects a higher proportion of males than females than exist in the general population. All respondents except one own the house where they live.

The age of respondents was more heavily weighted to the opinions of those over 50-60 years of age than the age distribution of the population.

The number of respondents who live in Milbridge year round was nearly double (54.2%) the number who live or visit seasonally (25.6%). For both year round and seasonal residents most have lived or visited Milbridge for more than 10 years. However this question was skipped by more than half of survey respondents so the results are relatively meaningless.

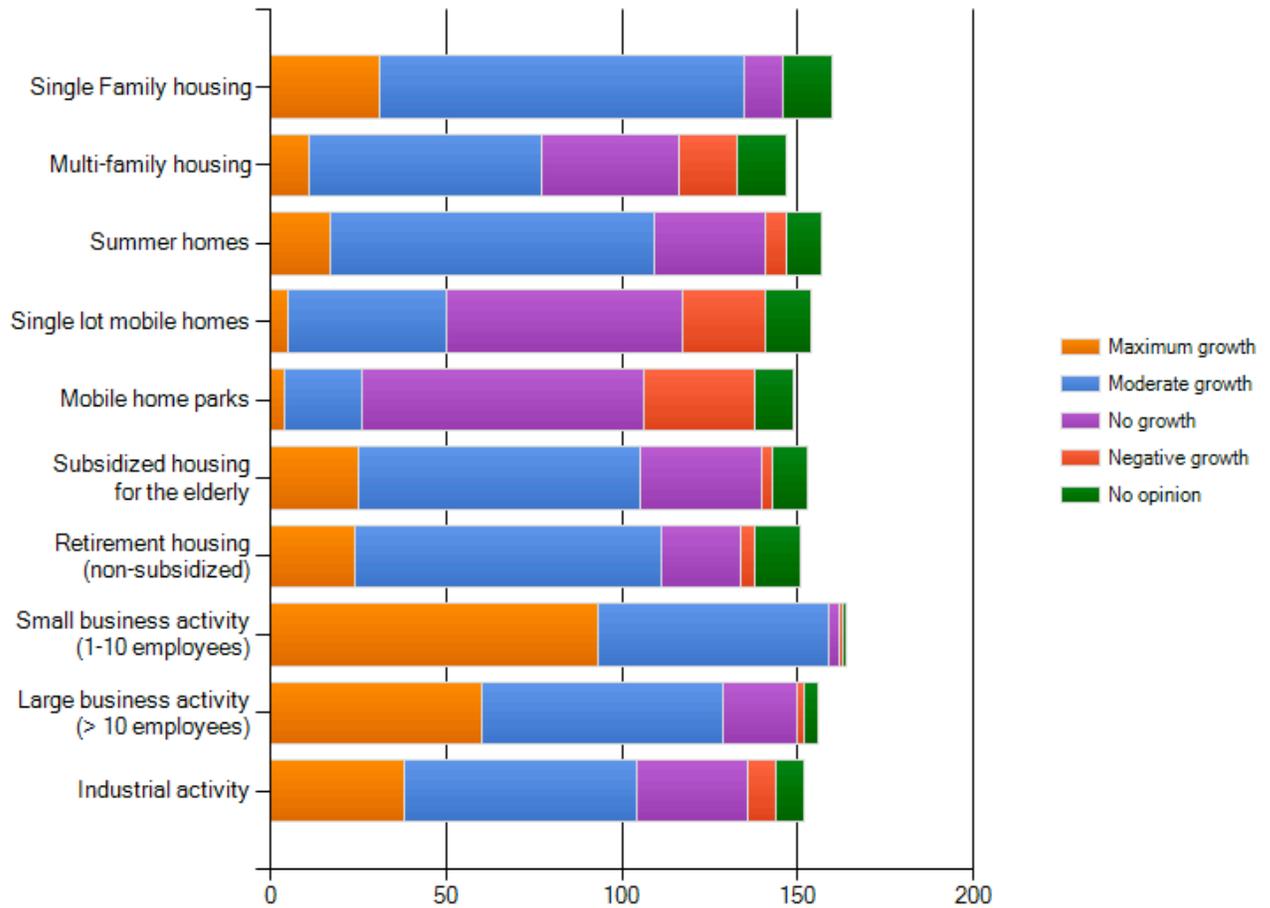


The average number of people in households who responded was 2.1, comparable to the average household size in the census.

B. Housing and Economic Growth

Respondents were asked how much growth they would like to see for different types of development over the next 10 years.

What kind of development would you like to see in the next 10 years?

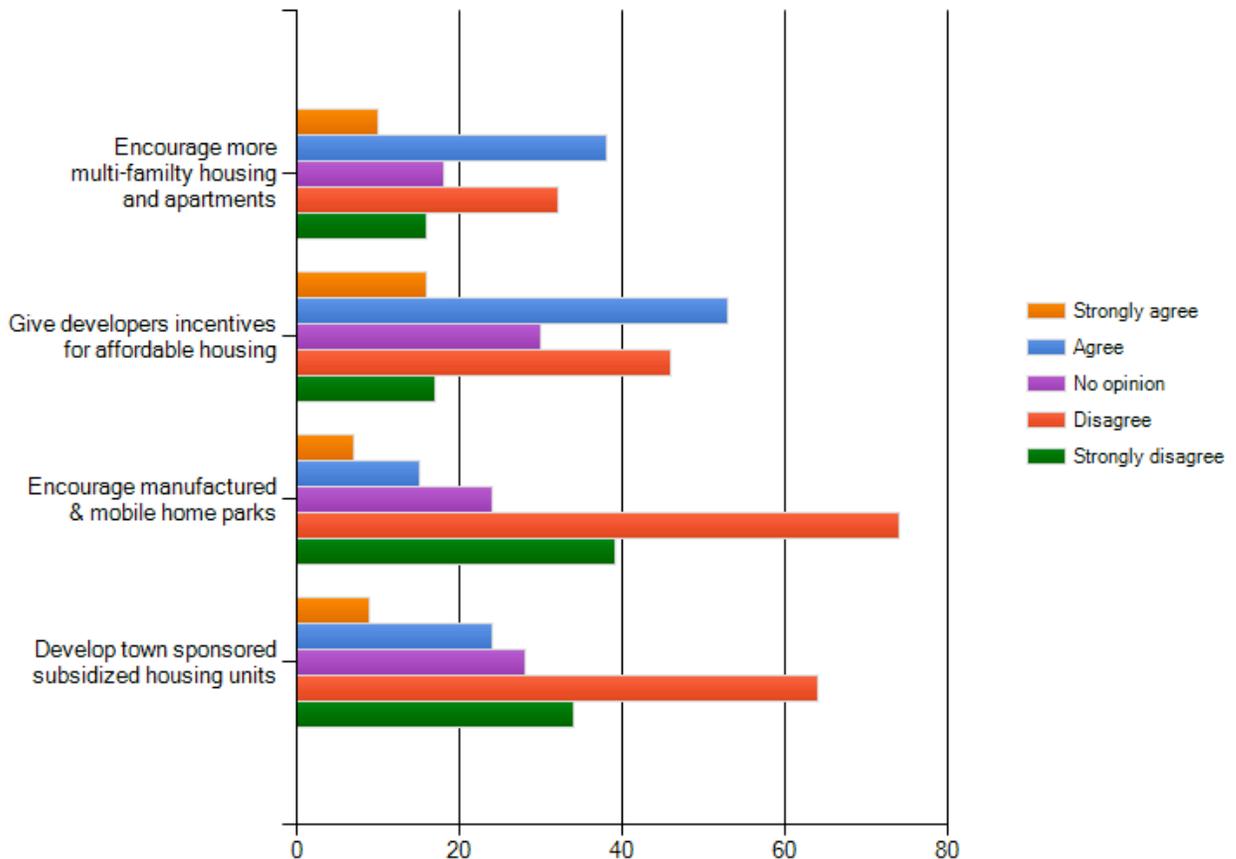


Respondents favor maximum growth in small business activity and single family housing with moderate growth in large business activity, retirement housing and subsidized housing for the elderly.

Respondents clearly supported the town to adopt policies to encourage businesses to locate in Milbridge (49.1% strongly agree and 42% agree).

When asked whether they thought that it is difficult for low to moderate income people to find affordable housing in Milbridge opinions were somewhat mixed: many agreed that it was difficult (16.5% strongly agreed and 32.9% agreed), some disagreed (17.1%) while 57 people (33.5%) had no opinion. Questions about how to provide or encourage affordable housing solutions yielded a variety of responses as show on the chart on the next page.

To provide or encourage affordable housing solutions, should Milbridge...?



Respondents generally favor providing developers with incentives over other solutions.

B. Transportation and Road Maintenance

Responses to questions about summer and winter road maintenance and pedestrian safety included many written comments. The data reveal general satisfaction with maintenance but many with concerns about bike and pedestrian safety:

Question	Good/ Acceptable	Neutral/ occasional problems	Poor/ frequent problems	No opinion
How do you rank the roads in Milbridge with respect to....				
WINTER MAINTENANCE	39.3%	31%	7.7%	23.8%
SUMMER MAINTENANCE	55.1%	29.3%	7.8%	7.8%
BIKE AND PEDESTRIAN SAFETY	30%	30.6%	28.8%	11.3%

Comments about winter maintenance provide more information; where the comment was simply that the respondent had no experience or any comment it is not reproduced here. There is substantial dissatisfaction with the impact of snow plowing on mail boxes..

How do you rank the roads in Milbridge with respect to WINTER MAINTENANCE
This is Maine, less salt less expense we can live with snow and ice in winter
We should be contracting instead of town equipment
Potholes, ruts, puddles, etc
Potholes
Don't clear roads when it snows less then an 1"!!
Place much more emphasis on plowing the town sidewalks in areas of maximum usage.
Pave Tom Leighton Pt Rd
Snow plowing in Milbridge, seems to be sub-par compared to our surrounding towns perhaps due to private plowing contracting.
They aren't taken care of good as they used to be. Employees don't take pride in their work, just after the paycheck
Too much damage to mailboxes + pavement pay attention and slow down when plowing.
Snow plows are NOT careful with regard to mailboxes
Depends on the road you live on
Sometimes not enough sand or salt laid in commonly known slippery spots
Flaherty Rd????!!!!
Back Bay Road doesn't get the same attention that the in town roads get on the days of a snow storm. Seems we are last on list most of the time.
Fill potholes
Stop knocking mailboxes down.
Watch Mailboxes
The Mail boxes to close to road, move back 6 ft.
Do not live in Milbridge during the winter months.
In town the roads are well maintained but that's about it. Other roads don't seem to get plowed as frequently as needed i.e. Back Bay Road and Flarhety Road, sometimes Kansas Road to name a few.
Wyman Road is terrible even days after snowstorms it is slushy mess and I would imagine Tom Leighton Point road is much worse than even Wyman.
The potholes in the spring time should be found and fixed promptly. The town (and state) crews do a very good job with snow and ice treatments.
Poorly sanded & salted allowing ice build up on the roads. Since the truck has the capability roads should be plowed and immediately sanded/salted. Road damage could be avoided by installing shoes on the plow blade which in turn would stop the blade from digging up the roads.
Considering the lack of fed and state funds. Amazing we do as well as we do with such limited resources.
Industrial traffic on Wyman & Tom Leighton Point Rds. seems to be increasing. Perhaps speed bums would slow things down and make the roads safe for children, walkers and Bicyclists.
My cottage is not plowed.
The plow takes out the mail box every year - even though it's as far back from the road that the post office will allow.
I have not been able to have a mail box because the plow removed it three times in one season. Yet there are numerous mail boxes on my road that sit MUCH closer to the road than mine did. Now I

must pay to have a PO Box.
Comments about summer maintenance...
How do you rank the roads in Milbridge with respect to SUMMER MAINTENANCE
Resurfaced roads (mainly 2nd and side roads) don't seem to last more than 2 to 3 years-would probably last longer if a good base was insured.
Maintain full (4') shoulders 3:1 slope ditches use full row and cut row to full extent + keep them that way!
I believe that there is a balance between road conditions and driving speed. As a frequent walker/biker - I am in favor of keeping roads passable and safe for non-vehicular traffic.
We should contract all road main. like all other towns in our area.
washboard, potholes, ruts, puddles, etc..Tom Leighton Pt Rd needs culverts, ditching, fill, paving.
Dirt Road washboard problem
Rays Pt Rd-dirt section scraped more often; other sections repaved
Please paint walk lines across main St from the Main/Water St intersection to either De Ja Vu Store or to Milbridge Pharmacy
Finish Paving Flaherty Road
Road surface out towards McClellan Park needs surface upgrade. Many potholes/cracks.
The work I have seen done was needed, and got done quickly and efficiently
Some roads need to be paved but without money that is near to impossible
More "repaving" needed - "hot top"
Pave ALL of Tom Leighton Pt Rd mud season is horrible
Sidewalks aren't maintained during the Winter, limiting use.
Cuttings on the side of roads
Feel bad for the people on the side roads that are still not paved.
Garbage collection is very good
Seems as though construction/repair of road damage takes a very long time over the summer months.
PAVE FLAHERTY RD!
Too many pot holes and washboard dirt roads
Repainting crosswalks, stop bars etc
Poor patching rather than proper replacement
Pave ALL town owned roads. We ALL pay for the water and water lines.
Pave road beyond McClellan Park
Pothole Repair
The mouth of the Flaherty road should be paved were it turns on to the Back Bay Road. Every time it rains hard in the summer it washes out. Seems like in the long run it would be easier and less time consuming to take care of. It probably would not have been that costly to do if done at the same time the piece on Rays point road was done.
Need yellow lines for outlying roads.
Pot Holes, same as doing.
It appears that Milbridge does a more than adequate job in the maintenance of the roads.
Again in town the roads are nice but Bridge St needs major work among many others.
My property is on a public road privately maintained
The Ray Point Road seems to be generally neglected. It is patchy where there is blacktop and should be a consistent surface. The dirt portion at the end is completely neglected, particularly the last portion before the road turns to private driveways. We pay taxes and we should get some attention.

How do you rank the roads in Milbridge with respect to SUMMER MAINTENANCE
Roads in Milbridge are in very poor condition and the town should investigate getting a low interest loan in order to repave the roads as opposed to rebuilding the town office since this is a much greater safety issue. It is my opinion that the town has spent more money on re-graveling and regrading roads in this town than paving them.
I think the city does a good job in maintaining roads.
Need more frequent grading of unpaved roads.
fine
Back Bay/Ray's Point roads have some of the most valuable and highest taxed properties, but are 2 of the worst roads in Milbridge.
Endless pot holes.

Comments about Bike and pedestrian safety...

