FREEPORT DATA, FACTS, TRENDS, AND MAPS

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FREEPORT DATA, FACTS, TRENDS, AND MAPS

This document contains a wide variety of information about the Town of Freeport and has been maintained and updated over the years as background information for the Town's Comprehensive Plan (the Plan), collected to identify the significant issues addressed in the Plan. The topic areas included in this document include population trends; affordable housing; existing land use; local economy; forestry, agriculture, and open space; marine resources; energy and climate change; transportation; historic and archaeological resources; natural areas, recreational facilities and services; community facilities and services; and fiscal capacity. This document is separate from the Plan and is updated as new information becomes available. Its intended use is to provide factual data, not to recommend goals or policies.

SECTION 1—POPULATION TRENDS

Between 1950 and 1980, Freeport's population increased by approximately 22% per decade. In the 1980s and 1990s the growth rate decreased to 18%. Table 1 compares Freeport's population in the period with that of surrounding towns.

Table 1. Freeport Population Changes

Town	1970	1980	1990	2000	2005 (est.}	2020 (est.)	2000-05 # Change	2000-05 % Change
Freeport	4,781	5,863	6,905	7,800	8066	8,765	266	3.4
Brunswick	16,195	17,366	20,906	21,172	21,820	21,607	648	2.9
Cumberland	4,096	5,284	5,836	7,159	7,656	9,049	497	6.9
Falmouth	6,921	6.853	7.610	10,310	10,601	11,269	291	2.8
Pownal	800	1,189	1,262	1,491	1,586	1,865	95	6.4
Yarmouth	4,854	6,585	7,862	8,360	8,257	8,093	-103	-1.2
Total	**37,647**	**215,789**	**243,135**	**265,612**	**274,950**	**293,454**	**9,338**	**3.5**

Source: U.S. Census, Maine State Planning Office

Year 2005 and 2020 projections were prepared by the Maine State Planning Office and offer only a possible scenario of future population change using the best data and methods currently available. The model assumes that past birth, death, and migration rates within each group will persist into the foreseeable future. The model cannot account for unprecedented future events that may dramatically alter a county's demographic composition, such as future military base closings; large factory openings and closures; or changes in technologies, personal choices, the economy, or environmental conditions that may alter migration behavior and/or birth and death rates. Population projections are more accurate for the near future than for distant years and should be updated regularly.

Table 2 shows Freeport's population changes by age cohort. This table shows the aging of the baby boomers and an overall drop in the birth rate. The 2008 population projections were obtained from the State of Maine Planning Office. Although these numbers are predictions, they help project Freeport's future growth and needs.

Table 2. Actual Population Growth by Age Group—1990, 2000, and 2008 Estimates

Age Bracket	1990	2000	2008 (est.)	1990 to 2000 # Change	1990 to 2000 % Change	2000 to 2008 # Change	2000 to 2008 % Change
Under 5	524	483	465	-41	-7.8	-18	-3.7
Age 5-19*	1,290	1,625	1,399*	335	25.0	-226	-13.9
Age 20-29*	973	609	927*	-364	-37.4	318	52
Age 30-49	2,421	2,667	2,275	246	10.1	-392	-14.7
Age 50-64	862	1423	1978	561	65	555	39
Age 65 and over	835	993	1,181	158	18.9	188	19
Total	**6,905**	**7,800**	**8,225**	**895**	**18.9**	**425**	**5.4**

*Due to changes between the 2000 Census and 2008 estimates, the age bracket comparisons are slightly off. For the 2000 Census, the age brackets are broken down to Ages 5-19 and 20-29; the estimates are based on ages 5-17 and 18-29.

Freeport Families in the Workforce and Childcare

According to the U.S. Census, more than 70% of mothers with children under age six are in the workforce; more than half of them use child care. Families spend between 9% and 25% of their annual income on child care (2000 U.S. Census). Low-income parents spend the largest percentage of income on child care, affecting worker productivity and absenteeism rates. Tables 3 and 4 show more information about families in the workforce and household income.

Table 3. Freeport and Cumberland County Families in the Workforce

Area	Number of Households	Families with Children under Age 18	Number of Female Heads of Household	Number of Female Heads of Household with Children under Age 18
Freeport	3,065	1,063	292	189
Cumberland Co	107,989	32,506	10,213	6,478

Source: 2000 U.S. Census

Table 4. Freeport Household* Income—1989 to 1999

Annual Income	1989	1999
Less than $10,000	193	184
$10,000 to $14,999	153	159
$15,000 to $24,999	441	369
$25,000 to $34,999	427	302
$35,000 to $49,999	581	438
$50,000 to $74,999	504	746
$75,000 to $99,999	169	363
$100,000 to $149,999	119	248
$150,000 to $199,999	55**	152
$200,000 or more	x	121
Total Number of Households	**2,641**	**3,082**
Median Household Income	**$37,150**	**$52,023**

*A household is defined as all of the people who occupy a housing unit as their usual place of residence.

**This number represents all households with annual income of $150,000 or greater.

SECTION 2—AFFORDABLE HOUSING

Tables 5 through 9 show the growth of the median home price and the relative constancy of local wage earners' ability to afford housing. Freeport has several rental opportunities for lower-income families; however, home ownership for lower and moderate income families has become difficult, if not impossible. The data below was supplied by the Maine State Housing Authority.

Table 5. Freeport Housing Affordability Index 2004 to 2008

Year	Index	Median Home Price	Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
2004	0.64	$252,000	$56,305	$88,026	$161,189
2005	0.67	$254,900	$57,993	$87,060	$169,797
2006	0.56	$324,900	$58,767	$104,470	$182,765
2007	0.58	$320,000	$59,362	$102,894	$184,616
2008	0.66	$293,000	$61,958	$94,212	$192,689

Table 6. Area Housing Affordability Index

Location	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Freeport	0.66	$293,000	$61,958	94,212	$192,689
Portland-South Portland ME Housing Market	0.77	$219,900	$55,275	$71,352	$170,353
Maine	0.79	$178,000	$46,321	$58,951	$139,864

Table 7. Residents Unable to Afford Median Home Price

Location	Percent of Households Unable to Afford Median Home Price	Number of Households Unable to Afford Median Home Price
Freeport	75.9%	2,517
Congressional District 1	71.5%	209,916
Portland-South Portland ME Housing Market	68.5%	101,641
Cumberland County	67.8%	77,408
Maine	62.6%	350,239

Table 8. Renter Households Unable to Afford Average 2-Bedroom Rent

Location	Percent of Households Unable to Afford Average 2-BR Rent	Number of Households Unable to Afford Average 2-BR Rent	Average 2-BR Rent	Income Needed to Afford Average 2-BR Rent
Freeport	61.6%	450	$1,156	$46,247
Cumberland County	57.6%	21,035	$1,031	$41,225
Maine	57.0%	88,627	$ 847	$33,878

Table 9. Housing Needs Summary

Household	Family Units	Seniors Units (65 and over)
Number of Renter Households at 50% AMI	253	93
Number of Subsidized Units Available	193	47
Project-Based	162	42
Non-Project-Based (Section 8 Vouchers)	31	5
Number of Affordable Rental Units Needed	60	46
Indicated Unmet Need Percentage	**23.7%**	**49.3%**

There are 10 affordable housing projects in Freeport, including two for elderly households. The Freeport Housing Trust (FHT) owns seven of the properties. Subsidizing for these units comes from various sources including Housing and Urban Development, Rural Development, and the Maine State Housing Authority. Table 10 presents more information about these properties.

Table 10. Freeport Affordable Housing—2002

Project Name	Number of Units	Type of Unit	Owner
Brookside Village	16	Low-income elderly	FHT
Oak Leaf Terrace	26	Low-income elderly	FHT
Village View Townhouses	30	2 and 3 bedroom family units	FHT
Quarry Ridge	34	1 and 2 low-income family and elderly	Quarry Ridge Housing Associates
Wildwood Acres I	16	Family	Wildwood Redevelopment LP
Wildwood Acres II	20	Family	Wildwood Redevelopment LP
Maplewood Terrace	18	1 bedroom	FHT
Varney Square	30	1,2, and 3 bedroom	FHT
50 Bow Street	4	1 and 2 bedroom	FHT
Wardtown Park	60	Mobile home pads	FHT
Total Number of Units	**242**		

Source: Freeport Housing Trust

FHT grew from the work of a Town-sponsored Housing Committee acting in response to the housing crisis of the 1980s. During that decade, over 100 housing units were lost to commercial development in Freeport Village, and many families were dislocated. FHT now owns 124 units of affordable rental housing. An additional 60 mobile home sites at Wardtown Park combine to total over 184 housing units taken out of the speculative housing market in Freeport and made available at affordable rates. All of these properties will be perpetually maintained as affordable units. FHT has purchased and resold nine condominium units with deed restrictions that will keep them permanently affordable to low-income homebuyers.

The Town has collaborated with *Habitat for Humanity* to create single-family homes for low-income working families, including two single-family homes on Grant Road and one home on West Street. The West Street house had been slated for demolition to build a parking lot. A house lot was created on tax-acquired property so that the house scheduled for demolition could be relocated. *Habitat for Humanity* is rebuilding the house to be energy-efficient, and the project has received national recognition as a public/private partnership (*LLBean*, the Town, and *Habitat for Humanity*) and for the "green" retrofit. This home is planned to be ready for occupation in

2009, and *Habitat for Humanity* has a purchase and sale agreement to buy tax-acquired property on South Street for three additional houses.

Currently FHT has identified the need for more low-income elderly housing. The waiting list for these units usually numbers at least 40 applicants, each of whom may wait for two years to be placed. An expansion of the Oak Leaf Development on South Street is being considered.

SECTION 3—EXISTING LAND USE

Approximately 84% of the land area of Freeport is considered "rural" and primarily dedicated to single-family residential housing with a 2.5-acre minimum lot size (RR-1, RR-1A, RR-2, and and RP-2). The balance of land area in the Town is available for higher density residential uses, commercial and industrial uses, mixed uses (combination of commercial and residential uses), and shoreland zoning areas. Table 11 details Freeport's zoning districts.

Table 11. Freeport Zoning Districts

Zone	Total Acres	Percentage of Total Land Area	Growth Area or Rural Area	Use
Commercial 1 "C1"	484	2.20%	Growth	Mixed Use
Commercial 3 "C3"	123	0.56%	Growth	Mixed Use
Commercial 4 "C4"	47	0.21%	Growth	Commercial
Industrial 1 "I1"	78	0.35%	Growth	Commercial
Industrial 2 "I2"	311	1.42%	Growth	Commercial
Island District "ID"	91	0.41%	Rural	Residential
Local Business "LB"	26	0.12%	Growth	Commercial
Medium Density A "MDA"	589	2.68%	Growth	Mixed Use
Medium Density B "MDB"	428	1.95%	Growth	Mixed Use
Medium Density Residential 1 "MDR1"	461	2.10%	Rural	Residential
Medium Density Residential 2 "MDR2"	348	1.58%	Transition	Mixed Use
Resource Protection 1 "RP1"	389	1.77%	Rural	Protected
Resource Protection 2 "RP2"	1004	4.57%	Rural	Residential
Rural Residential 1 "RR1"	13484	61.36%	Rural	Residential
Rural Residential 1A "RR1A"	28	0.13%	Rural	Mixed Use
Rural Residential 2 "RR2"	3315	15.08%	Rural	Residential
Stream Protection "SP"	46	0.21%	Rural	Protected
Village 1 "V1"	338	1.54%	Growth	Mixed Use
Village 2 "V2"	228	1.04%	Growth	Mixed Use
Village Commercial 1 "VC1"	84	0.38%	Growth	Commercial
Village Commercial 2 "VC2"	21	0.10%	Growth	Commercial
Village Commercial 3 "VC3"	18	0.08%	Growth	Mixed Use
Village Commercial 4 "VC4"	7	0.03%	Growth	Commercial
Village Mixed Use 1 "VMU-1"	9	0.04%	Growth	Mixed Use
Village Mixed Use 2 "VMU-2"	11	0.05%	Growth	Mixed Use
Village Mixed Use 3 "VMU-3"	8	0.04%	Growth	Mixed Use

Freeport GIS data

Residential Growth

The majority of new housing built in Freeport is for single families: 73% in 1980, 68% in 1990, and 71% in 2000. Table 12 shows the number of building permits issued for new residential units between 1991 and 2008. This table lists all new construction but the numbers do not reflect factors such as replacement units or any units that were demolished since the 2000 U.S. Census.

Table 12. Total Housing Growth—1991 to 2009
(Building Permits Issued)

Year	Single-family	Mobile Homes	Duplex	Multiple Family	Total Dwellings Added
1991	28	7	2	0	37
1992	33	5	2	0	40
1993	37	5	0	0	42
1994	45	13	0	0	58
1995	48	15	0	0	63
1996	43	13	2	30	88
1997	43	12	0	0	55
1998	50	10	0	0	60
1999	51	3	2	0	56
2000	42	11	2	0	55
2001	39	6	6	0	51
2002	39	11	10	21	81
2003	41	6	0	0	47
2004	60	3	2	0	65
2005	50	6	2	27	85
2006	48	4	12	4	68
2007	28	6	16	11	61
2008	26	10	0	0	36
2009					
Average	**42**	**8.11**	**3.22**	**5.17**	**58.22**

These numbers are based on fiscal year and do not take into account units lost or replaced.
Source: Freeport Codes Enforcement Office

New single-family homes are located predominantly in rural areas and are spread evenly around Freeport. Duplexes and multi-family homes are more likely to be found in built-up areas. The average yearly housing growth in Freeport between 1991 and 2008 was 42 single-family units, three duplexes, five multi-family (three or more units per building), and six mobile homes.

Freeport had 378 mobile home units in 2000, 406 in 1990, and 253 in 1980 (all U.S. Census data). Zoning districts RR-1, RR-1A, RP-2, MDR-1, and MD permit mobile homes on individual lots. There are four existing mobile home parks in Freeport, including the Wardtown Trailer Park, Duckaway on Staples Point Road, one on Upper Mast Landing Road, and one on Cushing Briggs Road. The MDR-1 district allows for expansions of existing mobile home parks.

