

June 1995
Comprehensive Plan
Milford, Maine



Best li'l town
by a dam site!

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A. SUMMARY

The following is a summary of the implementation strategies and recommendations of this Comprehensive Plan of the Town of Milford.

In order to adequately provide for the future development and growth of the Town of Milford, it is recommended that the Town divide into growth and rural districts as described within the Land Use Plan. Distinctions should be made between these districts pertaining to lot size, uses allowed, and appropriate affordable housing development, protect critical natural resources, water resources, historic and archaeological resources, as well as protecting property values and preserving rural character, while ensuring appropriate future development.

The following are excerpts from the summary sections of the implementation strategies.

Community Character and History - The Selectperson will pursue the establishment of an historical society. The historical society, once created, will initiate the collection and preservation of artifacts and documents. The subdivision ordinance will be amended to ensure the protection and preservation of identified significant archaeological sites. The planning board and historical society will develop a list of significant archaeological and historic sites to be submitted for inclusion in the National Register of Historic Places.

Local Economy - The Town should develop a land use ordinance which will contain a light industry district as specified in the Land Use Plan. A schedule of uses and performance standards will be developed within the land use ordinance which will encourage the continued existence of established service and retail related development.

Housing - The Town should develop a land use ordinance that will identify a variety of housing types within the appropriate districts throughout the Town. The land use ordinance should contain housing standards that will minimize costs but ensure appropriate development. Finally, the Planning Board will monitor the effectiveness of the housing standards within the land use ordinance.

Natural Resources - The Town of Milford should protect their natural resources through several state land use laws administered at the local level. These efforts include encouraging the CEO/ LPI to maintain his/ her certification, incorporating erosion and sedimentation standards into the Land Use Ordinance, insuring that copies of the Tree Growth Tax Law and Farm and Open Space Tax Law are available to the public, incorporating phosphorus control standards into the appropriate local ordinances, and timber harvesting standards to protect residential developments located adjacent to areas of timber harvesting.

Recreation - The Town will explore the possibility of pursuing grants to establish additional recreation facilities such as walking and bicycle paths and canoe access areas. The Town will also continue to support regional recreational opportunities for Milford's citizens.

Transportation - The transportation systems of Milford play an important role in the Town's future. Milford's traffic is becoming increasingly commuter oriented. Proper and affordable maintenance of the roads of Milford will be in the best interest of all citizens. The Town will review their road construction and parking standards. The Town will also prepare a status or inventory of roadways within the Town and initiate a Road Surface Management System (RSMS). The Town will also continue to cooperate regionally in the maintenance of shared roadways and will communicate with other towns on potential developments that will impact Milford.

Public Facilities and Services - Milford's public facilities and services are adequate to serve the present and future needs of the Town with the exception of some of the sewer capacity (resulting from inflow and infiltration) and stormwater drainage. Stormwater management provisions will be incorporated into the Land Use Ordinance. The administration will explore funding options (possibly Community Development Block Grants) to repair the existing sewer inflow and infiltration problems in Milford.

Land Use Plan - The Town should designate Growth and Rural Districts within the Land Use Ordinance and revise the Shoreland Zoning Ordinance and Subdivision Ordinance to conform to State Legislation as needed. The Town should also develop performance standards for residential and light industry, commercial, and professional/ office uses within the Land Use Ordinance. The performance standards should also minimize the impact of development on natural resources.

Capital Improvement Plan - Capital improvements identified include the Cemetery repairs, road improvements, equipment purchases (computers, backhoe, front end loader, and fire truck), the fire station rehabilitation, and the relocation and construction of a new town office. Alternative methods to fund the drainage improvements to the Morin and Emerald subdivisions as well as repair of the sewer inflow and infiltration problems in Milford were also identified. The Town of Milford will continue to utilize it's financial resources by creating a Budget Advisory Committee to establishing reserve accounts and appropriate financial planning.

B. INTRODUCTION

This comprehensive plan will assist the Town of Milford to plan for its future and better manage the challenges that face the Town, as well as problems, facilities and services, roadways, housing stock, employment centers, cultural heritage, natural resources, recreation facilities, fire, police and ambulance services, solid waste, stormwater/sewer facilities and fiscal capacity.

During the 1980's, state of Maine experienced major residential, commercial, and industrial growth. In order to address this development and minimize its impact on the environment and "Maine" way of life, the State of Maine Legislature enacted various land use laws designed to give municipalities greater responsibilities in preparing for development. The "Comprehensive Planning and Land Use Regulation Act" required municipalities throughout the state of Maine to adopt a growth management program. This program was to consist of a comprehensive plan and implementation program that would provide overall direction and consistency to the planning and regulatory actions of the community. Declaring that in order to promote and protect the health, safety, and welfare of the citizens of the state of Maine, it is in the best interests of the State through its many towns and cities to achieve the following established goals.

- * 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;
- * To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;
- * To promote an economic climate which increases job opportunities and overall economic well-being;
- * To encourage and promote affordable, decent housing opportunities for all Maine citizens;

- * To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas;
- * 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;
- * 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;
- * To safeguard the State's agricultural and forest resources from development which threatens those resources;
- * To preserve the State's historic and archaeological resources; and
- * To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

Due to decreasing revenues of the State of Maine, the "Comprehensive Planning and Land Use Regulation Act" was amended by the Maine State Legislature to eliminate the mandatory aspect of the legislation. Funding is available from the Office of Community Development that may be used to assist municipalities within the State of Maine in preparing a comprehensive plan. The Town of Milford obtained a comprehensive planning grant which has funded 75 percent of the cost of this comprehensive plan.

This comprehensive plan will address the established state goals as outlined by the legislation and initiates the process of a growth management program. This plan will guide the Town of Milford over the next 5-10 years and provides a reasonable approach to land use regulation in preparing the Town for future development.

C. COMMUNITY CHARACTER AND HISTORY

BRIEF HISTORY

The Town of Milford, located on the 45th parallel, was incorporated on February 28, 1803. Milford was first known as Sunkhaze Plantation when the Town was first settled in the 1700's. In 1796, the Commonwealth of Massachusetts bought from the Penobscot Indians, Purchase Number Three which comprised the sections of land which later became known as the Town of Milford. The Penobscot Indians often hunted and fished in Milford's forests, ponds, and streams and hiked along the Penobscot River as they made their seasonal migration to the coast. The islands in the river near Milford served as a well protected assembly place for the Penobscot Indians.

The first population census of Milford was taken in 1850 which indicated a population of 677 people. The first evaluation of the Town, conducted in 1860, indicated a value of \$151,241.00.

The first home built in the part of Milford which is now the most heavily populated, was a log house built by a Mr. Smith. The first frame house built in Milford was constructed in 1804.

In 1806, the first store was constructed by William Bridge and Benjamin Fiske of Boston. The store was built on Ferry Street for the purposes of trading with the Penobscot Indians. At the time there was no bridge from Old Town and crossing the Penobscot River was accomplished by using a ferry. This later became known as Ferry Street and went on to become the Town's center of business. A toll bridge was built in 1830 to replace the ferry.

The proximity of Milford to transportation routes was the driving force behind the Town's development. The Penobscot River and its tributaries were utilized as "highways" by the area's booming timber industry to float logs downstream to the lumber mills which were located on the edge of the River near town. In the early days, supplies were carted by "freight stage" or poled up river by raft or river boat. During the winter, travelers could traverse frozen lakes, ponds, streams, and

rivers thus shortening travel time between destinations.

A road from Bangor to Houlton was constructed around 1829 to provide access to protect America's northern frontier. A portion of this road passed through Milford and became Main Street (U.S. Route 2). The new road through Milford saw active military use in 1839 when several thousand men and supplies passed through the Town on their way to settle a border dispute with New Brunswick. All military personnel and supplies went through Milford on this road to Houlton. The road was also the line of departure for logging crews, travelers, trappers, teachers, preachers, pioneers, and peddlers to all points in the north woods.

The Milford Toll Bridge to Treat and Webster Island was constructed in 1830 and destroyed by a flood in 1846. The Toll Bridge was replaced by the current concrete bridge constructed in 1914.

In 1846, Samuel Veazie, who owned all of the mills on the Penobscot, purchased the Bangor, Old Town, and Milford Railroad. Veazie then completed the last sections of a railroad bridge in 1849 which would cross the Penobscot River next to the Milford Toll Bridge. Veazie completed the bridge and the "Old Veazie" railroad began its regular Milford run. The railroad carried huge amounts of sawed lumber from the Milford mills directly to the wharves in Bangor for shipping to points all over the world.

Milford's second railroad was the European and North American which bought out the Old Veazie line. The first train of the European and American rail line ran through Milford in 1869 as soon as the rail line had been completed to Mattawamkeag. By 1871, the line reached to Vanceboro and in 1872 was consolidated with the St. John branch of the European and North American Rail Road Company. In 1882 the railroad became the Maine Central which offered passenger service to Bangor. As the automobile became more popular, however, the smaller stations such as Milford were boarded up. Passenger service was discontinued by 1960.

Steamboats operated on The Penobscot River regularly from 1848 to 1867 between the Old Town

wharf (near the Old Indian ferry) and Winn. The steamboats transported passengers and freight until the European and North American Railroad Company bought the steamboat line in 1867 in order to eliminate the competition.

In 1826, William Bridge and Benjamin Fiske built the first double saw mill which gave Milford a strong start as a town. Subsequently, a hotel was constructed on Sunkhaze Stream to house the seasonal loggers that had located in Milford to obtain work.

As the logging industry grew, the use of different wood products increased as well. A pail factory was established in 1842 by Rufus Davenport. Davenport Street, named after Rufus Davenport, later became the location for the first school which was constructed in 1853.

The Congregational Church was constructed in 1887 and is still in very good condition.

Emerson Hall was constructed in 1889 and used as the first town hall until the building was destroyed by fire in 1905. The hall was replaced by a building known as the Old Town Hall. The Old Town Hall was torn down in 1973 and replaced by the Milford Municipal Building which is presently located on Davenport Street.

The W.H. Ward and Sons Foundry was constructed in 1889 and continued to conduct business until destroyed by fire in the 1970's.

Telephone and sewer service first appeared in Milford between 1900 and 1910.

Despite the construction of a hose house the previous year, the fire of 1905 destroyed about half of Milford including twenty four homes, four public buildings, the railroad station, Emerson Hall, and the Episcopal Church. The fire caused approximately \$75,000 in damage to private and public property. The railroad station was rebuilt that year and then torn down in 1934.

The Bangor Hydro Power House and dam was constructed in 1907 to generate water powered electricity. The water powered turbines within the facility continue to generate electrical power.

A kindling wood factory was constructed in 1916 while the Jordan Mills was completed the following year. Both structures were destroyed by fire several years later.

The Jordan Memorial Park was given to the Town of Milford in 1920. During the same year, the H.W. Mayhew School was built on Davenport Street and has since been replaced by the Milford Municipal Building.

The first modern fire equipment was bought by the Town in 1925. This improved the fire fighting ability of the town a great deal over what it was in 1905.

The first automobile service station was built on Main Street in 1934 and has continued to conduct business to this day.

The Storey Cement Block Mill was constructed in 1948 near the W.H. Ward & Sons Foundry and has since gone out of business.

The completion of Interstate 95 highway in the 1950's provided direct automobile access to Bangor.

Although industry continues in Milford, the Town has since become a "bedroom" community in the greater Bangor metropolitan area. A large portion of Milford's current residents work outside the Town.

IMPORTANT HISTORICAL AND ARCHAEOLOGICAL RESOURCES

The Bodwell Water Company Plant (currently the Bangor Hydro power generating facility), located

on Bridge Street, is the only structure currently listed in the National Register of Historic Places as of March 1993.

The Maine Historical Preservation Commission (MHPC) does not list any historic or archaeological sites in the Town of Milford. However, no professional survey for historic or archaeological sites has been conducted to date in Milford. Future such field work could focus on sites relating to the earliest European settlement of the town, beginning in the late 18th or early 19th century.

The shoreline of the Penobscot River has been surveyed for prehistoric archaeological sites as part of the relicensing of the Bangor Hydroelectric Dam. A minimum of four (4), and as many as eleven (11) of the seventeen shoreline sites may be eligible for inclusion in the National Register of Historic Places. The potentially historic sites are all located within the "shoreline zone" of the river.

A historical survey of the Hose House may determine if the structure is historically significant.

THREATS TO HISTORICAL AND ARCHAEOLOGICAL RESOURCES

Historical and archaeological resources must first be identified before they can be protected from any potential threats. Potential archaeological sites are often threatened by development because their location and existence is not obvious. Fortunately, most archaeological sites tend to be located along streams and rivers or "fossil shorelines", and are accorded some protection through shoreland zoning, floodplain management, and similar ordinances. Potential sites in Milford are within wetland, shoreland and floodplain areas and are currently protected since development is not possible within these areas.

Although occupied historical structures are not as vulnerable to destruction, renovation work may destroy the historic value of a building. Vacant buildings may be in danger of being lost through neglect.

STATE GOAL

To preserve the State's historic and archaeological resources from development that threatens those resources.

REGIONAL POLICIES

Municipalities should ensure that shared historic and archaeological sites are preserved and protected through whatever means are available by appropriate planning and zoning.

LOCAL POLICIES

The Town should initiate an effort to document Milford's historical and archaeological resources. The Town will also explore the possibility of a place to house, for public display, any historically or archaeologically relevant artifacts. The historical society could be responsible for collecting the names of individuals who are in possession of historical or archaeological artifacts for a possible transfer of the artifacts to the historical society for future public display.

The Town should encourage the protection of its historical buildings and archaeological sites.

IMPLEMENTATION

In order to implement the policies above, the following strategies will be undertaken.

The Town will initiate an effort to create a historical society. The historical society will be responsible for collecting names of individuals who are in possession of historical or archaeological artifacts for a possible transfer of the artifacts to the historical society for future display. The historical society will explore possible locations (such as the old school house, new school facility, library, or the old hose house) to house these artifacts.

The Planning Board will work with the historical society in obtaining a list of archaeologically significant sites within Milford. These shoreland sites will be submitted to the National Register of Historic Places for inclusion. The subdivision ordinance will be amended to require the protection of all significant historic or archaeological sites identified by Maine Historical Preservation Commission.

SUMMARY

The Town of Milford has a number of potential archaeological and historical sites. This comprehensive plan identifies several steps, summarized below, to protect these sites.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * Selectperson will pursue the establishment of an historical society.
- * The historical society once created, will initiate the collection and preservation of artifacts and documents.
- * The subdivision ordinance will be amended to ensure the protection and preservation of identified significant archaeological sites.

Long-term (to be accomplished in the next five to ten years)

- * The planning board and historical society will develop a list of significant archaeological and historic sites to be submitted for inclusion in the National Register of Historic Places.

D. POPULATION CHARACTERISTICS

Milford, like many other communities in Maine, has changed over the years with a growing population. The steady increase in Milford's population is an important factor in planning the Town's future. This part of the comprehensive plan provides a look at the past population growth trends to enable the citizens to make competent decisions regarding Milford's future growth and development.

Many of Milford's residents are descendants of the original settlers. However, many new residents have established themselves in Milford in recent years. The next ten years of development could possibly threaten the rural lifestyle that the residents have become accustomed to in Milford. During the past twenty years, the population of Milford has increased significantly (Table D-1). The present population must consider the future growth and development potential of Milford and prepare for the likely growth that will occur. Milford's population increased approximately 12 percent per year between 1900 and 1970. Since 1970, Milford's population has been growing at a significantly higher annual rate (approximately 25 percent every ten years). The increase in population since the 1970's indicates that the Town of Milford has become a "bedroom community" which provides a place for people to live while commuting to larger commercial areas to work. Commuter traffic has increased over the past ten years (See Transportation Section). Residential communities typically experience an increase in the local tax burden as the costs of providing municipal services begins to grow.

EVENTS WHICH MAY HAVE AFFECTED POPULATION

The increase in population between 1900 and 1920 could be attributed to the logging and mill operations in Milford. These developments provided jobs and attracted people. Population growth began to slow down during the 1930's as milling operations were phased out. The neighboring municipalities of Old Town, Orono, and Bangor began to develop and, consequently, Milford became the center of residential development from 1970 to the present. The population growth is expected to continue in the coming years. The type and location of this development will play a major role in

Table D-1

HISTORICAL POPULATION Town of Milford Penobscot County, Maine			
Year		Population	Percent Change
1990		2,884	33.5%
1980		2,160	18.2%
1970		1,828	16.3%
1960		1,572	9.5%
1950		1,435	13.5%
1940		1,264	5.1%
1930		1,203	6.6%
1920		1,128	16.6%
1910		967	15.4%
1900		838	NA

Source: U.S. Bureau of the Census

the Town's future.

The age breakdown in the Town of Milford has changed since 1980. The number of pre-school and school age children has decreased between 1980 and 1990 (Table D-2 and Chart D-1). The percentage of pre-school and school age children, however, exceeds that of Penobscot County and Maine. In addition, the percentage of elderly persons is significantly lower than Penobscot County and Maine. The percentage of elderly persons is expected to remain stable over the next ten years.

During the past ten years, Milford's population by age group has remained relatively consistent with county and state levels (with the exception of the over 65 and pre-school age groups). In addition, the slight increase of persons ages 18-44 support a growing number of new housing starts and residential development. Furthermore, it is anticipated that the number of school age children will begin to increase as the 18-44 age group begin to bear children. Periodic review of the birth rate and age distribution of local residents will be important in the planning process for the educational needs of the population.

The breakdown of the population by sex indicates that the distribution is similar to that of Penobscot County and Maine. Milford has a slightly higher percentage of males than females than both the County and the State (Table D-3).

Household size has been declining in Milford since 1960 (Table D-3). This same trend has also occurred in Penobscot County and the State of Maine as well. However, the average number of persons per household remains higher in Milford than for the county and state. Although the average household size has decreased, the total population and number of housing starts has increased. This may indicate a potential for an increase in household size over the next ten years.

EDUCATIONAL ATTAINMENT

Table D-2

POPULATION BY AGE GROUPS 1980 - 90
Town of Milford
Penobscot County, Maine

		1980 Percent of Population	1990 Percent of Population
TOWN OF MILFORD			
Under 5		8.0%	6.4%
5 - 17		22.7%	20.2%
18 - 44		42.0%	45.6%
45 - 64		19.4%	20.0%
65 - Over		7.9%	7.8%
PENOBSCOT COUNTY			
Under 5		6.8%	6.5%
5 - 17		21.0%	17.7%
18 - 44		43.4%	45.2%
45 - 64		18.5%	18.9%
65 - Over		10.3%	11.6%
STATE OF MAINE			
Under 5		6.0%	7.0%
5 - 17		18.5%	18.2%
18 - 44		48.1%	42.5%
45 - 64		16.7%	19.0%
65 - Over		10.7%	13.3%

Source: U.S. Bureau of the Census

POPULATION BY AGE GROUPS

Town of Milford

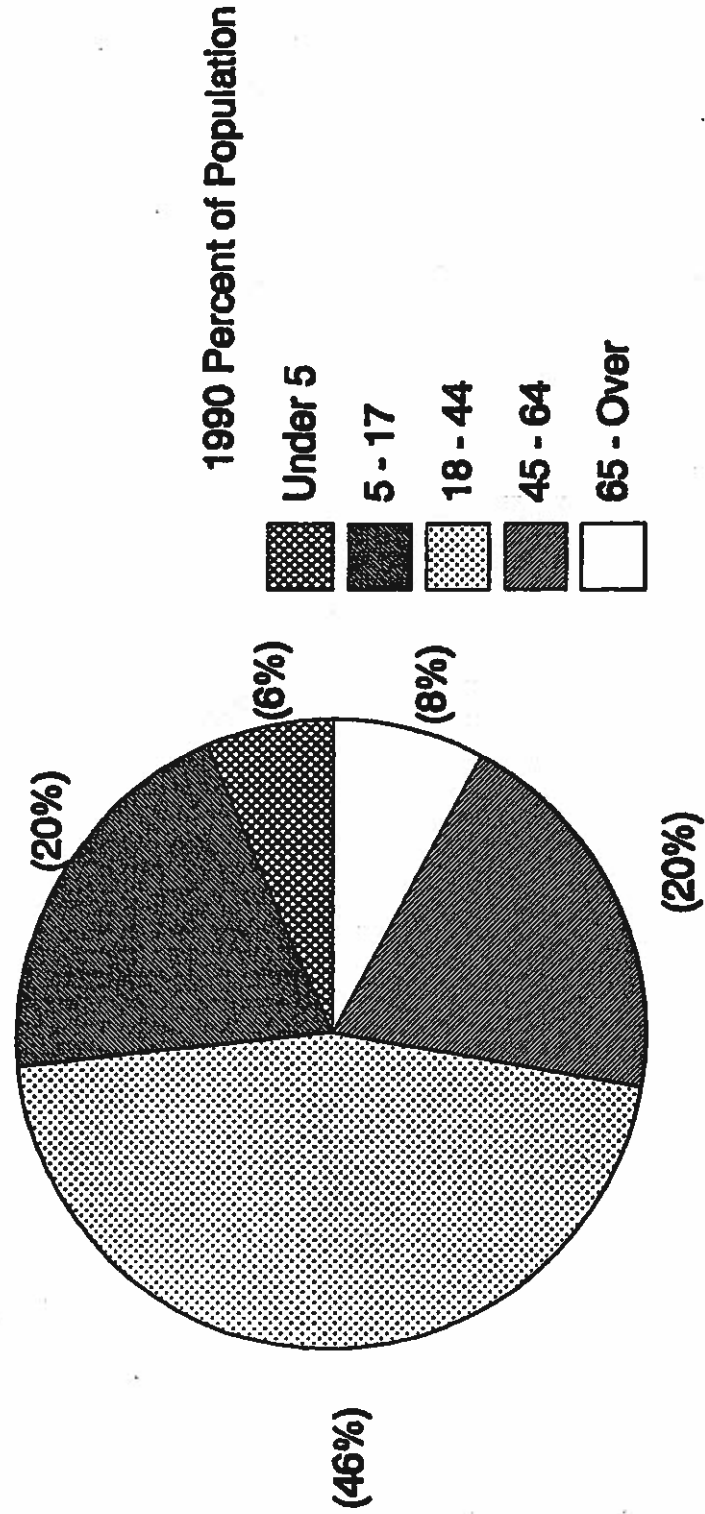


Chart D-1

Table D-3

COMPARATIVE CHARACTERISTICS 1960 - 1990 Town of Milford Penobscot County, Maine				
		MALE	FEMALE	PERSONS PER HOUSEHOLD
TOWN OF MILFORD				
1990		1,433 (49.7%)	1,451 (50.3%)	2.72
1980		1,059 (49.0%)	1,101 (51.0%)	2.92
1970		908 (49.7%)	920 (50.3%)	3.46
1960		NA	NA	NA
PENOBSCOT COUNTY				
1990		48.9%	51.1%	2.57
1980		49.0%	51.0%	2.80
1970		49.2%	50.8%	3.24
1960		50.7%	49.3%	3.46
STATE OF MAINE				
1990		48.7%	51.3%	2.54
1980		48.6%	51.4%	2.75
1970		48.7	51.3%	3.16
1960		49.4%	50.6%	3.34

Source: U.S. Bureau of the Census

In 1990, the Town of Milford had a relatively high percentage of population which had attained education beyond high school (Chart D-2) County and State. This may be due to the availability of post secondary education in the immediate area. It is likely that a high percentage of graduates will return to the area to live due to the availability and access of near-by commercial and industrial job base.