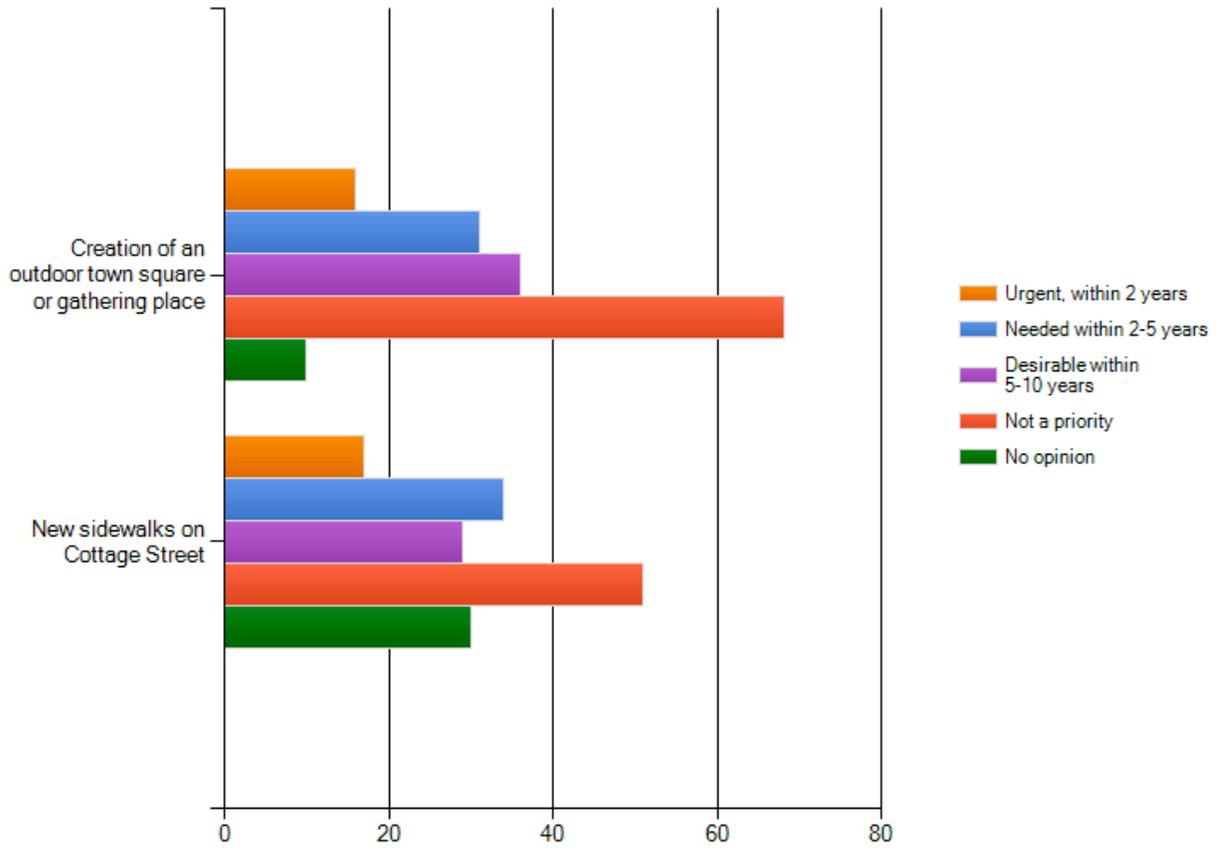
How do you rank the roads in Milbridge with respect to BIKE AND PEDESTRIAN SAFETY
Speed should be limited + enforced where visibility is limited + roads are narrow. (speed limit signs)
Main problem is larger then town; the large number of big trucks going through town on Rt 1. The dilemma is that a bypass would make town more pleasant but it might affect businesses. Reopening the freight railroad line would help get trucks off the road.
As we try to improve health, reduce our dependence on cars, etc. we should actively encourage people to respect non-vehicular traffic. I hope over time that I won't be "cut off" by cars when they turn or that I can cross the intersection with Route 1A (when on foot) without risk of life/limb.
None recommended: except placing walk lines across roads in the obvious necessary locations.
I see little accommodation for bicycles and pedestrians in Milbridge. The town could use some well-marked pedestrian crosswalks along Route 1 in the business area. Signs in the middle of the road at the crosswalk that tell drivers to yield to pedestrians would really help (we have these in Washington, DC at some crossings).
There doesn't seem to me to be much explicit attention to protecting either riders or walkers.
Need paved shoulders for safe biking and walking
a few naturally occurring "hazards", but for the most part, roads seem to be wide enough for the amount of traffic flow in relation to the amount of bike and pedestrian traffic
Most vehicles do NOT obey speed limits nor do they slow down when approaching pedestrians or bicyclists. I cannot think of any solution other than ticketing speeders but that would not be an easy solution to accomplish.
Large trucks going too fast. People in general driving too fast.
No bike lane on Rte #1
Vehicles should be more considerate of bicycles
Only safe change chance for walkers is in town proper on the sidewalks. It would be nice to have a walking track and town park.
Definitely speed problems on the Wyman rd.
besides using the sidewalks in town along Main St. most of the side roads are dangerous to walk on-blind spots and speeders.
Need bicycle shoulders
No bike paths
Speeding trucks on Wyman Rd, bicycling is dangerous on most Milbridge roads-no shoulder or very

soft.
Need better marked cross-walks, and designated bicycle lanes on roads.
repainting crosswalks, stop bars etc
Poor roads, too narrow, no bike lanes
Speed limit in town not enforced
Roads are not real safe for walking and bicycling.
Need well marked crosswalks, roads are not.
Vehicles need to have more respect to stop for pedestrians in crosswalks.
No speed signs on certain roads (Kansas Rd) Need speed traps more frequently. Cell phone users/Texters pulled over.
would like a bike path
Kids especially should ride main roads facing traffic.
At most on Rt 1A I believe it would be safer if shoulder of road were paved. I believe that's a problem state commission
Paint crosswalks more frequently + sidewalks outside of the center of town.
No marked lanes
See section 8-2 Remove 2 stop signs on Wyman/ Tom Leighton Pt. Rd
Need better sidewalks or bicycle path
road kind of narrows for bicycle, larger shoulder would be good.
Pedestrian safety is good. Bicycle trails in + out of town would be helpful.
Need shoulders on outlying roads.
Businesses and homeowners need to keep sidewalks clean and clear.
Bike Paths for Bicycles
It appears that the city does a reasonable job
Some Areas-Bridge, Bayview, School St are accidents waiting to happen
Once you leave down town Milbridge there is no sidewalk and on some parts not even a shoulder to bike or walk on.
I would like to see better street lighting and additional sidewalks and a couple of crosswalks in the downtown area, specifically.
There are no designated bike lanes that I am aware of. Pedestrian crosswalks across route 1 in the town should have painted crosswalks and indications that cars need to stop when there are pedestrians.
Roads are too narrow and high vehicle speeds along with distracted drivers make biking unsafe on many roads. Lack of sidewalks makes walking dangerous on some in-town streets.
Difficult with limited shoulders for bikes or people. Some cars still hot rod around, pass where shouldn't ie. up hill blind, in no passing zones or around curves with no idea if someone is on coming they will run you over if you don't watch
Fast traffic and commercial traffic.
Speeding problems on Wyman and Tom Leighton Point Rds. by cars and trucks could be alleviated with speed bumps.
Unless you are in the heart of downtown, there is no breakdown lane to safely walk or ride in.
Speed limits are not enforced or adhered to my residents. Very unsafe to walk or ride a bike on.

C. Investment in Public Services

Two sets of questions asked about public projects and public investments. The first asked about whether two projects should be a priority in the next 10 years.

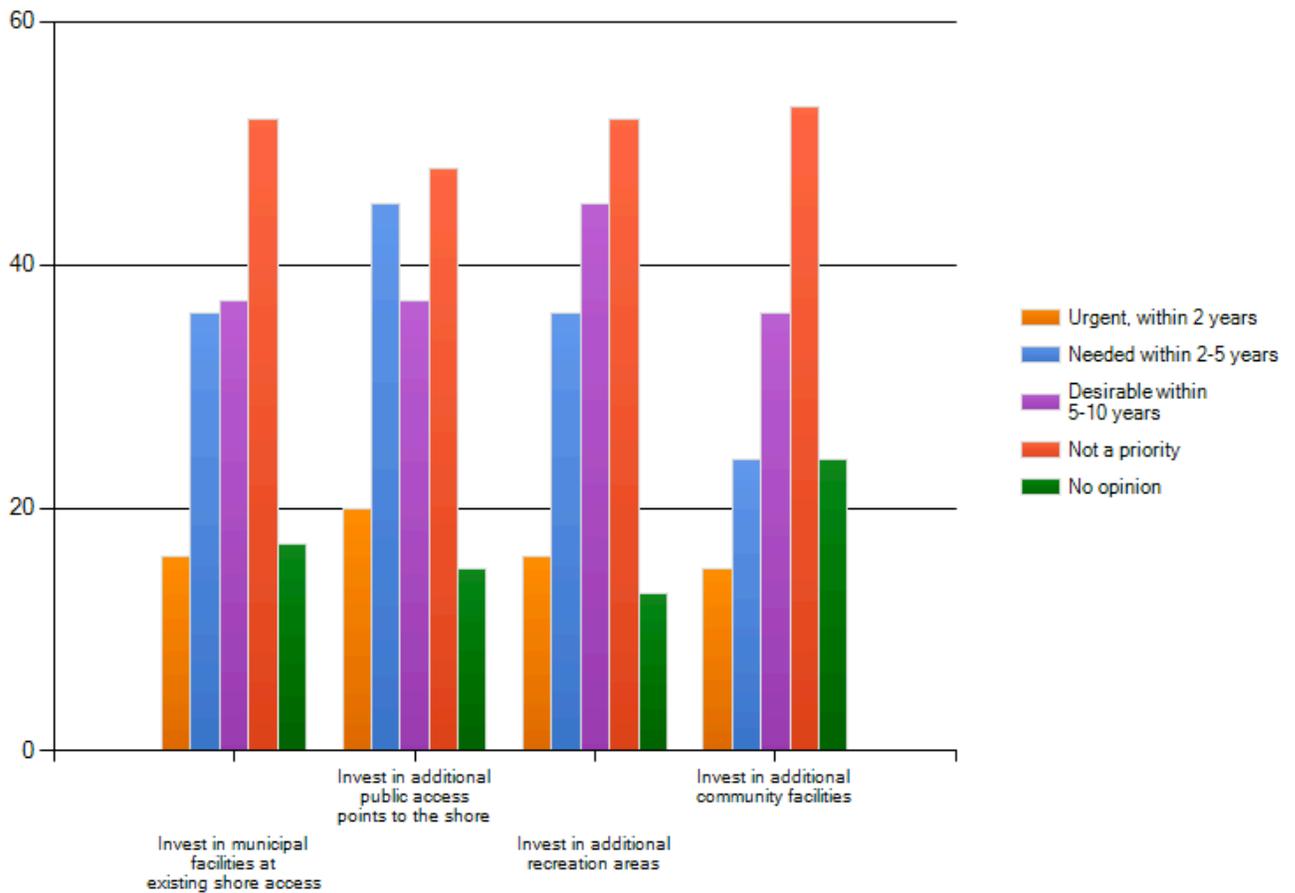
Please rate the following projects in terms of priority within the next ten years:



While some see the creation of an outdoor town square or gathering place as an urgent priority, many said it was not a priority at all. Many also supported support for new sidewalks on Cottage Street although others had no opinion or did not agree that it was a priority.

The second set of questions asked about whether certain types of investment were a priority in the next 10 years. Responses are shown in chart format on the next page.

Please rate the following types of investments in terms of priority within the next ten years:

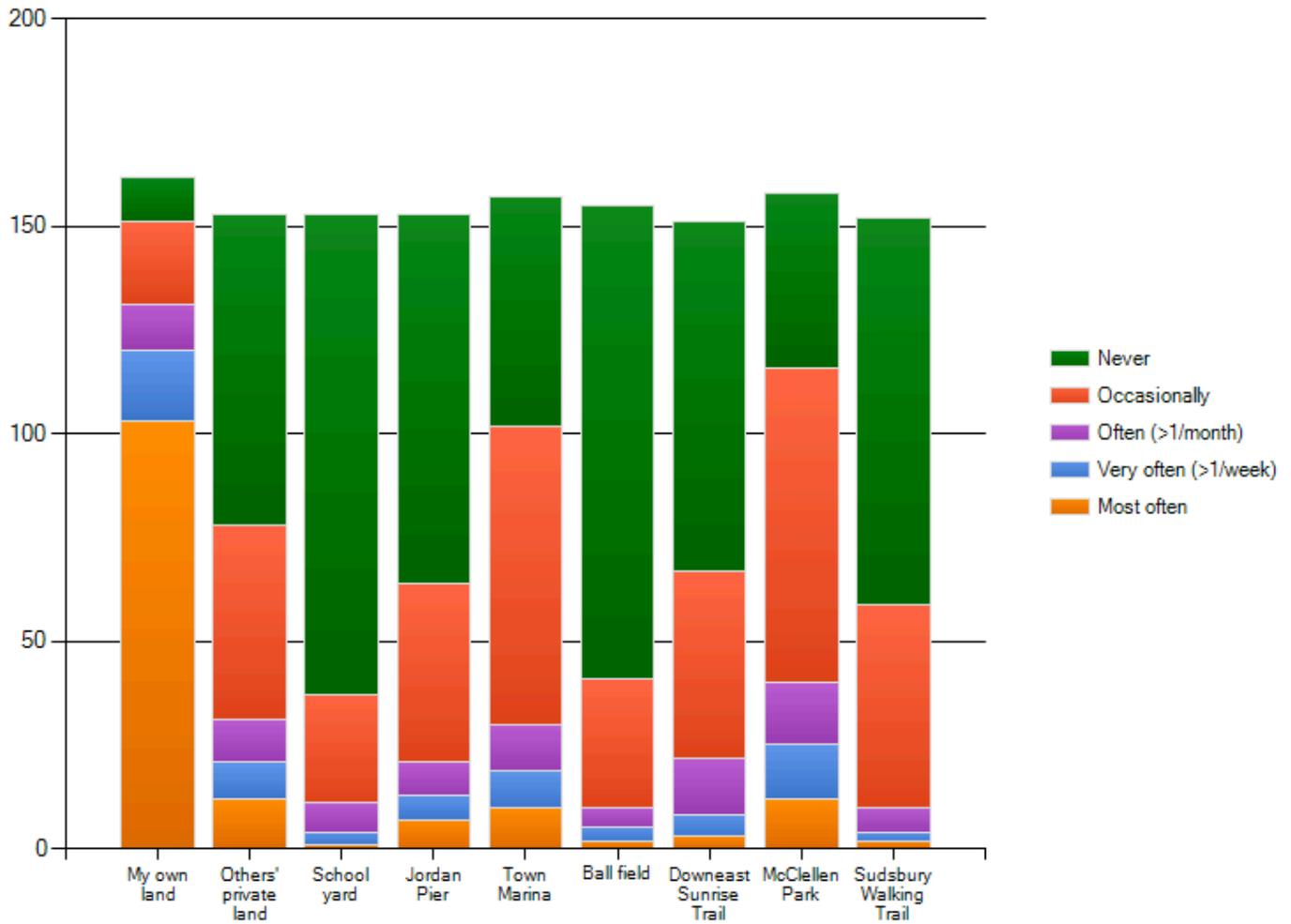


The highest and most urgent priority appears to be investment in additional public access to the shore. There were many who did not find that any of these investments were a priority.

The next set of questions asked respondents to indicate what recreation facilities they use and how often. The results are shown in chart format on the next page.

The written responses are also summarized below.

What recreation facilities do you use and how often?