The 1994 Comprehensive Plan set a goal for 50% of all new units to be built in designated growth areas. Between 1992 and 2001, only 7% of all new units were built in growth areas. In response to the amount of development then occurring in rural areas, the Residential Growth Management Committee was formed in 1999 to study development patterns and make recommendations to shift the pattern of development to areas served by public water and sewer

and to preserve open space. A number of changes have resulted since 2003 to encourage more growth in identified growth areas, including the following.

- Land area per dwelling unit eliminated for existing buildings in C-3 district; 2003
- Land area per dwelling unit reduced in the C-3 district from 10,000 sf to 7,000 sf; 2004
- Village subdivisions added, increasing the density of subdivisions in the V-1 district; 2005
- Single-family dwelling allowed to have an accessory apartment; 2006
- Three mixed-use districts added, increasing the allowable density for single-family, duplexes, and multi-families; 2007
- Minimum land area per dwelling unit in C-1 District decreased from 3 acres to 15,000 sf; 2008

Given these changes, the percentage of units being built in growth areas between 2002 and 2008 has grown to nearly 18%, as shown in Table 13.

Table 13. Residential Building Permits in Growth Areas

Type of Unit	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Avg 2000-08
Single-Family	5	2	3	2	0	6	3	2	2	2	2.7
Duplex	0	0	6	2	0	0	2	0	14	0	2.4
Multi-Family Units	0	0	0	21	0	0	15	4	11	0	5.10
Mobile Homes	2	2	2	0	2	0	2	0	2	2	1.40
Total Residential Permits (Rural and Growth Areas)	56	55	51	81	47	65	85	68	61	36	60.50
Total Number of Permits (Growth Areas)	7	4	11	25	2	6	22	6	29	4	11.60
Percent of Permits in Growth Areas	**12.50**	**7.27**	**21.57**	**30.86**	**4.26**	**9.23**	**25.88**	**8.82**	**47.54**	**11.11**	**17.90**

In the past, Freeport did not recognize transition zones, nor the land between rural and built-up areas. In some parts of Freeport, rural areas are directly adjacent to the highest density residential areas, as well as industrial and commercial districts. The MDR-2 District in Freeport can be considered a transition zone as it allows a housing density between what is allowed in rural and growth areas and it also allows a few commercial uses.

Table 14 shows the approximate land area used by each type of housing, the total assessed value of that type of housing, and the amount of acres consumed by that type of housing. As indicated, the higher the density of housing, the higher assessed value per acre and the lower the amount of land needed for the house.

Table 14. Assessed Value and Land Used per Housing Type

Housing type	Number of Units	Total Acreage	Average Acres per Unit	Assessed Value	Assessed Value per Acre
Single-family	2,566	12,048	4.7	$574,809,300	$47,710
Duplex	88	86	0.9	$7,383,300	$88,423
Multi-family	30 buildings	68 acres	Unknown	$115,113,600	$222,259
Condominium	188	78	.4	$42,003,000	$538,500

Source: Freeport Assessing data and Freeport GIS data

The U.S. Census offers valuable historical data. As Table 15 shows, more than half of Freeport's housing units were constructed after 1980.

Table 15. Yearly Breakdown of New Housing Units Constructed

Year Unit Constructed	Number of Units	Percentage of Total Units
2001 - 2008	494	13
1990- 2000	682	18
1980-1989	802	21
1970-1979	566	15
1960-1969	186	5
1940-1959	331	9
Pre 1939	709	19

Source: 2000 U.S. Census; 2001 to 2008 Freeport building permits

Household Size

It is important to look at average household size when examining growth. Within the last decade, average household sizes for Freeport (-3.86), Cumberland County (-4.42), and the State (-6.64) have all decreased. Table 16 shows changes in average household size from 1990 to 2000.

Table 16. Average Household Size, by Community—1990 to 2000

Town	1990	2000	1990-2000 Number Change	1990-2000 Percent Change
Freeport	2.59	2.49	-0.10	-3.86
Brunswick	2.39	2.34	-0.05	-2.09
Cumberland	2.89	2.80	-0.09	-3.11
Falmouth	2.45	2.56	0.11	4.49
Pownal	3.05	2.66	-0.39	-12.79
Yarmouth	2.52	2.41	-0.11	-4.36
Cumberland County	2.49	2.38	-0.11	-4.42
Maine	2.56	2.39	-0.17	-6.64

Source: 1990 and 2000 U.S. Census

Seasonal Housing Units

2009 Freeport Assessing data lists 18 single family dwellings as seasonal (not including those on Bustin's Island). Most of these lots are small and located on Wolfe's Neck and Lower Flying Point. It is difficult to track the exact number of housing units converted from seasonal to year-round per year. Freeport's ordinances require that subsurface disposal systems must substantially meet the Town's current standards before a seasonal house can be converted into a year-round unit. Many "seasonal homes" that are occupied on a seasonal basis by their owners are rented out during the non-summer months; as such, their actual use is year-round in nature.

Owner-Occupied Housing

Seventy-eight percent of Freeport's housing units were occupied by their owners in 2000 (2000 U.S. Census); in 1980 it was 76% (1980 U.S. Census). The average household size of these owner-occupied units was 2.60. The average household size for rented units was 2.09.

As of 2000, 61.6% of Freeport's residents had lived at the same residence since 1995. A total of 37.3% had lived elsewhere in Cumberland County, and the remainder, outside of the County.

Development Within Approved Subdivisions

Between 1986 and 1990, Code Enforcement Office records indicate that 48, or 22%, of Freeport's new single-family units (excluding mobile homes) were built on approved subdivision lots. Between 1999 and 2008, 28% of new single-family units were built in approved subdivisions. Lots in approved subdivisions must meet a defined set of standards for new roads, stormwater management, water quantity and quality, etc. In addition it is necessary to calculate the "net residential density" of the lot. To complete that calculation, certain types of land (environmentally-sensitive areas such as wetlands and steep slopes, and the land area of new roads) must be deducted from the total acreage. The resulting "net" acreage is then divided by the minimum lot size for the district. On large subdivisions it is common to have 25% to 35% of the total land area deducted in calculating "net residential density."

Addendum 1 of this document lists all of the subdivisions and amendments to subdivisions that were approved between 1990 and 2009, either by the Planning Board (before April 1, 2004) or the Project Review Board (after April 1, 2004).

A subdivision moratorium was in place from July 2000 to April 2002 while a new Subdivision Ordinance was written. The revised Subdivision Ordinance adopted in 2002 established three types of subdivisions, two of which have open space requirements. Table 22 in the Open Space Section comprises a complete list of Open Space Subdivisions that have been approved since 2002. Developers have the choice of not preserving open space, in which case the amount of lots allowed is 50% less than an open space development.

Minimum Lot Sizes and Land Area per Dwelling Unit

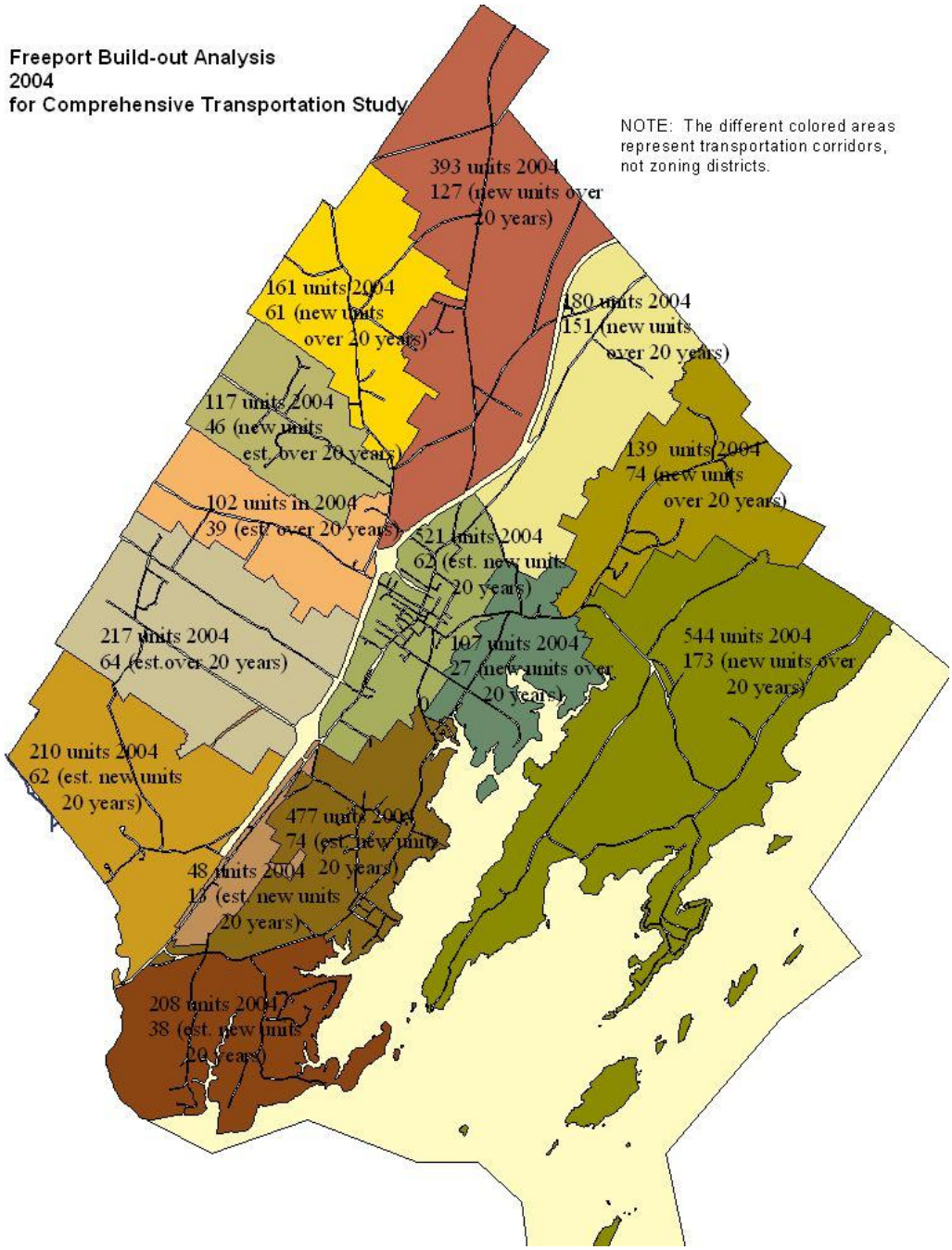
Lots of land must meet required minimum lot sizes. Each single-family residence is also allowed one "accessory apartment" without necessitating an increase in the size of the lot. Duplexes and multi-family dwellings must also meet a land area per dwelling unit standard. This standard dictates that the lot size must increase as the number of units increases. Table 17 lists the Town's zoning districts that allow residential uses and their land area requirements.

Table 17. Residential Zoning Districts and Minimum Land Area Required

District	Minimum Lot Size	Land Area per Dwelling
RR 1 and 2	2.5 acres	1.5 acres
RP 2	2.5 acres	
MDR 1 and 2	50,000 sf	30,000 sf
MD-A	50,000 sf	20,000 sf
MD-B	40,000 sf; 20,000 public water/sewer	20,000 sf
VMU 1 and 2		
V-1	20,000 sf; 12,000 in subdivision	5,000 sf; 3,630 in subdivision
V-11	20,000 sf	12,000 sf
C-1 – with shared access	20,000 sf west of Route 1; 40,000 sf east of Route 1	10,000 sf west of Route 1, if mixed use; 40,000 sf east of Route 1 and within 300 ft of Route 1; and 15,000 sf east of Route 1 and beyond 300' of Route 1
C-3	2 acres	7,000 sf
VC-1	N/A	2,000 sf not allowed at street level
VC-2 and 3	20,000 sf; 12,000 in subdivision	5,000 sf; 3,630 in subdivision

A build-out analysis (Figure 1) done by the Town in 2004 as part of the Comprehensive Transportation study shows possible new units over the next 20 years. The study assumed 50 new single-family units per year (or 1,000 new units over the next 20 years) and that the current pattern of development would continue. The number of new houses being built has dropped by approximately 20 single-family units per year since 2006. The minimum lot size has been lowered in Village Districts and along Route One South, so the potential for growth in those areas is actually higher than what is shown on the map.

Figure 1. Freeport Build-Out Analysis—2004



Mixed-Use Areas

Zoning in general tends to separate commercial, industrial, and residential uses. One result of this separation is an automobile-dependent community. In the 1970s, shoe factories employing over 500 workers were located in the center of the Village, surrounded by shops, schools, and neighborhoods. Section 201.I of the Zoning Ordinance requires that if residential and commercial uses are allowed on the same parcel, the minimum lot size must be doubled. To encourage more mixed-use developments on single parcels, that requirement was eliminated in the following districts: V-1, VC 1-4, MDR-2, VMU 1-3, and C1, C-3, and C-4.

In 2008, two mixed-use districts were created in the Village: Village Mixed Use District 1 and Village Mixed Use District 2. Mixed-use districts are intended to allow both commercial and residential uses to coexist side by side. These districts allow high density residential development and a mix of commercial uses that serve the local population.

Minimum lot size and land area per dwelling unit standards have also been reduced in the Village 1, 2, and 3 Districts and in the Commercial Districts along Route One. This was done to encourage more growth in areas currently served by public water and sewer, where jobs, services, and transportation are nearby.