POPULATION PROJECTIONS

The population of Milford is estimated to increase approximately 19.37 percent or 3,443 persons by 2003. The additional people living in Milford may place additional burdens on the Town's public facilities and services.

EDUCATIONAL ATTAINMENT

Town of Milford

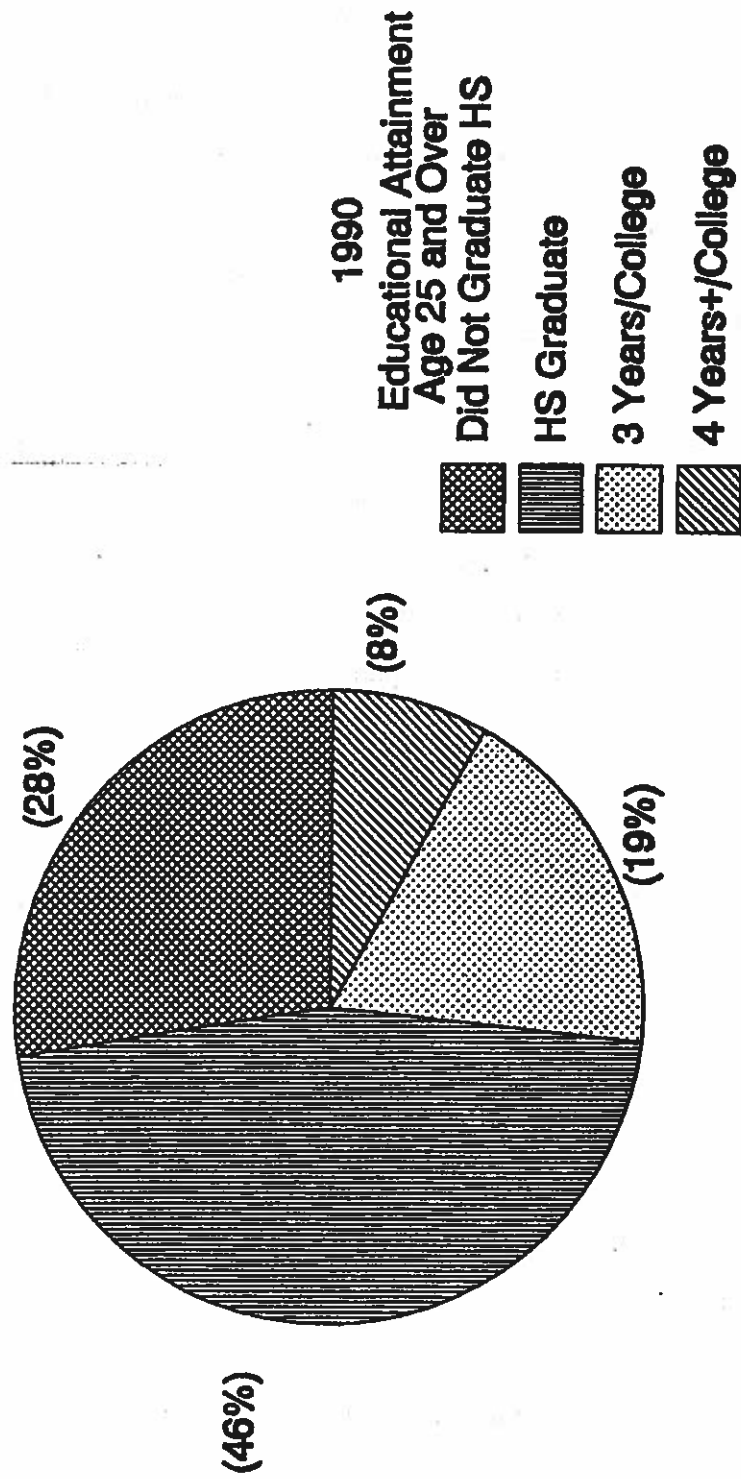


Chart D-2

E. LOCAL ECONOMY

A municipality's labor force is defined as the number of individuals residing in the town who are either employed or are receiving unemployment compensation. Milford's labor force increased approximately 1.0 percent from 1,269 in 1981 to 1,275 in 1991 while Bradley, Greenbush, Greenfield, Old Town, and the Central Penobscot Labor Market Area all had a declining labor force between 1981 and 1991 (Table E-1).

The Town of Milford's unemployment rate in 1991 was 12.70 percent, which is an increase over the 1990 rate of 7.10 percent (Table E-1). The adjacent towns (with the exception of Old Town) and Central Penobscot Labor Market Area experienced an increase in their unemployment rates between 1990 and 1991. However, Milford's unemployment rate remains higher than the Central Penobscot Labor Market Area and the other municipalities.

OCCUPATIONS

More than half (56.15 percent) of Milford's employed workforce had white collar occupations such as technical occupations, sales, and administrative support (30.45 percent), service occupations (13.30 percent), and managerial and professional occupations (6.40 percent) (Table E-2).

A total of 41.05 percent of Milford's employed workforce had blue collar occupations as of the 1990 Census; machine operators (14.60 percent); equipment, cleaners, helpers, laborers (4.80 percent); precision production (16.80 percent); protective services (0.85 percent); private household (0.50 percent); or transportation (3.50 percent).

Approximately 2.80 percent of Milford's working population was employed in the natural resource occupations of farming, forestry, and fishing.

Table E-1

**1990 and 1991 LABOR FORCE ESTIMATES
FOR MINOR CIVIL DIVISIONS
Comprehensive Plan, Town of Milford
Penobscot County, Maine**

Minor Civil Division	1990 Labor Force	1991 Labor Force	1990 Number Unemployed	1991 Number Unemployed	1990 Unemployment Rate	1991 Unemployment Rate
Town of Milford	1,268	1,275	89	162	7.10%	12.70%
Town of Bradley	555	533	29	37	5.22%	6.94%
Town of Greenbush	521	496	32	34	6.14%	6.85%
Town of Greenfield	76	74	3	6	3.94%	8.10%
City of Old Town	4,390	4,495	187	288	4.25%	6.40%
Central Penobscot Labor Area	3,210	3,150	210	320	6.60%	10.10%

Source: Maine Department of Labor

Table E-2

EMPLOYED POPULATION BY OCCUPATION, 1990
Town of Milford
Penobscot County, Maine

Occupation		Number of Persons	Percent of Total
Administrative support, including clerks		248	17.6%
Executive, managerial, administrative		84	6.0%
Equipment, cleaners, helpers, laborers		67	4.8%
Farming, forestry, fishing		40	2.8%
Machine operators		206	14.6%
Precision production		237	16.8%
Private household		7	0.5%
Protective Services		12	0.85%
Professional Specialty		91	6.4%
Sales		115	8.15%
Service (except above)		188	13.3%
Technicians		66	4.7%
Transportation		50	3.5%
Total		1,411	100%

Source: U.S. Bureau of the Census

INDUSTRY OF EMPLOYMENT

In addition to collecting information on the occupation of residents, the Census Bureau also collects data pertaining to the type of industry which employs residents (Table E-3). For example, an accountant who would be classified in the occupation of professional/administrative/ management could be employed by a grocery store (retail trade industry), a paper mill (manufacturing), the government (public administration), or by a consulting firm (finance/insurance/real estate).

Employment in manufacturing industries (durable and non-durable) accounted for 30.70 percent of the workers residing in Milford at the time of the 1990 Census. An additional 13.20 percent were employed in construction, transportation, business/repair, and public utilities. Therefore, approximately 43.90 percent of Milford's employed residents worked in a blue collar industry.

Educational, health, and other professional services accounted for 19.90 percent of Milford's workers in 1990. In total, approximately 53.90 percent of Milford's employed residents worked in a white collar industry.

The natural resource based employment of agriculture, forestry, and fishing accounted for the remaining 2.20 percent of the work force.

MAJOR EMPLOYERS

The major employers in the Town of Milford include Champion International, Parkway Transportation, Old Town Fuel, the School, and the Town of Milford and related forest products industries.

The geographical location of the Town has made Milford a good place to work from. Milford's access to the Bangor labor market will continue to attract residential development to Milford and the surrounding area.

Table E-3

EMPLOYED POPULATION BY INDUSTRY, 1990
Town of Milford
Penobscot County, Maine

Industry		Number of Persons	Percent of Total
Agriculture, Forestry, and Fisheries		31	2.2%
Business and Repair Services		47	3.3%
Construction		61	4.3%
Educational Services		240	17.0%
Finance, Insurance, and Real estate		26	1.8%
Manufacturing Durable Goods		203	14.4%
Manufacturing Non-Durable Goods		230	16.3%
Other Professional Services		70	5.0%
Personal Entertainment		20	1.4%
Professional Health Services		111	7.9%
Public Administration		23	1.6%
Public Utilities		11	0.8%
Retail Trade		246	17.4%
Wholesale trade		11	0.8%
Transportation		67	4.8%
Personal Services		14	1.0%
Total		1,411	100%

Source: U.S. Bureau of the Census

INCOME

Milford's median household income level (\$26,821) in 1990 was higher than the level for Penobscot County (\$26,631) and Old Town (\$22,890). However, the median household income for the State of Maine and the Town of Passadumkeag was higher than Milford's level (Table E-4).

STATE GOAL

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

LOCAL POLICIES

The Town should encourage the development of service and retail related businesses within the appropriately identified areas of the Town.

The Town should explore the possibility of attracting industrial development in suitable areas of the Town.

IMPLEMENTATION

The Town will develop a land use ordinance. This ordinance will contain districts as specified by the land use section within this comprehensive plan. Commercial and industrial districts will be established which will provide for the appropriate commercial and industrial uses within these districts. Additionally, a schedule of uses and performance standards will be developed within the land use ordinance which will encourage the continued existence of service and retail business development as well as newly established development. (See Land Use Plan)

Table E-4

LOCAL AND REGIONAL
MEDIAN HOUSEHOLD INCOME, 1990
Town of Milford
Penobscot County, Maine

		1980	1990
Town of Milford		\$15,323	\$26,821
Passadumkeag		\$13,333	\$27,692
Old Town		\$14,226	\$22,890
Penobscot County		\$14,181	\$26,631
State of Maine		\$13,862	\$27,854

Source: U.S. Bureau of the Census

REGIONAL COORDINATION

At this time the Town of Milford does not share commercial or industrial areas with neighboring towns. If at some time in the future, development trends create a need for organized cooperation with neighboring municipalities regarding municipal services or economic development opportunities, Milford will work to benefit the Town and the region as a whole.

SUMMARY

The Town of Milford has several industries that offer employment to area residents including Champion International, Parkway Transportation, Old Town Fuel, Lewis Libby School, the Town of Milford, and related forest products industries. This comprehensive plan identifies several steps, summarized below, to encourage and protect future and existing employment areas.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * The Town will develop a land use ordinance which will contain districts as specified by the land use plan.
- * A schedule of uses and performance standards will be developed within the land use ordinance which will encourage the continued existence of established service and retail related development.

Short Term (to be accomplished in the next two to five years)

- * Support regional economic development efforts.

Long Term (to be accomplished in the next five to ten years)

- * The Town will continue to support regional economic development opportunities.

F. HOUSING

This section of the comprehensive plan includes an inventory of Milford's housing stock, and an analysis of the housing changes that have taken place within the Town.

HOUSING UNITS

Between 1980 and 1990, Milford experienced a 39.87 percent increase in the number of housing units (Table F-1). There were 805 year-round housing units in 1980 and 1,126 units in 1990. Milford's increase in new housing units between 1980 and 1990 was considerably higher than that of Penobscot County (14.87 percent) and Maine (17.15 percent).

The number of year round housing units in Milford increased 38.60 percent from 803 in 1980 to 1,113 in 1990 (Table F-1). Milford's increase in year round housing units was greater than that of Penobscot County (15.99 percent) and Maine (16.52 percent). The number of seasonal housing units rose from 2 units in 1980 to 13 units in 1990 (550.00 percent increase). Penobscot County had a much smaller increase in seasonal units (0.009 percent) than both Maine (20.85 percent) and Milford.

Milford has a higher percentage of dwellings (37.60 percent) constructed during the past ten years than Penobscot County (19.50 percent) and Maine (20.70 percent). Conversely, Milford has a lower percentage (17.60 percent) of dwellings constructed prior to 1939 than Penobscot County (32.40 percent) and Maine (34.90 percent).

STRUCTURE TYPE

The predominant type of housing unit in Milford is the single family detached home (Table F-1). The number of single family detached dwellings increased 18.78 percent between 1980 and 1990. However, the next most common type of housing unit in Milford is the mobile home which increased 118.83 percent over the past ten years. Multi family houses are the third most common type of

Table F-1

SELECTED HOUSING CHARACTERISTICS
Town of Milford, Penobscot County, Maine
Penobscot County, Maine

TYPE OF HOUSING UNIT	1980			1990		
	Town of Milford	Penobscot County	State of Maine	Town of Milford	Penobscot County	State of Maine
Year Round Units	803	49,416	428,245	1,113 (38.60%)	57,321 (15.99%)	499,006 (16.52%)
Seasonal Units	2	3,999	72,848	13 (550.00%)	4,038 (0.009%)	88,039 (20.85%)
Single Family Detached	527	29,891	257,004	626 (18.78%)	36,753 (22.95%)	378,413 (47.24%)
Multi Family	124	14,104	105,317	163 (31.45%)	14,855 (5.32%)	140,613 (33.51%)
Mobile Home	154	5,421	32,863	337 (118.83%)	9,751 (79.87%)	68,019 (106.97%)
Owner Occupied Units	459	32,203	280,380	866 (88.67%)	37,679 (17.00%)	327,928 (16.95%)
Renter Occupied Units	42	14,771	114,804	193 (359.52%)	16,384 (10.92%)	137,384 (19.66%)
Total Housing Units	805	53,415	501,093	1,126 (39.87%)	61,359 (14.87%)	587,045 (17.15%)

Source: U.S. Bureau of the Census

Note: Percentages reflect percent change 1980- 90

dwelling in the Town and had a 31.45 percent increase between 1980 and 1990. Milford's growth in single family housing units is lower than that of Penobscot County (22.95 percent) and Maine (47.24 percent). The percentage increase of multi family housing units in Milford was higher than the rate for Penobscot County (5.32 percent) and lower than the rate for Maine (33.51 percent). However, the growth rate for mobile homes (118.83 percent) in the Town of Milford was significantly higher than both Penobscot County (79.87 percent) and Maine (106.97 percent).

The increased number of single family houses illustrates the residential growth that has occurred in Milford during the past ten years. The high rate of growth in mobile homes in Milford as well as Penobscot County and Maine may be due to the affordability of this type of housing.

OWNER OCCUPIED HOUSING UNITS

The number of owner occupied housing units in Milford increased 88.67 percent from 459 units in 1980 to 866 units in 1990 (Table F-1). Although owner occupied units outnumber renter occupied units in Milford, renter occupied units had a higher percentage increase (359.52 percent) over the last ten years. Milford's percent increase of owner occupied housing units was higher than Penobscot County (17.00 percent) and Maine (16.95 percent). Similarly, Milford's rate of increase of renter occupied units was greater than that of the County (10.92 percent) and State (19.66 percent) levels. These trends reflect the growing residential development which occurred during the last several years.

Vacancy rates in the Town of Milford (0.8 percent owner occupied and 5.9 percent) is low relative to Penobscot County (1.3 percent owner occupied and 7.2 percent renter occupied) and Maine (1.8 percent owner occupied and 8.4 percent renter occupied) (Table F-2).

Milford has a lower percentage of housing units (3.5 percent) lacking complete plumbing and bathroom facilities than Penobscot County (6.8 percent) and Maine (6.0 percent) (Table F-3). In addition, the size of an average dwelling in Milford is smaller than both Penobscot County and Maine.

Table F-2

VACANCY RATES BY OCCUPANCY STATUS, 1990 Town of Milford Penobscot County, Maine				
OCCUPANCY STATUS		Town of Milford	Penobscot County	State of Maine
Owner Occupied		0.8%	1.3%	1.8%
Renter Occupied		5.9%	7.2%	8.4%

Source: U.S. Bureau of the Census

Table F-3

SELECTED CHARACTERISTICS OF HOUSING UNITS, 1990 Town of Milford Penobscot County, Maine				
Number of Bedrooms Per Housing Unit		Milford	Penobscot County	State of Maine
0- 1		12.10%	15.80%	14.70%
4+		5.90%	15.50%	17.10%
Percent of Housing Units Lacking Plumbing and Bathroom Facilities		3.50%	6.80%	6.00%

Source: U.S. Bureau of the Census

Table F-4

AVERAGE MONTHLY RENT, 1990 Town of Milford Penobscot County, Maine			
MONTHLY RENT		NUMBER OF UNITS	PERCENT OF TOTAL RENTAL UNITS
Less than \$250		26	13.47%
\$250- \$499		140	72.53%
\$500- \$749		15	7.77%
\$750 or more		0	0.00%
Units Paying Cash Rent		181	93.78%

Source: U.S. Bureau of the Census

COST

The median value of a house in the Town of Milford is higher than that of Penobscot County. The median value in Milford was \$35,500 in 1980 and increased 106.47 percent to \$73,300 in 1990. The median value of a house in Penobscot County was \$36,700 in 1980 and increased 88.28 percent to \$69,100 in 1990.

The average rent in Milford ranged from \$250 to \$499 in 1990 (Table F-4). The median rent in Milford as of 1990 is \$365 and is higher than the median for Penobscot County (\$335) and Maine (\$358).

STATE GOAL

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

REGIONAL POLICIES

Municipalities should work together to set similar goals and priorities for providing affordable and low-income housing to assure that no one or few municipalities bear disproportionate shares of the obligation.

LOCAL POLICIES

Although Milford already has an adequate amount of affordable housing (29.92 percent of all housing units), the town should ensure that the performance standards of the land use ordinance are reasonable so as not to discourage the development of affordable housing in the Town.

IMPLEMENTATION

The strategy for housing in Milford will be put into place through land use ordinances that will be developed as part of the Town's complete growth management plan.

The Town of Milford recognizes the importance of safe, decent and affordable housing for all of its citizens. The Town, through a land use ordinance, will continue to encourage affordable housing opportunities in Milford by allowing a mixture of appropriate housing types within the identified districts as illustrated below.