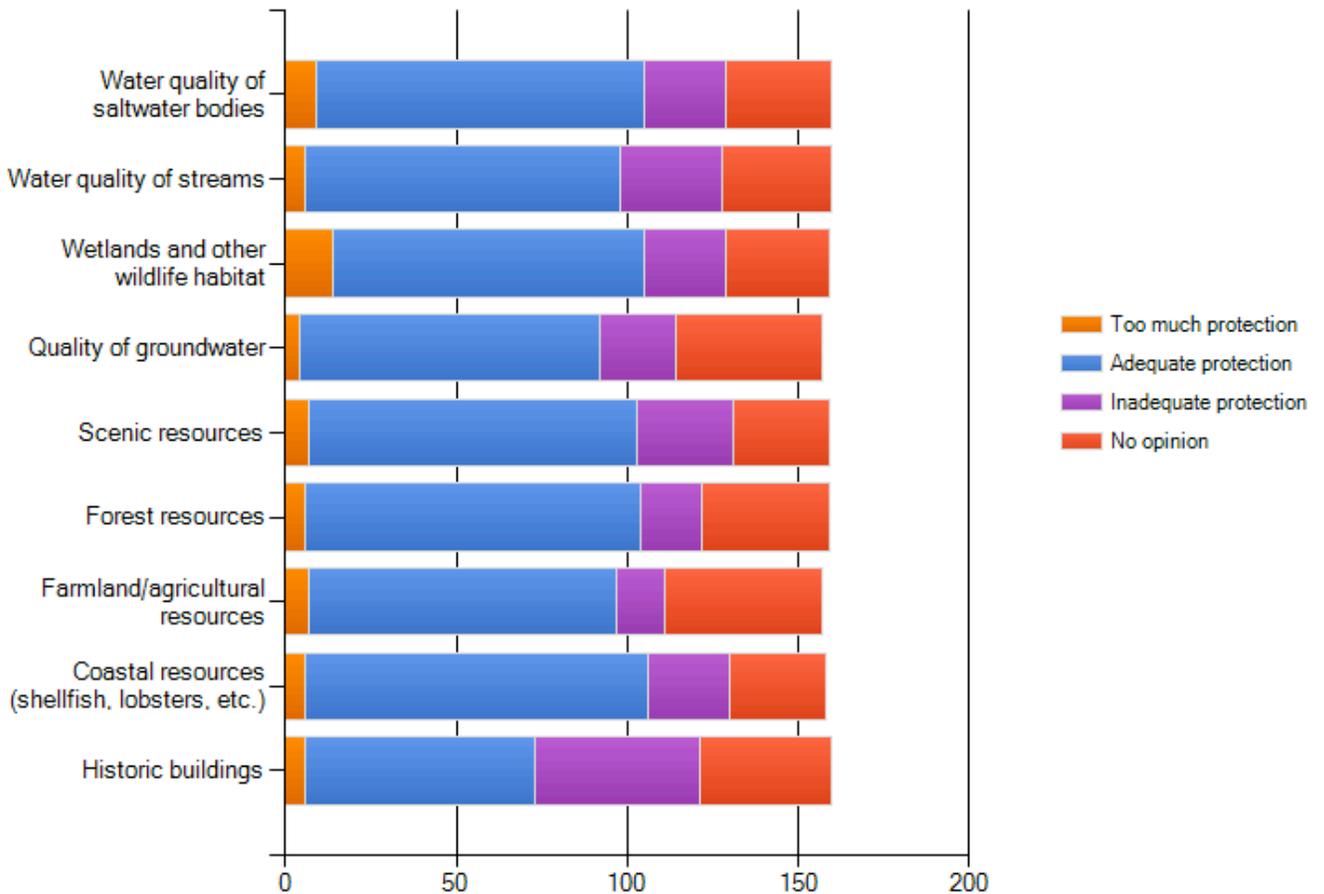


What recreation facilities do you use and how often?
Towns like Ellsworth spend lots of town and state money on sidewalks and parks that one uses.
Very frequent user of Petit Menan National Wildlife Refuge-the trails off Pigeon Hill Road in Steuben. These are a valuable resource for Milbridge residents that we do not have to pay for.
Don't know about the Sudsbury Walking Trail. I occasionally use the Cherryfield tennis court and wonder if this and some basketball facility could be integrated into a town recreation area.
Am elderly and live away.
Develop skate board/rec. park for children with monthly or 6 month membership charge.
The last time we were at McClellan park the facilities were in not operational...never went back....Such a beautiful park!!!!
At 83 years old you are past recreation.
Not around in Milbridge as much as we want.
Re: Section 3-a walking track, public park, playground, more camping, rv hookups, etc. then just McClellan Park
Off Rays Point road, who owns Birch Pt. Rd Contact 203-266-7895
Attempt to procure right of way or purchase of a corridor connecting Milbridge with Downeast Sunrise Trail-services far superior in Milbridge then surrounding towns. An enforced curfew as to how long you can leave a boat sitting in the Town Marinas parking lot-a few days for repairs is fine but weeks strike me as storage parking.
Trail by WHRL
We should be able to fish off town pier.
Would be nice to have a place for children to roller skate + ice skate.
I think McClellan Park needs to be made more tourist attractive. Improve tent and camp sites, offer more amenities, and create a play area for children. This is a beautiful spot that is just sitting there.
Absent Landowner
At my age the old rocking chair is just fine.
Walking the town roads. (Many people use this around the square.)
I am elderly and have arthritis and don't get out much.
Work toward acquiring right of way to build walkway trail from P.O. thru business district along shore to re-orient town toward water. Indoor recreation space (Napa Building?) with gym equipment, tread mills, stationary bike, etc. Pool table, Ping Pong, etc. could charge membership fee. Downeast Sunrise Trail-Lack of road parking
Need to expand marina and make more useful to pleasure craft-self use crane for mast stepping+ take out with high speed for fisherman and low speed for other use.
The children could use "organized" games of all types.
Will definitely check out the trails and park on my next visit.
FYI: I would use the trails, but did not know about them until this survey.
Don't currently reside in Milbridge - home rented out.
So here's the problem - even as a long time summer resident I am not sure what or where the Sunrise Trail or the Walking trail are. Better communication?
Need more trails
Would help if motorized vehicles such as ATVs and Skimobiles were restricted on the Sunrise trail. Its impossible to walk or X-ski on it as it is.
I used to have a mooring and sailboat at Jordan Pier. Due to harassment and vandalism I gave it up. Local fisherman behave as if the pier is private and others have no right of use.

D. Resource and Cultural Protection

Respondents were asked how well resources were being protected from the adverse impact of future growth of development. The following chart shows how they responded to the question of whether there was too much or too little protection. Written comments reproduced below provide more insight into those natural as well as cultural and historic resource most in need of protection.

Please indicate how well you feel the following resources of Milbridge are currently protected from the adverse impacts of future growths and development:



Please list the natural resources in Milbridge most in need of protection
Coast line, historic buildings
like anywhere + everywhere else polluted lakes and ocean because we won't poice sewage and garbage dumping or give over lenient permits for discharge!
A) Rather than taking seed clams from the sewer discharge and "planting" them around the bay, can we improve our discharge to be non-toxic? B) Can we develop standards that our planning and code enforcement team can work with to manage development on our fragile top-soils with minimal drainage with respect to shore frontage. C) Where is the planning for rising sea levels in terms of existing facilities on the shore, inter-tidal resource management, and "up-stream" lands? D) The architecture of Main Street is more valuable than another Dollar Store (in my opinion). Can we take the time to consider how to keep Millet's Store as apartments, offices, retail, etc. Preserving our cultural heritage is a priority in this age of change for the sake of change.
Kids!
River banks + shore access
I am unaware of any of the protection that may or may not be in place at this time.
The shores
Narraguagus River and its associated banks. The towns water supply. Brooks and Fresh water streams located within the town confines.
Ground water, streams, wetlands + wildlife habitat
McClellan Park Marina area Wetlands
Marine life is being overharvested - clams, sea urchins, sea cucumbers are all recent examples. So many urchins were taken from Milbridge and the coast of Maine that the ecosystem has been permanently change. I hear seaweed is next. I realize federal laws are supposed to handle much of this, but they aren't working.
Waterfront
Protection of shoreline!! We need to slow down Mother Nature'e erosion !!!
The parks and hiking trails along with public access to salt water bodies.
shellfish
I do not live in town enough to answer this question
Trees and Sea Shores
Fisheries
resources that are a source of income for families. Groundwater-for drinking purposes as well as recreation.
Not around enough to comment-but certainly keep historic buildings + protect wildlife.
The waterfront
Historic homes + businesses. Historic value of building to the town.
Forest land (Stop clear cutting)
?
Outflow from Cherry Point Foods into Bay should be looked at, along with mobile homes in that complex so as not to overtax sewerage.
Forested areas, and maritime/marine resources
water quality of salt water Coastal resources
Saltwater bodies/fishery
Wetlands

Please list the natural resources in Milbridge most in need of protection
Fisheries all
Wetlands Salt & Fresh
Shore lines polluted by old bottles + Clorox bottles discarded by lobster boats
plants + animal in. fish and wildlife, land (no hunting); stronger protection of private land, outside hunters; Narraguagus Bay; Sawyers Wharf (from no motor boats)
Too much waste from fisherman, piers Our town center needs protection zoning or it will become ugly, set rigorous standards on Main st-Signage size of buildings etc should conform to a seaside small town.
McClellan Park + all present public access to ocean + river.
Ground water, wildlife habitat
Sawyers Wharf, Town Water Supply
water quality air quality
McClellan Park
Coastal resources (Shellfish, lobster, etc.) Forest Resources Farm Land/Agricultural
Wildlife Habitat
Ground Water
Waterways
McClellan Park and all areas along rivers +banks.
Shore line-discourage. Educate boaters-fisherman to take plastic ashore for recycle or disposal.
I don't feel that I have enough knowledge to comment on any of the above
I don't know enough about the resources to comment or give an opinion on them.
My main concern is that economic pressure will override the need to protect scenic resources. Better care should be taken in the area of forest management. The risk for too much clear cutting and erosion. I do think that the State of Maine has implemented good regulations to help preserve water quality.
Shellfish
None, too many environmentalists are worried about natural resources in my opinion. Laws, regulations and restrictions that are put in place are usually unnecessary as they usually make people want to break the rules just to see if they can get away with it. We don't need the government or anything else placing more restrictions on how we can use our own land and our own resources. Local people know what's best.
coastal resources - enforcement of laws/codes.
Coastal Resources
Is there any one that checks on illegal dumping in streams? Which can be a contamination factor to the ground water. Scenic pull offs, in some instances, have had dirt piled up blocking the view.
saltwater bodies streams wetlands
Historic buildings... No opinion because it is probably something the town cannot really accomplish. It is more up to the individuals to take on the buildings and recover them if possible. There are a few like the new gallery, the building across from the Museum and WHCA that are great. But . . . individuals have done it not the town. Not really feasible financially for the town.
Clam flats, Narraguagus and Harrington Rivers and estuaries,
clams and lobsters
Coast line, historic buildings

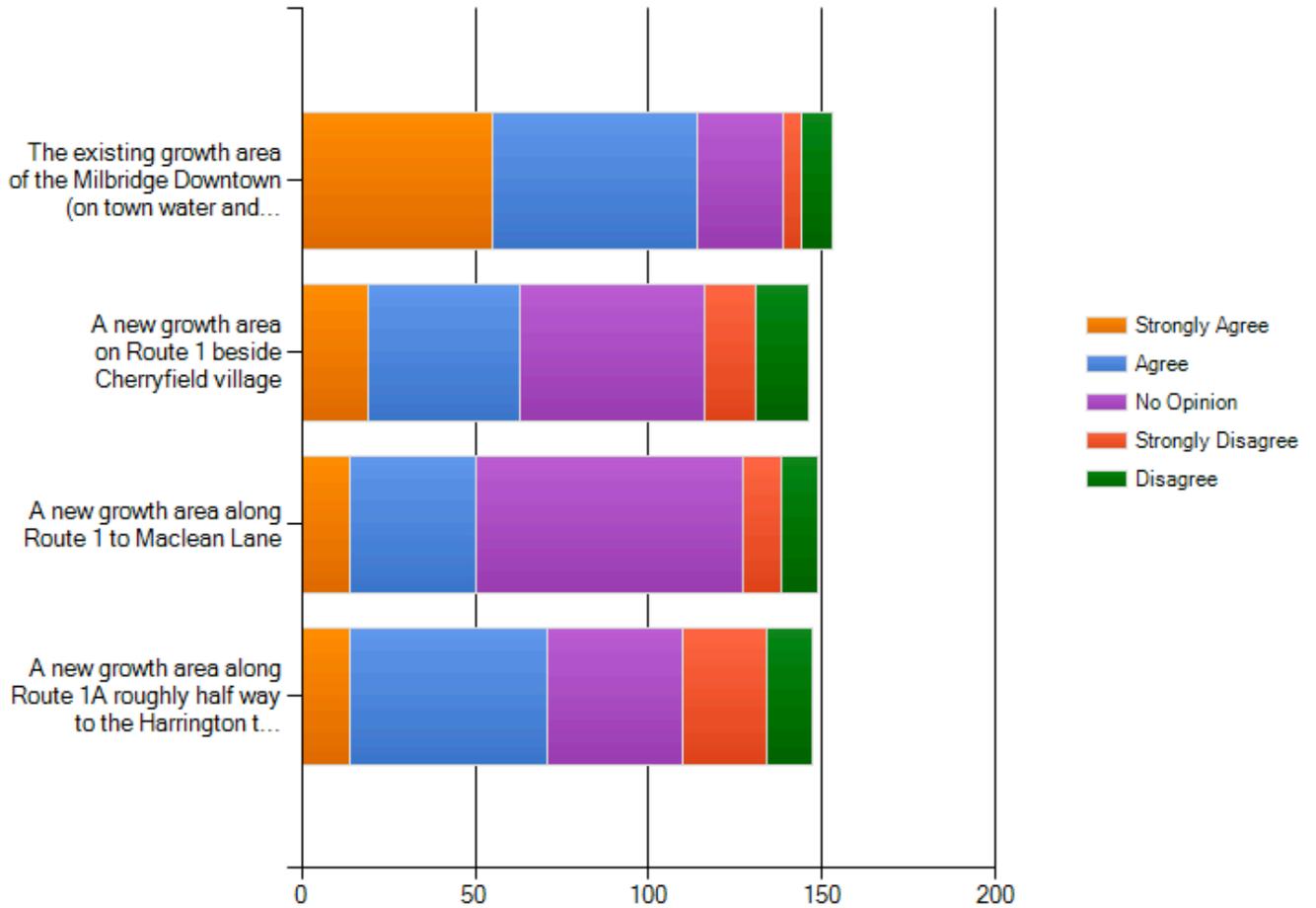
Please list the cultural and historic resources in Milbridge most in need of protection
historic buildings
Kids!
Town Hall, Library, Old High School
Town Hall needs painting
Seek grants to construct replica ofetc, ship building yard/ways to highlight of prominent feature of Milbridge history as a tourist attraction and have pride.
The Milbridge Historical Society and its environs: sewers wharf: riverside park: McClellan Park
Need a real good diner!
Maintain historic buildings - they give Milbridge some character!
historic buildings... would like to see building codes influence new construction to be more in sympathy with the historic character of the town
Historic homes, movie theatre
The promotion of local small business and the enhancement of the historical aspects of the town to retain its unique character vice "just another nondescript town along the coast".
I do not live in town enough to answer this question
Our Town Hall for one. Town Office Building
Maintenance of structures including retention of their historic visual character.
Town Office/Town Hall
Outside resources that are willing to collaborate with the town to enhance what we have or could have- ex. outdoor gathering place, recreational building etc.
Town Office, Town Hall, and Wyman House
Buildings
the charm of being a Downeast fishing community. The preservation of historic buildings.
Homes, businesses. Our old town owned buildings (Town Hall, School-Town Office building.)
?
Historic homes in downtown area.
town office because it represents the structure of a schoolhouse in that part of history not just of our town but in general of the early nineteen hundreds. I feel the old homes on our main street are what defines Milbridge.
Marina/Coastal access
need to preserve the historic beauty of the town, prevent extreme paint color of homes in town, have design review of new buildings to insure they blend with existing architecture; for example- New Dollar Store looks stark and uninviting, unoccupied town buildings need to be painted and yards maintained.
Protect historic buildings in town, do not allow modern development "Dollar Store" to deface down town area. Landscape to aide modern buildings. No colors that are not historic on downtown building. Force maintenance to unoccupied building "cut grass, paint, clear yards." Fences should cover or disguise boat building down town make it more attractive.
Churches, Old Homes, Historic Soc.
Town Office/Town Hall
Captain Wyman's House, Rt 1, All houses built in in last century + before.
Town Hall, Office+ Library
Old homes + buildings, used + unused.