Commercial Growth

Freeport is widely known as a retail outlet town, but its business community is actually quite diverse. The land-use pattern on Main Street is primarily of retail businesses: a combination of nationally-recognized retailers and locally-owned and operated small businesses serving both tourists and residents. In 2002, the Freeport Economic Development Corporation (FEDC) released "Vision 2010," which set a vision for the Village through the decade: to sustain existing offerings, to stimulate economic development, and to expand the visitor experience in Freeport. One of the recommendations of "Vision 2010" was to concentrate parking and retail opportunities within 300 feet of the *LLBean* retail store. In response, *LLBean* leased land in the Village to a developer to build Freeport Village Station, a 550-car parking structure with 118,000 sf of retail/office space. Plans are underway to start updating the vision for commerce in the next decade, including identifying ways to grow more sustainable, energy-efficient businesses, find opportunities for new developments, expand existing businesses, and increase collaboration among businesses.

New businesses featuring local artists have also opened since 2008. Freeport received its first grant from the Maine Arts Commission in 2009 to hang artwork featuring other parts of the Town in business storefronts. This project uses art as an economic development tool.

For several years an extension of the *Downeaster* (Amtrak's passenger train service from Boston to Portland) to Brunswick has been discussed. In anticipation of the new route, a transit study was done for Freeport by the Maine Department of Transportation. That study provided options for train riders and other visitors to get around Freeport without cars. Different routes, schedule times, and cost options were provided. Also, when the price of gasoline reached $4.00 per gallon, employers, especially those in the retail sector, reported difficulty in getting and retaining employees.

LLBean is Freeport's biggest taxpayer and landowner with over 900 acres of land, or approximately 4% of the Town's land mass. Freeport is home to the company's flagship store, its corporate offices, warehouse and shipping facilities, and call center. In addition, the company

also has a variety of Outdoor Discovery Schools that offer opportunities to learn about kayaking, fly fishing, skeet shooting, snow shoeing, archery, biking, and other outdoor activities. In 2008, nearly 23,000 people participated in Outdoor Discovery School activities. *LLBean* is investigating the possibility of an "outdoor adventure center" that would provide a variety of recreational pursuits to a diverse group of residents and visitors. *LLBean* has also become a leader in "green" building practices. The new 33,000-square-foot Hunt/Fish store on the main campus is a LEED-certified building, as is the data center on Route One South.

To encourage more commercial growth within the existing commercial districts and allow more opportunities for large and small businesses, a number of changes were made in the Route One South area in 2008. The C-1 and C-2 Districts were combined into one District, incentives were added to limit the number of access points off U.S. Route One, and the minimum lot size for multi-family units was reduced. A number of nationally-recognized hotels have been built in the Route One South corridor, making Freeport more attractive to overnight visitors.

In 1983, there was approximately 215,400 square feet of commercial (retail, office, and restaurant) space in the Village; in 1990 there was 400,000 square feet; and in 2009, 515,514 square feet. Water and sewer lines were extended to Route One South in 1996. Since that time, new motels, retail establishments, and service businesses have rehabilitated existing buildings or built new buildings. In 2009 in the Route One South corridor there existed 229,928 square feet of office space and 80,254 square feet of retail space.

Further commercial development pressure is expected as a result of the closure of the Naval Air Station in Brunswick. Brunswick is seeking aviation businesses to relocate at the base. Support businesses have expressed interest in locating near Brunswick Naval Air Station, and these businesses may also expand to Freeport.

To facilitate and streamline the permitting process, the development review functions of the Planning Board and the now-defunct Design Review Board were transferred to the new Project Review Board in 2004. At the same time, a Staff Review Board was created to expedite the review of small expansions and other changes.

The new Village Commercial 4 District was added in April 2004. This eliminated the Industrial 3 District and created a slightly larger district. This amendment was made when the Eastland Shoe Company sold its building and land in the Village to the owners of the Hilton Garden Inn.

Contract Zoning was adopted in 2006 and is permissible in a variety of commercial districts.

To better assist business, a Chamber of Commerce is being formed and is expected to be operational by 2010. The Chamber will actively market Freeport for both visitors and new business; and provide business-to-business services that are locally focused, such as networking, cooperative purchasing, and educational activities. The Chamber will also help to strengthen the ties between neighboring communities and identify economic opportunities that are appropriate for the region, such as sporting, arts, and cultural events that draw from the larger region.

SECTION 4—LOCAL ECONOMY

Freeport's economy has seen many changes over the past two decades. In the recent past, Freeport had a large and active shoe manufacturing industry. Today, Freeport is a major shopping attraction, known nationally and internationally as the home of *LLBean*. In the last decade, Freeport has worked to become more of a destination rather than a stop on the way to

another location. As of 2009, Freeport has 706 hotel/motel rooms in 11 different facilities, 73 bed and breakfast rooms in 15 different facilities, and 362 campsites in six different facilities.

It is estimated by the Freeport Merchants Association (FMA) that there are between 6,000 and 6,300 persons employed within the Town of Freeport. As private companies are not required to report employment data, it is difficult to obtain actual numbers. Most of Freeport's retail stores are small and each employs approximately 10 to 15 people. Many of these jobs are part-time in nature and offer relatively low wages. The number of employees in these stores is greatly reduced during the "off season." FMA estimates that approximately 50% of these jobs are filled by Freeport residents.

LLBean has had a substantial impact on the Town of Freeport during the past several decades. Its distribution center is highly modernized, and currently comprises 625,000 square feet. *LLBean's* retail store has expanded twice during the past ten years, and now comprises 127,000 square feet of floor area.

To encourage the creation of businesses that are oriented towards local residents' consumer needs, a Local Business zoning district was created on the west side of U.S. Interstate 295 at the end of Mallett Drive. There has been little development of any type in the designated Local Business Districts. The mixed-use districts in the Village are a combination of the uses allowed in the Local Business district and high density residential uses.

Numerous home occupations are located in Freeport. Some of these activities are quite small and unobtrusive, while others are larger and occupy considerable area. Some businesses start as home occupations and eventually grow.

Retail sales peaked in 2006, and restaurant sales continue to rise. Table 18 shows how sales in various sectors have changed between 2004 and 2008. These revenues go to the State and are not part of the local revenue stream.

Table 18. Freeport Taxable Sales—2004 to 2008*

Category of Sales	2004	2005	2006	2007	2008
Business Operating	$13,588	$9,481	$12,884	$13,650	$10,401
Building Supply	$1,617	$2,444	$2,164	$2,402	$2,321
Food Store	$9,041	$10,437	$11,360	$11,572	$11,590
General Merchandise	$71,180	$71,428	$75,442	$67,817	$64,106
Other Retail	$165,736	$167,385	$166,020	$168,234	$149,041
Auto Transportation	$4,612	$4,638	$5,282	$5,013	$4,992
Restaurant and Lodging	$38,207	$40,363	$44,896	$48,579	$48,423
Total	**$303,980**	**$306,176**	**$318,047**	**$317,268**	**$290,874**
Personal Consumption	$290,392	$296,695	$305,163	$303,618	$280,473
Restaurant	$25,208	$26,711	$29,416	$30,302	$31,317
Lodging	$12,999	$13,651	$15,480	$18,277	$17,107

*In thousands of dollars
Source: Maine Revenue Services

Industrial

The Town has seen a decline in the number of industrial establishments in the recent past. Much of the current industrial land use comprises the *LLBean* office and distribution facility on Desert

Road. The *Eastland Shoe* factory maintains one facility in Freeport. There are some smaller light manufacturing businesses scattered around the Town. For example, a sail manufacturer built a 10,000-square-foot facility in the MD-B district in 2008, and there is an embroidery business on Route One South. Light manufacturing tends to require lower-cost buildings (e.g., pre-fabricated metal) and does not require road visibility, unlike retail businesses.

In 1989, the *Desert Road Industrial and Business Park* was created in order to increase the amount of industry in Freeport over the following years. A Tax Increment Financing (TIF) District was developed for this industrial park, mainly to help finance the extension of public sewer and water to the site and to pay for necessary road improvements. In 2007 the *Order Fulfillment Center* added 300,000 square feet of building. In 2004, upon request from *LLBean*, two additional parcels totaling 2.5 acres were added to the Industrial-2 Zone, enabling the company to add additional parking. The height limitation in this district was also increased from 35 feet to 45 feet, provided the building was set back a greater distance from the property line than otherwise required.

SECTION 5—FORESTRY, AGRICULTURE, AND OPEN SPACE

Approximately 3,839 acres of land in the Town of Freeport—roughly 19% of the total land area—enrolled in the State of Maine Tree Growth Tax Program, as shown in Table 19. Table 20 shows how Freeport compares with nearby towns.

Table 19. Land in Freeport Enrolled in Maine Tree Growth Program

	1980	1985	1990	1995	2002	2008	Number Change	Percent Change
Number of Parcels	111	113	133	104	125	124	13	12.61
Enrolled Acres	4,624	4,654	5,131	3,773	4,423	3,839	(785)	(20.40)

Source: Freeport Assessing data

Table 20. Land Enrolled in Maine Tree Growth Tax Program in 2002, by Community

Town	Number of Parcels	Number of Acres	Percent of Total Acreage	Estimated Total Acreage
Freeport	125	4,557	19.2	23,727
Brunswick	23	1,485	4.7	31,826
Cumberland	55	1,882	12.7	14,865
Falmouth	57	1,664	8.4	19,861
Pownal	0	0	n/a	15,528
Yarmouth	2	38	<1	8,007

Source: Maine Department of Taxation and Respective Towns (collected Spring 2003)

Land enrolled in the Tree Growth Program is valued significantly lower than other forest land. This program preserves managed forests by offering tax incentives. A forest management plan is required for all parcels enrolled in this program; and if land is withdrawn from the program, a penalty must be paid.

Several of the subdivisions approved since 2002 have been on land that was previously in the Tree Growth Program. The open space subdivision requirements actually lower the penalty because designation as open space permanently protects land. Timber harvesting is a permitted

use on open space that was required as part of a subdivision. During the past decade, there has been an increase in the number of parcels in Freeport enrolled in the Tree Growth Program; however, the total number of acreage has decreased.

The Maine Department of Environmental Protection now allows towns to give the responsibility of enforcing timber harvesting in Shoreland Areas to the Maine Forest Service (MFS). Freeport has opted to give that authority to the MFS, but the effective date has not yet been set by MFS.

Agriculture

Freeport's largest farm is *Wolfe's Neck Farm*, operated by the *Wolfe's Neck Farm Foundation*, a private, not-for-profit foundation. The farm produces organic beef. An internet search of websites of agriculture-related organizations such as the Maine Farms and the Maine Organic Farmers and Gardeners Association (MOFGA) identified 10 farming operations in Freeport. There are likely other small agricultural operations in Freeport that are not affiliated with a particular organization. There are also cattle and dairy producers that rely on agreements with landowners to maintain their fields in return for the hay that is produced.

A state tax program similar to the Tree Growth Program allows for a significant reduction in property value if a certain amount of money is generated from agricultural purposes. In 2009, there were 11 parcels totaling 198.5 acres enrolled in this program.

The Open Space Subdivision Ordinance allows landowners to keep open space in private single ownership. One intent of that provision was to allow a farmer to keep farmland active while still being able to subdivide the property. As of 2009, this provision has been used once to protect one managed woodlot, but no agricultural operations. There are no other specific local regulations that protect remaining farmland in Freeport.

Nationally, according to the American Planning Association August/September 2009 issue, the number of farms increased 4% between 2002 and 2007. A "farm" is defined as earning more than $1,000 annually from agricultural products. Nearly two-thirds of all farms show annual income of less than $10,000.

Open Space

There are over 1,200 acres of open space in Freeport, owned by private organizations, homeowners' associations, or public entities such as the State or the Town. Some open space is open to the public, and some is private and is not open to the public. In some cases the land is owned "in fee," in other cases a conservation easement is granted that protects the land. Some of Freeport's open spaces include Wolfe Neck Woods State Park, Wolfe's Neck Farm (owned by a private foundation), Pettengill Farm (owned by the Freeport Historical Society), Mast Landing Sanctuary (owned by the Maine Audubon Society), Winslow Park, Florida Lake, and Hedgehog Mountain (all owned by the Town of Freeport). These lands are listed in Table 21.

In 1999, the Freeport Conservation Commission published the "Open Space and Public Access Plan," which includes goals and strategies designed to achieve balance between the conservation of open space and development in Freeport. The plan also includes a series of maps which identify important natural areas through town.

Freeport Conservation Trust (FCT) is a non-profit organization of Freeport residents that has contributed to preserving open space in Freeport since 1977. To date, the Trust has protected 430 acres of open space "in fee" and conservation easements totaling over 1,049 acres. FCT performs

Table 21. Major Public and Quasi-Public Land in Freeport

Property	Size in Acres
Town-owned	
Winslow Park	60
Pownal Road Recreation Area	37
Hedgehog Mountain	196
Florida Lake	165
Quarry Woods	35
Leon Gorman Park	8
Hidden Pond	36
Soule Park	3
Other	
Wolfe's Neck State Park	246
Mast Landing Audubon Sanctuary	100
Pettengill Farm	135
Wolfe Neck Farm/ Recompense Campground	566

many functions, including: advising private landowners about protecting their land; holding and enforcing permanent restrictions on property through conservation easements or outright ownership; providing public access to properties located in a number of neighborhoods; working with local residents to raise funds for the purchase and ongoing stewardship of land; building public awareness; and encouraging land protection.

The most common tool used by landowners to preserve their land is a conservation easement. By granting an easement, one can maintain ownership of his or her property and also limit or direct its future use. Easements are flexible and may be tailored to individual needs. An easement can keep land forever wild, allow for timber management, or permit specified limited use or development, and FCT ensures that the terms of these easements are enforced in the future.

In 2002, the Subdivision Ordinance was amended to require that open space be protected as part of a subdivision development. Developers have the option of not including open space; however, in that case the number of lots allowable is reduced by 50%. Developers can dedicate the open space to the Town or to the land trust. Another option is to establish a homeowners association to own and care for the land. In these cases, the open space is owned "in common," i.e., it is not cut into individual pieces but each owner in the subdivision owns an equal share of the land. The third option is for the developer to continue to own the open space, in which case the land is permanently protected from development. This last option is particularly valuable as a way to preserve active farms and managed woodlots, as the owner can continue to use the land, but it is protected from development.