HOUSING DESIGNATIONS WITHIN DISTRICTS

The Milford Land Use Ordinance will allow a variety of housing alternatives throughout the Town. All development within the Town of Milford, including residential development, will meet the applicable state codes. Housing options that will be used by the Town to increase housing affordability are listed below:

- * **Multi-Family Options** - A wide range of housing options provides housing opportunities to families of different income levels. Generally, multi-family housing, whether owner occupied or renter occupied, is less expensive than single-family homes. Multi-family housing (up to 4 dwelling units) will be allowed in the Village-Commercial and Mixed Residential Districts. Multi-family housing within the Shoreland District will be subject to Milford's and the State of Maine's Shoreland Zoning Ordinance.
- * **In-Law Apartments/Single-Family Conversions** - Conversions of large older homes can provide affordable dwellings in buildings that might otherwise deteriorate because of high heating and maintenance costs. This can be particularly beneficial to elderly homeowners, where accessory apartments can provide additional income, as well as

the possibility of some assistance in exchange for lower rents. In-law apartments can provide senior citizen housing. An in-law apartment is usually an additional dwelling unit within a single-family dwelling or is included in new construction onto an existing single-family dwelling. After an in-law apartment has served its purpose, the addition will revert back to single-family use. In-law apartments and single-family conversions will be permitted throughout the Town of Milford.

- * Mobile Home Parks - Mobile Home Parks will be allowed within the Mixed Residential District of Milford. Mobile Home Parks will provide additional affordable housing opportunities to the residents.
- * Meeting Future Housing Demands and Current Needs - In addition to housing types and performance standards, the Planning Board of the Town of Milford have developed a Mobile Home Park Ordinance, consistent with State legislation, to provide for the safety, health and welfare of the park's occupants. The performance standards within the land use ordinance will require safe and responsible development of single-family mobile homes as well as traditional stick built and multi-family housing.

The Town of Milford will pursue housing rehabilitation programs such as the Community Development Block Grant program to offer assistance to citizens in improving housing throughout the community. The Maine State Housing Authority will be contacted for information on additional grant programs that may be beneficial to Milford.

The Town of Milford will pursue grants in the establishment of senior citizen housing. Subsidized housing for senior citizens would address the future needs of the Town.

- * Enforcement - Municipalities throughout the State of Maine are responsible for safe and decent housing within their towns. All towns are responsible for enforcing and

implementing the provisions of the Maine State Plumbing Code and National Electrical Code as well as an assortment of other state mandated legislation. The Town of Milford will meet its responsibilities by ensuring that the Code Enforcement Officer is allowed adequate enforcement time to make the necessary inspections and ensure compliance with state regulations. The town will review the Plumbing Inspector's hours to ensure they are adequate to enforce the provisions of the Maine State Plumbing Code within the Town of Milford.

DEVELOPMENT STANDARDS

Milford's land use regulations can have unintended effects on the cost of housing. The following areas will be considered during the drafting of Milford's ordinances that will result from the plan.

Lot Size: Land use regulations that require extensive lot sizes will add development costs to subdivisions as well as individual house lots. Appropriate lot size requirements and development standards will ensure the rural character of the Town of Milford, protect the natural resources such as forest land and open space for the impact of development, and yet allow development to take place. The Town of Milford's ordinances will be flexible to allow cluster development in the rural areas, which will maintain both open space and encourage affordable housing development. The lot size requirements in Milford will vary depending on the district. The Rural District will require a 5 acre minimum lot size, the River Residential District a 2 (two) acre minimum lot size, and the Mixed Residential District will be a one acre lot size with up to 4 dwelling units per building. The Village District will have a one acre lot size per individual dwelling unit or; one acre per each building containing two dwelling units or; 20,000 square feet per dwelling unit contained within a multi-family building. The Shoreland Districts will be consistent with the guidelines established by the Town of Milford and the State of Maine.

Road Frontage and Setbacks: Land use regulations that require extensive road frontage and setbacks will add additional costs to development. Road frontage requirements will be appropriate

to accomplish two objectives: (1) the frontage requirement will be consistent with existing development to protect the character and the rural appearance and minimize development sprawl; and, (2) the minimum road frontage requirements will be reasonable to keep costs down and provide for potential development. Setbacks will be appropriate, depending on the lot size to allow the developer or home owner to locate a dwelling within reasonable distance from the roadway. Requiring excessive setbacks will add development costs in driveways, and often times, land preparation for construction. Setbacks will be established to maintain consistent development of the growth and rural areas. The frontage requirements in Milford will vary depending on the district. The Shoreland Districts will be consistent with the minimum guidelines as established by the Town of Milford and the State of Maine.

Road Construction: Land use regulations that require large and unnecessary road construction standards and widths will add considerable costs to developments. In order to maintain affordable housing in Milford, housing development requirements must be at a reasonable level. Road construction is a large portion of development costs particularly in subdivisions. The Town of Milford's land use regulations will reflect reasonable construction standards. This will ensure low maintenance costs for the Town, appropriate sized roads for the development, quality construction and affordable construction for encouraging development of affordable housing.

REGIONAL COORDINATION

As history has shown, industrial and commercial development within the region may impact the demand for housing in Milford. The Planning Board will monitor the current development trends and the associated potential impacts on the demand for housing in Milford by reviewing subdivision maps annually, and reviewing the adopted housing standards and area designations of the land use ordinance.

SUMMARY

During the last ten years, the Town of Milford has experienced a significant amount of housing development. Future residential development is restricted by environmental constraints which limit the amount of land available for development. In order to ensure affordable housing opportunities within the Town the following actions will be initiated.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * The land use ordinance will identify a variety of housing types within the appropriate districts throughout the town.
- * The land use ordinance will contain housing standards that will minimize costs but ensure appropriate development.
- * The Planning Board will annually review the effectiveness of the housing standards within the land use ordinance.

Long Term (to be accomplished within the next five to ten years)

- * The Planning Board will monitor housing development trends annually and make the appropriate recommendations to minimize the impact of the development upon municipal facilities and services.

G. NATURAL RESOURCES

This section of the plan will discuss Milford's natural resources, their contribution to the Town, location in the Town, and the means by which Milford will protect them.

Natural resource information is useful in identifying opportunities and constraints for development and for protecting environmentally sensitive areas. The natural resources of Milford also contribute greatly to the quality of life in town. They provide desired open space and are valued for recreational opportunities such as fishing, snowmobiling, hunting, canoeing, hiking, and cross country skiing as well as other activities.

The State of Maine's Natural Resources Protection Act declares "that the State's rivers and streams, great ponds, fragile mountain areas, freshwater wetlands, significant wildlife habitat, coastal wetlands, and coastal sand dune systems are resources of state significance. These resources have great scenic beauty and unique characteristics, unsurpassed recreational, cultural, historical and environmental value of present and future benefit to the citizens of the State and that uses are causing the rapid degradation and, in some cases, the destruction of these critical resources, producing significant adverse economic and environmental impacts and threatening the health, safety and general welfare of the citizens of the State. The Act further finds and declares that there is a need to facilitate research, develop management programs and establish sound environmental standards that will prevent the degradation of and encourage the enhancement of these resources. It is the intention of the Legislature that existing programs related to Maine's rivers and streams, great ponds, fragile mountain areas, freshwater wetlands, significant wildlife habitat, coastal wetlands and sand dune systems continue and that the Department of Environmental Protection provide coordination and vigorous leadership to develop programs to achieve the purposes of this article. The Legislature further finds and declares that the cumulative effect of frequent minor alterations and occasional major alterations of these resources pose a substantial threat to the environment and economy of the State and its quality of life."

Currently, the Shoreland Zoning Ordinance of The Town of Milford offers some protection to natural resources as does Milford's Subdivision Ordinance. The Maine State Plumbing Code and Subsurface Wastewater Disposal Rules ensure that adequate soils are present where development occurs. The Town of Milford employs a certified Code Enforcement Officer (CEO)/ Licensed Plumbing Inspector (LPI) whose responsibility is to enforce these rules, regulations, and state laws.

The Comprehensive Planning and Land Use Regulation Act demonstrates a further concern for the protection and preservation of the State's natural resources. The Maine Department of Inland Fisheries and Wildlife (IFW) has compiled materials for Towns to use in conjunction with this legislation. The Department of Environmental Protection has provided mapping of freshwater wetlands. The 1990 Wildlife Habitat Map and the 1990 Conservation of Inland Fisheries and Wildlife Habitat booklet identifies and rates Milford's critical natural resource. The Penobscot County Soil and Water Conservation District, administered through the U.S. Soil Conservation Service, has provided data on soils characteristics in Milford. These materials are of great value to the Town and have been utilized during the preparation of this document.

The natural resources that warrant protection under the Comprehensive Planning and Land Use Regulation Act include the following:

Topography

Soils

100-Year Floodplains

Wetlands

Streams, Lakes, and Ponds

Aquifers

Steep Slopes

Forest and Agricultural Lands

Unique Natural Areas

Significant Wildlife and Fisheries Resources

The areas, as categorized above, within the Town of Milford that require the applicable protection are listed below and are illustrated on the following maps.

TOPOGRAPHY

The Town of Milford consists of approximately 28,039 acres or 43.81 square miles. Milford has a gently rolling to nearly flat topography with several water bodies and marshy areas throughout the Town. Sunkhaze Stream, which drains into the Penobscot River, snakes its way west through the center of Milford. The highest elevation in the Town is 264 feet at a point known as Haynes Ridge in the eastern portion of the Town. The elevation of the low areas in the Town are approximately 110 to 120 feet above sea level along the Sunkhaze Stream. There are no steep slopes located in Milford. In fact, slopes range from 3-5 percent or less through out the Town.

SOILS

Soils are a critical natural resource within all communities. Knowledge of soil types will assist the community in planning for development. The various soil characteristics present several different limitations to development which can often be overcome through special design, construction, and planning.

Several soil characteristics including shallow depth to bedrock, shallow depth to water table, flooding potential, and soils with a high erosion potential may present severe limitations to development. Potential consequences from improper development within areas where these soils are present include damage to personal property resulting from erosion and flooding, contamination of groundwater from septic systems, and adverse impacts to surface water quality from sedimentation. Soils with a fluctuating water table and frost heaving, for example, may damage roads and buildings that are constructed in an area where those soils are present.

Poorly drained soils (9-18 inches to water table) usually place severe limitations on land development.

Moderately well drained soils (18-30 inches to water table) have moderate limitations to development and well drained soils (30 inches or more to water table) have few, if any, limitations.

There are four soils associations located within the Town of Milford which are presented below. Soil associations consists of a few major soils and a several minor soils, in a pattern that is characteristic although not strictly uniform. The soils within any one association are likely to differ greatly among themselves in some properties; for example, slope, depth, stoniness, or natural drainage. Thus the soil associations does not show the kind of soil at any particular place, but several patterns of soils. Each pattern, furthermore, contains different soils.

The Suffield-Buxton-Biddeford soil association covers the majority of Milford. This soil association is silty, well drained to poorly drained and is found primarily on rolling and depressional topography.

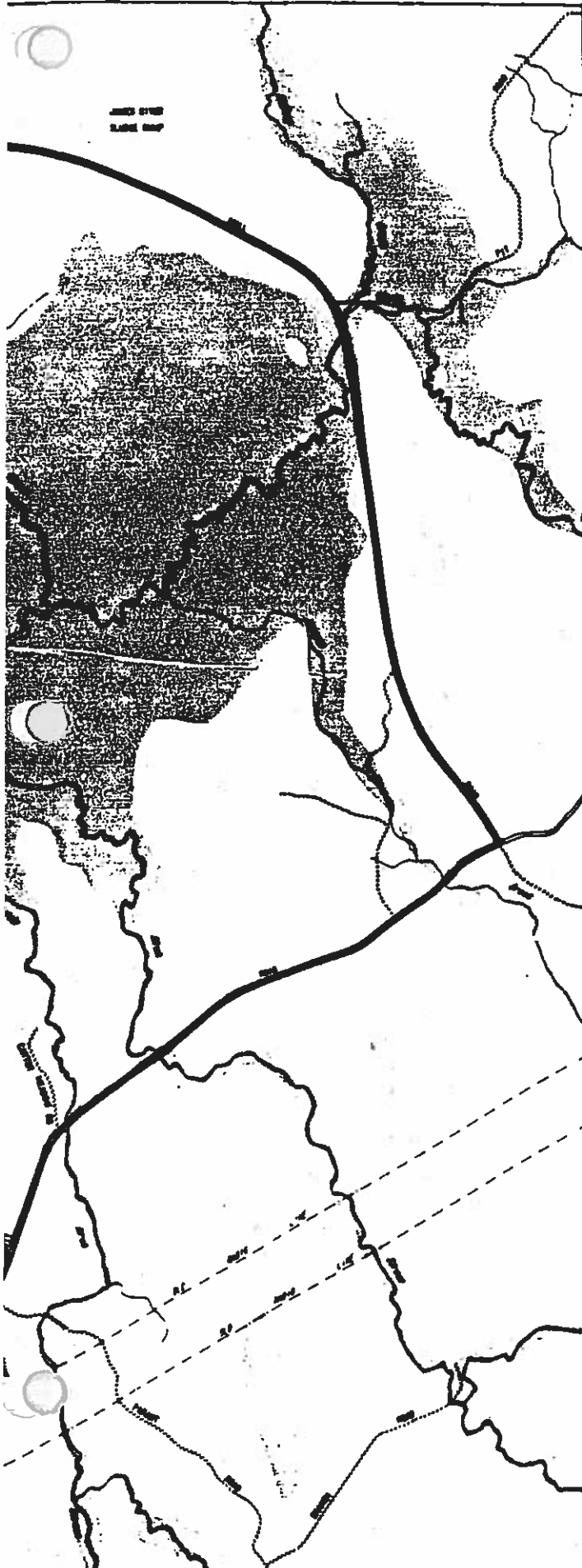
The Peat and Muck soil association is the second most common soil type in Milford and is located in the vicinity of Sunkhaze Meadows. The Peat and Muck association consists of poorly drained, organic soils.

The Stetson-Machias-Allagash-Hadley association is located in the northeastern-most tip of Milford in the vicinity of Halfway Brook. This soil association is a gravelly and sandy soil found primarily on floodplains.

The Plaisted-Thorndike-Howland association is located in the southeastern-most tip of Milford in the vicinity of Birch Stream. The Plaisted-Thorndike-Howland association is a stony and ledgy, granitic and slatey soils found primarily on uplands.

Given the Town's geography and topography, it is clear that no sand deposits associated with marine beach systems, beach berms, frontal dunes, dune ridges, back dunes, exist in the Town of Milford

FLOODPLAINS



100 YEAR FLOODPLAIN



SUNKHAZE WILDLIFE
REFUGE

GREENFIELD

PENOBSCOT CO.
HARVEY CO.

1.32 M.D.

TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE
1989

SCALE IN FEET

1100 0 1100 2200 3300 FEET

GREENBUSH



ARGYLE

RIVER

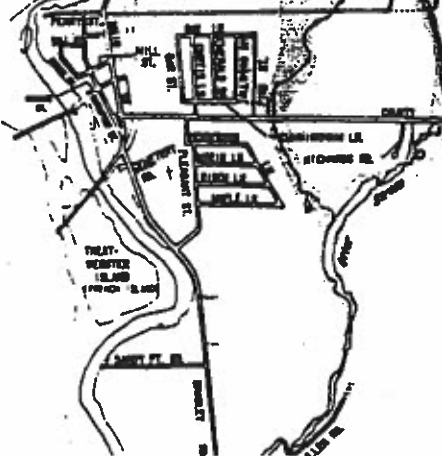
FREEZE ISLAND

POSTICAN

OLD TOWN

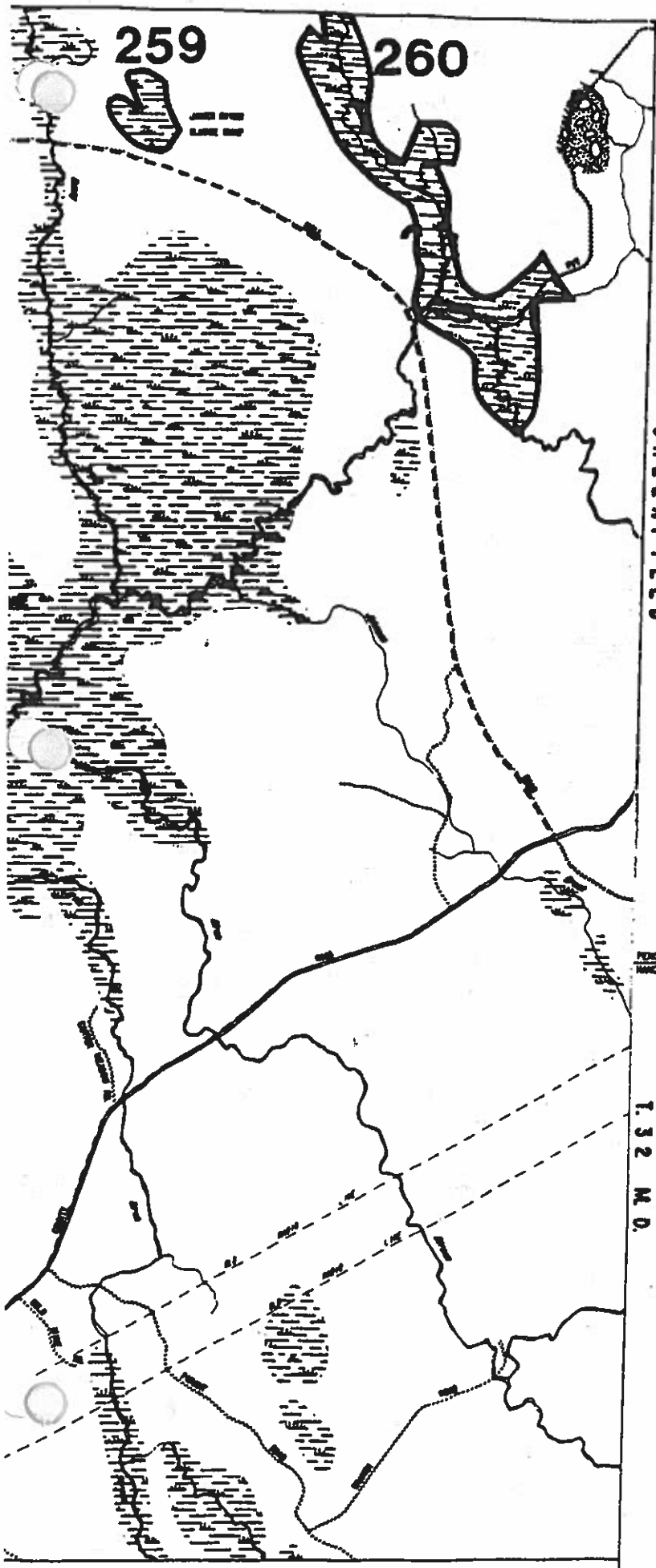
PERUSSOIT

161



THIRTY-SEVENTH ISLAND





WETLANDS

GREENFIELD



FRESHWATER WETLANDS



SAND & GRAVEL AQUIFER

PENOBSCOT CO.
HARCOCK CO.