Please list the cultural and historic resources in Milbridge most in need of protection
One cannot be forced to maintain property, but its a shame to see old homes with known family history left uncared for. Family burial plots that are left uncared for is a very sad sight.
McClellan Park, Evergreen Cemetery, Town Business District
Town Hall & Town Office
Historical Society We need some cultural resources to protect.
The churches, library, several really dignified looking homes, stores, probably the late preserve the schools as school buildings.
Town office Town Hall
Old buildings on Main St. need to be used in some way even if only seasonal. There must be some grants that help with funds to make handicapped accessibility.
All towns have a history Milbridge is a coastal town and home make their living from the sea. I say that is a culture and needs to take precedence.
Turner Hill
Old Buildings
Our beautiful homes and Milbridge Movie Theatre
Museum + Library
I do not have enough info about this area.
There isn't any
the buildings that are the history of this town. if all the old buildings are torn down or not taken care of it reflects negatively on the look of the town as well as showing the youth of today that taking care of you history is unimportant!! we should be proud that Milbridge has a strong history and it should be displayed to others! there should also be codes in place for the older homes on main street, with the way that the homes to appear to the public.
See above. Change is good and necessary to compete in a global environment.
No opinion - leave to others to decide
The town office and town hall have not been maintained at all in a manner respecting their history. The building has a lot of history, especially since it was Milbridge's school.
library
Town hall and town office building.
Capture the rich history of the town and someday preserve it for future generations.
Town Office
historic homes,
town office and town hall

E. Land Use

The last question asked respondents about where growth should be allowed or encouraged to grow in the future. Responses are depicted in both graphical and comment format.

Would you like to see one, some or all of the following areas designated as a growth area:



Would you like to see one, some or all of the following areas designated as a growth area (answers shown in chart above; additional comments here:

Should be designated residential growth area near services ie police/fire/school only likewise business/industrial near police/fire!! Milbridge has a sewage treatment plant? where? Any home or business discharging sewage to any waterbody should cease and desist!! Theres plenty of state/federal money for proper systems.

My instinct is to build on strength, and not to "stretch" resources. If we are defining growth in terms of housing, business, and recreation - I would want to concentrate these investments into integrated "clusters" of mixed use. By thinking of development in terms of "walkability" can we build a stronger community where people come together to work, eat, sleep, and play? Building away from the center seems counter-intuitive if we can capture scale and leverage from existing infrastructure.

US1 is prime for commercial/industrial

Tear down the existing town office/library/town hall building and build a new structure as proposed: on this site: Do not move to any other physical locations forget the idea of taking over the elementary school for this purpose.

There should be no mobile homes or double wides in the downtown area - between Vikings and Joshy's
Growth should take place in areas that are already developed, with town water and sewer at all possible. Development requiring the town to extend these services to new areas will be expensive. Also, developing in new areas will have a greater negative impact on forests and streams.
I think appropriate growth efforts need to be focused on the central area
my answers are based on general opinion - I have not seen the mapping demonstration
We've grown enough, most of the new growth we have already don't pay their taxes.
Recommend strengthening core of villages to maintain vitality rather than diluting to other centers
We need a gas station.
Route#1 towards Steuben
Any development should not take away the charm and historic presence of Milbridge
Development should match the historic feel of the area.
The road is bad every spring with growth along here the road will be fixed(Rt1A to Harrington Town line)
The new areas should have strict guidelines to maintain a country look. Buildings should have setbacks with no roadside trees cut for 20' back.
Growth over on Beaver Brook and behind the Pines, also Old County Rd; Milbridge-Cherryfield.
New growth only in places where sewer and water can be extended.
Milbridge is about 32 miles from Ellsworth and Machias. If you don't bring in more businesses Columbia will get more businesses and grow.
Off street parking behind future business
I would like to see more growth, but in a way that enhances Milbridge. Do not want to see unappealing structures, such as the Dollar Store.
Agree we need growth areas, but not all at once. Perhaps starting on Rte. 1 beside Cherryfield.
Growth within Milbridge Downtown would be the most practical since any improvements to existing infrastructure would benefit existing residents and promote pedestrian rather than vehicular traffic.
South on route 1 toward Steuben
A new growth area along Route 1 from Joshy's Place to H&H Marine
Any industrial or mobile home parks and business centers should be along the Rte 1 and Rte 1a corridors for easy access for clients and deliveries.
The current downtown has great potential. We need as many facilities and small business as possible to make Milbridge a destination. Come and gas up the car (Hope soon) and then have lunch go shopping or explore small stores. If we had a motel that was decent it would help. Many people ask where to stay but reluctant to recommend the Red Barn because it's gone so far downhill. Try to make Milbridge a complete package with good infrastructure.

SUMMARY

The survey that was mailed to town residents (including renters) and non-residents in October of 2011 is reproduced in Appendix A. There were approximately 900 surveys mailed to all resident households and non-resident property owners; additional surveys were available on election day for voters to pick up spontaneously. Surveys were mailed back to the town, dropped in collection boxes at the library or respondents could complete the survey on-line. A total of 173 surveys were completed for a response rate of approximately 19%.

There were many responses to the four open ended questions at the end of the survey as well as other written comments throughout the survey. All of the written responses are reproduced in Appendix A.

The survey asked some basic demographic questions to establish how closely respondents reflected the population as a whole. We found that survey respondents reflect a greater proportion of men than exist in the general population and are more heavily weighted to the opinions of those over 50-60 years of age. The number of respondents who live in Milbridge year round was nearly double (54.2%) the number who live or visit seasonally (25.6%).

The following summary of the written responses was prepared by the Comprehensive Plan Committee:

Respondents were almost 20% more male, over 90% homeowners, with most in the 50 to 70+ age range. Twice as many year-round residents than seasonal answered with most having lived here for more than 10 years. Barely 30% of those who have lived here their entire life responded. Response to this question was low. Most respondents skipped the question on how many were in their household.

Most respondents would like to see more single-family and summer homes with a bigger response for non-subsidized retirement housing than for subsidized retirement housing. Small business activity was strongly supported while large business activity edged out industrial activity. Most felt we should encourage businesses to locate in Milbridge on town water and sewer. Over a third had no opinion on the difficulty of affordable housing for low-income people, more were for giving developers incentives, with a large majority saying we should not encourage mobile home parks or sponsor subsidized housing units.

Winter Road Maintenance ranged from a philosophical “less salt, less expense, we can live with snow and ice, this is Maine” to suggestions of shoes for the plow blade, to compliments of “amazing we do as well as we do with such limited resources” to private agendas- pave me/pave me first – to the constant ubiquitous gripe about the mail box. (Ideas 3, contract work out 3, potholes 6, personal agenda/general gripe 9, N.A. 4, mail boxes 7 = 32.)

Summer Maintenance ran the gambit from those who had solid ideas, i.e. “paint walk lines” to the whimsical “garbage collection is very good.” Several compliments and calls for contracting the work out, but the most comments were Potholes and re-paving paving 25, for a total of 38.

Responses to Bike & Pedestrian Safety are pessimistic with one writer lamenting, “They will run you over if you don’t watch out” but most seem to realize a small town’s limitations. Reducing truck traffic by reopening the railroad seems a bit out of reach. Speed and soft or no shoulders were the biggest problems cited: 50 responses

Investment in Public Services cited two particular projects which received mostly negative responses with most not seeing the need for a town square or sidewalks on Cottage Street.

Priority of Investments in Ten Years drew more than 80 responses. Several answers were “I like the town as it is” and “stick to basics” to “keep our small town character (no more Dollar Store looks) with an emphasis on not raising taxes. Road repair was frequently mentioned (30) with Bridge Street (10)

being most cited. Building replacement or repair (30) of theater, firehouse, town offices, and library, ranged from tearing the existing ones down, to finding new land, to using the school when it closes, while some wanted to repair what we have. Recreational and meeting places followed with fixing boat ramps and good shore access a priority. One or two saw a need for a YMCA, swimming pool, tennis court, ice rink, and the like.

What Recreation Facilities do you use & How Often brought 29 replies. From “At 83 years old you are past recreation” and “At my age the old rocking chair is just fine” to McClellan Park and Sunrise Trail cited most often.

Natural Resources Most in Need of Protection – almost 60 comments. The majority citing waterfront, coastline, and historic buildings, and one replying “kids”

Cultural and Historic Most in Need of Protection – 55 answers. Most cited historic building, with homes and town buildings topping the list, and a plea to keep the charm of being a Downeast fishing village, and not ending up being just another nondescript town along the coast.

Where Growth Area should be drew 27 responses, most citing stay within town water/sewer area, or on Rt.1.

What in Milbridge would you Preserve drew over 115 answers, with small town fishing village appearance and feel, peace & quiet, and the beautiful natural settings mentioned most often. Others liked Milbridge Days, the banding together to help a neighbor, and the sense you are a part of history.

Change you would like to see received almost 50 responses with the most being, lower my taxes, more high speed Internet, and no more Dollar store signs and frontage.

Describe the Town in 2030 drew whimsical replies of “I’d be GLAD to!” and “Thanks for asking” to the more serious. The majority replied stay the same with better jobs, while others saw more of a retirement community, while maintaining small fishing village atmosphere. Those wanting a gas station came in a close second.

Appendix A – Town Survey and Written Comments; Visioning Meeting Summary

The survey sent to approximately 900 households is reproduced here. The written comments provided to the 3 open ended questions at the end of the survey are reproduced after the survey.

Milbridge Comprehensive Plan - Community Public Survey

The Town of Milbridge is updating its Comprehensive Plan and we need your input!

PLEASE take a few minutes to answer the survey and RESPOND BY November 23, 2011 at:

A) Go on-line (**OUR PREFERENCE!**) to <http://www.surveymonkey.com/s/MilbridgeCPSurvey>, **OR**

B) Mail it to the Town office: PO Box 66 Milbridge ME 04658

C) Drop it in the Comprehensive Plan Survey box at the Library in the Town Office building.

D) Bring it with you to the **Visioning Meeting on November 10th** - we will have some maps to help you visualize the change alternatives posed in Section 7 - Land Use.

A. General Demographics:

I am:	Male <input type="radio"/>	Female <input type="radio"/>	The house where I live :		I own <input type="radio"/>	I rent <input type="radio"/>	Not applicable <input type="radio"/>		
I am:	18-19 <input type="radio"/>	20-29 <input type="radio"/>	30-39 <input type="radio"/>	40-49 <input type="radio"/>	50-59 <input type="radio"/>	60-69 <input type="radio"/>	70-79 <input type="radio"/>	80-89 <input type="radio"/>	90+ <input type="radio"/>

I am a:	Year round resident <input type="radio"/>	Seasonal resident <input type="radio"/>	Non-resident landowner <input type="radio"/>	Other, please specify <input type="radio"/>
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For year round residents... I have lived in Milbridge for:	<2yrs <input type="radio"/>	2-10yrs <input type="radio"/>	>10yrs <input type="radio"/>	Whole life <input type="radio"/>
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# of people in household:	
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For seasonal residents... I have visited or owned property Milbridge for:	<2yrs <input type="radio"/>	2-10yrs <input type="radio"/>	>10yrs <input type="radio"/>	Whole life <input type="radio"/>
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SECTION 2. HOUSING, & ECONOMIC GROWTH

What kind of development would you like to see in the next ten years?

	Maximum Growth	Moderate Growth	No Growth	Negative Growth	No Opinion
Single Family Housing	<input type="radio"/>				
Multi-family Housing	<input type="radio"/>				
Summer Homes	<input type="radio"/>				
Single lot mobile homes	<input type="radio"/>				
Mobile Home parks	<input type="radio"/>				
Subsidized housing for the elderly	<input type="radio"/>				
Retirement housing (non-subsidized)	<input type="radio"/>				
Small business activity (1-10 employees)	<input type="radio"/>				
Large business activity (> 10 employees)	<input type="radio"/>				
Industrial activity	<input type="radio"/>				

Please add pages to write more comments

Survey available on-line: <http://www.surveymonkey.com/s/MilbridgeCPSurvey>

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Should the town of Milbridge adopt policies and actions to encourage businesses to locate in Milbridge?	0	0	0	0	0
Do you think that it is difficult for low and moderate income people to find affordable housing in Milbridge?	0	0	0	0	0
To provide or encourage affordable housing solutions, should Milbridge...					
	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Encourage more multi-family housing & apt's					
Give developers incentives [for] affordable housing	0	0	0	0	0
Encourage manufactured & mobile home parks	0	0	0	0	0
Develop town sponsored subsidized housing units	0	0	0	0	0

SECTION 3: TRANSPORTATION AND ROAD MAINTENANCE

How do you rank the roads in Milbridge with respect to the following:

	Good/Acceptable	Neutral/Occasional problems	Poor/Frequent problems	No Opinion
Winter maintenance?	0	0	0	0
Comments - please be specific in identifying problems and recommending solutions				
Summer maintenance?	0	0	0	0
Comments - please be specific in identifying problems and recommending solutions				
Bicycle and pedestrian safety	0	0	0	0
Comments - please be specific in identifying problems and recommending solutions				

SECTION 4: INVESTMENT IN PUBLIC SERVICES

Please rate the following projects in terms of priority within the next ten years:

	Urgent, within 2 years	Needed within 2-5 years	Desirable within 5-10 years	Not a priority	No opinion
Creation of an outdoor town square or gathering place	0	0	0	0	0
New sidewalks on Cottage Street	0	0	0	0	0
Other needed sidewalks - please be specific:					
Invest in municipal facilities at existing shore access	0	0	0	0	0
Invest in additional public access points to the shore	0	0	0	0	0
Invest in additional recreation areas	0	0	0	0	0
Invest in additional community facilities (please comment and be specific if you answer this question as urgent, needed or desirable):	0	0	0	0	0

SECTION 5: RECREATION

What recreation facilities do you use and how often?

	Most often	Very often (>1/week)	Often (>1/month)	Occasionally	Never
My own land	0	0	0	0	0
Others' private land	0	0	0	0	0
School yard	0	0	0	0	0
Jordan pier	0	0	0	0	0
Town Marina	0	0	0	0	0
Ball field	0	0	0	0	0
Downeast Sunrise Trail	0	0	0	0	0
McClellan Park	0	0	0	0	0
Sudbury Walking Trail	0	0	0	0	0
Other or comments:					

SECTION 6: RESOURCE/CULTURAL PROTECTION

Please indicate how well you feel the following resources of Milbridge are currently protected from the adverse impacts of future growths and development:

	Too much protection	Adequate protection	Inadequate protection	No opinion
Water quality of saltwater bodies	0	0	0	0
Water quality of streams	0	0	0	0
Wetlands and other wildlife habitat	0	0	0	0
Quality of groundwater	0	0	0	0
Scenic resources	0	0	0	0
Forest resources	0	0	0	0
Farm land /agricultural resources	0	0	0	0
Coastal resources (shellfish, lobsters, etc)	0	0	0	0
Historic buildings	0	0	0	0
Please list the natural resources in Milbridge most in need of protection:				
Please list the cultural and historic resources in Milbridge most in need of protection:				

Written Comments on Surveys

What are the things about the town of Milbridge that you like and would preserve?
Small town feel. Quiet area, spend tax payer money wisely
Women's Health Resource Center. Friendly, small town atmosphere. town celebrations and activities. beautiful natural settings. Access to health care. Access to supermarket/shopping/laundromat, movie theatre
Character of working town-marine priority
Theatre, McClellan Park
The historical Society and Library
Small town atmosphere
Generally, the size and scale of the town, and its connection to traditional industries and fisheries.
People are first. I am very interested in thinking about ways to provide employment and affordable living for current and future residents. It is frustrating to hear about the time and money spent driving to Ellsworth, Machias, or beyond for jobs. The inflated values of shore frontage have distorted clear thinking about land use on the shore. Finally, the existential question about rising sea level is one that requires all of us to think creatively about what we need to do now, not tomorrow.
The people + children, business opportunity
Small town atmosphere
Its simplicity + small town feel
The small town appeal
Town & Assembly hall painted or sided.
The shore lands
Quiet
I would like to see the long established business core of town continue to survive well and thrive. I am talking primarily about the region of town located immediately north of the 44 degree North Restaurant; up and beyond the Bridge St. intersection with Main St. also including within this area all buildings and lots located in both an easterly and westerly direction. Some examples of such would be: Medical ctr. port office, town office, town municipal fire and ambulance bldg, Petit Manan wildlife, Narraguagus bay care home, and other business buildings located on Main St. THIS REGION OF TOWN NEEDS PUBLIC PARKING IN THE WORST WAY. The only open land space that I can envision within this entire region is the open field between school st and water st which currently belongs to the Stephen Monsolick Family.
Small town feel with some good stores for residents McClellan Park
Nice sidewalks and trees along Main St The views of the water Good town water is a must Small businesses Being the "hub" of the area
It is quiet and peaceful. Preserve the coastal feel of the town. No modern structures.
Unlike most towns in the area, Milbridge provides the basics that I need when I'm there in the summer: grocery store, laundromat, pharmacy, library, post office. I hope these can all remain in business. Also, keep McClellan Park as a public park.
Historic character, friendliness of the people
Maine coast small quaint village feeling
Fishing village atmosphere
Lots of coastal access & water views throughout town
I spent my first summer in Milbridge 40 years ago and then tried to visit every summer thereafter. The quaint fishing village of 40 years ago is what made me decide to move here once I retired. I would like Milbridge to return to that fishing village.