Some land has been given to organizations such as FCT, and other parcels remain under private ownership with limited public access. In 2006, the Ordinance was amended to include open space requirements in the Village area. The purpose of the standard was to preserve gullies, buffer area, and streams, and allow opportunities for a more connected trail system. Based on the location of the property, the developer is required to either provide open space, or pay a fee in lieu of providing open space. Table 22 shows the amount of open space created in the Town since the adoption of the Subdivision Ordinance in 2002, and Figure 2 is a map of the land in Freeport that is open to the public.

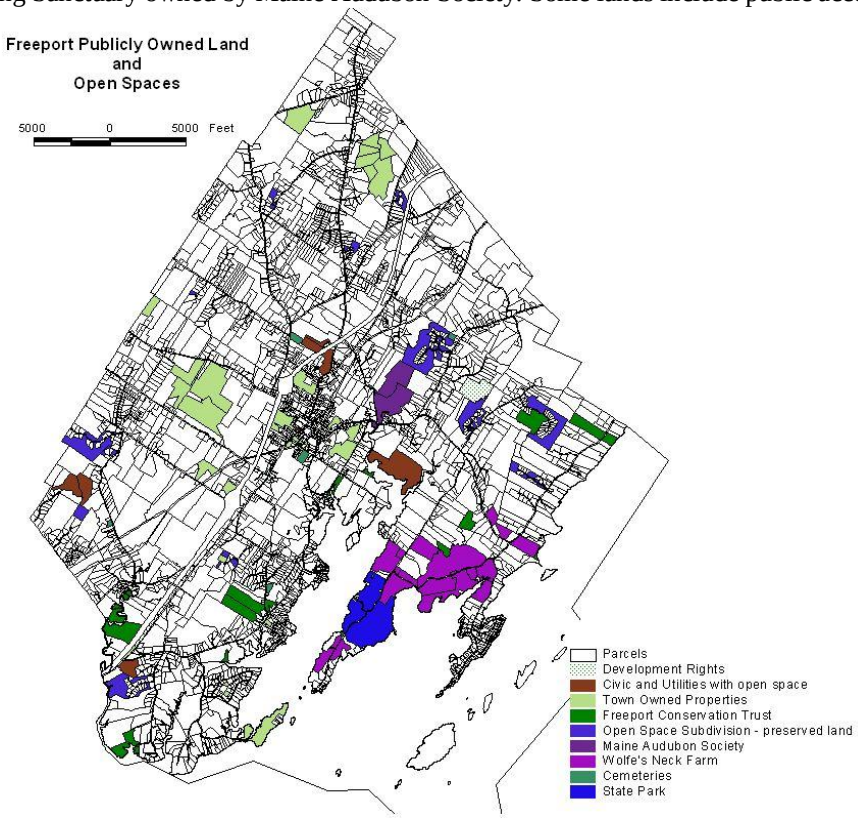
Table 22. Open Space Created from Subdivisions—2002 to 2008*

Subdivision	Total Acreage	Total Acreage in Open Space	% O.S. of total Acreage	# Lots / Units
Baker's Ledge (private)	18.45	11.85	64.23	4
Mill Stream (HOA)	135.00	96.20	71.26	30
Prospect Place	9.06	5.70	62.91	1
River's Edge (FCT)	72.50	45.50	62.76	18
Webster Crossing (FCT)	101.70	64.20	63.13	16
Farm Pond Subdivision (HOA)	21.08	12.38	58.73	12
Shoreland Farm (HOA)	38.41	20.69	53.87	12
Torrey Hill Amendment	8.17	5.55	67.93	2
Running Ridge Subdivision (HOA)	37.20	19.60	52.69	13
The Preserve at Redding Creek (HOA)	19.13	13.78	72.03	8
Kelsey Brook Subdivision (private)	62.03	42.46	68.45	15
Chestnut Court	14.97	10.80	72.14	4
Hemlock Ridge (HOA)	18.02	12.95	71.86	4
West Cove Subdivision (HOA/FCT)	113.61	67.07	59.04	31
Total	**669.33**	**428.73**	**64.05**	**170**

HOA – Homeowners' association; FCT – Freeport Conservation Trust; Private – Privately owned by developer
*This table does not reflect any open space in the village, as no Village Open Space subdivisions requiring open space have been approved since the adoption of the ordinance.
Source: Freeport Planning Department

Figure 2. Freeport Publicly Owned Land and Open Spaces

The lands shown on this map are either publicly owned or privately owned but are open to the public, for example, the Mast Landing Sanctuary owned by Maine Audubon Society. Some lands include public access others do not.



Islands

Freeport has at least 18 islands within its boundaries and they are among the community's most treasured natural features. The largest is Bustin's Island, with a thriving summer population of approximately 117 residences, its own governing body, and set of land-use regulations. The other islands in Freeport are Bartol, Bowman, Crab, French, French's Ledge, Googins, Indian, Little Bustin's, Little Flying Point, Little French, Pettengill, Pound of Tea, Pumpkin Knob, Sister, Sister's Ledge, Sow and Pigs, and Williams.

Freeport has a special Island District category in the Zoning Ordinance, the purpose of which is to restrict or prohibit development on the Town's islands (other than Bustin's Island). The performance standards of this District prohibit any new dwellings or structures on Bowman, Crab, Googins, Indian, Little Bustin's, Little French, French's Ledge, Pound of Tea, Pumpkin Knob, Sister's Ledge, and Sow and Pigs. The Island District standards allow only one dwelling unit on each of the remaining islands or on lots of record existing as of January 1, 1979.

SECTION 6—MARINE RESOURCES

Marine Harvesting Activity

In 2009 Freeport's marine harvesting activities were centered in the following species: clams, lobsters, oysters, scallops, sea urchins, seaweed, and worms. Of these, lobsters and clams provide the most employment and dollar revenue. The lobster industry supports two dozen or more families while the clamming industry provides income to 60 or more. In addition, limited recreational licenses in both lobstering and clamming are available.

In recent years both industries have experienced economic hardships that leave the future of local lobstering and clamming in doubt. The cost of fuel and bait, along with a decline in the wholesale price for lobsters, make its viability marginal. Clamming has experienced similar hardships. Because of poor water quality resulting from natural and manmade causes, the majority of productive clam flats in Freeport have been closed to normal commercial and recreational harvesting. Those areas that have remained open are in poor condition because of overharvesting. The closed areas run the risk of overgrowth and suffocation.

Legislation has currently allowed the Town to be involved with State-sanctioned depuration harvesting. This may help in the short run, but the goal remains to re-open the clam flats.

The Town of Freeport and local harvesters are working together to re-open the clam flats. Extra time and effort is being spent to work with the Maine Department of Marine Resources, the DEP, and the FDA so that the number-one priority, public health, is ensured and the lobstering and clamming industries can be preserved.

Whether open or closed, the clam flats in Freeport are surveyed on a tri-annual basis, covering approximately one-third of the 176 total acres. These surveys are conducted by commercial harvesters under the supervision of the Freeport's Marine Patrol Officer/Shellfish Warden. Table 23 shows the current status of Freeport's clam flats.

Table 23. Clam Flats in Freeport

Area	Status	Area	Status
Flying Point, East	Open	**Collins Cove**	Closed
Raspberry Cove	Open	**Sandy Beach**	Closed
Recompence Cove	Closed	**Cove Road**	Closed
Little River	Closed	**Celia's Cove**	Closed
Wolfe Neck State Park, East	Closed	**Pettengill**	Closed
Moore Point	Conditionally open *#	**Bowman Island**	Open
Staples Cove	Conditionally open *#	**Winslow Park**	Conditionally open *
Spar Cove	Conditionally open *#	**Palmer Point to Fogg's Pt**	Conditionally open *
Wolfe's Neck	Conditionally open *#	**Whistlers Cove**	Closed
Wolfe's Neck State Park	Closed	**Cousin's River**	Closed

*Subject to the proper functioning of either the Freeport Sewer Treatment Plant or the Yarmouth Sewer Treatment Plant
#Open from December 1 to April 30

Waterfront Activities and Facilities

The Town Wharf and the Harraseeket River constitute the hub of Freeport's marine-oriented activities. In addition to commercial fish and shellfish harvest operations, there are at least 14 other commercial marine enterprises in Freeport, many of which are located in or operate out of South Freeport. Marine-oriented activities in the vicinity of the Town Wharf include two full-service marinas, two yacht brokers, the Bustin's Island ferry, a yacht club, a tour boat operation, a commercial fish wharf, a charter fishing business, and four other commercial marine enterprises. The only use in the second waterfront district is a boat yard.

South Freeport Facilities

Among the major waterfront facilities in South Freeport are the following.

1. **Freeport Town Wharf**—Wharf area with limited parking (approximately 32 spaces); dinghy tie-up for residents; short-term boat tie-ups for residents and non-residents; and a lightweight hoist available for use. Used also by the Bustin's Island Ferry Service.
2. ***Harraseeket Lunch and Lobster***—A restaurant and lobster pound located on the harbor, with 12 rental boat slips and a small parking lot.
3. ***Brewer's Marine***—A full-service marina and boat storage facility with 100 boat slips and 300 parking spaces.
4. ***Strouts Point Wharf Company***—A full-service marina and boat storage facility, with 100 boat slips and 70 parking spaces.
5. ***Harraseeket Yacht Club***—A private club on Dixon Road, providing a clubhouse, parking, floats, and toilet facilities for its members.

The Town Wharf is used by many people, including commercial fishermen and clammers, cargo carriers, recreational boaters, the Bustin's Island ferry and its passengers, commercial marine enterprises, excursion boat operations, restaurant patrons, sightseers, recreational fishermen, waterfowl hunters, island building contractors, and members of the general public. The diversity of uses creates issues such as parking shortages, traffic congestion, and a limited ability to tie up to the Town Wharf. The waiting list for a boat mooring is five years (2009). Section 8 of this report contains a description of the parking and traffic congestion problems experienced in the Town Wharf/South Freeport area.

There are 365 moorings (2009) available in the Harraseeket River, 12 of which are used for commercial purposes, as shown in Table 24. Residents use 230 of the moorings; and non-residents use 56 moorings (at least 10% of moorings must be allocated to non-residents, according to State law). South Freeport Marine and Strouts Point are each allocated 15 service moorings.

Table 24. Harraseeket River Moorings—1994 and 2009

Moorings	# in 1994	# in 2009
Commercial	**71**	**79**
Fisherman	21	26
Service	50	53
Recreational	**279**	**286**

Source: Freeport Harbor Master, 2009

There are also 212 boat slips in Freeport, 100 of which are located at Strouts Point, 100 at South Freeport Marine, and 12 at Coffin's Wharf. Most of these slips are used by recreational boats.

Other waterfront facilities in Freeport with deep water boat access include:

1. **Winslow Park Boat Ramp**—Ramp usable only at hide tide; fee charged.
2. **Emerson Dunning's Boat Yard**—Town-owned storage facility, leased for a private business and a public tidal boat ramp at Porter's Landing.

The Freeport Coastal Waters Commission (FCWC) manages the Town's coastal areas and marine-oriented activities. The Commission identifies problems around Freeport's marine water bodies and recommends specific solutions. FCWC also reviews and approves "wharfing out" permits.

Other Public Boat Access Points

There are several other means of public access to the ocean in Freeport; for boating purposes, the options are limited. Other available public and non-profit boat access points (all of which are only usable by canoeists or kayakers) include the following.

1. **Porter's Landing Right-of-Way**—Available for canoe and kayak access; severe tidal limitations.
2. **Sandy Beach**—A 495-foot-wide beach area with tidal access, reached by steps down a steep slope; parking for four vehicles.
3. **Mill Stream Boat Launch**—Launch area for canoes and kayaks; parking for three to five cars; owned by the Freeport Conservation Trust.
4. **Cove Road**—Small launch area, walkway, and floats for hand-carried boats; parking area. Owned by the Town, including easement rights granted to the Town for public access to the shore with conditions for use.

There are also other points of access to the ocean, for which the public rights of access are unclear. Legal research is needed to clarify the issue.

Marine Water-Dependent Zoning

The Freeport Zoning Ordinance and Zoning Map include a Marine Waterfront District, consisting of a small area in the vicinity of the Town Wharf and at Emerson Dunning's Boat

Yard. The purpose of this zoning district is "to recognize and preserve the marine heritage of Freeport and to permit services essential to fishing and boating." The Marine Waterfront District has no minimum lot size and allows the following as permitted uses requiring site plan approval: boat yards, marinas, ship chandleries, commercial fishing activities, and municipal wharves. The district appears to fulfill its purpose, as both locations are fully developed.

SECTION 7—ENERGY AND CLIMATE CHANGE

This is a new section of the Plan and some information is not yet available. This section will present baseline information to build on in years to come.

In 2008, in response to rapidly rising energy costs, the Town Council requested that a plan to save energy in all of the Town buildings be developed and implemented in quick order. The purpose of this effort was to lead by example, conserve fossil fuels, and save taxpayer dollars. The responsibility of developing and implementing this plan was assigned to the Town Planner.

To accomplish this, all employees were asked to submit at least one idea to save energy. Many ideas were received, and many have been implemented.

Electricity

In 2008, data was collected to establish how much electricity was used in the four largest Town buildings in Freeport, including the Public Safety Building, the Public Works Building, the Library, and the Town Offices.

As shown in Table 25, the Town Offices, the Public Works Building, and the Library have all decreased electricity consumption over the last six years. The Library realized the largest decrease in consumption. In most cases, the reductions were a result of employees becoming more mindful of energy use. For example, if a room is not being used, or if there is sufficient sunlight present, the lights are turned off. Employees also learned about "idle draw," or the amount of electricity that is used when appliances are off. Computers continue to draw a small amount of power even when they are turned off. If connected to a printer, modem, or other electronic device, computers draw even more power. A single computer or appliance does not draw much power when off, but the combined idle draw of all of the electronic devices and appliances equals a significant amount. The Town also invested in upgrades of existing control systems at the Library and the Public Safety Building to save both electricity and fossil fuel.