1.52 M.O.

TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE

1989

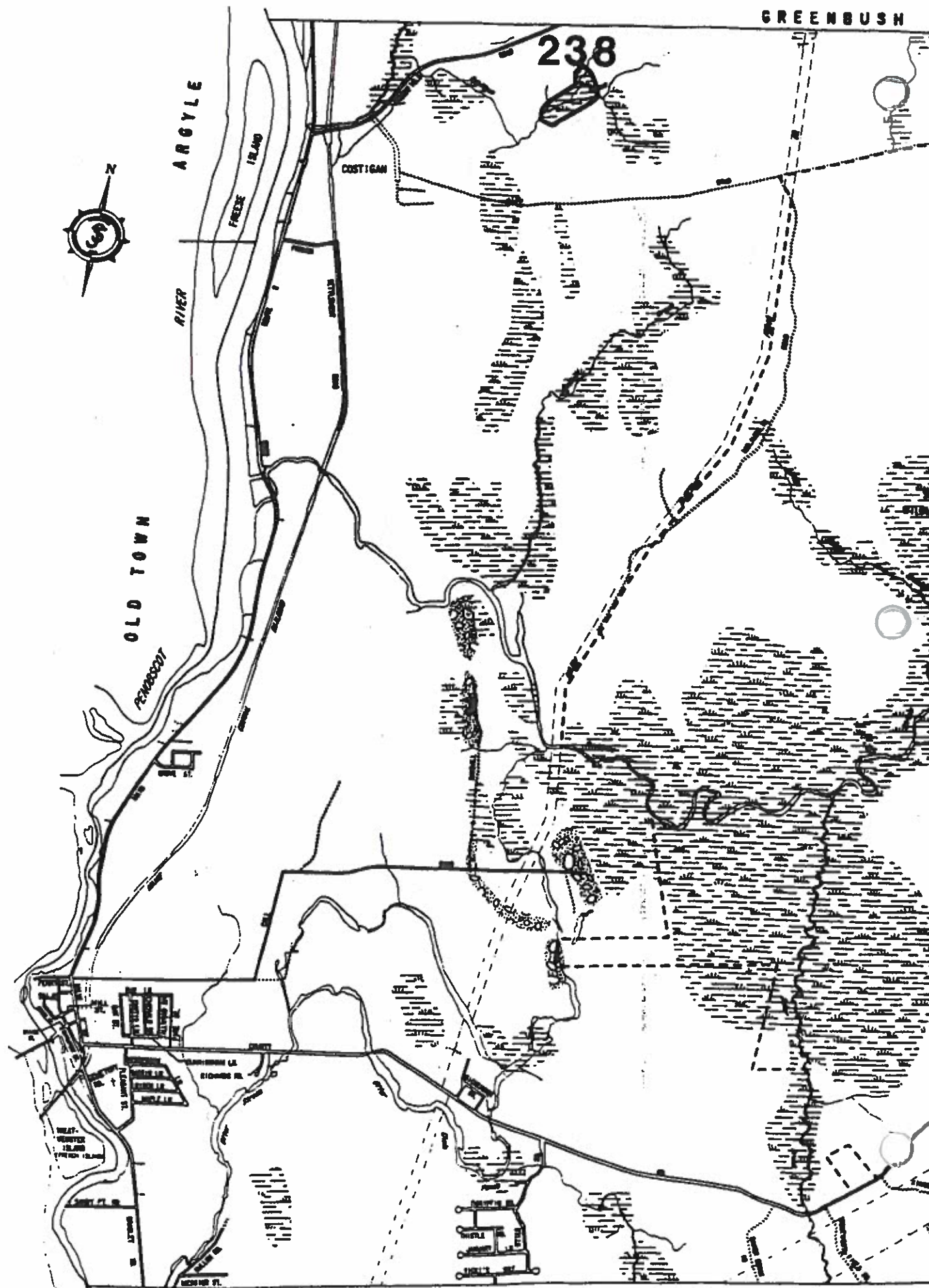
SCALE IN FEET

1100 0 1100 2200 3300 FEET

Property lines and information was compiled from existing topographic maps prepared by James W. Sevall Co. August 6-1-88.



JAMES W. SEVALL COMPANY
BATTERY CORPUSCULUM



100 - YEAR FLOODPLAIN

Structures that are located in a floodplain or on floodplain soils may be subject to severe damage during floods (Figure G-1). Flood damage to buildings and washout of roads are common problems in these flood prone areas. Flood protection is provided by the Floodplain Management Ordinance of the Town of Milford.

A large portion of Milford's surface area is located within the 100-Year floodplain according to the Flood Emergency Management Agency (FEMA) flood maps. The flood plains are concentrated along the Penobscot River and Sunkhaze Stream and tributaries.

FRESHWATER WETLANDS

Wetlands are those areas that are inundated or saturated by water frequently enough to support wetland vegetation. Freshwater wetlands generally include swamps, marshes, and bogs, and are not considered part of a great pond, coastal wetland, river, stream, or brook. Freshwater wetlands greater than 10 acres in size are regulated by the Shoreland Zoning Laws of the State of Maine and/or locally adopted ordinances, and the Natural Resources Protection Act.

Wetlands are important for maintaining stream flow, stabilizing and purifying ground water, and providing very important habitat for wildlife. Wetlands are also a very fragile natural resource. Even building on the edge of a wetland can have a significant environmental consequences. Planning efforts will need to take into account the constraints of these areas and the state and federal laws which protect wetlands.

The 1990 IFW Map has identified 36 freshwater wetlands within the Town of Milford in accordance with the Natural Resource Protection Act (Figure G-2). The IFW has rated three (wetlands 238, 259, and 260) of the 36 wetlands as being of moderate value and, as a result, these wetlands require a Resource Protection District around them. The wetlands ratings are based on a wetlands inventory

and assessment completed in 1972 by the IFW. The rating is associated with a wetlands value as wildlife habitat. Wetland 238 is located in the northern portion of Milford approximately 1 mile east of Costigan. Wetlands 259 and 260 are located in the north- northeast portion of Milford approximately 2.50- 3.50 miles east of Costigan. The remaining 33 wetlands in Milford have either an indeterminate or low rating and thus do not require special protection other than the regulations set forth in the Freshwater Wetlands Act and Natural Resources Protection Act.

Milford's Shoreland Zoning and natural resources map indicates that wetland 238, 259, and 260 are not designated as a Resource Protection district. However, wetlands 239 and 258, which are rated as indeterminate, are within a Resource Protection district.

STREAM, LAKES AND PONDS

Some of the most important resources in the Town of Milford are water resources. Water resources include surface water bodies and groundwater.

The Penobscot River, located adjacent to Milford's western boundary, is the Town's most significant water body. The entire Town of Milford is located within the Penobscot River's watershed. The Bangor Hydro-electric Company operates a hydro-electric dam on the Penobscot River adjacent to Milford. A large portion of the Penobscot River's shoreline that is located within Milford is zoned and protected as a Resource Protection district in Milford's Shoreline Zoning Ordinance. The remainder of the shoreline of the Penobscot River is zoned as Limited Residential. In addition, the majority of the River's shoreline is located within the 100-Year floodplain and is thus regulated under Milford's Floodplain Ordinance.

Otter Stream and Otter Chain Ponds, other significant surface water bodies that drains into the Penobscot River, are located in Milford. The watershed of Otter Stream and Otter Chain Ponds is located in the southwestern portion of Milford. Otter Stream and Otter Chain Ponds are zoned as 75' Stream Protection District under Milford's Shoreline Zoning Ordinance. The water bodies are

also located within the 100-year floodplain and are subject to Milford's Floodplain Ordinance.

Sunkhaze Stream is a significant water body located in the center portion of the Town and drains westward into the Penobscot River. The vast majority of Milford is located within the watershed of Sunkhaze Stream. Sunkhaze Stream and its tributaries are rated Class A, the second highest water quality classification. According to the DEP's Water Classification System, "Class A waters shall be of such high quality that they are suitable for the designated uses of drinking water after disinfection; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation except as prohibited under Title 12, section 403; navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as natural.". A large portion of the tributaries that contribute to the high water quality of Sunkhaze Stream are located outside of the Sunkhaze Meadow National Wildlife Refuge. The tributaries include Halfway Brook, Johnson Brook, Little Birch Brook, Baker Brook, Dudley Brook, Little Buzzy Brook, and Buzzy Brook.

Phosphorus is a major threat to the water quality of Maine's water resources. Phosphorus is a natural element found in rocks, soils, and organic material. However, human activities contribute to higher levels of phosphorus to water bodies than nature does. Phosphorus overloading is a major cause of eutrophication of water bodies.

Presently, phosphorus does not pose a significant threat to the water bodies in Milford. However, the population and development patterns in Milford over the past ten to twenty years suggest that the Town may want to implement phosphorus control measures. High quality waters such as Otter Stream, Otter Chain Ponds, Sunkhaze Stream and its tributaries will benefit from the control of phosphorus as development continues in Milford.

Many seemingly harmless activities added together can cause phosphorus overloads. A residential housing development, for example, may contribute up to ten times the natural concentration of phosphorus to stormwater runoff during not only the construction phase, but also long after the development has stabilized. The higher levels of phosphorus result by eliminating natural filters and

sponges such as trees, bushes, and puddles; and by creating impermeable surfaces such as driveways, rooftops, and roads. The solution is to create smaller developments and leave a vegetated "buffer" zone around the water-body to help prevent phosphorus pollution.

AQUIFERS

The Maine Geological Survey, Department of Conservation has identified six sand and gravel aquifers in the Town of Milford (Figure G-1). The aquifers, located in the eastern and western portions of Milford, yield an average of 10-50 gallons of water per minute. Sand and gravel aquifers generally store and yield a higher quantity and quality of groundwater than do bedrock wells. However, sand and gravel aquifers usually have a more permeable recharge area that is located closer to the ground surface than bedrock wells. As a result, wells drilled into sand and gravel aquifers can become contaminated more easily and impact a greater volume of water than bedrock wells.

Although many of Milford's citizens obtain their water from Old Town's water distribution system, a large portion of rural Milford utilizes groundwater wells as their water supply source. It should be recognized that once groundwater (sand and gravel aquifers and bed rock wells) is contaminated, it is difficult, if not impossible, to de-contaminate the groundwater to safe drinking water standards. The majority of contaminated groundwater occurs under settled and de-forested areas. The chief causes of contamination include but are not limited to: faulty septic systems; road salt leaching into the ground; agricultural run-off of animal wastes; fertilizers and pesticides; leaking aboveground or underground storage tanks; auto salvage yards; and landfills.

A significant portion of the sand and gravel aquifers in Milford are located under areas designated as 100-Year floodplain or delineated as freshwater wetlands and are protected by the relevant regulations. However, the citizens of Milford do not consider the aquifers a viable future source of water since the Town's water needs are adequately handled by Old Town's water distribution system.

FOREST AND AGRICULTURAL LANDS

Forests cover much of Milford's undeveloped land and there are a number of forest-dependent industries including the James River Chip Mill, the Champion International Stud Mill, and various other forest-products industries. Forestry currently plays a significant role in Milford's economy. In addition, the present cutting of forest lands does supplement a few of the residents' income.

The State Forest Practices Act regulates timber harvesting activities throughout the State that give protection of these lands by allowing tax incentives to owners of these lands that meet the appropriate definitions. However, forest resources adjacent to residential development will need to be protected (in order to preserve the residential character) with additional timber harvesting standards.

The Penobscot County Soil and Water Conservation District, administered through the U.S. Soil Conservation Service, has developed a map of important farmland soils for Milford. Approximately 2,290 acres (8.10% of total land area) were identified as prime farmland soils. An additional 40 acres (0.10% of total land area) were identified as farmland of statewide importance. The soils are scattered throughout Milford but are principally located in the western and northeastern portions of the Town and are mostly covered by forest.

One agricultural operation has been identified in Milford. The operation is classified under the State's Farm and Open Space Tax Law.

UNIQUE NATURAL AREAS

According to the Maine Natural Heritage Program (MNHP), the Town of Milford has not been inventoried for rare features.

However, the MNHP has indicated two rare or endangered species of plants or animals. The two species are *Carex oronensis* (plant) and *Lampsilis cariosa* (a fresh water mussel).

Carex oronensis (Orono sedge), is found mostly in fields, clearings, and meadows. The Orono sedge, designated as rare and of special concern by the MNHP, has been sighted in the vicinity of County Road.

Lampsilis cariosa (Yellow lamp mussel), is found in high quality streams and rivers. The Yellow lamp mussel, designated as imperiled by MNHP, has been sighted in the vicinity of the Penobscot River.

SIGNIFICANT WILDLIFE AND FISHERIES RESOURCES

The (IFW) has identified one potential deer wintering area in Milford. The potential area, identified as DWA #100636, is located in the Sunkhaze Meadows National Wildlife Refuge in the western portion of the Town. The deer wintering area is protected from development since it is located in the wildlife refuge.

No significant fisheries resources has been identified in Milford by the IFW.

STATE GOALS

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.

REGIONAL POLICIES

Municipalities should cooperate with those contiguous communities with whom they share natural resources, such as wetlands, wildlife and fisheries habitat, shorelands, scenic vistas, and unique natural areas, to make sure plans and ordinances provide for complementary use and protection measures.

Municipalities should maintain updated files on these regional resources to assure that they are aware of and can respond appropriately to newly designated natural resource areas, in order to avoid long-

term adverse impacts.

LOCAL POLICIES

The Town should continue to update their Shoreland Zoning Ordinance in order to be consistent with the minimum state guidelines to protect natural resources.

The Town should continue to update their Subdivision Ordinance in order to be consistent with the minimum state guidelines.

The Town should continue to support and encourage the local CEOLPI to remain updated as to changes in the Maine State Plumbing Code and Sub-Surface Waste Water Disposal Rules.

The Town should continue to update Milford's Floodplain Ordinance in order to be consistent with the minimum state guidelines.

The Town should develop phosphorus control measures to minimize adverse impacts to water resources resulting from future development.

The Town should develop standards to minimize the adverse impact to personal property and water resources resulting from soil erosion and sedimentation.

The Town should encourage the preservation and protection of agricultural and forest resources.

The Town should coordinate with neighboring towns to protect shared natural resources.

The Town should develop standards to protect the Maine Natural Heritage Program's (MNHP) critical natural resources.

IMPLEMENTATION

In order for the Town to continue to protect natural resources, the Town will provide the time and support necessary for the CEO/LPI to maintain their certification and to stay updated to the changing minimum requirements of state laws. The state land use laws administered at the local level include the Shoreland Zoning Ordinance, Subdivision Ordinance, Floodplain Ordinance, and the Plumbing Code. The CEO/LPI will notify the Town's planning board of any changes in state law. The planning board will be responsible for initiating or recommending a change or amendment to the local ordinances so as to be consistent with state law. Changes to local ordinances will be considered by and acted on at regular town meetings.

The Town will insure that the Shoreland Zoning Ordinance, Subdivision Ordinance, and Land Use Ordinance contains the appropriate phosphorus control standards. The standards will include:(to be completed after land use)

In order to maintain the high quality of surface and ground water for drinking and recreational purposes, the Town will insure that erosion and sedimentation standards which are already included in the Town's Subdivision Ordinance into the Land Use Ordinance.

The Town will protect its wildlife population, forests, and agricultural areas, and open space with the promotion of the Tree Growth Tax Law and the Farm and Open Space Tax Law. The Town Manager and Selectmen will insure that copies of these laws will be made available at the Town Office and an explanation of these laws will be included within the Town report.

In order to protect residential areas from potential adverse effects of timber harvesting and gravel pits, the Land Use Ordinance will establish reasonable buffer dimensions for the timber harvesting of forested areas adjacent to residential areas.

In order to protect critical natural resources, standards for development proposals will be included

in the Town's Land use and Subdivision Ordinances. The standards will require developers of large projects to contact the Department of Inland Fisheries and Wildlife and the Critical Areas Program to determine the presence of any critical natural resources in the project area. Once areas are identified, management and mitigation strategies must be submitted as part of a development plan.

REGIONAL COORDINATION

Milford's planning board will work with neighboring communities for the mutual protection of natural resources.

SUMMARY

The Town of Milford will protect its natural resources through several state land use laws administered at the local level. These include the Shoreland Zoning Ordinance, Subdivision Ordinance, Floodplain Ordinance, and the Plumbing Code.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * Continue to provide the time and support necessary for the CEO/ LPI to maintain his/ her certification
- * Incorporate erosion and sedimentation standards into the Land Use Ordinance
- * Insure that copies of the Tree Growth Tax Law and Farm and Open Space Tax Law are made available to the public

Short Term (to be accomplished in the next two to five years)

- * Insure that the Shoreland Zoning Ordinance, Subdivision Ordinance, and Land Use Ordinance contains the appropriate phosphorus control standards.
- * Initiate standards for timber harvesting and gravel pit mining to protect adjacent residential developments.

Long Term (to be accomplished in the next five to ten years)

- * Encourage good management of forests, wildlife, and open space through the Tree Growth Tax Law and Farm and Open Space Tax Law

H. RECREATION

Recreational areas provide a means of both active and passive enjoyment. Active recreational facilities include baseball and football, playgrounds, and other facilities where active physical recreation takes place. Passive recreation takes place in areas such as nature preserves or natural open space, where simple enjoyment of the outdoors is the principal purpose. A combination of these two types of activities provides the necessary balance of recreation within a community.

Recreational resources are important to the quality of life of Milford residents. In addition, they can be important to the economic development of the Town. Milford has several public and private recreational facilities located throughout the Town (Figure H-1).

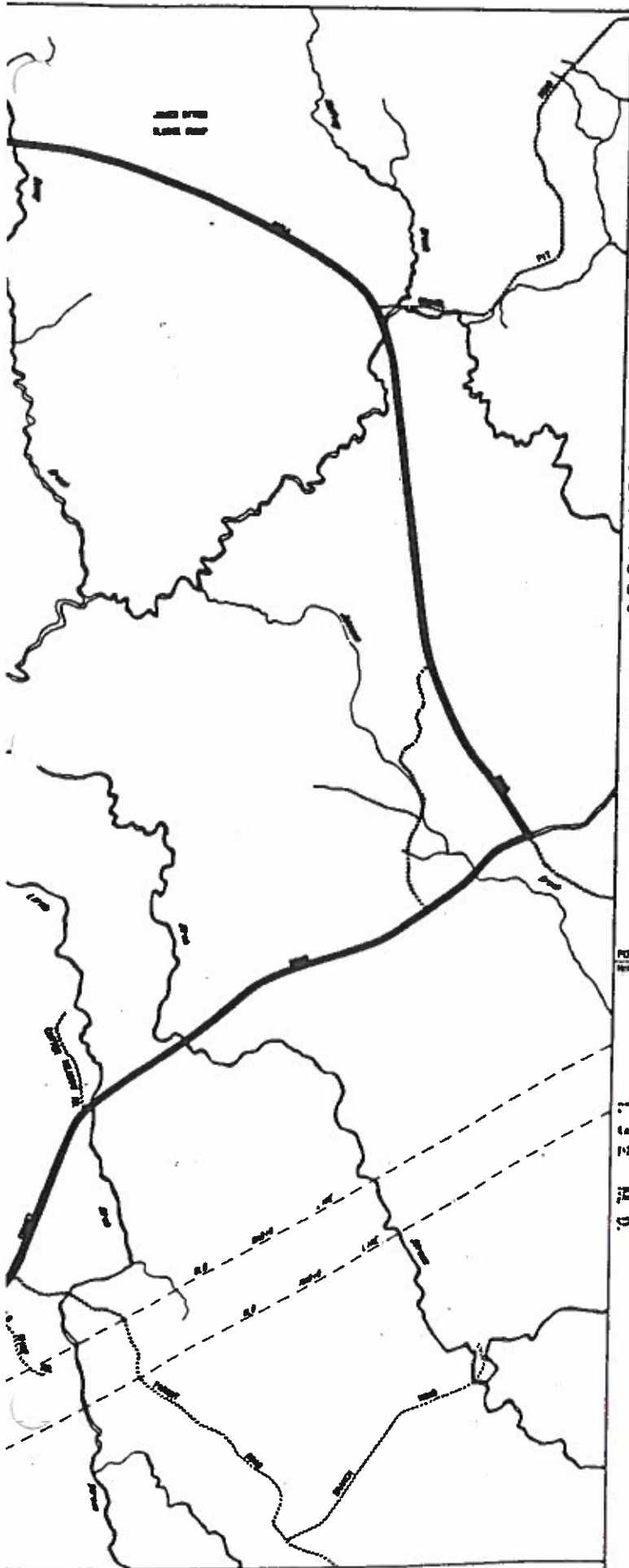
The Lewis Libby School is a municipally owned facility which serves Milford and tuition students. The school's recreational facilities include one baseball field, three half-basketball courts, and one playground.

Milford Honor Roll Park is a municipally owned facility which serves the local area. The park, located on the corner of Main Street (U.S. Route 2) and Davenport Street is a war memorial to area veterans. The Park is approximately one acre in size and consists of an open grassy area, a plaque, and a vintage cannon.

The Vernon A. Cunningham, Jr. Municipal Building is a municipally owned facility which serves the local area. The building is utilized for Town business and other community functions. A recreation hall is located inside the building and a picnic table is located outside.

The Sunkhaze Meadows National Wildlife Refuge, located in the center portion of Milford, is a federally owned facility which serves a regional area. The refuge is approximately 9,800 acres in size and is an undeveloped tract of land consisting primarily of Sunkhaze Stream and its associated tributaries, forests and wetlands. The refuge provides activities such as fishing, skiing, ice skating,

RECREATION



PINE TREE SNOWMOBILE CLUBHOUSE



HONOR ROLL PARK



LEWIS LIBBY SCHOOL



MUNICIPAL BUILDING



OLD TOWN LIBRARY



BOAT LAUNCH



SUNKHAZE REFUGE

TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE

1989

SCALE IN FEET

1100 0 1100 2200 3300 FEET

Property lines and information not depicted from existing topographic maps prepared by James W. Sewall Co. Revised 4-1-82.



JAMES W. SEWALL COMPANY
MAPPING CONSULTANTS

GREENBUSH

ARGYLE

RIVER

FREEZE ISLAND

COSTIGAN



OLD TOWN

PENNSCOOT

SUNSH
WILDLIFE



THAT-
HENTY
ISLAND
PUNCH ISLAND

THAT-
HENTY
ISLAND
PUNCH ISLAND

THAT-
HENTY
ISLAND
PUNCH ISLAND

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HENTY
ISLAND
PUNCH ISLAND

bird watching, canoeing, and snowmobiling on the frozen streams and on an existing trail through the refuge. The Maine DEP classifies Sunkhaze Stream as a Class A high quality water. The refuge provides public access to Sunkhaze Stream and adjacent forest areas.