What are the things about the town of Milbridge that you like and would preserve?
The movie Theatre!! It's good to have a reasonable grocery store and hair salon. Keep up with Milbridge Days and Downeast traditions.
-historic buildings, pier -need a gas station
Market, Movie Theatre, Pharmacy, Historical Society, McClellan Park, Town Marina, Trails
A small town atmosphere. Keep it a town not a city
The friendly small town feel
Village character
-Size -Historic Building -Roads
Close knit relationships. Wouldn't want it to set to the point where you don't know most of the people and community happenings.
The home town beauty. The large white homes. They are well kept. Quiet streets. No murders or stabbings. Everybody is always kind and thoughtful, true concerns for all neighbors.
Small Town Feel, and shore access for areas of work.
I love Milbridge. I feel it needs a new town office + library+ town hall, or fix what we have
Town Hall/Town Office/Wyman House
The small town community that is Milbridge
Don't demolish old buildings-restore them keeping the charm. Tree lined streets
I would like to see the fishing community and fishing heritage preserved + maintained. The natural beauty of the coast should be preserved. The types of industry that would encourage an young people to stay here.
McClellan Park + Town Pier
Provide right of ways for clambers so they don't intrude on private property and owners usage of property.
Our history of being a fishing village. Milbridge needs more common sundry shops carrying everyday needs as it isn't necessary to leave town for thread, clothes, etc remember when Milbridge was the shopping center of western Washington County?
Small village feel
Small town atmosphere, historical buildings
Peace + Quiet
Less regulation and more tax incentives for the fisherman, the town's largest resource
Sense of community-fishing economy-sense of history/preservation
I enjoy the smallness of our town, knowing my neighbors, how the community will band together to help someone in need and the beauty of Milbridge when you drive into town.
Town spirit/theatre/Milbridge Days/Historical Society/Bed + Breakfast Improve sidewalk appeal
The historic buildings and the historic feel of the town.
It's existing small town character
1 All historic buildings 2 the small town feel of the area 3 sense of community 4 access to recreational facilities
The current structure of town government
Small town flavor
Milbridge is like a small Ellsworth-you can do or get everything you need in one town. The existing businesses should be preserved.
The small town atmosphere. Would not like Milbridge to become a "resort town"
Old houses kept to historical code. Planning of public buildings has been poor. Bayside parking lot should have been back-Dollar Store should have been (traditional) design with lot in back-no more cheap modern buildings.

What are the things about the town of Milbridge that you like and would preserve?
The old town hall should be preserved. To ever think of building a new one given the very poor uncertain economic future it a fools errand
Small Town Feel, walkable downtown area.
Preserve Town Hall, Office, + Library buildings
Village atmosphere
As many of the old beautiful houses as possible
I would like to see us preserve our Downeast hospitality for new people moving into Milbridge and to our tourists. I have heard so many comments that we have a warm welcoming and friendly town atmosphere from people just passing thru or just moving in. We are a very hospitable town. We need to preserve our towns natural beauty such as parks, town landing, and historical sites.
Keep it small town, friendly + caring about its neighbors.
I would like to preserve the small town atmosphere. The working waterfront and the natural beauty that we enjoy everyday.
Small town charm
Waterfront/Fishing Village Business centrally located
McClellan Park, the beautiful trees that line Main St (Some need to be removed.)Some house right in town need to be cleaned up around them. Sawyers Wharf should be turned into a Municipal Wharf.
Milbridge Itself
The present Town Hall & Town Office Buildings it is a disgrace that these buildings have not been properly maintained.
The general sense of community is strong and very positive. The beauty of our waterfront areas is truly fantastic, and probably easily maintained. Milbridge Days is a great tradition.
I like the houses in town, they just about spill history, such as the house with tower like spacer on the covers. Also the stores that have been in use a long time.
Small businesses + sidewalks Our Police Dept.
Save the Town Hall + Town Office Building. Utilize the Grammar School if possible. My taxes are high enough for what I get no kids in school, live on private road for plowing; don't need higher taxes.
The beauty of the ocean and small town friendship
It's beautiful old building in the center of town
Keep it the business hub of the surrounding towns
Sense of small coastal town with community investment
Small Town Feel
I live on Cape Cod where we have seen the beauty of the area hurt by over development of condos and assisted housing. My wife and I would hate to see that happen in Milbridge.
McClellan Park is an incredibly beautiful asset for the town. Town Center is good + small businesses should be encouraged. Would like to see the old movie theatre get some help. This is a rare and historic asset for the town.
Milbridge has been a peaceful and quiet town. We should preserve this by using wisdom and discretion when at the same time allowing growth. (But growth needs to be managed carefully to guard against saturation. We don't want to be industrialized.)
Quality + competence of Town staff + Police Dept. Dog friendliness Town meeting form of Govt.
Old historic homes on Main St
The people caring and energetic and hard working and helpful. This questionnaire is good because the residence can tell you how they really feel.

What are the things about the town of Milbridge that you like and would preserve?
The Movie Theatre
Keeping all the municipal buildings on School St with Medical Center, Post Office (Change name of street?)
-Upkeep of land around marina -Small town atmosphere
Small town, Friendly atmosphere, scenic beauty-lack of development (High Rise)
Being able to walk throughout the town. No neon signs (Large). Keep signage in check (Not too big) and in keeping with current signs.
Milbridge before the dollar store.
For the most part, I like the downtown area, although the preservation of some of the buildings would certainly enhance the look, i.e., the building across from the pharmacy, and the gas station that recently experienced a fire. Again, that Dollar Store is a blight. People along the Main Street have for the most part upgraded their properties, but more needs to be done. But I understand keeping up with one's property is expensive and an individual decision. I love the Women's Center, and look forward to a new library/City hall. The people are wonderful in Milbridge and I love every minute I can spend there. I like the fact that the town is small.
No street lights, easy access to about everything.
The mix of locals, newer residents, Hispanic residents, summer residents, and vacationers. The Library, Paperback Room, Post Office
The "Fishing Village" appearance
It's "walkable" small town feel.
The closeness of the town
The historic buildings kept. In development keep in mind the charms of our small town and not let architectural monstrosities take over
The feeling of downtown. Although the Family Dollar building really kind of lacks the appeal of our little town, too big boxy with no consideration for other buildings in the town. The fact we have a downtown where you always see people walking and can wave as you drive through at 25mph. The movie theatre, the restaurants (it would be nice to see Red Barn open again) our 2 banks, BaySide, the Laundromat. Milbridge has a small town feel with lots of amenities that make it so you don't really need to leave town. The industries in town are valuable to job creation/retention and also future growth. Cherry Point Products, Jasper Wyman's, and Kelco are great for providing jobs for locals.
The "fishing village" feel and the beautiful waterfront.
The industries that have been in place for generations, but really feel so much money can be made off tourism that it needs to be seriously investigated and tourism related businesses encouraged.
Quiet and remote character of Washington Cty. This is what appeals to me as a seasonable resident.
New England Village feeling when you enter the village, particularly from Ellsworth on Route 1.
Small Town Feel
The current town office building. Small town atmosphere.
community spirit library 'fishing village' culture
Its fairly rural character scenic views, and low population density should be preserved. It has very adequate amenities for a small town (banks, grocery store, pharmacy, auto parts, hardware, dollar store, restaurants, other businesses).
Flavor of a seaside fishing village. Still hard to beat when you come down Wyman hill and see the old houses, Water, bay and beyond!!
like the town as it is

What are the things about the town of Milbridge that you like and would preserve?

Its being rural.

Focus future retail businesses on Main Street.

I enjoy the feeling of a central town with amenities that are available now. It provides a sense of community.

Small town feel.

First-most: The people of Milbridge. Let's not increase taxes any more than absolutely necessary such as to avoid forcing many of our citizens to relocate elsewhere.

The feeling of community.

The forested properties between Milbridge town line east to main street.

What are the things about the town of Milbridge that you would like to see changed?
Lower taxes! Reinstall dumpster at town hall. Lock with combo for qualified residents. Change combo as needed.
More flexibility in trash collection-especially for summer visitors!
Got rid of unattractive buildings and signage
High Speed internet services available everywhere!
Milbridge needs at least one or more gas stations
More business/industrial for tax base and employment
It is important to be welcoming to newcomers of varying origins and backgrounds. To some extent I think the town has made progress in this area already.
For people who have wealth, it is easier to think about the long-term. For people without wealth, it is critical to think about a meal today, rent this week, and a job through the holidays. How do we come together to forge a long-term vision that meets a strategic set of goals where we are thinking about the town for our grandchildren's grandchildren? Shifting people's thinking from survival to strategic requires a collective effort to be "civilized", respectful of difference, and committed to talking
Reluctance to look beyond town's borders to encourage and develop new enterprises and jobs
We need to do away with Town Road equipment + maintenance. Contract these services as other towns our size do. Road grader is not needed like it used to be. It sits idle most of the time. We are not large enough town to support this!! We have not been for many years. This would save a lot of money.
Locate town offices and library to the elementary school when it is no longer in use.
Need gas station
Road maintenance especially in Winter, eliminate police force, yard garbage-need coding animal farm noise need coding
If the town of Milbridge does vote to construct a new town office/town hall on the site of its current location; then I think it would be wise to try to do business with the (Kent Hill Lumber Co) for them to supply the necessary building material. They own such things as the post office and Petit m\Manan wildlife buildings here in town. They also own the open field space between school st and water st; which I referred to in paragraph 1 of section 8: listed above: if the decision makers here in town follow this suggestion then maybe in the not too distant future the town of Milbridge; might in some way, be able to acquire usage of the now undeveloped currently; field for public parking.
Flaherty Road black top completed!! Make visibility better on Back Bay and Rays Pt. Rd by trimming some tree branches. Blind spots are dangerous. Handicapped access to McClellan Park
Pave Flaherty Road; New town buildings; A junior high for the district to provide more for students - teaching them skills, community involvement, responsibility, work ethic, fewer dropouts, less dependency on drugs & welfare as they grow up More volunteers to pitch in - everyone can do something A transfer station instead of trash pickup with bag fees Reduced property taxes
Inside of theater needs to be renovated. Need a Dunkin Donuts. Subway sandwich shop.
Unlike other towns in the area, the business area of town has lost a lot of its historic character. Old houses and shops have been torn down or have burned down. Give owners encouragement to maintain historic buildings. Plant more trees along Main Street. The new path along the waterfront is a great idea. I hope the town can encourage business development that provides much-needed jobs but is also physically attractive. Development does not need to be ugly. For example, the new Family Dollar store is an example of how not to do it. The store is a good addition for shoppers. But business owners should expect to do some landscaping and should put the parking lot behind the building, not in front, to preserve the character of Main Street. Milbridge should not look like High Street in Ellsworth!

What are the things about the town of Milbridge that you would like to see changed?
deteriorated buildings and newer buildings which clash with those surrounding them and harm the visual impact for visitors (and residents)
Drug and alcohol problems in the community
More eco-tourist related attractions ie; beaches, camping, hiking bird watching
Abandoned business projects or closed businesses cleaned up, rehabbed, or torn down
People moving here from away and then trying to change Milbridge to be like the area they moved from.
Downtown buildings refurbished to attract small businesses, if not year round at least seasonally. A nice hotel/motel since the closet are now Ellsworth/Machias
-stomp out drugs and crime - increase retailers in quality manner
More hotel and restaurant possibilities
I'd like to see Milbridge go back to more small businesses. I'd like to see us run our own school again. Get rid of all those stupid curbs around businesses
No bulky item trash area - Dumping in the woods the alternative like my driveway
Make it a easily walkable place
-Need Gas Station -Need to pave all town roads
More work opportunities for families and more services available to everyone in the area.
Build a nice band stand and have nice concerts every week. This would bring out all ages.
High Taxes, too much seasonal residents input and opinion on town affairs
Same as above
Coastal building
Paint the purple eyesore on Main St!
I like it as it is!
As we are not full time residents-and we don't come much-It would be nice if Milbridge could be a destination-with many festivals + activities to attract visitors. Its close enough to places like Bar Harbor to be able to get the numbers of visitors to come to Milbridge if there was more activities. Milbridge is a pretty village that would be a great destination if promoted.
The empty storefronts along Main St., more restaurants and small shops, vacant buildings for sale signs give visitors the impression of a dying community. Milbridge seems to be heading towards becoming a bedroom community.
Town Hall relocated, would like to see a qualified paramedic on call.
The overall feeling of unrest. Milbridge used to be a friendly town until a town manager who wants to be king was allowed to be in charge with a few puppets to do his work.
More work and living area for both workers and elderly
To discourage small type business such as "Dollar Stores" or thrift shops. Encourage antique, clothing or other consumer goods Develop existing vacation facilities either at McClellan Park (More showers, access roads (widened) or improve motel attraction + resort concepts.)
Waterfront taxes lower, driving people away!
All of the dirt roads paved not a selected few repaved year after year.
Encourage more small business with tax & cost incentives
Zoning to separate housing from industrial areas. A gas station, A florist. Restore sign stating town marina closed at 10PM. It would stop or slow down late night speeding and/or doing wheelies at marina or on boat ramp. Don't re-tar roads already tarred; pave dirt roads.
Avoid further deterioration of above sense of community/history by disallowing more development of business such Family Dollar

What are the things about the town of Milbridge that you would like to see changed?
The thoughts of anyone who would like see Milbridge become more like a city.
Zoning to restrict garbage/rusted cars/appliances etc..in yards in town. These are unsightly and decrease property values of all local properties
Zoning as far as keeping Milbridge downtown free of inappropriate building colors, maintenance of existing buildings, improved landscaping, rural areas need to be monitored to insure that existing laws are followed.
1 more landscaping downtown 2 more zoning for downtown area and rural development 3 enforcement of zoning codes-shoreline development 4 no more public housing
None
Should be more oversight of town marina in regards to vessels being hauled + worked on by contractors/owners. The marina is not a service yard and such activity is a danger to the public.
I would like all people being treated with respect and equality.
I really can't think of anything-the town is great just the way it is!!
Improve cemetery, rock wall is a mess
Wish you could get rid of the junk and purple house as you come into town. It is an eye sore!
-Tear down Napa+ make park -do something with shabby duplex on rt1 on right coming into town -get Linden Perry to tear down his barn and make into park
Very little concern for the beauty of Milbridge, which is quickly vanishing under parking lots and unattractive new buildings.
Town Office + Library
Care of the back roads in our town
Vacant buildings occupied and cared for. Cottage St.-(cleaned up, parts of)
More access or views of the water upgrade of the marina area for picnicking, etc..
I would like to see more business growth which in turn would create more jobs. I would like to see housing for low income and elderly to be developed more. I would like to see more opportunities for our young people to participate in our town in some way to learn about our town government. We start educating our children about town government now then when they grow up they may be more likely to attend town meetings, vote, and share their views and opinions of where they would like to see there town be and to go.
24/7 365-days "yard sales" do not do much for Milbridge's image and certainly does not help home sales. Time for an ordinance.
Old Town Hall + Town Office torn down. New Town Office & Library on site of old Town Hall parking area in place of Old Town Office.
I would like to see a more attractive Main St., better walking space with benches so people can visit. The downtown does not say lets stop and look around.
More small businesses
Clean up "drug Areas"
Town Manager Government, hire a company to do road work maintenance and plowing by bidding.
Lower Property tax for the folks on a fixed income
Less taxes, wasteful spending of tax money.
We need to replace the Red Barn with another solid family restaurant like it was. We need to fix up the downtown, so that it does not look like a dilapidated wreck that makes you want to live in Ellsworth.
Those who move into grow up in the big city and then try to make Milbridge into a city.
Constant bickering instead of working together to move forwards. We have a great town, wouldn't want anyone to not feel welcome or any new small business.