Table 25. Electricity Consumption in Town of Freeport Buildings—FY03 to FY08

Large Town Buildings	FY03-04 kWh	FY04-05 kWh	FY05-06 kWh	FY06-07 kWh	FY07-08 kWh	FY08-09 kWh	Change in kWh Usage, FY 03-04 to FY08-09
Town Offices	58,269	58,385	63,909	63,664	62,025	54,573	-3,696
Public Safety	181,121	212,146	219,309	196,180	184,282	187,198	6,077
Public Works	77,360	77,040	78,040	74,640	61,600	57,560	-19,800
Library	128,760	130,320	125,280	101,800	108,720	88,720	-40,040

In addition, some appliances were eliminated. At the Town Offices, a soda machine and an inefficient coffee maker were eliminated. At the Library, lights in the parking lot are now shut off when the library is closed. In September 2009, the Town Council adopted a policy to dedicate

half of the money that is saved through energy conservation to a fund dedicated for energy-related projects.

At the Town Offices, a four-day work week was instituted on December 1, 2008, and that change has amounted to a savings of approximately 100 kWh per week. In addition, Town employees' commuting went down 20%, saving a cumulative 22,500 miles of driving each year (1,127 gallons of gasoline calculated at 20 miles per gallon).

The average Freeport home uses 587 kWh per month. At 15.25 cents per kWh, the average resident pays over $89.52 per month ($1,074/year). As a community, over $3,961,049 is spent each year by residents on electricity. On average, residential use of electricity is increasing between 1 and 2% each year. Town consumption of electricity is detailed in Table 26.

Table 26. Electricity Consumption in Freeport

Type of Account	2006	2007	2008
Residential			
# accounts	3636	3682	3689
kWh total	25,456,679	25,853,891	25,974,092
kWh/account/year	7,001	7,022	7,041
kWh/account/month	583	585	587
Commercial			
# accounts	614	619	608
kWh total	58,801,899	63,527,606	62,654,749
kWh/account/year	95,769	102,629	103,051
kWh/account/month	7,981	8,552	8,588
Industrial			
# accounts	10	10	13
kWh total	545,749	532,460	580,781
kWh/account/year	54,575	53,246	44,675
kWh/account/month	4,548	4,437	3,723

Source: Central Maine Power

Consumers in New England pay some of the highest rates for electricity in the country. The U.S. average cost per kWh is $.1191; the New England cost is $.1525, or 28% higher. Forty-nine percent of all of the electricity in Maine is produced using renewable resources: 23% hydroelectric, 24% wood and wood waste, and the balance, a combination of wind power, biomass plants, and solar power.

Electricity consumption in the commercial and industrial sector is almost 2.5 times higher than the residential sector. Consumption in the commercial sector has gone up slightly, while consumption in the industrial sector has decreased substantially.

Heating

Local consumption of fuel to heat homes and buildings is difficult to quantify, as there are many different dealers of oil and propane. Eighty percent of homes in Maine are heated with fuel oil, the balance are heated with wood, electricity (4%), natural gas (4%), and kerosene. Maine has the highest percentage of homes that heat with oil in the country. By contrast, 51% of the homes in the U.S. are heated with natural gas, and 30% are heated with electricity. In 1970, the average

size of a new home was 1,400 square feet; in 2004, the average size had climbed to 2,330 square feet, or an extra 60% more home to heat. The average Maine home uses a little more than 1,000 gallons of oil each heating season. In fall of 2009, the average price of oil in Southern Maine was a little over $2.32 per gallon. At this price, the average household spends over $2,320 for heat in one year.

The Natural Resources Council of Maine estimates that properly weatherized homes could save between 20% and 30% in heating energy consumption per year. Maine people and businesses currently use 0.4% of all of the energy consumed in the U.S. In Maine, over $2.5 billion leaves the state each year for home heating. There are programs to help low and moderate income households properly weatherize their homes. Those programs were increased in 2009 due to the American Recovery and Reinvestment Act (stimulus funds). Freeport is served through PROP, a Portland area agency. More information on these programs can be obtained at Freeport Community Services.

Natural gas will be available in Freeport on a limited basis starting in 2010. The gas line will extend from Pownal along Desert Road to Route One and into the Village. In 2011, an extension of the line to Route One South is expected.

In July of 2009, Daniel Martinez of the New England Environmental Finance Center prepared a report for Freeport entitled "Decentralized Energy Guide and Implementation Plan." This report suggests that utility rates are expected to climb on average 7% per year, and makes recommendations on a variety of renewable energy resources, such as geothermal systems, wood boilers, solar thermal and photovoltaic systems, and wind power systems. According to the report, other recommendations for Freeport to consider include small decentralized energy producing plants, and funding mechanisms such as feed-in tariffs. The report provides a foundation for Freeport to start to consider its options for promoting and/or developing renewable energy resources.

Transportation

In 2005, 554 gallons of gasoline per capita were used in Maine, compared with 475 per capita nationwide. This is largely due to the rural nature of the state, the sprawl type of development the state has experienced over the last couple of decades, and the lack of widespread public transportation. According to the U.S. Census of 2000, the average Freeport household numbers 2.49 people. That equates to close to 1,380 gallons of gasoline per household per year. At $2.50 per gallon, the average household spends close to $3,500 per year on gasoline.

A "Plan for Transit Service in Freeport, Maine" was completed for the Town in 2004 by Tom Crikelair Associates in Bar Harbor, Maine. This study suggests routes, trip frequencies, fee structures, and potential seasonal fluctuations in service. The study was funded by the Maine Department of Transportation in preparation for the arrival of Amtrak service to Freeport. In 2009, the state legislature amended the eligible expenditure for Tax Increment Financing Districts to include transit. This funding source was not anticipated in the 2004 study, but is a potential source of funding for a local transit system.

According to the 2000 U.S. Census, 4,076 of Freeport residents are in the workforce. On a typical workday, there are 6,172 workers in Freeport. It is estimated that of the 6,172 workers in Freeport, 1,377 are local residents. The top locations where other workers live are Portland (510), Brunswick (474), Yarmouth (369), Durham (271), Lisbon (228), Topsham (219), Pownal

(139), Bath (138), and Gray (125). Freeport residents that do not work in town commute to Portland (987), Yarmouth (308), Brunswick (274), Bath (130), Falmouth (119), South Portland (117), Westbrook (89), Augusta (85), Auburn (63), and Scarborough (56). The average commute time to work is 22.3 minutes.

Demand for commuter services across Maine has increased dramatically since 2007 when gas prices spiked to an average $4.14 per gallon. In 2008, a weakened economy further contributed to increased commuter demand for ways to save money. An extension of Amtrak service from Portland to Brunswick has been discussed for many years; a firm timeline for this service has not been established.

GoMaine provides a computerized service for finding potential carpool partners. The *GoMaine* commuter database has exceeded 8,000 registered carpoolers and continues to expand. The larger the number of those registered with the program, the greater the chances of finding a carpool or vanpool ride match. The program also provides information on transit, bicycle commuting, park-and-ride lots, and the Emergency Ride Home Guarantee. In 2008, *LLBean* in coordination with *GoMaine* implemented the ECO Bean program (Employee Commuting Options). More than 1,100 *LLBean* employees responded and pledged to carpool, bike, or walk to work, and greatly expanded the commuter network for the region. Over 20 Freeport employers participate in the *GoMaine* program, 121 Freeport residents utilize *GoMaine* services, and 527 commuters indicate Freeport as their commute destination.

The Maine Department of Transportation, in cooperation with the Portland Area Comprehensive Transportation Committee (PACTS), is completing the Portland North Project. The purpose of this project is to study potential transit improvements—in the form of either rail service or Bus Rapid Transit—between Portland and Brunswick and/or Auburn. The final recommendations of this study are due in the Fall of 2009. It is expected that federal funds will be applied for through the Small Starts program to implement either rail service or Bus Rapid Transit.

Climate Change

According to "Indicators of Climate Change in Maine & Ways to Protect our Natural Resources," published by the Maine Department of Environmental Protection in 2004, scientists predict a four-degree-Fahrenheit increase in temperature by 2100. An increase of four degrees is higher than any other warming trend in the past 10,000 years. That change is expected to alter our ecosystems in Maine in a variety of ways. Current data collected in Maine has indicated a lengthening of the growing season, earlier lake ice-out dates, changes in precipitation and snow cover, rising sea levels and sea temperatures, earlier lilac and apple bloom dates, and bird migration to extend farther north.

Past climate changes have been linked to the concentrations of greenhouse gases or carbon dioxide in the atmosphere. Twentieth-century lifestyle changes, including the burning of fossil fuels, industrial activities, and deforestation, have increased concentrations of carbon dioxide in the environment by more than 30%, and that number is growing.

In Maine almost half of the emissions are attributed to cars and trucks. Maine's large tracts of forest hold an estimated 2.5 million tons of carbon dioxide. The average emissions per person in Maine is 22 tons of carbon dioxide, compared with the U.S. average of 16 tons.

In 2003, Maine became the first state in the nation to set into statute the goals achieved by the 2001 Agreement among the New England Governors and Eastern Canadian Premiers to reduce

greenhouse gases. These goals call for specific reductions to be made to 1990 levels by 2010, and to 10% below 1990 levels by 2020. Overall reductions of 75% to 80% from 2003 levels of greenhouse gases are to be achieved. Several cities and towns around the state have signed on as participants with this program. As of 2009, Freeport has not become a participant.

SECTION 8—TRANSPORTATION

The Town of Freeport has an extensive road system and features easy access to other communities, as both U.S. Interstate 295 and U.S. Route One travel through Freeport. These two major highways divide Freeport into two sections: the more rural western section and the more developed eastern section.

In 2002, as a result of the 2000 Census, Freeport became a member of the Portland Area Comprehensive Transportation System (PACTS). As a result, arterial and collector highways in the more built-up parts of Freeport are eligible for funding through PACTS. The same roads outside of the PACTS region are eligible for funding through the Maine Department of Transportation. PACTS includes some or all of the following communities; Freeport, Yarmouth, Cumberland, Falmouth, Portland, South Portland, Cape Elizabeth, Gorham, Windham, Scarborough, Old Orchard Beach, Saco, and Biddeford. Freeport is included in the PACTS regional transportation plan entitled "Destination Tomorrow 2006."

In 2004, a Town-wide transportation study was completed by Milone and MacBroom. The purpose of that study was 1) to analyze the relationship between land use and transportation and 2) what impact if any would various patterns of development have on the future character and quality of life in Freeport. The study looked at issues such as current levels of traffic; what constitutes acceptable increases in traffic in the balance between growth and development and preserving the local character; and what improvements to the transportation network are necessary in order to accommodate future growth. In addition to analyzing traffic, a computerized build-out analysis was also done using the Town's geographical information system (GIS). That part of the study analyzed how much growth would be possible over the next 20 years, where the greatest potential for growth could occur, and how that growth would impact traffic patterns.

A traffic analysis zone (TAZ) is an area delineated by the Town to analyze traffic data. Figure 1, Freeport Build-Out Analysis 2004, shows the zones that were delineated for this study. The study concluded that over 25% of all the new residential trips will be concentrated on the Route 125/136 corridor; another 25% will be generated in the Pleasant Hill and Flying Point Roads corridor; and another 15% will be generated on the Route One North corridor. About two-thirds of the new growth is expected to be north of Mallett Drive, putting more pressure on the interchange. The remaining one-third is expected to be split in the area between the east and west side of Interstate 295, south of Desert Road. Route One South has the strongest potential for commercial growth, increasing traffic at Desert Road.

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual. LOS is a letter code ranging from "A" for excellent conditions to "F" for failure conditions. Level of Service "C" is characterized by constrained and constant flow below the speed limit. Level of service "F" is the worst condition: traffic heavily congested, with waves of stop-and-go traffic and slow travel times. The study also identified three intersections that were functioning at a level "C" or less: 1) Route 125 at Route 136; 2) U.S. Route one at Pine

Street; and 3) U.S. Route one at South Freeport Road. In 2007, the intersection at U.S. Route One and Pine Street was widened to allow a dedicated right-hand-turn lane. A follow-up study was done on two intersections, one at Mallett Drive and Route 125/136, and the other at South Freeport Road and U.S. Route One. Those studies offer options for improving these intersections, along with cost estimates.

In 2009, a study of School Street and the possibility of its extension to Bow Street was completed. The study suggests different options for crossing the gully and connecting the road, and includes cost estimates.

The Maine Department of Transportation (MDOT) has classified segments of roadways in the Town by their functional use. In Freeport, those road classifications are two: minor collectors and major collectors.

Minor collectors are eligible for funding under the Rural Initiative Program (RIP) or PACTS. A town must submit a request, a local match by the town is required, the roads are funded through state referendum, and paving shoulders can be included. Some examples of minor collectors:

- **South Freeport Road**: Route One to Pine Street; rebuilt summer 2001; PACTS funding eligible
- **South Freeport Road**: Pine Street to South Street; rebuilt 2002; PACTS funding eligible
- **Flying Point Road**: Bow Street to Wolfe's Neck Road–RIP
- **Route 125**: needs to be rebuilt, no plans to rebuild, MDOT funding eligible

Major collectors are eligible for federal funding; priorities are established by MDOT or PACTS; improvements must be included in the Six-Year Plan; no local dollars are required; and paving shoulders will be included. Some examples of major collectors are:

- **U.S. Route One**: Yarmouth town line to Lower Main Street, re-pave and striping; Summer 2002; PACTS funding eligible
- **U.S. Route One**: West Street to Desert Road; reconstruction Fall 2001 to Spring 2002; PACTS funding eligible
- **/Route 136**: Reconstruction started in 2009, expected to be finished in summer 2010

Using the State's road classification system, there are 20.17 miles of state highways, 22.45 miles of state-aid roads, and 64.05 miles of local roads. The unpaved roads that are public and maintained by the Town are Wolfe's Neck Road, Burnett Road, and part of Flying Point Road. Most of the new roads built in the past 15 years are private roads.