The "Pine Tree Snowmobile Club" builds and maintains trails throughout the town. These trails connect to the trail systems in surrounding towns. The trails are located mostly on private property with permission from the landowners and are used for snowmobiling and cross-country skiing. A building, owned by the club, is used for club functions.

The Costigan boat launch facility is located on the Penobscot River near Costigan. The facility, which is handicapped accessible, was completed in 1993 with local, state, and private funding.

The Town of Milford provides funding to four recreational programs which include Summer Recreation, Old Town Recreation, Snowmobile Trails, and the Pine Tree Snowmobile Club.

Summer Recreation is a program that offers recreational activities to children during the summer school recess. The program offers field trips, arts, crafts, movies, and other related activities.

Old Town Recreation is a program where Milford residents can participate in recreational activities offered and conducted by Old Town. The Town of Milford provides the funding for its residents to participate.

Snowmobile Trails is a program which is funded by the Town of Milford. The funds provide for the construction and maintenance of snowmobile trails (Pine Tree Snowmobile Club) throughout the Town.

The Pine Tree Snowmobile Club is partially funded by the Town of Milford. The Snowmobile Club builds and maintains snowmobile trails throughout the Town.

REGIONAL RECREATIONAL OPPORTUNITIES

A YMCA is located in Old Town about one mile or so from the center of town in Milford. The YMCA offers a wide range of recreational programs for all ages.

FUNDING

The Community Parks and Recreation Division of the Office of Comprehensive Planning recommends an expenditure of \$6.00 per capita for recreational purposes.

Funding for recreational programs (Summer Recreation, Old Town Recreation, Snowmobile Trails, and the Pine Tree Snowmobile Club) during the past five years has remained relatively consistent. The annual Town expenditures are presented below.

1992-93 - \$17,417 (proposed)

1991-92 - \$10,125

1990-91 - \$10,389

1989-90 - \$15,598

1988-89 - \$15,597

Since Milford spends approximately \$6.03 per capita on recreation, the Town meets the State's recommended expenditures for recreation.

The Comprehensive Planning committee expressed their satisfaction with the current recreational offerings in and around the Town of Milford. The committee members did not feel there was a significant need for additional recreational facilities or services because of the existing recreational programs in Milford as well as the Town's proximity to the recreational offerings in Old Town.

STATE GOALS

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

REGIONAL POLICIES

Municipalities should work together, when possible, to obtain, maintain, or develop public access to water bodies, forest lands, and trail systems.

LOCAL POLICIES

The Town should explore the possibility of creating public canoe access to Sunkhaze Stream.

The Town should continue to support regional recreational opportunities.

IMPLEMENTATION

The Town selectmen and the planning board will work together to explore the possibility of pursuing grants to establish walking and bicycle paths along the Penobscot River as well as public canoe access to Sunkhaze Stream.

The Town will continue to support regional recreational opportunities with the recreation departments of adjacent towns.

REGIONAL COORDINATION

The Town will continue to explore additional recreational opportunities for Milford's citizens. This will be accomplished by contacting the recreation departments of the adjacent towns and share in the

public promotion of any new recreational programs.

SUMMARY

The Town will explore the possibility of pursuing grants to establish additional recreation facilities such as walking and bicycle paths and canoe access areas. The Town will also continue to support regional recreational opportunities for Milford's citizens.

TIMELINE

Immediate (to be accomplished within the next one to two years)

- * Continue to support regional recreational opportunities with the recreation departments of adjacent towns.
- * Form a committee to initiate a study as to possibilities for walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream

Short Term (to be accomplished within the next two to five years)

- * Establish cost and explore funding options for walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream.

Long Term (to be accomplished within five to ten years)

- * Establish walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream.

I. TRANSPORTATION

ROAD FUNCTION

In order to plan for a community's transportation needs, it is first necessary to analyze all roads in the Town with respect to function, pavement type, condition, use, and accident hazard. Function is divided into three categories: arterial, collector, and local. The functional roadway classifications are described and presented below.

An arterial road is designed for through traffic between cities and towns. U.S. Route 2 (Main Street) is the only designated arterial roadway in Milford. There is a total of 6.00 miles of arterial roads in Milford.

Collectors provide for traffic movement between arterial and local streets. Portions of S.R. 178 and U.S. Route 2 (Main Street) through Milford are designated collector roads. There is a total of 2.68 miles of collector roads in Milford.

A local road provides access to abutting land and generally does not carry much through traffic. All roads except Main Street and a portion of S.R. 178 other roads in Milford are local roads. There is a total of 21.56 miles of collector roads in Milford. The total mileage of all roadways in the Town of Milford is 30.24 miles (Table I-1).

The major roadway system is illustrated in Figure I-1.

ROAD CONDITIONS

The traffic volume at selected points on Milford's roadway system has increased greatly between 1983 and 1992 (Table I-2). Traffic at U.S. Route 2 and the Milford-Old Town town line increased 12.40 percent between 1989 and 1992. Traffic levels at the intersection of Greenfield Road and U.S. Route

Table I-1

ROADWAY INVENTORY Town of Milford Penobscot County, Maine				
Name of Roadway		Length (in miles)	Type	Maintained by
Baker Brook Rd.		0.45	Local	Private
Birch St.		0.25	Local	Town
Bradley Rd. (Route 178)		1.24	Collector	State
Bullen Rd.		0.42	Local	Town
Bryer Heights St.		0.64	Local	Town
Call Rd.		3.15	Local	Town
County Rd.		8.86	Local	Town
Cunningham Rd.		0.51	Local	Town
Curtis Lane		0.29	Local	Town
Davenport St.		0.45	Local	Town
Emerald St.		0.22	Local	Town
Ferry St.		0.20	Local	Town
French Settlement Rd.		0.73	Local	Town
Greenfield Rd.		1.44	Collector	State
Griffin St.		0.32	Local	Town
Grove St.		0.36	Local	Town
Henderson Lane		0.36	Local	Town
January St.		0.35	Local	Town
Maple St.		0.18	Local	Town
Mill St.		0.12	Local	Town
Morin St.		0.61	Local	Town

Source: MDOT

Table I-1(cont.)

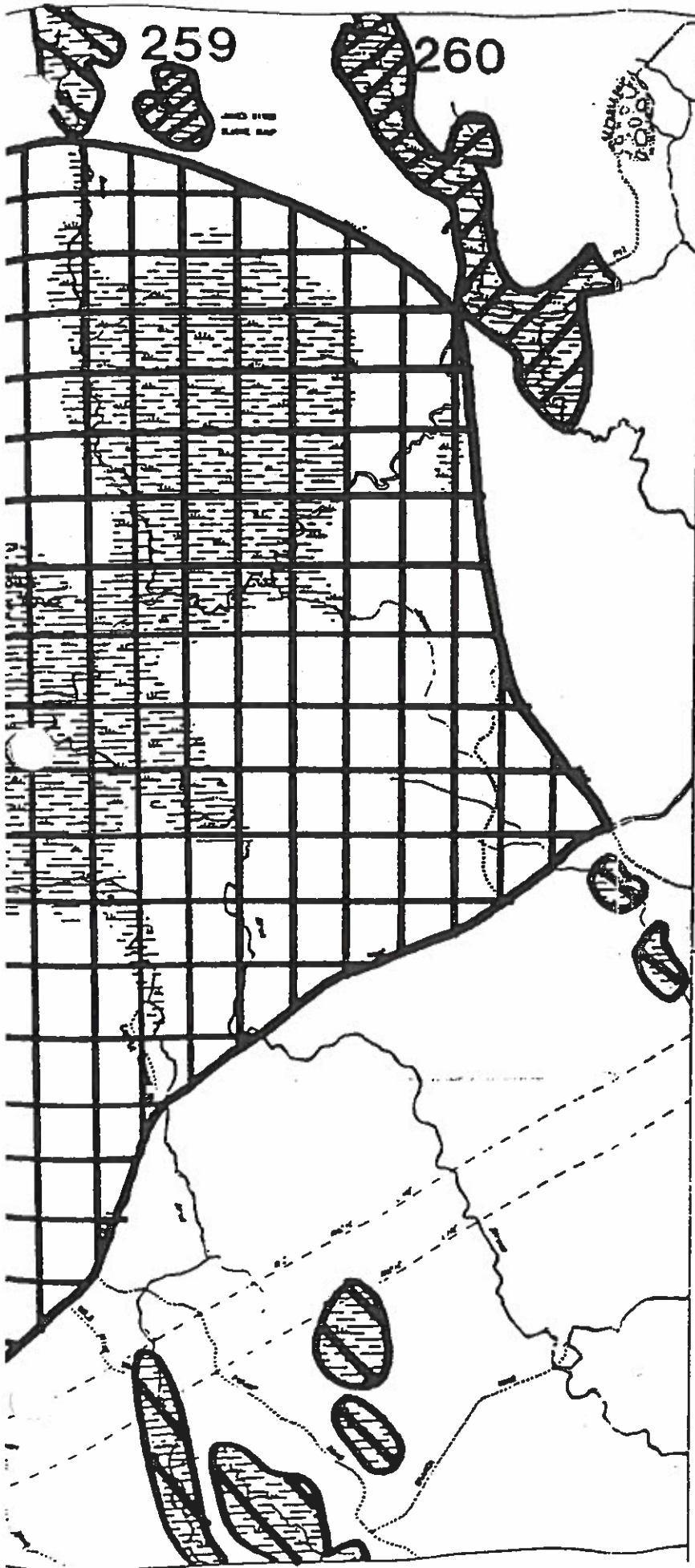
ROADWAY INVENTORY Town of Milford Penobscot County, Maine				
Name of Roadway		Length (in miles)	Type	Maintained by
Oak St.		0.24	Local	Town
Park St.		0.02	Local	Town
Messier Rd.		0.24	Local	Town
Nickerson Rd.		0.48	Local	Town
Penobscot St.		0.07	Local	Town
Pine St.		0.19	Local	Town
Pleasant St.		0.12	Local	Town
Richard Lane		0.15	Local	Town
U.S. Route 2 (Main St.)		6.00	Arterial	State
Sandy Point Rd.		0.44	Local	Town
Tallwood St.		0.21	Local	Town
Vicki's Way		0.48	Local	Private
Stud Mill Road		6.75	Local	Private
Thistle Road		0.30	Local	Private
Water St.		0.20	Local	Town
Total Mileage		30.24		

Source: MDOT

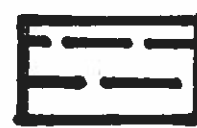
Table I-2

ANNUAL AVERAGE DAILY TRAFFIC (AADT) Town of Milford 1983- 1992				
Location		Number of Vehicles/ Year	Number of Vehicles/ Year	Percent Change
U.S. Route 2 (Milford- Old Town town line)		13,910/ 1989	15,630/ 1992	12.40%
Greenfield/ U.S. Route 2 intersection		3,310/ 1983	4,110/ 1991	24.20%
Greenfield Rd.		1,710/ 1983	2,640/ 1991	54.40%

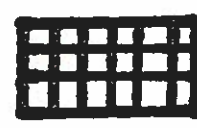
Source: MDOT



VILLAGE DISTRICT



MIXED RESIDENTIAL



CONSERVATION DISTRICT



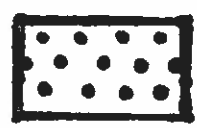
RIVER RESIDENTIAL DIST



RESOURCE PROTECTION



LIMITED RESIDENTIAL



LIGHT INDUSTRY



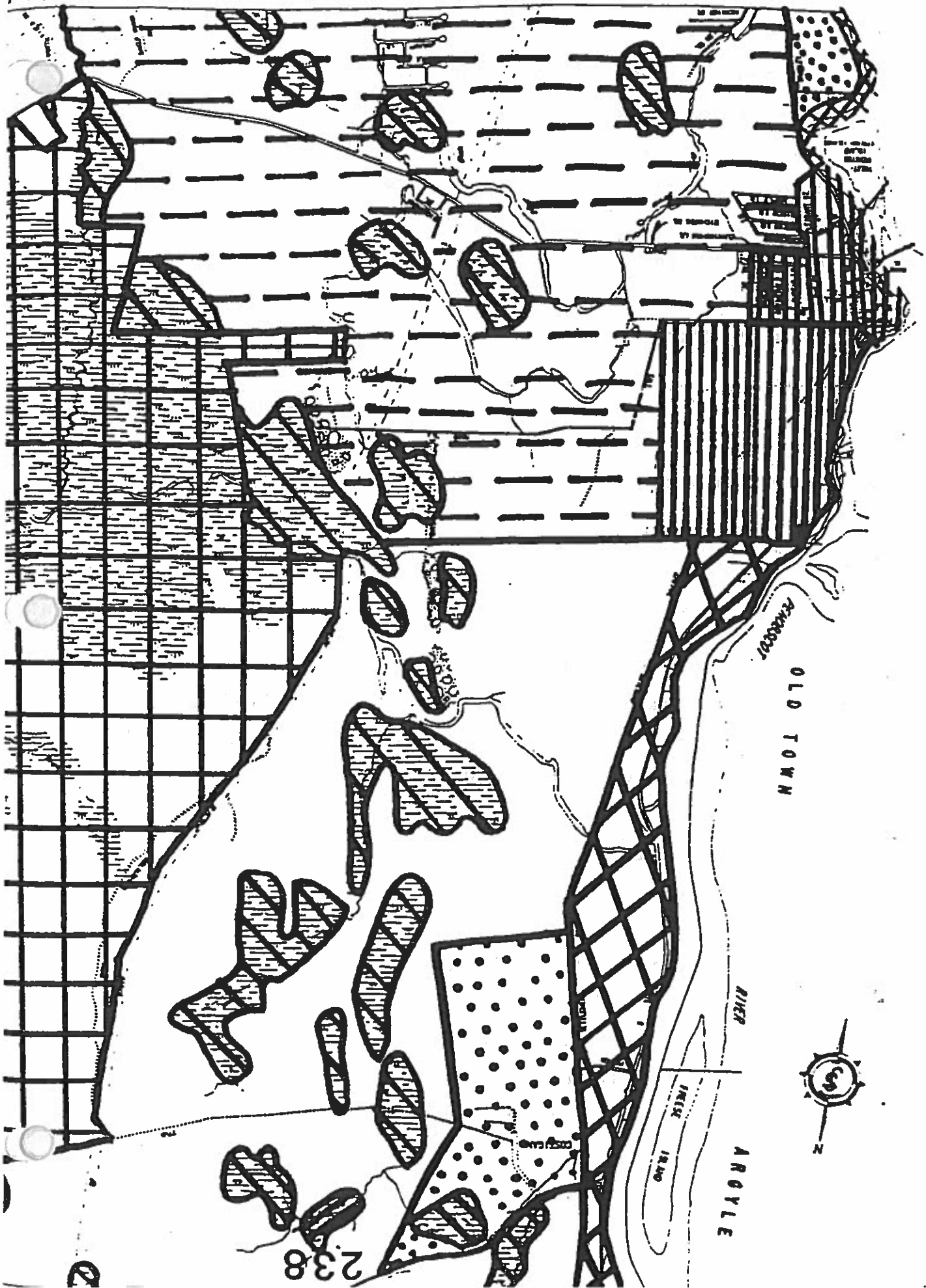
RURAL DISTRICT

TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE
1989
SCALE IN FEET
1100 0 1100 2200 3300 FEET

LAND USE PLAN

Property lines for information only. No warranty is made as to the accuracy of the information provided by the owner. The owner is responsible for the accuracy of the information.

JAMES V. SEVALL COMPANY
BAYVIEW, CONNECTICUT



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2 (Main Street) increased 24.20 percent between 1983 and 1992. The number of vehicles traveling on Greenfield Road increased 54.4 percent between 1983 and 1992.

Similarly, (Table I-3) indicates that the most common means of transportation or commuting in 1990 was driving alone (94.80 percent), followed by carpools (7.30 percent), and public transportation (0.60 percent). These growing volumes of traffic in Milford illustrate a rising population commuting to work through and from Milford.

COMMITTEE OPINION OF ROADWAYS

At the present time, the gravel roads in Milford are felt to be in poor condition while the paved roads (Town and State maintained) are in relatively good condition. However, some of the paved side roads in Milford are in poor condition.

AREAS OF POTENTIAL SAFETY CONCERNS

The Maine Department of Transportation rates intersections according to a Critical Rate Factor (CRF). Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection. Three intersections within Milford were found to have a CRF of 1.0 or more between January 1989 and December 1991. These intersections include US Route 2/Bradley Road; US Route 2/County Road; and US Route 2/Greenfield Road.

The Comprehensive Planning Committee, however, expressed some concern regarding four roadway hazard areas in Town which are presented below.

- 1) The intersection of Greenfield Road and the Maine Central Railroad tracks is in need of a higher road base on the western side of the tracks.
- 2) Residents and emergency personnel would be unable to enter or exit the neighborhoods on Call Road should the roadway become obstructed at the Maine Central Railroad tracks. The Comprehensive Plan Committee feels

Table I-3

MEANS OF TRANSPORTATION Town of Milford 1980- 1990			
Means of Transportation		1980	1990
Car, truck, or van: Drive Alone		70.00%	94.80%
Carpools		20.20%	7.30%
Public transportation		0.80%	0.60%
Other		10.10%	0.00%
Total Reporting		918	1,391

Source: U.S. Bureau of the Census

that a connector road between Call and County Roads would allow access to the remainder of Call Road in the event of a blockage at the railroad tracks.

- 3) The Committee stated that peak period traffic congestion and the proximity of the intersection to the Lewis Libby School poses a potential safety hazard to the school students. The Committee feels that a traffic light at the corner of the intersection would offer greater safety to the children.
- 4) Finally, the Committee stated that southbound traffic turning left from U.S. Route 2 onto Bradley Road (Route 178) causes congestion which, in turn, ties up traffic turning south from County Road onto U.S. Route 2. The Committee suggested that the addition of a left turn lane would allow through traffic to continue, thus alleviating much of the peak period traffic congestion in downtown Milford.

ROAD MAINTENANCE

Milford's annual expenditures on roads are presented below.

1992-93 - \$152,347
1991-92 - \$139,776
1990-91 - \$110,986
1989-90 - \$129,106
1988-89 - \$136,427

The annual Town reports were inconsistent from year to year in the categorizing of roadway expenditures. However, the categories for fiscal disbursement generally included highway equipment reserves, highway equipment, patching, paving, snow removal, hot topping, and local road assistance.

The annual expenditures indicate an increase of approximately 25 percent between 1991 and 1992 and an 8 percent increase between 1992 and 1993. The numbers suggest that these trends will continue as more vehicles are added to the roads and more roads are constructed. A Road Service Management System would help control increasing road construction and maintenance costs.

TRANSPORTATION SERVICES

The Cyr bus company operates a bus line that originates in nearby Old Town and travels on I-95 to destinations in northern Maine.

Eastern Maine Transportation Services operates para-transit bus routes on U.S. Route 2 between Lincoln and Bangor.

"The Bus", a public transportation system operated by the City of Bangor turns around in Old Town. "The Bus" does not cross the Penobscot River into Milford.

Furthermore, the Comprehensive Planning committee does not feel that any additional public transportation services are needed at this time.

SIDEWALKS AND PARKING

The good repair of the sidewalks in Milford seem to be reflective of the adequate funding over the past few years. The Comprehensive Plan committee does not feel that any additional sidewalks are needed at this time.

There is no significant need for additional public parking areas in Milford at this time. However, future development of the town would benefit from a parking provision in the Land Use Ordinance.

POLICIES

The Town should categorize their roads (ie., public, private, abandoned).

The Town should develop a priority system for construction and maintenance of Town roadways.

The Town should explore shared maintenance agreements of roadways with other towns.

The Town should review and update where appropriate, road construction standards within the Subdivision Ordinance.

The Town should meet with MDOT and the City of Bangor to explore the feasibility and possibility of establishing a park-and-ride facility.

The Town should develop parking standards.

The Town should pursue funding for the establishment of bike paths, trails, etc.

IMPLEMENTATION

The public works department shall prepare a status or inventory of roadway ownership, condition, and service function.

Road maintenance and construction costs have risen over the past years to a point where the Town should consider the implementation of a Road Surface Management System (RSMS). The RSMS is a tool to help town officials take care of their roads more efficiently by managing both time and money. Road monies are best managed by finding the most cost effective way to distribute the limited maintenance dollars among the many roads that need attention in Milford. Time is managed by taking into account the expected life of different types of road repairs to establish when and how

often maintenance work should be done. The system provides a disciplined, systematic way for Milford to identify the road maintenance needs and to decide on a plan of action to address those needs in a timely fashion. The most important benefit is that the RSMS allow priorities and needs to be explained in a clear and concise manner so that road funding decisions can be made with confidence and that there is reasonable assurance that maximum benefit will be obtained for every tax dollar spent.