What are the things about the town of Milbridge that you would like to see changed?
More jobs + Stores
Better town hall facilities " " Library
All gravel roads which now have homes built should be paved. This is the 21st century. These roads were not paved years ago because there were no homes there, Rays Pt. Rd. Tom Leighton Pt. Rd, Ficketts Pt. Rd.
It would be great if our children could afford to buy a home and find work in the area.
Favoritism towards local people
New Municipal Square and Buildings
New Municipal Buildings.
Out of state-not fair for me to comment
If growth happens as you people propose change will come. I know I can't give you any specifics about change.
Change in code to compel new business to provide parking in back of stores (Main St is beginning to look like a shopping mall) -Shady parking areas
Some of the trashy yards in different parts of town should be made to clean up as it takes some work.
Grade dirt roads more often or pave them.
A pharmacy that is open 7 days a week. A Riteaid, Walgreens, CVS would be nice. A gas station like Irving. The school used for Town Offices, Library, has more parking. Consolidate Elementary school classes with Harrington
Take more advantage of the waterfront, encourage people passing through town to stop.
Develop some basic ordinances, and be able to enforce them. Reference to keeping streets open as the problem with Cottage St & vehicles. Anyone driving around town would probably not want to move here after seeing this situation. Have some way of controlling trash build-up behind houses, at least on Main St.
-Get rid of junkyards in town -a town square where residents could gather -traffic problem on Bridge St eliminated.
Expand working+ scenic waterfront downtown-Town waterfront is not utilized-walking trail from A.A Bridge to "The Acre" with docks and floats.
New library/city hall.
A new town complex
A new municipal building, abolishing of Concerned Citizen Group, nothing but trouble.
Definitely need one filling station.
New Town Office, Library, etc. building and removal of old.
Improvements that bring professional businesses, retail, restaurants, and in-town residences to Milbridge.
I wouldn't mind seeing a Walmart or Reny's come to town, it doesn't have to be in the center on town maybe on Rt 1 or Rt 1A
i would like to see voting policies change in Milbridge. if you are a year round resident or reside here for at least 6 months of the year, then you have the right to vote at the town meeting. if you do not reside here for more than 6 months you should not be able to have an opinion on the way a town is run that you are barely residing in!! there should also be more encouragement for families with young children to live here. looking at the numbers of students in the school, there has been a huge drop! this is so sad.
More retail establishments. I think the Family Dollar is really driving people to Milbridge (from Gouldsboro, Winter Harbor etc) that might otherwise run to Ellsworth. The fact you can come to Milbridge and avoid the traffic and still get everything you need between BaySide, Family Dollar, Viking Lumber, Napa, and the other specialty retail shops is great for our future growth. All of this growth leads more people to feel they can settle down here and be content. We also NEED to get a new Town Hall, Town

What are the things about the town of Milbridge that you would like to see changed?
Office and Library. These buildings are an atrocity and really detract from the high end image Milbridge can portray if one drives through. The ocean views and quaint village lose appeal when you see our government buildings. Blah.
no opinion
Incentive for property owners in village to improve properties to make this area look more desirable.
No specific thing
More business and restaurants in the downtown.
Something needs to be done about the old Skinner House that some nut painted bright purple. It is hideous. If you can't do something about that house in particular, you need to adopt an ordinance that will stop others from ruining the look of Milbridge! Besides the aesthetics, the huge drug problem needs to be addressed. More businesses. Tax breaks to water front property owners who have lived in Milbridge their whole lives or the property has been owned by a Milbridge resident for 25+ years.
The town Sewer limits the ability to introduce new business to the downtown area. It is not equipped to handle large amounts of water and sewage. We need to encourage the upkeep of existing buildings and the prospect of bringing new businesses to the downtown and surrounding areas and we need to offer the proper facilities to ensure growth. The Property Taxes are WAY TOO HIGH! This def. needs to change! Those of us that have always lived here and intend to stay as long as we can afford our taxes need the town to work with us on property taxes. By State Law in order to keep your homestead exemption allowance you only need to have properties valued at 80% NOT 100% like the town currently values properties. Drop everyone's taxes by 20% in order to keep the exemption and help out the people who are trying to help the town...the property owners.
The lack of keeping people informed of town meetings. Business going on behind closed doors. The town government not being transparent.
very little
More police to cut down on drugs.
Milbridge desperately needs high speed internet access for the rural parts of town. This would help current residents as well as allow home based businesses. I would also like to see a gas station in town again.
Just what you are doing. We want a plan so we don't have a hodge podge of different business signs and make it look trashy and tacky.
Zoning...need to clean-up property's and yards..get rid of junk cars and all other undesirable views of property's. give the visiting people a town that when they leave they say...WOW! what a neat and clean coastal town. Main St is fine, but if you head off any of the side streets, well you know what I mean. I hate to pick on any one area but Wyman Rd could be cleaned up. all unregistered vehicles should be out of site...not left to rot in someone's yard for all to see.
like the town as it is
Discourage sloppy architecture like Family Dollar.
Town Office and Library seem a bit decrepit
The harbor needs dredging and upgrading to get recreational boaters to come to Milbridge and spend money. We need a gas station in town. We need trash dumpsters again in town where seasonal residents can put trash on their way out of town. Trash day is Wednesday and most summer people leave on Sundays. When we had them before, it was said that users created a mess. The real problem was that the dumpsters weren't emptied often enough. The contract should state "to be emptied as needed" not only on specific days. We need a landfill again to reduce trash disposal on private property!!
I would like to see a number of sidewalks and bicycle paths such that pedestrians and bicyclists can walk or ride anywhere in the town of Milbridge safely. Discourage big trucks from using Rte 1A by lowering speed

What are the things about the town of Milbridge that you would like to see changed?

limit to 35mph (they can stay on Rte 1), and a lower speed limit (that is enforced) would allow the use of Neighborhood Electric Vehicles (NEV's) legally on Rte 1A so residents can commute to and from the downtown area without using gasoline (NEV's are relatively low in cost - only a fraction of the cost of the average new car). Also - bicycle paths would allow transportation to and from the downtown area during good weather - PLUS - it would attract more tourists to Milbridge and help to bolster our economy. NOTE: NEV's by Maine law are not allowed on roads posted with speed limits over 35mph.

I would like to see more GOOD affordable housing for families. I would like to see more businesses more into the area to provide job opportunities.

More focused on areas for children such as recreational areas; ie: Town Playground, New Town Hall

Describe how you see the town of Milbridge of the year 2030.
As a small town in the 51st state of New Maine. Augusta on south would be called North Mass. Low tax climate that would be inviting to working families. A town and state that doesn't empty your pockets as soon as you decide to move in. Attract productive people non-welfare or retirees.
Retaining its appeal to summer visitors, best perhaps enhancing the lives of year round residents.
The same, but with better and more secure jobs
A balance of the old and new.
Frankly I do not see much change for the future. Doubtful if there will be money available.
Similar to now or more run down. The US economy is down the toilet. The unemployment train in IRAQ + Afghanistan has to stop and spend money in AMERICA!!
I hope to see it looking no too different, but ideally more prosperous, with more people finding good jobs near home. It will be important for the fisheries to be revived and made sustainable, to produce many of the needed jobs.
People: Younger, wealthier, and more integrated (whites and people of color) Land: Higher tides have encroached on a lot of the flat lands in back-bay, Bobby's Creek, etc. Coastal flooding has begun to impact infrastructure on the coast. Economy: Less focused on lobstering and clamming as these resources have declined; offset by innovative, clean businesses.
An example of global business development, renewing the era of international shipping and entrepreneurship.
Unfortunately, less industry, more of a retirement community.
Same
If the town people utilize vision, wisdom, and foresight by doing, for example such things as I have suggested in paragraphs 1 & 2 above; Milbridge may have a bright future. If it behaves in a short sighted and unintelligent manner, then progress may by-pass this town, and blight and decay could follow.
More small Mom + Pop businesses
Our retirement population is increasing; this will require housing such as assisted living & related health services. As people are becoming more health conscious, it would be great to have a health center with trainers, programs for all ages (exercise, diet, educational forums to help people quit smoking and live more productively, help people financially, protect elderly from scams, etc). A town square with flowers, trees, benches - perhaps utilize Riverside Park as gazebo is already there
A peaceful coastal town with a few important chain stores like Rite Aid, Dunkin Donuts, and a McDonalds, but these stores should be blended in with the coastal architectural feel.
More diversified economy attracting new well educated residents and giving greater opportunity to existing residents. I'd like to see the scenic strengths of the town built on in ways that make it more of a recreational destination and increase the economic viability of restaurants, stores, boat tours, fishing and other recreational businesses.
Prospering seacoast village with adequate resources for everyone. A town that welcomes new families "from away" with open arms. Organic farms that supply the town with everything imaginable...a prospering seafood industry...adequate housing for all...a town that has no drug and alcohol issues in the community.
Higher resident population with a vibrant Main St; shops, restaurants, theater, cultural center for art and music
Built up enough to encourage Milbridge as a stopping place with some tourism business for those folks who enjoy the Maine Coast all the way up to the Canadian border>> a modern, good looking motel, a few cafes/shops, a center green/town square. The natural charm and beauty of Milbridge accentuated.

Describe how you see the town of Milbridge of the year 2030.
If not a destination point at least an area where you can get everything you need for your home, summer camp without going to Ellsworth/Columbia/Machias
I hope to see Milbridge in 2030 -nicely kept quaint historic village -coordinated, consistent development of downtown area -give the town a nice high look and money will find a way to Milbridge.
More economic growth and preserving the peaceful, clean. and beautiful environment.
I see it becoming too citified not a place you want to live and raise a family. Too many retired people running the town who don't know anything about hard labor or the ways of small town people and knowing your neighbors.
I'd be GLAD to!
Would like to Milbridge as an healthy, active & viable family oriented community with exceptional schools and year-round employment available to all.
more small business in town, improved building maintenance.
Self sufficient town with things available to all without the need to travel long distances.
Hopefully work for everyone that wants it. Keep taxes down for the natives.
Hopefully the way it is with a gas station.
Beautiful
same
Hispanic.
Small improvement to the community citizens.
A giant tourist destination with increased business possibilities.
More business downtown something done with Red Barn Motel more restaurants a gazebo in town
Thanks for asking!
Don't expect to be around in 2030 to know, but hop it is still a small town community not another Bar Harbor.
Booming
Moderate growth. Undeveloped/and moderately developed by (out of state land owners)
More population, more new homes-shoreline developed more.
Pretty much the same
Same, if no change for business
Housing industry. Larger water treatment facility, sewage requirements for trailers on 1A toward the Pines.
A great place to live
strong enough to have to have stayed true to it self sometimes more isn't always better
A historic village with multiple housing opportunities-more village businesses. Attractive common areas and coastal access. Support low income life long residents.
I would like to see small clean diverse industry to provide economic vitality while maintaining the natural beauty of the town and nearby area. More employment to fund economy. A beautiful, vibrant town.
Some growth-no significant changes.
prettiest town on the coast if we all work together and stop all non conforming development.
Good
Most likely how it was in 1930, too many short-sighted residents against moderate growth.
unable to imagine.
Probably more land clear cut and more housing units built. Some of the older buildings may end up being town down to rebuild new ones instead of preserving the old.
Growing community still

Describe how you see the town of Milbridge of the year 2030.
Concerned that the town will no longer be affordable to the local "working" class and be a community of wealthy out of staters.
More parks along water- get Kelco out of there + put in an industrial park way out of town.
Probably from above.
Little change
A thriving coastal community.
I hope it will retain it's small town feel-seaside historical town. No McDonalds or subway eateries.
I envision the town of Milbridge growing in businesses moving in creating more employment availability. Housing for low income and elderly becoming more accessible due to new housing developments being built. Our town office and library be expanded in size.
More businesses, more jobs
I see families and young children once again walking around because Milbridge is a thriving community with small businesses to support these families, a good place to raise a family as they say.
A great place to live year around
Camden-like without the souvenirs.
enlarged docking facilities to allow boats to come to dock, shop, and eat a few more restaurants clothing store larger library YMCA with a pool for the community
To overgrow
Will have been taxed out of our homes by then
I would like to see twice as many people living in Milbridge, and employed full-time if they wish to be.
.....I couldn't read their answer...SLG
More artisan businesses, playground, updated movie theatre. Painted homes + businesses side walks. Full buildings-kept up and looking neat.
? Hopefully more jobs
A place where locals can find jobs. Since we are so close to Acadia Nat'l Park whe should make Milbridge a tourist destination not just a place to drive through to go to Canada.
Flourishing.
Business friendly downtown that has expanded. Much more tourism and summer home construction; infrastructure that can support people from away and still maintain working waterfront.
Not a lot of radical change. More small medium businesses for people year round to have jobs. Preservation of the beautiful shoreline.
If you proposed (Change) happens then Milbridge will be a better place for those who will be living then. Just be sure that (You) proponents for change have a real vision. I don't think I will live to see this.
This is another generation's job to answer. I'll be dead by then (I hope)
Probably about the same.
A town like Ellsworth is possible. We already have a police Dept. and the town is on US1 and 1A. Milbridge is a hub. Travelers go thru scenic areas on their way North or South along the coast.
Very difficult question, not knowing what will happen to the Nations Economic Condition. But I see more retirees coming and becoming citizens and adding to the towns tax base. Hopefully a few small to medium businesses can be established to help with the low to medium income group.
- a coastal fishing community with several more stores.
More prosperous due to increase organic farming-expanded waterfront + boat services-better educational facilities + healthcare=urgent care center A web based community site which includes town office.
Moderate growth of small businesses and one family houses. Sidewalks throughout. Businesses that will

Describe how you see the town of Milbridge of the year 2030.

encourage tourists and also businesses that will allow residents to be able to do their shopping here instead of having to go to Ellsworth and beyond.

Your guess is as good as mine.

I hope Milbridge retains it's small town feel, but can attract small to medium size businesses that offer more job opportunities for locals. Would also like to see a venue that would bring in live theatre and musical performances.

A modern and efficient working town.

I won't be around to see anything.

Same-Maybe a few more small businesses

A prosperous pedestrian-friendly town. It is a tough job to balance growth without harm to the unique appeal of a town. I think the trend back to cottage industries where people can work from home or where they choose. What is making this possible is technology and affordable access to this service is key. I know that my goal is to be able to run my business from Milbridge at least part of the year.

Hopefully with a Walmart or Reny's in the area, a new town hall building.

i see the town being a retirement area. it is almost there now. with so much doting on rich from away and forgetting the locals, the price to live in Milbridge is and will sky rocket. Milbridge is a great town and has so many local families with roots to the start of the town, that seems to be forgotten!

Hopefully much like it is now. A nice downtown feel that hopefully won't end up being lost like it is in places like Ellsworth and Camden where big box stores outside of Main St overtake the downtown feel we have now. This is why we need to focus growth in the village where there is town water etc. Putting businesses near Cherryfield or Steuben or Harrington will make our Main St redundant like has happened in a lot of other communities. We need to continue with the retail/hospitality/restaurant growth to make Milbridge a destination point and continue to be the hub that keeps us together between Machias and Ellsworth. I think growth in Machias would be good for Milbridge, but we can't control that.

Moderate growth Light industry I hate to say it but we need the "Z" word. (ZONING) otherwise we have no way to grow in an appropriate way.

Hopefully with more employment for year round residence and a coastal destination for tourist.

More businesses selling practical goods downtown and more year round people.

I see Milbridge as a deserted town if the town doesn't encourage new business and home construction to offset the existing tax base.

The town has grown by 600 people who are employed and live year round with supporting services and businesses.

It will turn into a town like Camden

Still a desirable small scenic town in Downeast Maine.