Traffic Counts

Traffic-count information has been collected for different projects over the years. Counts are used to determine the Annual Average Daily Traffic figures for each location. In the 1980s, counts showed a steady and significant traffic increase in some parts of Freeport. Between 1987 and 1992, traffic counts remained steady in most parts of town. The largest percentage increase (approximately 30%) between 2000 and 2001 was in the area of Desert and Hunter Roads. The Freeport Town-Wide Transportation Study, October 2005, by Milone and MacBroom shows a variety of traffic counts around town. In some locations traffic increased, and in other locations it decreased. Based on 2000 U.S. Census data and local traffic counts, it is estimated that 15% of the daily trips in Freeport everyday can be attributed to "journey to work" traffic. While Freeport saw a 33% increase in population between 1980 and 2000, there was a 166% increase in the number of jobs added in the Town in that same period.

"Destination Tomorrow" identifies Route One at Mallett Drive "at capacity" and the northbound and southbound ramps at Mallet Drive and Interstate 295 as "over capacity."

"Destination Tomorrow" also did an analysis of a 1% reduction in trips on the region. That portion of the study concluded that such a reduction would result in an annual reduction of five million vehicle trips within the PACTS region. For an individual household, the reduction equates to 35 vehicle trips equal to 335 miles of driving and 10 hours of driving time.

Accident Frequencies

MDOT's Safety Bureau has provided a three-year (2006 to 2008) accident summary for all State routes and Town roadways. During the years 2006 to 2008, the highest number of accidents occurred at two intersections, those on both ends of Mallett Drive. The other high-frequency crash location is at the intersection of Desert Road and U.S. Route One (13 crashes).

Road and Sidewalk Improvements

The Town Public Works Department is responsible for general road maintenance and operates on a five-year capital road improvement program, with a budget that is approved annually. The State currently maintains U.S. Route One, but summertime maintenance may become the responsibility of the Town in the next five years if significant development occurs along this stretch of road.

To construct and maintain sidewalks and other amenities and infrastructure in the Village, the Town approved the Destination Freeport Tax Increment Financing District in FY00. The district lists sidewalk and other improvements, and each year during the budgeting process the Council reviews the potential projects and allocates funding as they deem appropriate. This Tax Increment Financing (TIF) District is scheduled to expire in FY19.

In 2009, a PACTS-wide Pavement Rating Study was completed by Gorrill Palmer Engineers, who evaluated all of the arterial and collector roads in the PACTS region. The system evaluated roadway surface based on ride condition and pavement condition, using a scale of 0 to 5, where 0 equates with out-of-service and 5 with perfect condition or high-quality roads. In the PACTS region 42% of the roads are in the best condition, the balance are in poor condition.

PACTS decided to exclusively fund pavement maintenance on collector roads in the best condition. The decision not to fund pavement maintenance on roads in poor condition was made because there is not enough funding to cover the high expense of road reconstruction. It was determined that there would be adequate funding to maintain the roads in good condition. Based on the PACTS decision, 8.7 miles of road in Freeport are eligible for PACTS funding, including South Freeport Road, U.S. Route One from the Yarmouth town line to Prout Rd except the section between mallet dr. and Kendall Lane.., Desert Road from the intersection of U.S. Route One to the southbound off ramp of Interstate 295, Bow St. from Main St. to Dennison Av., South St. from West St. to Bow St., Mallett Dr.,. The remaining 1.6 miles of collector roads considered to be in poor condition include 1) Bow Street, from Dennison to Lower Mast Landing; 2) South Street, from West Street to Porter's Landing; and 3) Main Street, from Mallett Drive to Kendall Lane. These roads will be responsibility of the Town to improve and maintain.

The Town's standards for public roads are very stringent (*see Town Code, Chapter 26, Street Acceptance Ordinance*). A standard for private roads was established in 2004 and is included in the Subdivision Ordinance. Private roads may now have a pavement width of 18' as compared to

the public road standard of 24'. Narrower roads provide adequate access to homes, seem more in keeping with the rural surroundings, and serve to reduce the amount of stormwater run-off.

Traffic Circulation and Parking in Downtown Freeport and South Freeport Village

The retail establishments along Main Street in Freeport's primary commercial district cause major traffic circulation problems during the summer months, especially on cloudy and rainy days. In 2009, a 550-car parking garage opened in the Village on the east side of U.S. Route One. On the west side of U.S. Route One, *LLBean* made significant improvements by extending Cross Street to connect to Howard Place and by closing Morse Street. Those changes keep more traffic off of Main Street and improve the flow of traffic through the parking lots. It will take some time for visitors to learn the new traffic pattern.

The Town has undertaken a number of traffic circulation and parking-related studies for the downtown commercial district. The first major study was the 1984 "Freeport Transportation Study" conducted by Vanasse-Hangen, Inc. In March 1988, T.Y. Lin, Inc., completed "The Downtown Freeport Traffic Circulation and Parking Study," and in 1996, Vanasse Hangen Brustlin, Inc., presented their final report "Freeport Traffic and Parking: Master Plan" which focuses primarily on the Village. The "Vision 2010" plan prepared by Economic Research Associates in 2002 recommended the need for more parking closer to the Village center. Many recommendations from these studies have been implemented, with favorable results.

Traffic in downtown Freeport increases dramatically in the summer and on peak holiday weekends in the fall and again in December. In the summer, poor weather conditions that limit beach and other outdoor opportunities result in heavy tourist presence in Freeport. The most significant traffic occurs between the hours of 9:00 a.m. and 6:00 p.m. on Saturday.

The Freeport Town-Wide Transportation Study (2005), completed by Milone and MacBroom indicates that there were 15,520 average daily trips in 2002 at the intersection of Desert Road and U.S. Route One, the most used intersection in the Town.

In the past decade, a number of improvements have been made to improve circulation. For example, designating parking areas for large vehicles such as RVs, reducing parking on Main Street, improving directional signage, installing signals at the intersection of Main Street/West Street, and Main Street/Mallett Drive, and creating a Cross Street connection between Justin's Way and Morse Street.

In their 1996 report, Vanasse Hangen Brustlin, Inc., identified 2,290 parking spaces within 1,500 feet of the village area. The same report recommended that 2,943 parking spaces were needed to satisfy the demand. It was determined that the maximum number of spaces was needed on 53 days of the year. According to an update from the Town Engineer in Spring of 2003, the number of parking spaces in the village was 2,795, which would make up for some of the parking space shortfall. The actual number of parking spaces in 2009 has not been determined. An informal study was conducted in the Summer of 2009 to determine how many empty parking spaces were available at certain times.

South Freeport Village has ongoing parking problems during the summer. This Village serves is the access way to the Town Wharf area. A substantial number of commercial fishermen, recreational boaters, tourists, and neighborhood residents are all drawn to the area, Freeport's major marine waterfront. Parking facilities, however, are not adequate for the intensity of uses in

this Village. The lack of an adequate turnaround at the end of Main Street by the Town Wharf contributes to the overall circulation problem in the area.

In 2006, 22 spaces were created at the Soule School. That same year, the Town Council appointed a committee to identify problems and solutions regarding parking in South Freeport Village. One of the recommendations of that study was to use a park-and-ride lot on U.S. Route One and shuttle users to the dock. In 2008, the Town tried this as a pilot project. That year, 128 trips were run, with a total of 58 users for the summer. Due to the low usage, this program was discontinued.

Parking problems in the South Freeport Village area include high demand and low supply of parking spaces; inadequate short-term parking at the Town Wharf; parking demand conflicts between commercial fishermen, recreational boaters, and tourists; traffic safety problems caused by on-street parking on residential streets; and illegal parking on the hill leading down to the Town Wharf. Short-term solutions were instituted by the Freeport Traffic and Parking Committee and included additional signage and "No Parking" areas. The "Comprehensive Harbor and Waterfront Plan" prepared by the Freeport Coastal Planning Committee and assisted by Coastal Strategies, Inc. and TEC Associates, Inc., September 1991, includes a number of long-range recommendations to solve the parking problem, such as land acquisition and regulation. Final decisions will be determined by the Town Council when it reviews the plan.

Bicycle Facilities

Cars, trucks, and bicycles all share the local road system. Some locations are safe for all users, and some locations are treacherous. In 2009, PACTS commissioned a regional bicycle and pedestrian plan (not yet in its final form). To submit information for that plan, the Planning Department convened an informal and public meeting of bicycle enthusiasts. Certain sections of road were identified as needing substantial work, while other sections of road need minimal work to make them safer for bicycles.

There are no marked bicycle lanes in Freeport; however, the *East Coast Greenway* (from Key West, Florida to Calais, Maine) travels through Freeport. The Maine part of that bike route shows the area from the Beth Condon Memorial Pathway in Yarmouth to the Androscoggin River Trail in Brunswick as "undesignated route." U.S. Route One (from Yarmouth line to the Village), Pleasant Hill Road, South Freeport Road, and parts of Desert Road have paved shoulders and a stripe that separates the travel lane from the shoulder. The shoulders tend to be used by bicyclists and pedestrians, but they are not specifically designated for those uses.

Full-paved shoulders measuring at least 4' wide were suggested for Route 125, Route 136, and Flying Point Road (from Bow Street to Pleasant Hill Road). The Maine Department of Transportation is rebuilding Route 136, with paved shoulders as part of the project, which should be completed in 2010.

The bicycle enthusiasts group agreed that safety on a number of roads would be significantly increased if the overall width of the road were increased up to 2' and travel lanes were decreased to 10' (the state requires 11' wide travel lanes). These roads tend to be used primarily by cars, not larger trucks and buses. Designated roads include Flying Point Road (from Pleasant Hill Road to the Brunswick town line), Bow Street, South Street, Pine Street, Pownal Road, and Durham Road. On steep hills and sharp curves, the group suggested widening the pavement and striping in those specific areas.

Striping was also suggested on Lower Mast Landing Road, Desert Road, Merrill Road, Webster Road, Hunter Road, and Murch Road. If it is not possible to stripe the entire road, striping on steep hills and curves was suggested.

"Share the Road" signs that show a car and bicycle using the same road are becoming more popular. The region would benefit if one particular sign design were used by all communities. The group suggested that "share the road" signs be installed along the following roads; U.S. Route One, South Freeport Road, Porter's Landing Road, Lower Mast Landing Road, Flying Point Road, Pleasant Hill Road, Route 136, Route 125, Pownal Road, and Old County Road.

Off-road facilities for bicycles are ideal for recreation and also provide an alternate form of transportation. The Concord Brook Trail has been identified as a potential off-road facility that uses a sewer easement and crosses private property owned by four different property owners. The Town has public access easement over two of the properties. The trail goes from Pine Street to the Village. Members of the Freeport Conservation Trust, the Conservation Commission, Healthy Maine Partnership, and residents and business owners are working to complete this project. A "Vision for Route One South," developed by Terrance DeWan and Associates for the FEDC in the late 1990s, suggests facilities for bicycles along U.S. Route One and off-road facilities. While no locations have been suggested, off-road bicycle facilities that connect roads would be beneficial.

Bridges

According to MDOT road maps, Freeport has 15 bridges, six of which are associated with crossing Interstate 295. The Burnett Road bridge was deemed unsafe for travel by MDOT and was removed in 2008. In November 2008, the Freeport voters approved $350,000 to replace that bridge. All bridges are reported to be in good condition at this point.

Rail Lines

The north-south trunk of the *Springfield Terminal Railway Company* passes through Freeport, though it is seldom used at this time. A Portland to Boston passenger route is now open and an extension to Brunswick with a stop at Freeport is being evaluated by the Maine Department of Transportation.

Airports

There are no public airports in Freeport. Air transport needs are served by the Portland International Jetport, which is approximately 30 minutes away from Freeport and is accessible via Interstate 295.

SECTION 9—HISTORIC AND ARCHAEOLOGICAL RESOURCES

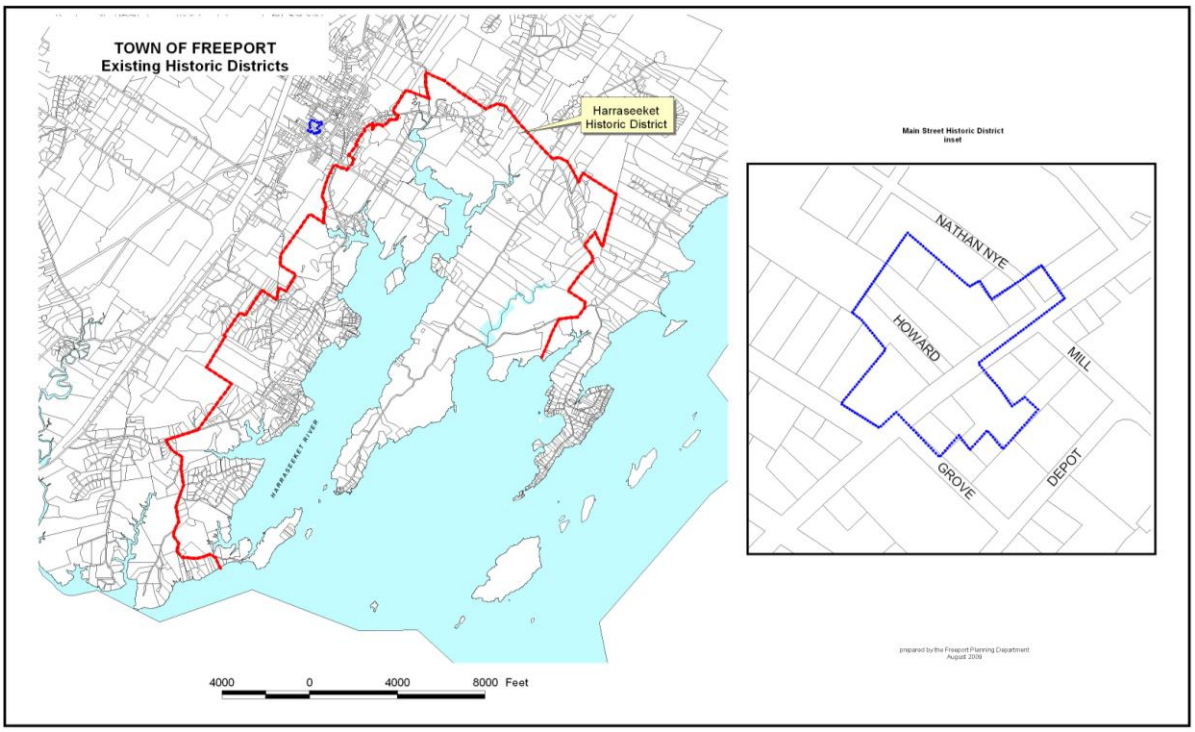
Historic Districts

Two historic districts located in Freeport are on the *National Register of Historic Places*, as shown in Figure 3. These two historic districts are:

1. **Harraseeket Historic District** includes the land and buildings surrounding the Harraseeket River and Harbor and containing approximately 6,000 acres. The Village centers of South Freeport, Porter's Landing, and Mast Landing are included in this historic district.