The Town will explore and encourage expanded regional cooperation with adjacent communities.

The Town will review their road construction standards to insure the avoidance of constructing roadways in areas of soils subject to frost heaving, subsidence, high water table or other areas with limits to roadway development.

The Town will explore grant opportunities to establish (see recreation plan) recreation and transportation initiatives.

The Town should meet with MDOT and the City of Bangor to explore the feasibility and possibility of establishing a park-and-ride facility.

In order to minimize development impacts to roads and avoid congestion, the Land Use Ordinance will contain performance standards that address parking provisions, curb cuts, and sight line requirements for any new development proposals.

REGIONAL COORDINATION

The Town should explore shared maintenance agreements of roadways with other towns.

All agreements, once created, will be formalized with written mutual aid agreements.

SUMMARY

The transportation systems of Milford play an important role in the Town's future. Milford's traffic is becoming increasingly commuter oriented. Proper and affordable maintenance of the roads of Milford will be in the best interest of all citizens. The Town will review their road construction and parking standards. The Town will also prepare a status or inventory of roadways within the Town and initiate a Road Surface Management System (RSMS). The Town will also continue to cooperate regionally in the maintenance of shared roadways and will communicate with other towns on potential developments that will impact Milford.

TIMELINE

Immediate (to be accomplished within the next one to two years)

- * Develop parking standards within the Land Use Ordinance.
- * Develop road construction standards within the Subdivision Ordinance.
- * Initiate a Road Surface Management System.
- * Explore grant opportunities to establish recreation and transportation initiatives.
- * Initiate a roadway inventory.

Short Term (to be accomplished within the next two to five years)

- * Adopt parking standards within the Land Use Ordinance.

- * Adopt road construction standards within the Subdivision Ordinance.
- * Adopt and implement a Road Surface Management System.
- * Complete a roadway inventory.
- * Review hazardous intersections and take corrective action to minimize dangers.

Long Term (to be accomplished within the next five to ten years)

- * Monitor the effectiveness of the Road Surface Management System
- * Pursue alternative methods of funding road construction and road maintenance.

J. PUBLIC FACILITIES AND SERVICES

This section will evaluate current public facilities and services and forecast future needs. Current facilities and services will be evaluated relative to how well they currently serve the Town, and how well they can be expected to serve the Town over the next ten years.

WATER SUPPLY

Water supply to downtown Milford (Main Street and adjacent streets) is supplied by the City of Old Town's water distribution system. However, a large portion of Milford's rural residents utilize groundwater wells as their water supply source. The water supply is plentiful, safe, and more than adequate to meet the growth that is taking place in the town.

The ground water supply in rural Milford, if protected by growth management controls, should be adequate for the next ten years and beyond.

SEWAGE

Milford's sewage is currently handled by a municipal sewer system while on-lot septic systems serve the more rural areas.

The public sewer system serves primarily the downtown Milford area (Main Street and adjacent streets). The sewage treatment plant, located in Old Town, is jointly owned by Old Town, Orono, and Milford). Milford is currently negotiating (as of December 1993) with Old Town to purchase an additional 5.0 percent of capacity. However, Milford's effluent peak flows to the sewage treatment plant are over capacity due to inflow and infiltration. Milford's inflow problem is primarily caused by direct drainage from residential basements and roofs.

The James W. Sewall Company conducted a survey of Milford's sewer system and concluded that

approximately 50 out of the Town's 166 manholes were contributing to storm water infiltration and were in need of immediate repairs. In addition, poor stormwater drainage at the Morin and Emerald Woods subdivisions is another contributor to infiltration. The Town of Milford installed a 42" culvert, 1,200' in length, to drain storm water from the Morin subdivision into the Penobscot River. However, in order to drain both subdivisions properly, the main drainage ditch needs to be re-ditched. Furthermore, the lateral ditches that drain into the main ditch need extensive improvements and all adjacent driveway culverts need to be replaced with culverts that are a minimum of 15" in size.

The primary types of individual sewage systems are septic tanks and/or holding tanks. Other than an occasional faulty system, there does not appear to be a problem with these types of systems.

SOLID WASTE

Municipal solid waste in Milford is currently collected curbside by a private contractor (Phillip Mahar). The waste is then transported to the Penobscot Energy Recovery Company (PERC) in Orrington for disposal.

Milford's recently completed transfer station, located on County Road across from the old landfill (between Wentworth Field Road and Kingsbury Road) accepts the Town's bulky waste.

Recyclable materials are collected curbside by a private contractor (B.F.I.) which are subsequently taken to the Old Town recycling center. A drop-off facility is also available at the former municipal building parking lot.

FIRE PROTECTION

Milford #1 Fire Department, located in the MacDonald-Leland Cunningham Fire Station on Davenport Street, has two paid full time personnel and 23 on-call volunteers. The fire station is attached to the former municipal building and is not of adequate capacity. Major equipment includes

two pumpers (1992, 1000/ 1000 Central State and a 1985, 1000/ 1000 Ford FMC), one tanker (1988, 1,800 gallon capacity), one pick-up truck (1980 Chevrolet), and one water wagon (250 gallon capacity). Milford #1 Fire Station has a mutual aid agreement with Old Town and Bradley.

The Town has budgeted \$6,500 as part of a three year (beginning in 1994) project to construct an additional storage bay for fire equipment and relocate the living quarters and office of the fire station personnel. No new vehicles or equipment will added as a result of the fire station expansion. Once the expansion project is completed, the fire station will also be of adequate capacity and condition.

The opinion of the Comprehensive Plan Committee is that the equipment and the fire station is of adequate capacity and condition.

AMBULANCE AND RESCUE SERVICE

Presently, Milford has a contract agreement with Old Town to provide ambulance service. The Town of Milford does not have any separate rescue service. The mutual aid agreement provides adequate emergency service for the residents of Milford according to the Comprehensive Plan Committee.

Milford has recently installed a 911 emergency assistance phone service.

POLICE PROTECTION

Milford relies on the Penobscot County Sheriff's Department and the Maine State Police for police protection.

The Maine State Police barracks are located in nearby Orono.

Milford, along with the Town of Bradley, contracts with the Penobscot County Sheriff's Department for 40 hours of a sheriff's time. The patrol time is split between the two Towns (each town, twenty

hours weekly). The agreement provides adequate police protection for the residents of Milford according to the Comprehensive Plan Committee.

ROAD MAINTENANCE

With the exception of state roads, Milford maintains its own roads and provides snow removal services. At the present time, the gravel roads in Milford are felt to be in poor condition while the paved roads (Town and State maintained) are in relatively good condition. However, some of the paved side roads in Milford are in poor condition.

CULTURAL RESOURCES

Milford does not have a library in town, however, there are public libraries in Bangor, Orono, and Old Town. There are no museums located in Milford, however, the Old Town museum is located on nearby North Brunswick Street in Old Town.

The Maine Center for the Arts, located at the University of Maine in Orono, is only a few miles from Milford with many culturally and artistically significant events such as operas, concerts, and plays.

CEMETERIES

Milford owns and maintains two cemeteries. The first cemetery, located on U.S. Route 2 (Main Street) in Costigan and referred to as the Costigan Cemetery, is filled to capacity and is in a state of disrepair. The Town of Milford has, however, been addressing the problem and is presently in the third year of a three year restoration project to repair the cemetery.

The second cemetery, located on the Bradley Road south of downtown Milford, is in good condition and is not filled to capacity.

EDUCATION

Milford belongs to School Union #90, along with the towns of Alton, Greenbush, Greenfield, Bradley. The Lewis Libby School (grades K- 8), which has approximately 480 students, is the only school located in Milford. Milford contracts bus service to provide transportation for the students.

Milford residents have excellent higher educational opportunities in nearby Orono and Bangor. The largest campus of the University of Maine System is located a few miles away from Milford in Orono. Several other colleges and universities are located in nearby Bangor, including Husson College, Beal College, the Eastern Maine Technical College, and the Bangor Theological Seminary.

COMMUNICATION

Telephone service in the Town of Milford is provided by New England Telephone.

Cable television service is provided by Cablevision to certain portions of Milford. The portion of Milford where cable television service is available includes in-town areas, and residences adjacent to U.S. Route 2 up to approximately two miles south of Costigan. The Town is presently engaged in negotiations with Cablevision to expand Milford's service area.

ENERGY FACILITIES

Bangor Hydro-Electric Company, which provides electric power to Milford, operates a hydro-electric dam on the Penobscot River in the Town.

TOWN GOVERNMENT AND ADMINISTRATION

The Town of Milford utilizes a Town Manager-Board of Selectpersons-Town Meeting system of government. The Board of Selectpersons is a three person board.

The Town Hall was moved from the Vernon A. Cunningham, Jr. Municipal Building to the present location approximately 0.1 mile away. The Town of Milford, however, is considering construction of a new Town Hall in 1994. The Vernon A. Cunningham Building also houses the Milford #1 Fire Station, a code enforcement office and the public works garage, and contains a large meeting hall which doubles as a recreation facility.

The Town Office is presently open from 8:00 AM to 4:30 PM Monday through Friday.

STATE GOAL

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

REGIONAL POLICIES

Municipalities should explore the opportunities for cooperation in the optimum use, construction, maintenance, and repair of roads.

Municipalities should enact ordinance standards that will ensure development does not adversely impact traffic flow on major roadways shared between municipalities.

Where feasible, municipalities should cooperate with neighboring municipalities in providing mutual aid for police, fire, and ambulance services.

Municipalities should cooperate on the disposal of solid waste and recycling, in order to minimize costs and environmental impacts, while maximizing recycling.

Where municipalities share commercially zoned contiguous areas, they should work together to build and maintain roads or other means of access to these areas.

LOCAL POLICIES

The Town should continue to participate and support mutual aid agreements with neighboring municipalities in providing for police, fire, and ambulance services.

The Town should explore the funding options for the repair of the sewer manholes and the elimination of inflow and infiltration problems in Milford.

In order to alleviate the drainage problems at the Morin and Emerald subdivisions and the subsequent stormwater infiltration problems, the Town should explore the funding options for the installation of the drainage ditch/ culvert extending from the Emerald subdivision to the Morin subdivision.

IMPLEMENTATION

The Town will continue to participate and encourage mutual aid agreements with neighboring municipalities to provide police, fire, and ambulance service.

The Town will pursue funding options (possibly Community Development Block Grants) for the repair of the sewer manholes and the elimination of inflow and infiltration problems in Milford.

The Town will pursue funding options (possibly Community Development Block Grants) for the installation of a drainage ditch/culvert extending from the Morin subdivision to the Emerald subdivision.

REGIONAL CONCERNS

Although the disposal of solid waste is adequate at the present time, the Town of Milford is actively seeking alternative methods to handle its solid waste and recyclables. Regional coordination in solid waste may prove to be the most feasible. Therefore, Milford's Selectpersons and/or Town Manager will continue to work with neighboring towns to seek methods by which to continue to dispose of its solid waste in a economic and environmentally sound manner.

SUMMARY

Milford's public facilities and services are adequate to serve the present and future needs of the Town with the exception of some of the sewer capacity (resulting from inflow and infiltration) and stormwater drainage. Stormwater management provisions will be incorporated into the Land Use Ordinance. The administration will explore funding options (possibly Community Development Block Grants) to repair the existing sewer inflow and infiltration problems in Milford.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * Develop performance standards regulating stormwater management within the Land Use Ordinance.
- * Explore funding options for the repair of the Towns sewer and storm sewer system.

Short Term (to be accomplished in the next two to five years)

- * Monitor the effectiveness of the stormwater requirements in Land Use Ordinance.
- * Obtain funding and execute repair of sewer system.

Long Term (to be accomplished in the next five to ten years)

- * Monitor the long term needs of the Town regarding the public facilities and services.

K. LAND USE

The existing land uses in Milford can be divided into the following basic categories and are presented in Figure K-1.

EXISTING LAND USE

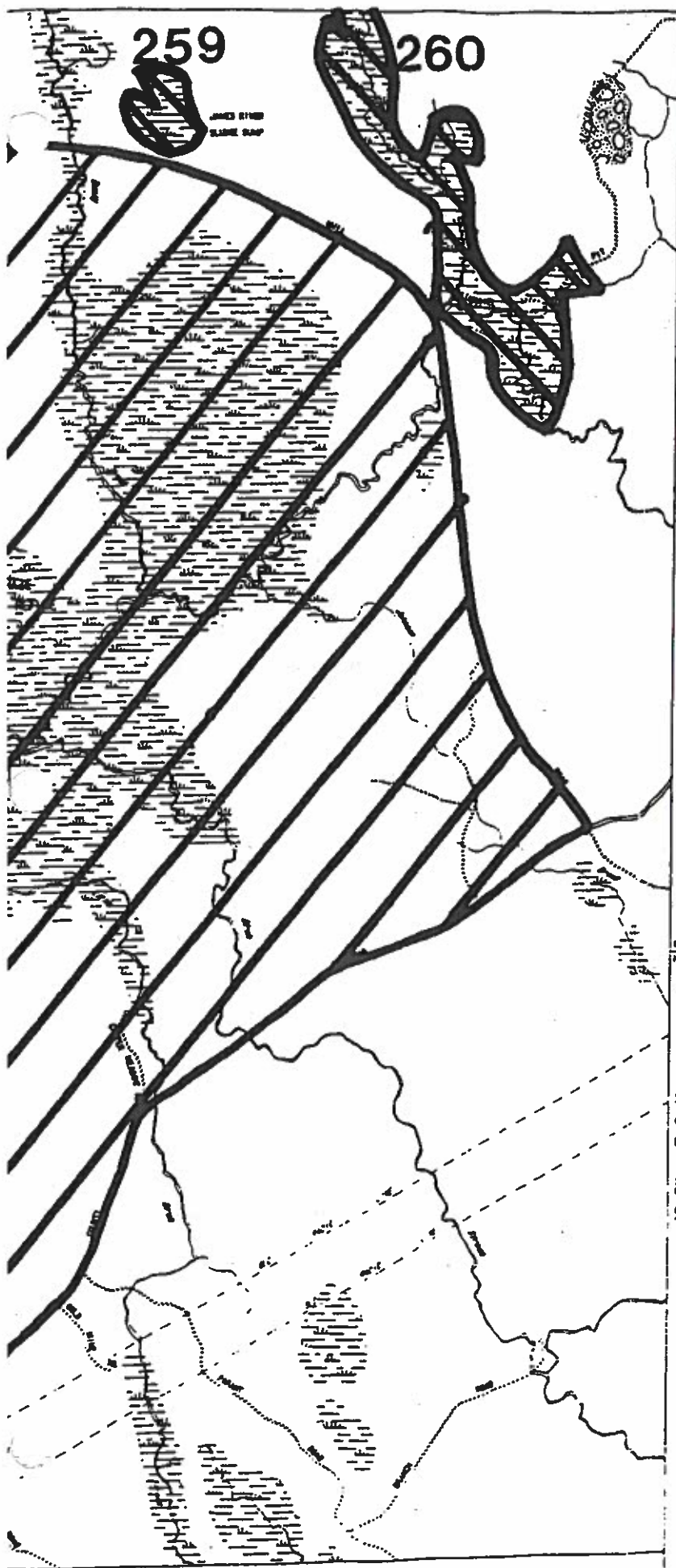
Village/Commercial (VC) - Residential and commercial retail development is located primarily in the downtown Milford area and radiates outward along existing roadways. These land uses are typically characterized by well established high density development.

Subdivisions (S) - This area includes the increased number of lower density residential subdivisions constructed in Milford over the past 10 to 15 years. The development is consistent with the changing status of Milford becoming a bedroom community.

Rural Residential (RR) - Rural Residential land uses make up the majority of Milford's land area. This category includes low density residential, some commercial operations, in-home businesses, institutional (public).

Light Industry (LI) - This land use consists of the Champion International Stud Mill, Parkway Transportation, and the James River chip plant.

Wildlife Conservation (WLC) - Sunhaze National Wildlife Refuge, a 9,800 acre preserve, consists of federally owned forests, wetlands, and streams and is located in the center portion of the Town.



VC VILLAGE COMMERCIAL



S SUBDIVISIONS



RP RESOURCE PROTECTION



WLR WILDLIFE
CONSERVATION



LI LIGHT INDUSTRY



RR RURAL RESIDENTIAL

GREENFIELD

PENOBSCOT CO.
MAINE CO.

1.32 M.D.

TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE
1989

SCALE IN FEET

1100 0 1100 2200 3300 FEET

EXISTING LANDUSE

Priority use for information can be obtained from existing the
map prepared by James W. Sewall Co. October 1988



JAMES W. SEWALL COMPANY
MAPPING CONSULTANTS

FIGURE K-1

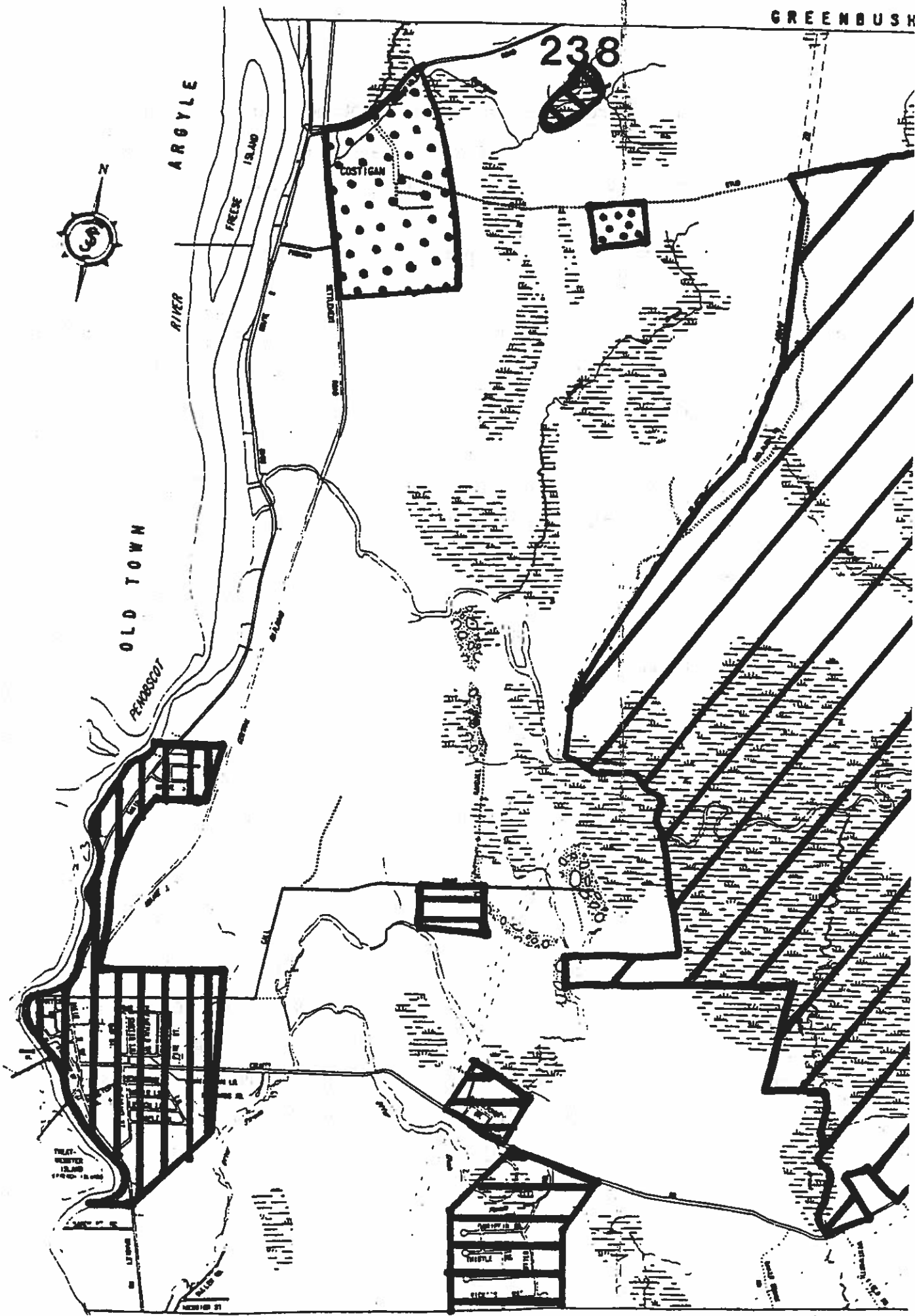
238



ARGYLE

OLD TOWN

PEW385007



Resource Protection - Three Resource Protection areas are located in Milford. These areas consist of wetlands which have been determined to be of moderate wildlife habitat value. As a result, development in these areas is restricted.

AREAS UNSUITABLE FOR DEVELOPMENT

Floodplain - These are areas located in the flood prone areas of Milford. Development in these areas must be in compliance with Milford's Floodplain Ordinance.

Water Resources/Wetlands - These areas fall under the Shoreland Zoning Laws. Development in these areas would be extremely limited if not impossible.