Stores and services so we don't feel we have to go to Ellsworth or Bangor all the time. Be able to drive downtown and see people strolling around into interesting stores. How about something like Lubec or Eastport? Functional and interesting.

the same as it is now, perhaps a one or two additional small shops or restaurants

A scenic, traditional village that has not lost its charm, but has encouraged artists, small businesses and commerce to flourish, adding to the opportunities for residents and enticing increasing numbers of visitors to enjoy its offerings.

Somewhat larger population. Sustained or increasing ethnic and racial diversity. Ongoing economic challenges with wild-caught seafood. Modest tourism growth.

A bit modernized especially with technology, wifi etc.

Describe how you see the town of Milbridge of the year 2030.
I have no idea!!
Milbridge could very well become a destination for tourists. We have the ability to make this happen, without losing the charm and quaintness of the town.
For Milbridge to be a desirable town to live or relocate to. A town that offers many activities and has areas for recreation. A vibrant downtown area that draws folks from out of town into our town for recreation, dining, shopping.
Exactly as it is today.

Milbridge 2030 November 10, 2011

Visioning meeting notes

Total number of participants: 33 Seasonal: 1, Year round: 32

Attendees from sign-in sheet:

Ellen Strout	Cathy Chipman	Patricia Treworgy
Jeanice Levesque	BJ Seymour	William Treworgy
Bobbie Mathews	Bob Seymour	Pat Fickett
John Fickett	George Blackford	Barb Waits
Nick Guisti	Pat Sharp	Melissa Smith-Rapa
Sue Hubbbell	Morna Bell	Al Rapa
Ramona Phinney	Will Halpin	George West
John Schlegel	Tara Fey	Joanne Halpin
Lee-lee Schlegel	Dale Schevenieus	Kathleen Ebbitt
Elton Anderson	Dorothy Clair	Jim Curry
Lewis Pinkham	June Rolfe	Gary Willey

How long have you lived in/visited Milbridge?

1-5 years: 0 6-10 years: 4 11-20 years: 11 21+ years: 15

Your Connections to Milbridge:

Connection:	Current	Former	Connection:	Current	Former
Planning Board	3	5	Ambulance volunteer corps	1	
Retiree	20		Milbridge Merchants Association	3	
Business owner	3		Assessor	2	2
Town Manager	1	1	School Board	0	4
Water District	1		Friends of the Library	7	
Historical Society	15		Budget Committee	11	
Womens Club	1		Marine Committee		
Mano en Mano Board	1		Selectmen	2	4
Concerned Citizens of Milbridge	2		Town Employee	2	
Comprehensive Plan Committee	7	4	Art Association	3	

A required element in any local Comprehensive Plan is a **Vision Statement** that summarizes the community's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.

**What would you like Milbridge to be? Its future Community Character ...
in terms of economic development?**

An industrial park for light industry in a designated area
 Working waterfront
 Fishing community
 Tourism facilities (restrooms, hotel and restaurant capacity for large numbers of people eg tour buses)
 High priority on non-polluting businesses with low impact on the environment
 Eco-tourism
 A gas station
 More variety in retail options
 Locally owned
 More business like Kelco
 Businesses required to landscape
 Facilities for pleasure boaters so they come into town to spend money
 Orient the town /village toward the water with a trail developed along the water as land becomes available
 Affordable housing
 Public space for gathering and recreation
 Encourage organic farming
 Create reasons to stop in Milbridge rather than cars driving straight through or by-passing entirely
 Public market space
 Strong business promotion on web and using social media
 Chamber of Commerce
 4th of July celebration
 more walk-in emergency medical care facilities
 recreational center for year round swimming
 assisted living for the elderly
 indoor recreational center with youth defined amenities too
 outdoor recreational area, skate park, tennis

**What would you like Milbridge to be? Its future Community Character ...
in terms of natural and cultural conservation?**

Conservation of non-human habitat
 Green buffer on Main Street for tree planting
 Pedestrian friendly on a year round basis
 More cross walks and better lighting
 Maintain the Milbridge Theater
 Retain Downeast image and historical character
 Recreational trails

Retain historical architectural design features
 Retain Main Street that has functional things, not just souvenirs
 Parking in the rear (require it) and position stores close to Main Street
 Reinforce and maintain code enforcement
 Cultural Center (a structure)
 Encourage historical building preservation

What would you like Milbridge to be? Its future Community Character ...
 in terms of transportation systems?

Fuel costs are rising and will continue to rise – need more public transit options, smaller cars
 Bike friendly roads
 Increase bus service to Ellsworth or other regional centers
 Repair to Routes 1 and 1A
 Volunteer transportation network for elderly to get to services
 Access to a regional airport
 High speed ferry to Bar Harbor and Eastport
 Pier improvements
 Connection to Downeast Sunrise Trail for 4 wheelers
 Available services for small cruise ships eg windjammer cruisers

What would you like Milbridge to be? Its future Community Character ...
 in terms of its role in the region?

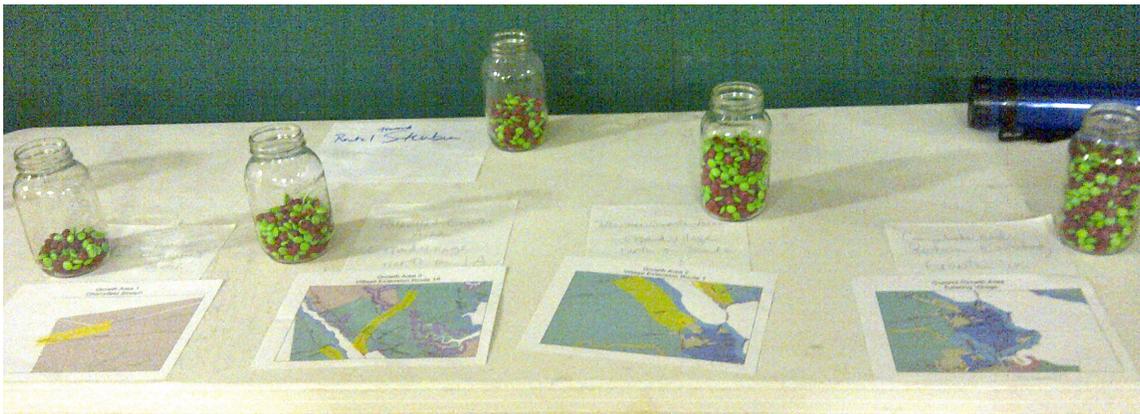
Just like today
 Place to come for goods and services
 More of a destination
 Business friendly
 Support small local businesses
 Concentration of services to support fishing industry
 Public fish market
 “Welcome to the Shopping Center for Western Washington County” – former sign; make this a reality
 elder housing
 emergency walk in care
 expanded veterinary care

What would you like Milbridge to be? Its future Community Character ...
 in terms of land use patterns?

Growth within reason
 Growth within existing character
 Keep residential to single family
 Height restrictions – eg buildings not higher than the road is wide; 2 1/2 to 3 stories
 Residential/commercial mix on Main Street

RV campground with services
 Provision for working waterfront

Build out maps to visualize growth areas were available for participants to vote on the area(s) where future growth should take place. The four alternatives were the same as those provided for in the Survey that was mailed to all property owners on November 2nd, 2011. A visual voting technique was used where handfuls of M and M's candy were added to glass jars to indicate preference for one growth area over another. The results were as shown below:



A new growth area on Route 1 beside Cherryfield village	A new growth area along Route 1 to Maclean Lane	A new growth area along Route 1A roughly half way to the Harrington town line	The existing growth area of the Milbridge Downtown (on town water and/or town sewer)
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Added during Visioning Meeting: Route 1 south of the existing Village toward Steuben (jar in center and rear of table)

Appendix B. GROWTH MANAGEMENT STRATEGIES FROM MILBRIDGE'S 1995 COMPREHENSIVE PLAN

This appendix reproduces the Growth Management Policies and Strategies (Section II.A) from Milbridge's 1995 Comprehensive Plan. A full copy of the plan is on file in the Town Office.

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This section includes policies derived from the preceding Inventory and Analysis Sections and identifies specific actions Milbridge may take to ensure that these policies are adequately implemented. The policies (printed in bold) are consistent with the State Growth Management Goals (MSRA Title 30-A, Section 4331) and State Coastal Management Policies. They address the problems, strengths, and needs identified in this Plan.

A. Population

Milbridge should periodically review population figures for the Town to monitor whether the population projects in this Plan are consistent with future realities.

1. Milbridge will update the information on the Town's population contained within this plan every 5 years.

B. Economy

Milbridge should actively support and participate in State and regional economic and business development programs which improve the Town's economy and increase or improve job opportunities for residents.

Milbridge should continue to support its small and light manufacturing businesses.

1. Milbridge will make its Land Use Ordinance supportive of small stores in the existing down town area, perhaps to the exclusion of new out of town mall development which could sap the energy from the small in town stores.

Date: Fall 1996

Responsible Party: Planning Board, with support of an Implementation Grant from the State Planning Office

2. Milbridge will make its downtown more attractive to shoppers by building sidewalks, planting trees, and supporting the local garden club's efforts to beautify the downtown area, by developing constructive guidelines to help store owners design attractive storefronts and signs, and by supporting local merchants groups which might organize local shopping promotional events around Milbridge Days or the Christmas season.

Date: Spring 1996

Responsible Party: Quality Main Street Program

3. Milbridge will support home occupations by continuing to permit residents to work out of their homes so long as such activities have a minimal impact on surrounding properties.
4. Milbridge will address the need for convenient short-term parking near small stores which don't have provisions for parking on their own property.

Date: Spring 1996

Responsible Party: Quality Main Street Program

5. Milbridge will protect and enhance those natural resources which support local jobs (such as worming, clamming, and tourism) and assuring reasonable public access to those resources.
6. Milbridge will consider promoting the Town or developing the Town with an eye toward making it attractive to active retirees.

Date: Spring 1996

Responsible Party: Quality Main Street Program

C. Housing

Milbridge should encourage and support the construction and maintenance of all housing so that it is decent and affordable for all of its citizens.

Milbridge should pursue funding and support appropriate programs which are directed at providing decent and affordable housing opportunities for its low to moderate income residents.

1. Milbridge will continue to permit property owners to convert single family homes into rental units. If the Town enacts a zoning ordinance it should include reasonable standards for making such conversions. These standards should address off street parking and the location of fire escapes and new entrances so that they would have the least detrimental effect on surrounding properties and road use.
2. Milbridge will develop reasonable standards for mobile home parks which assure that they have the least detrimental effect on surrounding properties, natural features, and public services and which assure that they offer a decent living environment.

Date: Fall 1996

Responsible Party: Planning Board (see B.1)

3. Milbridge will designate areas in the Land Use Plan for mobile park development to ensure that such development occurs where it can be provided with public services (such as police and fire departments and school buses) without placing an unreasonable burden on public facilities and without consideration of natural features inconsistent with such development.
4. Milbridge will ensure that any new Land Use Ordinances do not impede the development of low income housing.
5. The Town of Milbridge does not have a housing authority, however the Town will support the State's policy of making 10% of new homes affordable to the poorest half of the Town's population.

D. Transportation

Milbridge should establish road surface standards for local roads and a program of maintenance.

Milbridge should encourage a transportation system which promotes the mobility of residents in a safe, efficient and non-disruptive manner.

1. Milbridge will finalize, adopt and implement a Road Surface Management Plan which includes a 5-year local road maintenance and improvement schedule and road assessment standards.

Date: *Fall 1996*

Responsible Party: *Town Manager, Selectmen*

2. Milbridge will start to address and meet pedestrian and off street parking issues as described under B. Economy through the QMS Study and ensuing grant writing efforts.
3. Milbridge will pursue DOT funds under the ISTEA program and any other appropriate funding sources to provide pedestrian access across the Narraguagus River to the Town Marina, along the Narraguagus River between Bridge Street and Sawyer Brook, and along Sawyer Brook to the railroad right of way system.

Date: *Spring 1996*

Responsible Party: *Town Manager, Selectmen*

4. Milbridge will continue to require traffic studies and road impact assessments before reviewing major new building and subdivision permit applications.
5. If a zoning ordinance is enacted in Milbridge it should include provisions to:
 - a. Regulate the frequency and location of curb cuts for the benefit of safety and aesthetics, and
 - b. Include parking standards for commercial, industrial and multifamily residential projects to minimize the occurrence of on street parking which could create traffic hazards and adversely affect surrounding properties.
6. Milbridge should continue to support the local bus services. Particularly a regional bus route which provides a way for people without cars to spend some time shopping in Milbridge.

Date: *Spring 1996*

Responsible Party: *Town Manager, Merchants' Association*

E. Public Facilities and Services

Milbridge should continue to plan for, finance, and maintain an efficient and cost effective system of public facilities and services to accommodate current and projected needs of its residents.

Milbridge should provide the highest quality education program at an affordable price.

1. Milbridge will adequately maintain its Public Works, Police, and Fire Department equipment to protect the Town's investments.
2. Milbridge will pursue a construction site, grants and loans for the construction of a new sand and salt storage shed. This could be built as a regional project.

Date: *Spring 1996*

Responsible Party: *Town Manager, Selectmen*

3. Milbridge will develop a site identification system for all of Town to prepare for the implementation of a 911 emergency system. The Town will consult with individuals in Steuben who have been developing a system for their Town.
Date: Spring 1996
Responsible Party: 9-1-1 Committee
4. Milbridge will plan for capital improvements and their costs by developing and implementing a capital improvement plan and a capital investment plan.
5. Milbridge will continue its recycling efforts and continue working with regional recycling and solid waste groups.
6. Milbridge will monitor the capacity and effectiveness of its existing water and sewer systems and plan for their maintenance and improvement.
Date: Monitor and plan through QMS in 1995
Responsible Party: QMS Committee, T Mgr, Selectmen
7. Milbridge will finish installing water meters at sites of users.
Date: Completed by Spring of 1997
Responsible Party: Milbridge Water District
8. Milbridge is seeking to increase the capacity of its water system to improve service to existing users and to be prepared for future growth in the downtown area.
9. Milbridge will create a small group which may work with similar groups from other SAD 37 Towns. The group will address local educational issues such as quality, physical plant, and the funding formula in an effort to work against erosion of the schools and to create a liaison between the School Board and other Milbridge residents.
Date: Fall 1996
Responsible Party: Selectmen and Local School Board Committee

F. Recreation

Milbridge will continue to make available a wide range of recreational opportunities to its residents including access to public waters.

1. While acknowledging budgetary constraints, Milbridge should maintain and improve its recreation facilities so that they can serve the community for generations to come.
2. The Recreation Committee will continue to support a variety of recreational programs which serve a range of ages at different seasons of the year.
3. Milbridge will plan for the gradual improvement of its recreation facilities. This may include:
 - a. Maintenance of buildings and trails at McClellan Park,
 - b. Improvement of camping sites and facilities at McClellan Park,
 - c. Developing walking trails and a brochure guide for McClellan Park,
 - d. Acquiring property or access rights along Sawyer Brook and the Narraguagus River to extend the existing Riverside Park, and create Sawyer Brook Trail,
 - e. Rebuilding or replacing the Town Marina pier cribbing,
 - f. Providing toilets, fresh water and a phone at the Town Marina,
 - g. Providing pedestrian access between downtown and the Town Marina (see D. Transportation).

- | | | |
|----------|---------------------------|--------------------------------|
| a, b & c | <i>Date:</i> | <i>Spring 1996</i> |
| | <i>Responsible Party:</i> | <i>Recreation Committee</i> |
| d | <i>Date:</i> | <i>Underway</i> |
| | <i>Responsible Party:</i> | <i>Town Manager</i> |
| e & f | <i>Date:</i> | <i>Ongoing grant search</i> |
| | <i>Responsible Party:</i> | <i>Town Manager, Selectmen</i> |
| g | <i>Date:</i> | <i>Beginning Spring 1996</i> |
| | <i>Responsible Party:</i> | <i>Town Manager, Selectmen</i> |

G. Marine Resource

Milbridge should protect and enhance the quality of its Marine Resources and Water quality.