2. **Main Street Historic District** is located on Main Street in the downtown area. There were once nine architecturally significant buildings listed on the National Register of Historic Places. Eight buildings currently remain.

Figure 3. Freeport Historic Districts



Individual properties on the *National Register* include the Pettengill House (near Mast Landing), the Captain Greenfield Pote House (Wolfe Neck Road), and the E. B. Mallet Office Building (Mill Street). In addition, there are several other buildings in Freeport of national, state, and local importance. Inclusion in the *National Register* protects historic properties only if federal or state funds are being used for any potentially harmful activity (such as the demolition of a historic structure). The inventory of the two historic districts was updated in 1997.

Due to the large number of significant historical properties in Freeport's town center, the Town adopted a Design Review Ordinance in 1983. One of the purposes of this ordinance was to preserve and protect buildings, structures, and properties of historic value within the designated Design Review District. The ordinance requires that new construction and renovations be reviewed by a local board to ensure compatibility, but not necessarily uniformity, with existing important structures. It does not prohibit the demolition of historically or architecturally significant buildings, but does require public notification and a waiting period before demolition can occur. The inventory that was done for that District is not over 25 years old. In 2007, a second Design Review District was added along Bow and South Streets. An inventory was done of all of the structures within that District using the same criteria as the original Design Review District.

Although design review has exerted some positive influence over the design of new buildings constructed and additions to existing buildings within the District, the Design Review Ordinance has not protected the original historic properties that existed within the Main Street Historic

District. In fact, most of the eight remaining significant properties within this Historic District have either been irreparably altered or removed from their original sites. One of the original nine buildings has been demolished.

Historically significant structures located within the Harraseeket Historic District and in other sections of Freeport have generally not been altered or destroyed, because the rest of Freeport has not experienced the same intensity of development as the Town Center.

The Freeport Historical Society is a private non-profit organization dedicated to collecting and preserving the Town's historical resources and educating residents about Freeport's past. The Harrington House, located on Main Street, is the headquarters for the Freeport Historical Society. The Society also owns and operates the Pettengill Farm, an historic salt water farm. The Freeport Historical Society is staffed by a full-time Executive Director and part-time employees.

Archaeological Resources

There are 42 prehistoric archaeological sites in Freeport, most of which are coastal shell heaps or middens. One of these middens is an ancient (circa 11,000 years old) encampment located in the vicinity of the *Desert of Maine*. Thirty-four of the Town's archaeological sites may be eligible for listing on the *National Register of Historic Places*. Freeport also contains 53 known historic archaeological sites. Details about these sites may be obtained from the Freeport Historical Society or the Maine Historic Preservation Commission. The Town's land use ordinances do not regulate prehistoric and historic archaeological sites. However, one standard of Site Plan Review requires the Project Review Board to consider the impact of a development proposal on these archeological resources.

SECTION 10—NATURAL AREAS

Freeport has a variety of significant natural resources and wildlife habitats. The Town's 35 miles of coastline add to that diversity. Some natural resources are protected in the Zoning Ordinance, others are protected by the Maine Department of Environmental Protection or Inland Wildlife and Fisheries, and other resources are not protected.

In 2009, the Shoreland Zoning portion of the Zoning Ordinance was updated to be consistent with State requirements. In 2002, the "Freeport Growth Areas Natural Resources Inventory" was completed. This report identified natural features (e.g., wetlands and wildlife) found in existing and proposed growth areas. Information in the report was used to identify areas that should be preserved as open space in growth areas. As a result, Village open space subdivisions can provide either land or a fee in lieu of land to meet the open space requirement. Land is used to meet the requirement only if it has been identified as significant.

Beginning with Habitat is cooperative effort of agencies and organizations working together to secure Maine's outdoor legacy. The various groups involved in this project include the Maine Department of Inland Fisheries and Wildlife, Maine Natural Areas Program, Maine Audubon Society, Maine State Planning Office, United States Fish and Wildlife Service, Maine Cooperative Fish and Wildlife Research Unit, Southern Maine Regional Planning Commission, the Nature Conservancy, and Wells National Estuarine Research Reserve.

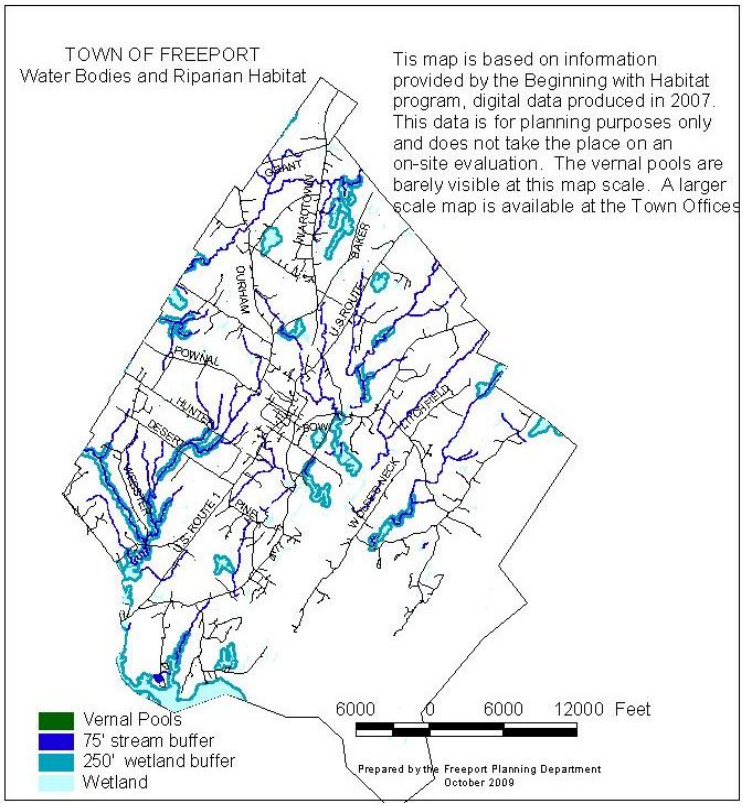
Beginning with Habitat is a habitat-based approach to assessing wildlife and plant conservation needs and opportunities. The goal of the program is to maintain sufficient habitat to support all native plant and animal species by providing towns with a collection of maps. This information

is excellent for planning, and gives an indication as to what might be found in any given area. The data should not be used as a substitute for an on-site evaluation if a development is proposed.

Inland Water Bodies

Freeport hosts a variety of water bodies, including wetland, vernal pools, rivers, and streams. These water bodies are shown in Figure 4.

Figure 4. Freeport Water Bodies and Riparian Habitat



Wetlands and vernal pools serve many functions and are some of the most productive natural areas. Wetlands naturally control flood waters, filter pollutants out of water, retain nutrients, reduce erosion, and may serve as breeding and feeding areas for waterfowl and wading birds, frogs, turtles, snakes, fish, and shellfish. The cumulative loss of wetlands not only eliminates habitat, but it has led to increases in stormwater runoff. Vernal pools are small pools that tend to fill with water only for a short period of time in the spring and fall. These pools provide a nearly predator-free haven for the development of eggs into young animals. Their perennial nature makes them easy to miss and therefore, they are vulnerable to development.

The Department of Environmental Protection requires a permit if development is going to occur within 250' of a "significant" vernal pool. To be considered "significant," a pool must have a specific abundance of certain species. The Freeport Subdivision Ordinance requires that vernal pools be identified and their land area be deducted from the total acreage before calculating the number of lots allowed. The Site Plan Review section of the Zoning Ordinance does not require the identification of vernal pools or wetlands, although both have to be identified so the Town can ascertain if permits from the Department of Environmental Protection are needed. Shoreland

Zoning protects the 250' buffer around wetlands that are 10 acres or greater and are considered moderate or high value as a habitat by Maine Department of Inland Fisheries and Wildlife. In Freeport, Florida Lake is the only wetland that meets those criteria.

In 2009, Freeport participated in a vernal pool study organized by the University of Maine and the Maine Audubon Society. Using aerial photography, vernal pools were mapped by a GIS specialist at *Stantec* in Topsham. (As these pools tend to be small, they are visible only on large-scale maps; large-scale maps are available at the Planning Department of the Town Offices.) In the 2009 study, 223 vernal pools were identified. This is not a conclusive list of vernal pools and it does not take the place of an on-site evaluation, but it was an excellent opportunity to educate the public on the resource and to identify some vernal pools within the community. Volunteer scientists were solicited to receive training in identifying egg masses. A volunteer training was held at the Freeport Community Library, with over 75 interested residents in attendance. Approximately 30 pools were visited in Freeport, and the project is expected to continue in 2010.

The Harraseeket River is Freeport's primary watershed and drains 10,500 acres into the Harraseeket River and Casco Bay. Tributaries of the Harraseeket River include Concord Gully Brook, Frost Gully Brook, Mill Stream, and Kelsey Brook. A separate watershed to the east drains into Little River, and flows directly into Casco Bay. Along the northwest side of Freeport is the East Branch of the Royal River and its tributaries, including Collins Brook. On the southwest side of Freeport is Cousins River and its tributaries, including Merrill Brook.

All surface waters in Maine are classified, based on designated uses and water quality goals. For freshwater bodies, there are four classifications from "AA," those of the highest quality, to "A," "B," and "C." For coastal/ tidal waters, the three classifications are "SA" to "SC." (*See Title 38 M.R.S.A. Article 4A for more information.*) Frost Gully Brook is a Class A stream, while all other fresh waters are Class B. The tidal waters in Freeport are all rated Class SB.

Water quality standards exist for the different water body classifications. The State has performed assessments to determine the status of attainment of the water quality standards in many water bodies. Both Frost Gully Brook and Concord Gully Brook have been determined to be Urban Impaired Streams, with an attainment category of 5-A for non-attainment of one or more standards. The Harraseeket River has been determined to have an attainment category of 2 for attaining at least one standard, but not all standards have been assessed.

The Freeport Sanitary District sewage treatment plant discharges to the Harraseeket River. Over the years, the clam flats have been closed due to high bacteria levels caused by either sewage system failures or by contaminated runoff during rain events. The Sewer District has been implementing system improvements over the years to reduce this type of contamination, although more improvements are needed.

Riparian area is the transition between open water or wetlands and the dry upland, including the banks and shores of streams, rivers, wetlands, and ponds. Riparian areas improve water quality by filtering runoff before it gets to the water body. Many animals need both riparian areas and upland areas to survive. Development that separates the two can change the species that are able to live in certain areas.

A local Shoreland Zoning District, Stream Protection, provides a 75' buffer around first-order streams (the part of a stream below the confluence of two streams). In other words, some streams

are protected locally and others are not. The Department of Environmental Protection requires a permit for any activity that disturbs land within 75' of any stream.

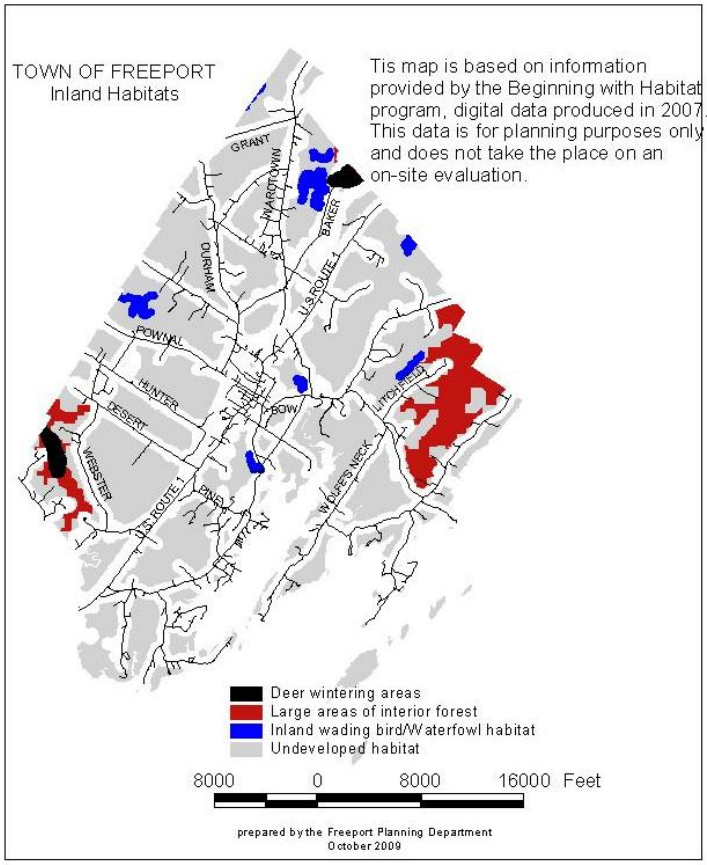
Inland Wildlife Habitat

Beginning with Habitat identifies a number of significant inland habitats; in particular, deer wintering areas and high-value plant and animal habitats. As natural areas are developed, breeding and feeding areas are lost and the diversity of animals in an area changes. For example, as roads are built and blocks of land are broken, predatory animals such as skunks and raccoons tend to increase. Figure 5 illustrates inland habitat areas in the Town.