Wildlife Habitat/Conservation - These are areas that would fall under the provisions of the applicable mandated legislation. Development in these areas, if possible, may require review and approval by the pertinent State agencies.

Unsuitable Soils - These are areas in Milford that would limit development because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.

DEVELOPMENT TRENDS

The existing land use and recent patterns of land use change in Milford are not unlike many similar communities which until the early 1980's have been relatively small, isolated, rural communities. The majority of the development in Milford over the past 10 to 15 years was primarily in single family residential dwellings. The residential development occurred as subdivisions, most of which are located near the center of Milford. Forest and/or agricultural land uses were usually converted to accommodate the residential development.

LAND USE CONTROLS

The Town of Milford has a number of existing land use regulations in effect which are presented below:

Shoreland Zoning Ordinance - The Ordinance is consistent with the revised State of Maine Model Guidelines and is in conformance with the applicable State mandates.

Subdivision Ordinance - The Ordinance is consistent with the minimum provisions of the State of Maine Subdivision Law. The purpose of Milford's Subdivision Ordinance is to "assure the comfort, convenience, safety, health, and welfare of the people, of the Town of Milford, to protect the environment and to promote the development of an economically sound and stable community."

Floodplain Ordinance - The Ordinance is consistent with the Federal Emergency Management Agency's model.

Minimum Lot Size Ordinance - All development in Milford must meet the minimum requirements of the Town's Minimum Lot Size of 1 (one) acre. The purpose of the ordinance is to "protect and promote the health, safety, welfare and property values of the inhabitants of the Town of Milford, and to insure adequate sewage disposal."

Mobile Home Park Ordinance - All mobile home park development must meet the requirements of the State of Maine Manufactured Housing Law. The purpose of the ordinance is to "protect the environment and promote the health, safety, and welfare of the community."

In addition to the regulations described above, the Town of Milford is responsible for the enforcement of the following regulations:

Maine State Plumbing Code - Installation of plumbing fixtures and septic systems must be in accordance with the Maine State Plumbing Law and the Subsurface Wastewater Disposal Rules and Regulations.

National Electrical Code - All electrical work in Milford must be consistent with the applicable portions of the National Electrical Code.

Land Use Ordinance - The Town of Milford will also be responsible for developing and enforcing a Land Use Ordinance which will divide the town into growth and rural districts, consistent with the Growth Management Legislation. This ordinance will determine the uses allowed within each district and the density of various development. Emphasis has been given to a variety of land use control options throughout the comprehensive plan sections.

GROWTH AREAS

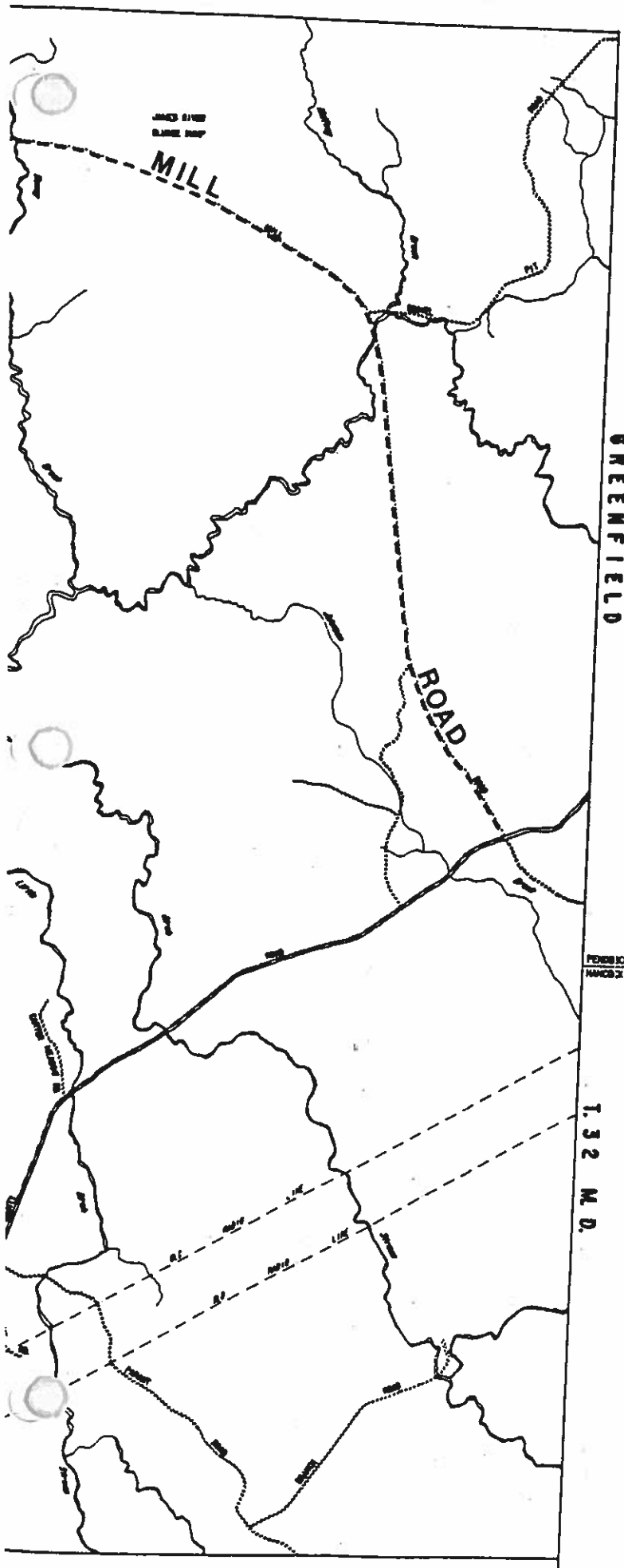
The following district designations (Figure K-2) are based on the previously written sections that include the Inventory and Analysis, Policies, and some Implementation Strategies.

Village District (VD) - Village District is not categorized as growth or rural because it identifies an area that is already developed. It is the desire of the Town of Milford to protect their existing Village area from congested strip development, preserve its character, and control future development to minimize its impact while still allowing some growth in commercial, residential, and in-home business occupations. Development within this district will have to meet the provisions of the land use ordinance performance standards and appropriate lot size standards. The minimum lot size within this district will be: one (1) acre (43,560 square feet) per individual dwelling unit or; one (1) acre (43,560 square feet) per each building containing two dwelling units or; 20,000 square feet per dwelling unit contained within a multi-family

TRANSPORTATION

AREAS OF POTENTIAL SAFETY CONCERNS

* SEE TEXT FOR CORRESPONDING NUMBERS

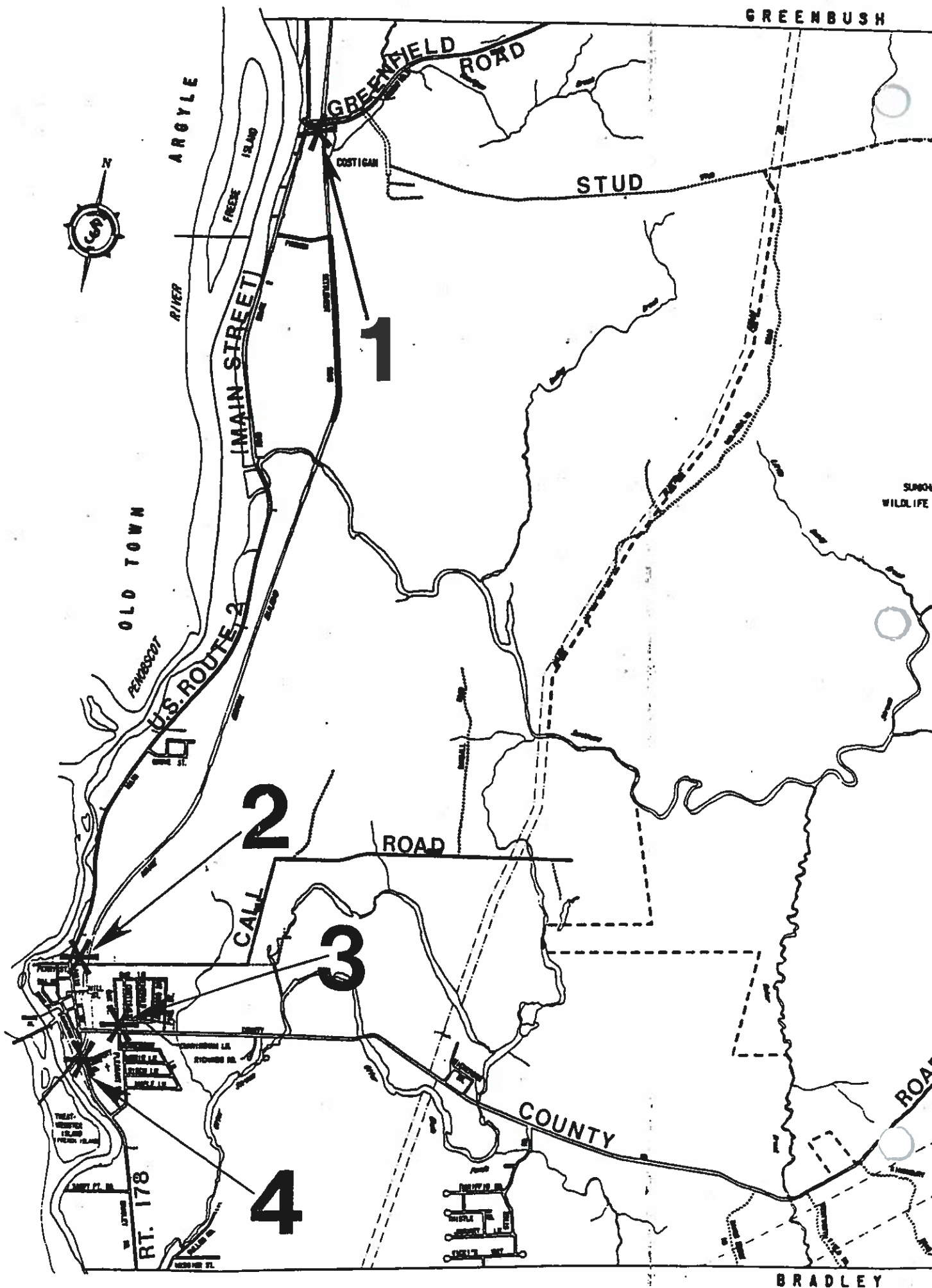


TOWN OF
MILFORD
PENOBSCOT COUNTY, MAINE
1989

SCALE IN FEET
1100 0 1100 2200 3300 FEET

Property lines and information was compiled from existing maps
maps prepared by James V. Sewall Co. Revised 4-1-82.

 **JAMES V. SEWALL COMPANY**
SURVEYORS



building. The aforementioned minimum lot sizes will be contingent on the conformance with the Maine State Plumbing Code and Subsurface Wastewater Disposal Rules. The minimum frontage required within this district will be consistent with existing development to protect the character and rural appearance and minimize development sprawl. Setbacks will be established in order to encourage consistent development within the district. Performance standards will be developed within the Land Use Ordinance to include parking, landscaping, sign, and traffic access requirements as well as design criteria to ensure attractive development with minimum impact on the established uses. Activities to be allowed in this district will be consistent with the established uses within the area which include retail commercial, in-home business occupations, institutional/public, and residential developments. The Village District will include an area from the Penobscot River to the west, Call Road to the east, approximately 900 feet north of Sandy Point Road to the south, and north of Grove Street. The areal extent of the Village District is also presented in Figure K-2. This area will be regulated by performance standards that will protect the character of downtown Milford. Mobile homes will not be permitted in the Village District. A variety of housing types will be allowed but will be limited to 4 dwelling units per building

Mixed Residential (MR) - This growth area district will include those areas which would serve as a high density residential and commercial area in the Town of Milford. This area is adjacent to the Village District and will provide a growth area for the additional housing units anticipated by the year 2001. The Mixed Residential District will also provide for an expansion of limited commercial uses. The Land Use Ordinance will specify the types and sizes of commercial uses in the Mixed Residential District. The areal extent of the Mixed Residential District was determined due to large areas of land located adjacent to the Village District that are unsuitable for development (floodplains, wetlands, Otter Chain Ponds and Stream). Minimum lot sizes in this district will be at least 1 acre pending conformance with the Maine State

Plumbing Code and Subsurface Wastewater Disposal Rules. A one acre lot size has been determined due to the generally poor soils. Minimum road frontage required within this district will be consistent with existing development to protect the character and rural appearance and minimize development sprawl. Setbacks will be established in order to encourage consistent development within the district. The Land Use Ordinance of the Town of Milford will address development concerns in this area with strict performance standards. Those standards will address parking, landscaping, and other standards to ensure appropriate development. Agricultural and forestry uses will be protected in these areas with buffer provisions as described within the Rural Districts. (Mobile homes and mobile home parks will be permitted within this area pending their conformance with the Mobile Home Park Ordinances and Land Use Ordinance.) A variety of housing types will be allowed. Dwelling units will be limited to 4 units per building. The Mixed Residential District will include an area from the eastern boundary of the Village District to the west, Sunkhaze Wildlife Refuge and Baker Brook to the east, Grove Street to the north, and the boundary between Milford and Bradley to the south.

Light Industry (LI) - This growth district will accommodate light industry, heavy commercial, and professional-office land uses in Milford. This area is adjacent to the Rural and Rural Residential Districts in the Northwestern portion of Milford and the Village District and Mixed Residential Districts in the south-western portion of the Town. The district will allow for additional light industrial, heavy commercial, and professional growth through the year 2001. This area includes established industrial uses such as Champion International Stud Mill. Minimum lot size will be 3 acres pending conformance with the Maine State Plumbing Code and the Subsurface Wastewater Disposal Rules. Minimum road frontage required within this district will be consistent with existing development to protect the character of the surrounding area. The Land Use Ordinance will address performance standards such as parking, landscaping, and other standards to ensure appropriate development. The Light

Industry district will include 1) an area that extends from French Settlement Road to the west, 4,000 feet east of French Settlement Road to the east, the southern terminus of French Settlement Road to the south, and to Greenfield Road to the north, 2) the area between Bradley Road, the Penobscot River and Sandy Point Road, and 3) a field known as the Lawrence Shumway Field.

RURAL DISTRICTS

River Residential District (RRD) - This district will include those areas which will consist of single family residences and home occupations while "grandfathering" existing commercial development. This area of existing development is adjacent to the Village and Mixed Residential Districts to the south and will provide for a limited amount of additional housing and light and medium commercial development through the year 2001. Medium density shall be defined as a commercial use where there is a greater than average number of vehicle trips on and off the premises during operating hours, where the lot coverage for a two acre lot is greater than fifty percent (50%) of the entire lot, inclusive of a septic system, with a higher than average number customer volume. An example of "medium density commercial" development would be a combination gas station/ convenience/ restaurant, which services extra-neighborhood traffic (i.e., over-the-road trucks and autos). In order to preserve the character of the district, alternative subdivision designs such as cluster development will be encouraged by the planning board at the time of application within this district. Minimum lot size within the River Residential district will be two (2) acres pending conformance with the Maine State Plumbing Code and the Subsurface Wastewater Disposal Rules. The Town will also encourage the elevation of all new residential development in this district to be elevated two (2) feet above the base flood elevation. Minimum frontage required within this district will be consistent with existing development to protect the character and rural appearance and minimize development sprawl. Setbacks will be established in order to encourage consistent

development within the district. A cluster sketch plan, in addition to a conventional plan, must be submitted at the time of application for all residential and commercial subdivisions. The Land Use Ordinance of the Town of Milford will address development concerns in this area with strict performance standards. Those standards will address parking, landscaping, and other standards to ensure appropriate development. Agricultural and forestry uses will be protected in these areas with buffer provisions as described within the River Districts. Single family mobile homes will be permitted. However, mobile home parks will not be permitted in this district. The River Residential District is located between the Penobscot River to the west, the Maine Central Railroad to the east, the boundary between Milford and Greenbush to the north, and from the Morin ditch spout south to Milford/Bradley town line, a distance of 300', horizontal distance, of normal high water line.

Rural District (RD) - The Rural district consists of those areas that the Town of Milford intends to protect such as agricultural land, forested land, scenic areas, and open space land uses from incompatible development. Low density residential development will be permitted. The minimum lot size will be 5 acres with a minimum road frontage that will be consistent with existing development to protect the character and rural appearance and to minimize development sprawl. Commercial development of agricultural and commercial operations will be permitted as well as home occupations and in-home businesses. A cluster sketch plan, in addition to a conventional plan, must be submitted at the time of application for all residential and commercial subdivisions. All subdivision development proposals within this district will be required to submit a cluster plan as well as a conventional plan for the Planning Board's consideration. In order to protect any existing agricultural or forestry operations, buffer provisions will be incorporated within the Land Use Ordinance to require new development to maintain a setback of at least 100 feet from those existing activities. Mobile home parks will not be permitted within these areas and multi-family housing will be limited to two family units. All development will meet the

required minimum lot size.

Conservation District(CD) - This district corresponds to the boundaries of the Sunkhaze Meadows National Wildlife Refuge which is located in the center portion of Milford. The undeveloped 9,800 acre refuge is a federally owned facility and includes Sunkhaze Stream and its associated tributaries. Recreational activities such as canoeing, fishing, and hiking are permitted within the refuge. However, no development is permitted within the Conservation District.

SHORELAND DISTRICTS

These districts are areas that are required to be regulated by the Shoreland Zoning Laws of the State of Maine and are located within the aforementioned Rural Areas. This district will include land areas within 250 feet, horizontal distance, of the normal high- water line of any great pond, or river; within 250 feet, horizontal distance, of the upland edge of any great pond, or river; within 250 feet, horizontal distance, of the upland edge of a freshwater wetland; and within 75 feet, horizontal distance, of the normal high water line of a stream. The Town of Milford has already established the following Shoreland Districts within the Shoreland Zoning Ordinance to regulate activities within these areas.

Limited Residential District - This designation will include those areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District, Stream Protection District or General Development District. Limited Residential Districts are located within the Rural Residential and Rural Districts.

Stream Protection District - This district will include land areas within 75 feet, horizontal distance, of the normal high-water line of a stream, exclusive of those areas within 250 feet, horizontal distance, of the normal high-water line of a great pond, river, or upland edge of a freshwater wetland. Stream

Protection Districts are located within the Rural Residential and Rural Districts.

Resource Protection District - This district will include those areas which development would adversely affect water quality, productive habitat, biological ecosystems, or scenic and natural values. These areas will not allow development because of their sensitive nature. A Resource Protection District is located along Sunkhaze Stream and around three wetlands in the Rural Residential and Rural Districts.

General Development Districts - This designation is for those areas that are devoted to commercial, industrial, or intensive recreational activities or a mix of those activities. The General Development District is located along the Penobscot River within the Village District.

Limited Commercial District - This designation is for those areas that are devoted to commercial activities. The Limited Commercial District is located along the Penobscot River within the Rural Residential District.

GENERAL RECOMMENDATIONS

The following recommendations for Milford's Land Use Ordinance are based on the information in the inventory and analysis section and policy sections of the Comprehensive Plan. Some recommendations have been taken from previously developed implementation sections. The recommendations are organized by topic.

Generally, the planning board is responsible for drafting the Land Use Ordinance within the municipality.

Before addressing specific recommendations for Milford's Land Use Ordinance, there are several overall recommendations that should be considered when working on the ordinance. In general, land use regulations should be kept to the minimum necessary to achieve the goals of this Comprehensive Plan. It is not the intent of the Comprehensive Planning committee to impose burdensome requirements on the normal activities of town residents. The overall philosophy for land use regulation, is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety. Over regulation should be avoided. Residents should not feel as if they have lost their freedoms as landowners. In particular, land use regulation should not be so restrictive that they have a negative impact on existing land use practices.

In regard to the creation and updating of various ordinances, there are some general guidelines that should be followed. In ordinances, there is a need for specific standards and clear definitions. It is very important that the various ordinances meet the minimum requirements as set forth by State Law. In addition, it is very important that land use ordinances be consistent with the recommendations of the Comprehensive Plan. The Comprehensive Plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event the ordinances are subject to a legal challenge.

The Town of Milford has identified specific needs and concerns. These areas of concern were identified in the inventory and analysis and policy sections of this Comprehensive Plan as well as various implementation strategies. In order to address these concerns, a number of ordinances need to be revised or created. These revisions will include: the Subdivision Ordinance to better address stormwater management criteria and encourage open space development; the Building Code to include structural requirements and fire prevention requirements; the Mobile Home Park Ordinance to be consistent with law changes; and the Shoreland Zoning Ordinance will need to be updated for consistency as needed. Ordinances that will need to be developed or amended in the near future would be the Land Use Ordinance, Site Plan Review Ordinance, Minimum Lot Size Ordinance, and the Building Code.