Milbridge should continue to encourage and promote the development in appropriate areas of water dependent uses which will contribute to the economic well-being of the Town.

Milbridge should protect and enhance its marine infrastructure so that residents employed in fishing and related jobs will not face unavoidable threats to their livelihoods.

1. Milbridge will review its Harbor Ordinance every 5 years for adequacy in addressing the goals of the Town and the Harbor Committee. Future drafts should require that inactive weirs be dismantled and active weirs be perched (marked) annually.
Date: *Spring 2000*
Responsible Party: *Marine Committee, Harbor Master, Selectmen*
2. Milbridge will continue to work with the Army Corps of Engineers toward the dredging of the Narraguagus River Channel and mooring areas and controlling erosion along the river banks.
Date: *Underway*
Responsible Party: *Town Manager, Selectmen*
3. Milbridge will work with the DOT toward construction of pedestrian access on the bridge between the Town Marina and downtown.
Date: *Beginning Spring 1996*
Responsible Party: *Town Manager, Selectmen*
4. Milbridge will work to maintain and develop the Town Marina (see F. Recreation).
5. Milbridge will develop a harbor management plan which includes a mooring plan and provides for Town moorings for visiting water craft.
Date: *Spring 1996*
Responsible Party: *Harbor Committee & Marine Committee*
6. Milbridge will annually review the Department of Marine Resource's fecal coliform monitoring data to locate malfunctioning septic systems and to assess the effectiveness of the Town's sewer system.
7. Milbridge will conduct a survey of waterfront and marine resource users to determine their activities and needs to help support future grant writing efforts.
Date: *Spring 1996*
Responsible Party: *QMS Committee, Marine Committee, Town Manager*

8. Milbridge will consider adding to areas now zoned for commercial fisheries.
Date: *Fall 1996*
Responsible Party: *Marine Committee, Planning Board (see B.1)*
9. Milbridge will inventory waterfront access sites traditionally used by marine harvesters.
Date: *Fall 1996*
Responsible Party: *Marine Committee, Town Manager*
10. Milbridge will periodically review the Flood Plain Management and Shoreland ordinances to assure that they protect adequately the coastal flood hazard areas from development that could harm human health and safety.
Date: *Beginning Fall 1996*
Responsible Party: *Planning Board (see B.1)*
11. Milbridge should consider placing additional shorefront in the Town's Resource Protection district, such as Bois Bubert, Pinkham, Petit Manan and Douglas Islands' shorefront as well as undeveloped mainland shorefront abutting some Class A Coastal Wildlife Concentration Areas.
Date: *Fall 1996*
Responsible Party: *Planning Board (see B.1)*

H. Water and Critical Natural Resources

Milbridge should adopt and enforce land use regulations protecting its significant water resources.

Milbridge should protect the identified significant natural areas within its jurisdiction from loss.

1. Milbridge will work with the DEP to ensure that leaking underground storage tanks are replaced and the new tanks meet current DEP standards.
2. Milbridge will work with Steuben (where the Town's public wells are located) when planning for the extension of the Town's water lines or when reviewing a permit for a high water consumption industry.
Date: *Spring 1996*
Responsible Party: *Planning Board, Water District*
3. Milbridge will construct a sand and salt storage shed (see E. Public Facilities and Services).
Date: *Fall 1996*
Responsible Party: *Board of Assessors, Town Manager*
4. Milbridge will continue to work with the DEP and private leaching field owners to identify malfunctioning septic systems, particularly those located near streams and wetlands, and to see grants, such as the 90/10 program, for leaching field replacement or improvement.
5. Milbridge will encourage developers to design lot layouts which allow for the preservation of rare natural resources, especially when such schemes are not unduly costly to the developers.
Date: *Fall 1996*
Responsible Party: *Planning Board (see B.1)*

I. Agriculture and Forest Resources

Milbridge should encourage the long-term management and enhancement of its agricultural and forest resources.

1. Milbridge will include major concentrations of farm and forest lands in the “rural areas” of the Land Use Plan.
2. Milbridge will continue to support the appropriate application of the State’s Tree Growth Tax Law to encourage long-term management of the Town’s forest resources.
3. Milbridge will require that a copy of the forest management plan be files with the Town Assessors when new properties are registered under the State’s Tree Growth Tax Law program. Milbridge will request copes of forest management plans from land owners with property already in the program. Milbridge should require that forest harvesters file a copy of the State’s Intent to Harvest form with the Town prior to harvesting forest resources.

Date: *Fall 1996*

Responsible Party: *Board of Assessors, Town Manager*

J. Historic and Archaeological Resource

Milbridge should encourage the identification and protection of significant historic and archaeological resources through voluntary registration and protection programs and through its land use and subdivision ordinances.

1. Milbridge will encourage private groups to undertake, with MHPC oversight, a survey of Milbridge’s structures in order to identify properties which may be eligible for nomination to the National Register of Historic Places.
2. Milbridge will establish a tentative schedule for completing the marine coast and Narraguagus River surveys pending availability of funds fro the State Planning Office, MHPC Certified Local Government Program, MHPC survey grants, and other sources.

Date: *Fall 1996*

Responsible Party: *Town Manager with local support*

K. Land Use

Milbridge should update its Comprehensive Plan every 5 years and work steadily at implementing its recommendations.

Milbridge should regularly review and update its ordinances for consistency with its Comprehensive Plan.

Milbridge should enforce and administer all Town ordinances and regulations.

1. Milbridge will revise its Land Use Ordinance in order to:
 - a. Encourage commercial and industrial development in designated areas of Town consistent with Milbridge’s infrastructure and rural character
 - b. Discourage excessive commercial development sprawl in highway corridors
 - c. Prohibit facilities that have the potential to create serious environmental damage, such as noise, air and water pollution or the creation of hazardous waste,
 - d. Encourage development in those parts of town where the expansion of new public

services, such as road maintenance and water and sewer line extension, would not be unduly burdensome to taxpayers,

- e. Encourage the preservation of existing village areas as centers of residential housing and natural resource based activities (such as agriculture, forest, and marine related businesses).
 - f. Limit development that it permitted in rural areas of Town to residential housing and natural resource based activities (such as agriculture, forest, and marine related businesses).

Date: Fall 1996
Responsible Party: Planning Board (see B.1)
2. Milbridge will make a director of the Town's ordinances and the application, the subdivision review process and a clarified building permit application.

Date: Fall 1996
Responsible Party: Planning Board (see B.1)
 3. Milbridge will adopt a subdivision ordinance using the 1995 State model. The new ordinance should require that applicants obtain building permits from the State Fire Marshall's Office to ensure that the project meets standards of National Fire Protection Association Code 101: the Life Safety Code (adequate fire egress routes, smoke detectors, etc.)

Date: Fall 1996
Responsible Party: Planning Board (see B.1)
 4. Milbridge will adopt a mobile home park ordinance (see C. Housing).

Date: Fall 1996
Responsible Party: Planning Board (see B.1)
 5. Milbridge will make future land use ordinances supportive of dense, residential and light commercial development in the downtown area and supportive of small businesses located on residential properties.
 6. Milbridge will revise the Shoreland Zoning Map to use more current National Wetlands Inventory delineations, to consider adding to the Resource Protection District and to consider increasing the minimum lot size and frontage in some environmentally sensitive areas.

Date: Fall 1996
Responsible Party: Planning Board (see B.1)

L. Fiscal Capacity

Milbridge will develop and enhance its capacity to provide the most efficient and cost effective financing and operations of existing and future public facilities and services.

1. Milbridge will prepare and annually update a Capital Improvement Plan and Capital Investment Plan. The final say on all expenditures will remain with the voters at Town Meeting.

Date: Beginning Winter 1996
Responsible Party: Budget Committee and Town Manager
2. Milbridge will regularly review the Town operations to assure that they are conducted most efficiently and cost effectively.

3. Milbridge should consider the use of impact fees to pay for appropriate costs specifically attributable to new development.
Date: Fall 1996
Responsible Party: Planning Board (see B.1)
4. Milbridge will keep track of interest rates for long term debt management in order to capitalize on opportunities to reduce costs through refinancing.

M. Regional Coordination

Milbridge encourages regional coordination when it is of mutual benefit to all parties involved. The following regional coordination recommendations were cited elsewhere in the Policies and Strategies section.

1. Economy

Milbridge will actively support and participate in State and regional economic and business development programs which improve the Town's economy and increase or improve job opportunities for residents. This may take the form of marine resource management, support for marine related infrastructure and harbor management, or supporting the development of downtown Milbridge as a regional business center.

2. Transportation

Milbridge will continue to support the local bus services. Particularly a regional bus route which provides a way for people without cars to spend some time shopping in Milbridge.

3. Public Facilities & Services

Milbridge will pursue a construction site, grants and loans for the construction of a new sand and salt storage shed. This could be built as a regional project.

Milbridge will continue its recycling efforts and continue working with regional recycling and solid waste groups.

4. Water and Critical Natural Resources

Milbridge will work with Steuben (where the Town's public wells are located) when planning for the extension of the Town's water lines or when reviewing a permit for a high water consumption industry.

The State policies that are found in the Comprehensive Planning and Land Use Regulation Act (30-A MRSA §4311 et seq.) are reproduced in this Appendix. The Act requires that a municipality will specify what approaches they will take to address them. The town of Milbridge has tailored these policies to the specific circumstances of Milbridge as they are raised in each of the major substantive areas (chapters) of this Comprehensive Plan. The town's policies can be found at the end of each chapter, in the body of the Capital Improvement Plan in the Fiscal Capacity chapter, and in the Land Use Plan that is mapped and described in the Land Use Chapter.

A. STATE POLICIES

1. to encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services, and preventing development sprawl.
2. to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;
3. to promote an economic climate that increases job opportunities and overall economic well-being;
4. to encourage and promote affordable, decent housing opportunities for all Maine citizens;
5. to protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas;
6. to protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas;
7. to protect the State's marine resources industry, ports, and harbors from incompatible development, and to promote access to the shore for commercial fishermen and the public;
8. to safeguard the State's agricultural and forest resources from development that threatens those resources;
9. to preserve the State's historic and archeological resources and;
10. to promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

B. STATE COASTAL MANAGEMENT POLICIES

1. to promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation;
2. to manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters, and to enhance the economic value of the State's renewable marine resources;
3. to support shoreline development that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline, and that considers the cumulative effects of development on coastal resources;
4. to discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides, or sea-level rise, it is hazardous to human health and safety;
5. to encourage and support cooperative state and municipal management of coastal resources;

6. to protect and manage critical habitats and natural areas of state and national significance, and to maintain the scenic beauty and character of the coast, even in areas where development occurs;
7. to expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development;
8. to restore and maintain the quality of our fresh, marine, and estuarine waters to allow for the broadest possible diversity of public and private uses; and
9. to restore and maintain coastal air quality to protect the health of citizens and visitors, and to protect enjoyment of the natural beauty and maritime character of the Maine coast.

Appendix D. PUBLIC INPUT SUMMARY 2010

Town of Milbridge Questionnaire

New Town Office / Library

And

Curbside Trash Pickup

The building we currently use for a Town Office/Assessors Office/Library/Police Department and Petit Manan Ambulance Corp Office is in very bad shape. It is not energy efficient and has inadequate space for storage of vital records. The Milbridge Board of Selectmen wants to know what you think about these issues. We can apply for a grant to construct a Library and meeting place only, and we would have to fund the municipal operation portions. We know times are hard and money is tight but we need to look into this and plan so please reply to this questionnaire.

Should the Town Office and Library stay combined? YES

NO

Should we continue to provide office space for Petit Manan Ambulance? YES

NO

Should we rebuild on the same footprint? YES

NO

Should we eliminate both buildings and build the new Town Office/Library on that site and use the current Town Office site to provide more parking? YES

NO

Should we try to find more land and move? YES

NO

Should we wait to see if the Milbridge Elementary School is closed? YES

NO

There have been complaints about liquid leaking from the trash truck while picking up the trash. We are thinking about eliminating curbside trash pickup and parking the trash truck at the sand/salt shed site on Kennedy Highway. We can move the recycling bins to that location and have an attendant oversee both, possibly three days a week. This could save us tax dollars.

Should we discontinue curbside trash pickup to prevent any leakage of liquid from the trash truck? YES

NO

Do you feel the leakage is offensive? YES

NO

Would you bring your items to the site on Kennedy Highway? YES
 NO

Do you know of a better available site? YES
 NO

Comments:

PLEASE REPLY BY OCTOBER 18, 2010

**Town of Milbridge
 Survey Summary Results
 Prepared as of 10/19/10**

	COUNT		PERCENTAGE	
	YES	NO	YES	NO
SHOULD THE TOWN OFFICE & LIBRARY STAY COMBINED?	75	27	73.50%	26.50%
SHOULD WE CONTINUE TO PROVIDE OFFICE SPACE FOR AMBULANCE?	83	19	81.40%	18.60%
SHOULD WE REBILD ON SAME FOOT PRINT?	37	53	41.10%	58.90%
SHOULD WE ELIMINATE BOTH BUILDINGS AND BUILD THE NEW TOWN OFFICE/LIBRARY ON THE SITE AND USE THE CURRENT TOWN OFFICE SITE TO PROVIDE MORE PARKING?	50	49	50.50%	49.50%
SHOULD WE TRY TO FIND MORE LAND AND MOVE?	8	93	7.90%	92.10%
SHOULD WE WAIT TO SEE IF THE MILBRIDGE ELEMENTARY SCHOOL IS CLOSED?	60	46	56.60%	43.40%
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SHOULD WE DISCONTINUE CURBSIDE TRASH PICKUP TO PREVENT LEAKAGE?	7	112	5.90%	94.10%
DO YOU FEEL LEAKAGE IS OFFENSIVE?	9	104	8.00%	92.00%
WOULD YOU BRING YOUR ITEMS TO THE SITE ON KENNEDY HIGHWAY?	22	87	20.20%	79.80%
DO YOU KNOW OF A BETTER AVAILABLE SITE?	3	105	2.80%	97.20%

Appendix E. EVALUATION MEASURES

This appendix establishes evaluation measures that describe how the Town of Milbridge will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to the community's designated growth areas, rural areas, and critical resource areas; and
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Implementation of Future Land Use Plan

The Land Use Chapter of the Comprehensive Plan establishes a municipal policy directing the Selectmen and Planning Board to “Review and revise existing land use regulations, consistent with the goals and guidelines of this Comprehensive Plan.”

In addition, the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that these objectives are met, it is recommended that the Selectmen hold, within six months of adoption of the Comprehensive Plan, a joint meeting with the Planning Board, the Code Enforcement Officer, and staff from the Washington County Council of Governments to develop a specific time table for implementation of the Land Use policies and implementation strategies established in the Comprehensive Plan.

Growth Related Capital Investment

The Fiscal Capacity chapter establishes a municipal policy of “financ[ing] public facilities and services in a cost effective manner” and an implementation strategy directing to the Selectmen to “direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.”

To ensure that these objectives are met, in years when the Town makes growth-related capital investment(s) the Selectmen should indicate in their annual report the percent of each growth related capital investment made in designated growth areas.

Location and Amount of New Development

The Land Use Chapter of the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that this objective is met, the Selectmen should direct the Chair of the Planning Board to submit with his/her annual report a table indicating the type and location of new development for which permits have been issued in the previous year.

Protection of Critical Resources

The location(s) of critical natural resources are indicated on *Map 6: Critical Habitat*. Many of these resources are already protected to a large degree by shoreland zoning and/or through conservation. To monitor the amount of critical resource areas protected through acquisition, easements, or other measures, the Town Assessor should maintain a record of parcels enrolled in Tree Growth, Farmland or Open Space protection programs. In addition the Town Assessor should maintain a record of those parcels protected by conservation easement or managed by land trusts, the Town or federal and state agencies for conservation purposes. These records will provide a parcel level map of protected critical resources that can be compared against *Map 6: Critical Habitat* as part of the periodic evaluation (see above).