ENFORCEMENT

The value of any ordinance is dependent on how well it is enforced. In the development of policies for this plan, several items were determined to be of importance for enforcement. These include the Land Use Ordinance, Shoreland Zoning Ordinance, Maine State Plumbing Ordinance, and the Building Code. In order to achieve better enforcement, two issues are of importance: (1) the education of residents as to the requirements of local and state regulations and the reason for those regulations; and (2) the hiring of a certified Code Enforcement Officer with provisions for adequate Code Enforcement Officer hours to ensure that compliance is taking place. The key to adequate and successful enforcement is providing the Code Enforcement Officer with the proper legal language and definitions within the Land Use Ordinance. The success of any ordinance depends on the ability of the Code Enforcement Officer to enforce the ordinance.

TIMELINE

Immediate (to be accomplished in the next one to two years)

- * Designate Growth and Rural Areas within the Land Use Ordinance.
- * Revise the Shoreland Zoning Ordinance and Subdivision Ordinance to conform to State Legislation, as needed.
- * Develop performance standards for residential and light industry, commercial, and professional/office uses within the Land Use Ordinance.
- * Develop performance standards to minimize the impact of development on natural resources.

Short Term (to be accomplished in the next two to five years)

- * Establish communication with neighboring planning boards to share regulations protecting natural resources.
- * Review the Code Enforcement Officer's hours to determine if they are adequate to enforce the provisions of the various ordinances.

Long Term (to be accomplished in the next five to ten years)

- * Review and propose the necessary amendments to the Land Use Ordinance to address the current needs of the Town of Milford.

L. FISCAL CAPACITY

Fiscal capacity is a measure of a town's ability to meet present and future needs through public expenditures and other fiscal policies. Revenue sources and town expenditures are the two major items considered. Examples of revenue sources include property and excise taxes, fees charged for services, and state and federal revenue sharing programs. Town expenditures include costs for items such as local administration, public works, education, recreation, capital improvements, and Penobscot County fees.

The analysis of Milford's fiscal capacity as well as public needs identified in other sections provides the basis for the "Capital Investment Plan" later in this section. The Capital Investment Plan describes ways the Town can financially plan to meet the needs of its residents.

The financial status of the town over the last five years is reviewed below. The financial statements were not available due to confusion arising out of Milford's transition period during that time. The financial information that follows is based on Town Reports.

FISCAL YEAR
MARCH 1, 1988 to FEBRUARY 28, 1989

REVENUES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
Taxes	\$1,065,265	38.3%
Licenses and permits	\$9,583	0.5%
Intergovernmental revenues	\$1,506,302	54.2%
Charges for services	\$168,485	6.0%
Other revenues	\$29,283	1.0%
TOTAL REVENUES	\$2,778,918	100%

EXPENDITURES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
General Government	\$94,717	3.4%
Public safety	\$174,896	6.4%
Sanitation	\$27,462	1.0%
Highway Maintenance	\$153,958	5.6%
Human services	\$13,821	0.3%
Education	\$2,047,240*	75.2%
Recreation	\$15,598	0.5%
Cemeteries	\$15,582	0.5%
Employee benefits	\$41,388	1.5%
Debt and debt interest	\$34,174	1.2%
Special assessments	\$52,470	1.9%
Unclassified	\$3,645	0.1%
Highway equipment reserves	\$43,173	1.5%
TOTAL EXPENDITURES	\$2,718,124	100%

*Figure includes \$1,442,878 in state funds. Milford's portion of the education budget is approximately \$604,362 or 22.2%.

As can be seen in the above table, the largest revenue during the FY ending February 28, 1989 budget period was intergovernmental revenues (54.2%) followed by taxes (38.3%), charges for services (6.0%), other revenues (1.0%), and licenses and permits (0.5%).

The largest expenditures during this budget period were education (75.0%) followed by public safety (6.4%) and public transportation (5.4%). Milford also reserved \$43,173, or 1.5% for highway equipment reserves.

FISCAL YEAR

MARCH 1, 1990 to JUNE 30, 1990

REVENUES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
Taxes	\$94,902	11.6%
Licenses and permits	\$2,255	0.25%
Intergovernmental revenues	\$695,194	85.2%
Charges for services	\$18,756	2.2%
Other revenues	\$4,769	0.75%
TOTAL REVENUES	\$815,876	100%

EXPENDITURES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
General Government	\$58,359	4.9%
Public safety	\$54,409	4.6%
Sanitation	\$20,483	1.7%
Highway Maintenance	\$22,557	1.9%
Human services	\$13,094	1.1%
Education	\$990,405	84.7%
Recreation	\$6,499	0.001%

EXPENDITURES (continued)

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
Cemeteries	\$3,097	0.001%
Employee benefits	--	--
Debt and debt interest	\$5,344	001%
Special assessments	--	--
Unclassified	\$290	0.0001%
Highway equipment reserves	--	--
TOTAL EXPENDITURES	\$1,174,537	100%

*Due to the fiscal year change (see below), the percentage of Milford's portion of the education budget could not be accurately calculated.

The lower revenue and expenditure levels reflect the change in Milford's fiscal year end from February 28, 1990 to June 30, 1990. The above statement, therefore, reflects activity from March 1, 1990 to June 30, 1990. Further, the financial statements do not reflect property tax revenues nor a comparison of budget to actual revenue and expenditures for the general fund for the four months ended June 30, 1990 because the budget adopted at the town meeting on June 27, 1990 was for the sixteen months ended June 30, 1992 and the taxes were not committed to the tax collector until after June 30, 1990. The total revenues and expenditures for the 1990-91 budget period were less than the previous year. However, as was the case with the previous year, intergovernmental revenues (85.2%) and taxes (11.6%) continued to be among the largest sources of revenue while education (84.7%) was the largest expenditure for Milford.

FISCAL YEAR

JULY 1, 1990 to JUNE 30, 1991

REVENUES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
Taxes	\$1,667,478	40.4%
Licenses and permits	\$25,411	0.5
Intergovernmental revenues	\$2,336,860	56.7%

REVENUES (continued)

Charges for services	\$19,770	0.5
Other revenues	\$68,081	1.6%
TOTAL REVENUES	\$4,117,600	100%

EXPENDITURES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
General Government	\$230,471	5.7%
Public safety	\$146,390	3.6%
Sanitation	\$87,263	2.1%
Highway Maintenance	\$139,776	3.4%
Human services	\$22,693	0.25%
Education	\$2,842,911*	70.9%
Recreation	\$10,125	0.05%
Cemeteries	\$4,430	0.05%
Employee benefits	--	--
Debt and debt interest	\$79,081	1.9%
Special assessments	--	--
Unclassified	\$12,059	0.75%
Highway equipment reserves	--	--
County Tax	\$67,469	1.6%
Capital outlay	\$361,654	9.0%
TOTAL EXPENDITURES	\$4,004,489	100%

*Figure includes \$1,779,366 in state funds. Milford's portion of the education budget is approximately \$1,063,545 or 26.5%.

The largest revenue during the FY ending June 30, 1991 budget period was intergovernmental revenues (56.7%) followed by taxes (40.4%), charges for services (0.5%), other revenues (1.6%), and licenses and permits (0.5%).

The largest expenditures during this budget period were education (70.9%) followed by capital outlay (9.0%) and general government (5.7%). Milford's contribution to the education budget increased approximately 4.3% since FY March 1, 1988 to February 28, 1989 (an accurate comparison cannot be made with the FY March 1, 1990 to June 30, 1990).

FISCAL YEAR
JULY 1, 1991 to JUNE 30, 1992

REVENUES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
Taxes	\$1,937,630	43.4%
Licenses and permits	\$6,389	0.4%
Intergovernmental revenues	\$2,365,311	53.0%
Charges for services	--	--
Other revenues	\$146,274	3.2%
TOTAL REVENUES	\$4,455,604	100%

EXPENDITURES

<u>Category</u>	<u>Amount</u>	<u>Percent of Total</u>
General Government	\$251,405	6.1%
Public safety	\$207,250	5.0%
Sanitation	\$115,868	2.8%
Highway Maintenance	\$152,347	3.7%
Human services	\$19,968	0.5%
Education	\$3,030,320*	73.8%
Recreation	\$17,417	0.5%
Cemeteries	\$1,906	0.05%
Employee benefits	--	--
Debt and debt interest	\$62,915	1.5%
Special assessments	--	--
Unclassified	\$8,236	0.25%

EXPENDITURES (continued)

Highway equipment reserves	--	--
County tax	\$63,473	1.5%
Capital outlay	\$170,141	4.1%
TOTAL EXPENDITURES	\$4,101,246	100%

*Figure includes \$2,028,869 in state funds. Milford's portion of the education budget is approximately \$1,001,451 or 24.4%.

The largest revenue during the FY ending June 30, 1992 budget period was intergovernmental revenues (53.0%) followed by taxes (43.4%), other revenues (3.2%), and licenses and permits (0.4%).

The largest expenditures during this budget period were education (73.8%) followed by, general government (5.7%), public safety (5.0%), and capital outlay (4.1%). Milford's contribution to the education budget decreased approximately 2.1% since FY July 1, 1990 to June 30, 1991. Milford's total expenditure on education (73.8%) is higher than Bradley's (64.0% FY 1992-93) but lower than Greenbush's expenditure (81.5%).

TAX RATES

As can be seen in the table below, the residential development and subsequent higher demand for public facilities and services that took place during the 1980's placed a financial burden on many bedroom communities such as Milford. The cost of providing additional services including road maintenance, the school system, and solid waste disposal all contribute to a higher mil rate. However, the rise and subsequent decrease of Milford's tax rate was due to a property revaluation in the Town - although the mil rate, however, has decreased since 1992.

Milford's tax rate or mil rate is presented below.

MILFORD TAX RATE

1989-93

<u>Municipal Year</u>	<u>Mills</u>
1992-93	14.5
1991-92	23.0
1990-91	20.5
1989-90	14.0

Unlike some of the larger towns nearby, Milford does not have a significant industrial or heavy commercial base which to tax and thereby reduce the tax burden on local residential owners. In addition to lacking a significant industrial base or other similar big businesses for a tax base, new home construction has leveled off during the past few years. In comparison, Milford's mil rate is higher than Bradley's (12.2%) and lower than Greenbush's mil rate (14.9%) for FY 1992-93.

POLICIES AND STRATEGIES

- * The Town should explore the possibility of establishing a budget advisory committee.
- * The Town should encourage orderly growth and development to assist in sound fiscal planning.
- * The Town should encourage commercial and industrial development.
- * The Town should apply for Community Development Block Grants (CDBG) to fund the repair or replacement of public facilities and services.

IMPLEMENTATION

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the Town as important to fiscal planning. The primary implementation strategy for fiscal matters is the development of a capital investment plan. The purpose of a capital investment plan is to establish a

framework for financing needed capital improvements. Capital improvements are distinguished from operating expenses by two criteria - cost and frequency. Capital improvements have the following characteristics: they are relatively expensive (usually having an acquisition cost of \$5,000 or more); they usually don't recur annually; they last a long time (usually having a useful life of three or more years); and they result in fixed assets.

Capital improvements identified in the various sections of this comprehensive plan were assigned priority ratings based on the following rating system.

PRIORITY A - Immediate need. A capital improvement rated priority A would typically remedy a danger to public health, safety and welfare.

PRIORITY B - Necessary within 3 years. A capital improvement rated priority B would typically correct deficiencies in an existing facility or service.

PRIORITY C - Future improvement, 4-6 years. A capital improvement rated priority C would be desirable, but funding would be flexible. There would be no immediate problem.

PRIORITY D - Desirable, but not necessarily feasible within the time frame of the current plan.

Priority A improvements would typically be made before priority B improvements, and priority B improvements would typically be made before priority C improvements. However, a lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if funding or other resources (such as donated funds) become available. In order to fund some capital improvement projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

IDENTIFIED CAPITAL IMPROVEMENT PRIORITIES AND TIMELINE

The Town of Milford's proposed 1994-95 capital improvements budget and the expected time of

expenditure is presented below:

<u>ITEM</u>	<u>1994-95</u>	<u>1995-96</u>	<u>1996-97</u>	<u>1997-98</u>	<u>PRIORITY</u>
Morin Ditch Reserve	\$75,000	\$50,000	\$25,000	\$25,000	B
Sewer Improvements					
Reserves	\$15,000	\$15,000	\$15,000	\$15,000	A
Road Improvements	\$75,000	\$75,000	\$75,000	\$75,000	C
Computer Loan	\$8,700*	\$0	\$0	\$0	
Computer Upgrade	\$5,000*	\$15,000	\$0	\$0	D
Computer Reserve	\$2,000	\$2,000	\$2,000	\$2,000	D
Backhoe Reserve	\$9,630*	\$9,000	\$9,000	\$9,000	D
Front End Loader Reserve	\$9,120*	\$9,000	\$9,000	\$9,000	D
Fire Truck Reserve	\$14,638*	\$14,638*	\$14,638*	\$14,638*	C
Fire Station Rehab.	\$6,500*	\$6,500*	\$0	\$0	B
Town Office	\$20,000	\$60,000	\$60,000	\$60,000	B
Landfill Closure	\$25,000	\$25,000	\$25,000	\$25,000	C
Saltshed Reserve	\$7,500	\$7,500	\$7,500	\$7,500	C
TOTAL	\$99,588	\$288,638	\$65,638	\$64,638	

* Indicates remaining payments or budget allocations for purchase of each of the capital goods or construction of facilities. These figures will be refined by the proposed Budget Advisory Committee.

The Morin Ditch (Morin subdivision), as described in the Public Facilities Section, is a high priority project. The James W. Sewall Company conducted a survey of Milford's sewer system and concluded that the approximately 50 out of the Town's 166 manholes were contributing to storm water infiltration and were in need of immediate repairs. In addition, poor stormwater drainage at the Morin and Emerald Woods subdivisions is another contributor to infiltration. Milford installed a 42" culvert, 1,200' in length, to drain storm water from the Morin subdivision into the Penobscot River. However, in order to drain both subdivisions properly, the main drainage ditch needs to be re-ditched. Furthermore, the lateral ditches that drain into the main ditch need extensive improvements and all adjacent driveway culverts need to be replaced with culverts that are a minimum of 15" in size. In order to fund the project, the Town of Milford is considering alternative methods such as a Community Development Block Grant (CDBG) and a reserve account has been proposed by the Comprehensive Plan Committee. A Sewer Improvements Reserve account (\$15,000 annually) has

been proposed by the Comprehensive Plan Committee.

A Road Improvement Reserve account for capital improvement projects is an ongoing investment with proposed monies budgeted annually. The majority of the improvements include paving and shoulder repair.

The funds budgeted for the Computer, Backhoe, Front End Loader, and Fire Truck reserve accounts reflect existing and anticipated annual loan payments for the purchase of the capital goods. The Computer Upgrade will be paid for in 1995-96 and the Fire Truck loan terminate in 1998-99. Equipment maintenance costs will be included in the operating budget.

Proposed funding for the Fire Station rehabilitation (See Public Facilities and Services Section) is budgeted over a three year period and will be completed in the 1995-1996 fiscal year.

Proposed funding for the relocation and construction of Milford's new town office (See Public Facilities and Services Section) is scheduled over a four year period with increased payments from 1995 to 1999.

The estimated cost of Milford's portion of the Town's landfill closure is approximately \$100,000, to be paid for by an annual \$25,000 reserve account.

The Town of Milford is anticipating the construction of a new salt shed, as mandated by Maine Department of Environmental Protection. Therefore, the Comprehensive Plan Committee has proposed to establish a reserve account of \$7,500 for four years to pay for the (approximately) \$30,000 construction cost.

ABILITY TO FUND CAPITAL IMPROVEMENT PROJECTS

Financing for capital improvements can be managed through the use of a capital reserve fund. By setting aside some money each year, when expenditures are needed, there will be a reserve with which to pay for them. Particularly in these tough economic times, local needs will have to be carefully balanced against the available financial resources.

SUMMARY

This Capital Improvements section has identified capital costs and potential capital improvements for Milford's future.

Capital improvements identified include the Costigan Cemetery repairs, road improvements, equipment purchases (computers, backhoe, front end loader, and fire truck), the fire station rehabilitation, and the relocation and construction of a new town office. Alternative methods to fund the drainage improvements to the Morin and Emerald subdivisions as well as repair of the sewer inflow and infiltration problems in Milford were also identified.

The Town of Milford will continue to utilize its financial resources by creating a Budget Advisory Committee to establishing reserve accounts and appropriate financial planning.

M. IMPLEMENTATION TIMETABLE

A number of implementation strategies have been suggested in the preceding sections of this comprehensive plan. this section is to serve as a summation of these strategies indicating when they may be accomplished.

The successful implementation of the comprehensive plan will depend upon the carrying out of the suggested implementation strategies. The timing of these strategies may be adjusted from the schedule below in order to accommodate the immediate needs and interests of the citizens of Milford.

IMMEDIATE (to be accomplished in the next one to two years)

CHARACTER & HISTORY

- * Selectperson will pursue the establishment of an historical society.
- * The historical society, once created, will initiate the collection and preservation of artifacts and documents.
- * The subdivision ordinance will be amended to ensure the protection and preservation of identified significant archaeological sites.

LOCAL ECONOMY

- * The Town will develop a land use ordinance which will contain districts as specified by the land use plan.
- * A schedule of uses and performance standards will be developed within the land use ordinance which will encourage the continued existence of established service and retail related development.

HOUSING

- * The land use ordinance will identify a variety of housing types within the appropriate districts throughout the town.
- * The land use ordinance will contain housing standards that will minimize costs but ensure appropriate development.
- * The Planning Board will annually review the effectiveness of the housing standards within the land use ordinance.

NATURAL RESOURCES

- * Continue to provide the time and support necessary for the CEO/ LPI to maintain his/ her certification
- * Incorporate erosion and sedimentation standards into the Land Use Ordinance
- * Insure that copies of the Tree Growth Tax Law and Farm and Open Space Tax Law are made available to the public

RECREATION

- * Continue to support regional recreational opportunities with the recreation departments of adjacent towns.
- * Form a committee to initiate a study as to possibilities for walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream

TRANSPORTATION

- * Develop parking standards within the Land Use Ordinance.

- * Develop road construction standards within the Subdivision Ordinance.
- * Initiate a Road Surface Management System.
- * Explore grant opportunities to establish recreation and transportation initiatives.
- * Initiate a roadway inventory.

PUBLIC FACILITIES

- * Develop performance standards regulating stormwater management within the Land Use Ordinance.
- * Explore funding options for the repair of the Towns sewer and storm sewer system.

LAND USE

- * Designate Growth and Rural Areas within the Land Use Ordinance.
- * Revise the Shoreland Zoning Ordinance and Subdivision Ordinance to conform to State Legislation, as needed.
- * Develop performance standards for residential and light industry, commercial, and professional/office uses within the Land Use Ordinance.
- * Develop performance standards to minimize the impact of development on natural resources.

SHORT TERM (to be accomplished in the next two to five years)

LOCAL ECONOMY

- * Support regional economic development efforts.

NATURAL RESOURCES

- * Insure that the Shoreland Zoning Ordinance, Subdivision Ordinance, and Land Use Ordinance contains the appropriate phosphorus control standards.
- * Initiate timber harvesting standards to protect residential developments located adjacent to areas of timber harvesting.

RECREATION

- * Establish cost and explore funding options for walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream.

TRANSPORTATION

- * Adopt parking standards within the Land Use Ordinance.
- * Adopt road construction standards within the Subdivision Ordinance.
- * Adopt and implement a Road Surface Management System.
- * Complete a roadway inventory.
- * Review hazardous intersections and take corrective action to minimize dangers.

PUBLIC FACILITIES

- * Monitor the effectiveness of the stormwater requirements in Land Use Ordinance.
- * Obtain funding and execute repair of sewer system.

LAND USE

- * Establish communication with neighboring planning boards to share regulations protecting natural resources.
- * Review the Code Enforcement Officer's hours to determine if they are adequate to enforce the provisions of the various ordinances.

LONG TERM (to be accomplished in the next five to ten years)

CHARACTER & HISTORY

- * The planning board and historical society will develop a list of significant archaeological and historic sites to be submitted for inclusion in the National Register of Historic Places.

LOCAL ECONOMY

- * The Town will continue to support regional economic development opportunities.

HOUSING

- * The Planning Board will monitor housing development trends annually and make the appropriate recommendations to minimize the impact of the development upon municipal facilities and services.

NATURAL RESOURCES

- * Encourage good management of forests, wildlife, and open space through the Tree Growth Tax Law and Farm and Open Space Tax Law

RECREATION

- * Establish walking/ bicycle paths along the Penobscot River and canoe access to Sunkhaze Stream.

TRANSPORTATION

- * Monitor the effectiveness of the Road Surface Management System
- * Pursue alternative methods of funding road construction and road maintenance.

PUBLIC FACILITIES

- * Monitor the long term needs of the Town regarding the public facilities and services.

LAND USE

- * Review and propose the necessary amendments to the Land Use Ordinance to address the current needs of the Town of Milford.