Deer wintering areas, where deer congregate during winter months, are protected in order to prevent over-harvesting. These areas are considered "unbuildable or primary conservation areas" in calculating net residential density for a proposed subdivision. These areas are deducted from total acreage before calculating how many lots can be developed on a particular parcel and must be included in planned open space whenever possible.

Beginning with Habitat defines "large areas of interior forest" and "undeveloped habitat" as relatively unbroken areas of habitat that include forest, grassland, agricultural land, and wetlands. "Unbroken" refers to habitat that is crossed by a limited number of roads and features relatively little development. These areas are important for animals with large ranges such as bear, bobcat, fisher, and moose. There are no local regulations to protect these areas; however, the open space requirement for subdivisions provides the opportunity to preserve these areas.

Figure 5. Freeport Inland Habitats

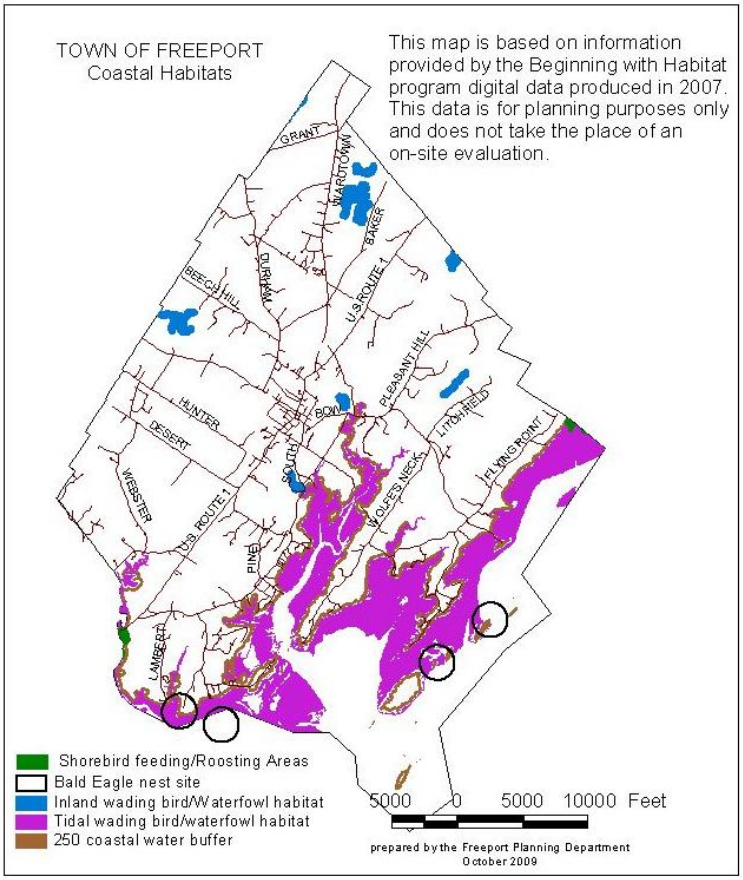


Coastal Habitats

Freeport has approximately 35 miles of coastline. These coastal areas are a combination of salt marshes, mudflats, beaches, rocky coast, and islands, and all provide important habitat for a wide variety of birds, fish, shellfish, and wildlife, including endangered species such as bald eagle. In addition to coastal resources, the 250' inland from the coastline also provides habitat and buffer from development.

The 250' buffer from the coastline is in one of two Shoreland Zones in the Zoning Ordinance. One of these, Resource Protection, prohibits residential and commercial development and limits use to low-impact development such as low-impact recreational uses, wildlife management practices, and other similar uses. Shoreland Area is the other District found in the 250' buffer area along the coast. This District requires a 75' building setback from the high water mark or the top of the bank, with no other restrictions. The Department of Inland Fisheries and Wildlife (DIFW) regulates the area around an identified eagle's nest. The radius of the protected area is 1,320'; and each regulated circle is approximately 126 acres in size. Development is not prohibited within these circles, but it is limited by DIFW.

Figure 6. Freeport Coastal Habitats



Aquifers

The Maine Geological Survey has identified several sand and gravel aquifers in Freeport. One of Freeport's major aquifers, situated off Webster Road, extends westerly into the Town of Pownal. *AquaMaine*, the local supplier of public water, completed extensive studies on this aquifer in the

earlier part of this decade. The RP-2 District in the Webster Road area was reconfigured in 2003 as a result of a hydrogeologic study done by *AquaMaine*.

There are two other, smaller aquifers that supply drinking water to the Town: one located in the area of Pine Street and Cushing Briggs and the other in the area of Route One North and Kendall Lane. The Zoning Ordinance's "Aquifer Protection Zoning Districts" provide regulatory protection for the aquifers that are used as the Town's public drinking water supplies. Under this zoning system, the RP-1 district strictly protects the Freeport and South Freeport Water Districts' water supply aquifers, and the RP-2 district protects the recharge areas for these aquifers.

The Maine Geological Survey has produced a series of maps, showing the location and yield of bedrock wells in Freeport. This information was collected and estimated by well drillers. In 1986, Robert G. Gerber, Inc., prepared a study that identified potential bedrock aquifer locations within the Town. These potential bedrock aquifer locations were not substantiated by field checks, due to the high cost of investigations. Without additional information and research, the Town cannot yet verify the locations and values of these aquifers and therefore cannot appropriately regulate them. No other research or studies have been done since that time.

Watersheds

Water that runs its natural course and does not evaporate or infiltrate the soil eventually drains into a surface water body. The area that drains to a common downstream point is called a watershed. As flowing water travels downstream, it may pick up pollutants from point and non-point sources. These pollutants are then carried with the running water into the "receiving" surface water body.

Freeport has nine defined watersheds: Harraseeket River (tidal), Concord Gully Brook, Frost Gully Brook, Mill Stream, Kelsey Brook, Little River, Casco Bay-Maquoit Bay, Cousins River, and East Branch-Royal River.

Several ongoing programs help to protect the quality of runoff that flows within the Town's watersheds and into surface water bodies. First, the Town's Zoning Ordinance requires that new commercial development projects must follow the requirements of the State's Chapter 500 Stormwater Management regulations, even on projects smaller than the minimum one acre of impervious area used in State regulations. In addition, the Town requires new commercial developments to perform post-construction monitoring, maintenance, and reporting of their stormwater management facilities. Freeport also has a Non-Stormwater Discharge ordinance that prohibits the discharge of any pollutant into the Town's storm drainage system. Finally, the Town is regulated by the Maine DEP with a discharge permit for the Town's Municipal Separate Storm Sewer System (MS4.) As part of the permit requirements, the Town implements the following six Minimum Control Measures: Public Education, Public Participation, Illicit Discharge Detection and Elimination, Construction Runoff Control, Post Construction Runoff Control, and Pollution Prevention/Good Housekeeping. Annual reports of these activities are submitted to the State.

Bluffs and Steep Slopes

The 1994 Freeport Comprehensive Plan Committee identified three bluffs to be of local significance due to their topographic prominence. No additional bluffs of significance have been identified since. These bluffs are 1) High View, 2) Mitchell Ledge, and 3) Hedgehog Mountain.

In 2002, the Maine Geological Survey inventoried the coast of Freeport. In 2009, Freeport Shoreland Zoning was updated so that the areas identified as being "highly unstable" or "unstable," now have the required 75' setback taken from the top of the bank rather than the high water mark. Properties affected by this change are identified on the Zoning Map.

SECTION 11—RECREATIONAL FACILITIES AND SERVICES

Wolfe Neck Woods State Park, Winslow Park, Hedgehog Mountain, school-related recreational facilities, the newly created Soule Park and Leon Gorman Park, and other open space areas combine to provide local residents with an extensive range of recreational opportunities throughout the Town of Freeport. Recreational deficiencies do exist in Freeport, though, and an increase in the Town's population will create a need for additional facilities and services. Table 27 presents information about existing facilities in Freeport.

Table 27 Freeport Recreational Facilities

Type of Facility	Number in 1994	Number in 2009	Location	State-suggested Amount*
Baseball	3	5	1 field at HS, MS, ML, PR, LLBean	1/5,000 population*
Softball	7	2	1 field at HS, MS	1/5,000 population*
Field hockey	0	1	HS	No standard
Multi-purpose Field	4	3	1 field at HS, MS, PR	1/10,000 population*
Basketball Outdoor		3	3 at MS	1/5,000 population
Basketball, Indoor		2	1 at HS, 1 at MS; ML and MST both have all-purpose rooms for basketball	1/5,000 population
Football		1	PR, Varsity team in 2009, JV team since 2004	1/20,000 population
Running Track Indoor/ Outdoor			20-year agreement with Bowdoin College for free use of indoor and outdoor track; Outdoor cross country track at PR	
Tennis	3	3	HS	1/2,000 population*
Playgrounds	3	4	1 at MST, ML, PR, Winslow Park	
Picnic Facilities	101	>101	Winslow Park, Leon Gorman Park, Wolfe Neck State Park	
Swimming Pool		1	YMCA—for use by members only and available to school on a rental basis	1/20,000 population*
Golf Course	1	1	LLBean	1/50,000 population*
Ice Skating	215 sf	2	Porter's Landing, Leon Gorman Park	
Boat launches	20			
Ropes course		1	MS	
Cross-Country Skiing		2	PR, School purchases passes at Pineland Farms for cross-country ski team	

HS – high school, MS – middle school, ML – Mast Landing, MST – Morse Street ,PR – Pownal Road fields,
*Freeport population 7,800, based on 2000 U.S. Census data
Source: Freeport Athletic Department, Freeport Athletic Fields report by Milone and MacBroom, May 8, 2009

In 1990, the following deficiencies were identified by the Recreation Committee: soccer field, track and field event area, Little League field, multi-purpose field, softball field, playground, ice skating facility, basketball courts, tennis courts, and parking and support facilities. In the 2008 Community Attitude Survey, the following amenities were identified by more than 20% of respondents as being needed in Freeport: better athletic and recreation fields, including tennis

courts, tracks, and playgrounds; and more bike paths, lanes, and trails. Over half of respondents also thought that it was important for the Town to provide funding to set aside open space for recreation areas such as large parks and playing fields, as well as smaller neighborhood parks or playgrounds. The perceived needs of the 1990s are very similar to the perceived needs almost twenty years later.

School playing fields are used not only by the schools but also by the Freeport-Pownal Little League (baseball and softball), Freeport United (soccer), Freeport Gridiron Club (football), Summer athletic programs, and Town recreation programs including baseball, softball, lacrosse, soccer, field hockey, and football. In 2009, the Freeport Community Education/Recreation Committee engaged Milone and MacBroom, Inc., to evaluate Freeport's outdoor athletic fields and make recommendations for improving and expanding those facilities. The report, "Freeport Athletic Fields," draft report dated May 8, 2009, includes a detailed analysis of the various athletic fields and several improvements or expansions for consideration.

In 2007, *LLBean* developed Leon Gorman Park and dedicated it to the Town of Freeport. The park is eight acres in size and centrally located in the Village, offering a variety of terrains for walking and jogging; picnicking and gathering facilities; and a seasonal outdoor skating facility. Along with the park donation, the gift included an endowment fund to cover the costs of maintenance and upkeep of the facility.

Public Recreational Facilities

The major State recreation facility in Freeport is Wolfe's Neck Woods State Park, a 246-acre state park bordering the ocean and the Harraseeket River on Wolfe's Neck. This park is one of the most significant recreational resources in the region, used by residents and non-residents for nature education, hiking, picnicking, and cross-country skiing. It has ample parking spaces. Wolfe's Neck Woods State Park has experienced a steady increase in the number of seasonal day users over the past few years. According to the Maine Department of Conservation, in 2001, the park had 30,696 visitors and by 2008, the park had 51,085 visitors. Until 2006, the park was open seasonally; since then it has been open year round.

The Town of Freeport has over 540 acres devoted to municipal parks, boat launching sites, and open space areas. For more detail on those sites and the acreages, refer to Section 5 of this document. The most recent additions to the list of open spaces and parks are the Florida Lake lands in west Freeport, Leon Gorman Park in the Village, and Soule Park in South Freeport. Approximately 800 acres of privately owned land is open to the public as parks and outdoor recreation areas. The State suggests five to eight acres of park space per 1,000 in population. In 2000 the population of Freeport was 7,800. Using the standard of eight acres per 1,000 in population, Freeport should have at least 64 acres of park space.

Winslow Park is 60 acres in size and has 900 feet of beach front, 100 camping sites, a tidal boat ramp, and day-use capacity for up to 500 people. The park is held in trust by the Town of Freeport and governed by the municipal officers with advice from the Winslow Park Commission. Winslow Park has seen a steady increase in attendance since 1984 in both day use and camping. In 1993, over 16,000 people visited the park for day use, of which 14% were residents. By 2007, it is estimated that over 42,000 day visitors used the park. In 2007, the number of Seasonal Day Passes sold increased to 392 passes; 73% being sold to Freeport residents. The 1994 campground occupancy rate of 43% for the off-season and 79.5% for July and August exceeded the State average. In 2007, the campsite occupancy rate during the season

was 55% with the peak season weekend occupancy rate of 100%. In 1993, the Town Council approved the Winslow Park Master Plan.

Boating is a major recreational activity in Freeport. There are several public and private water access points in Freeport including those at Cove Road, Porters Landing, and others identified in the Comprehensive Harbor and Waterfront Plan. There are two developed public facilities, located at Winslow Park (a tidally limited boat ramp) and the Town Wharf (deep water access over floats, but with no launching facilities). Both of these facilities have limited parking capacities. There are also two waterfront marinas that provide access to the ocean on a fee basis. In addition, the Town of Yarmouth has an all-tide boat ramp located on the Royal River, which can be used for recreation purposes by non-residents for a fee.

The only indoor recreational facilities in Freeport are those contained in the school buildings and the *YMCA* which requires a membership.

In 2008, the Town of Freeport created the Soule Park on a portion of the property in South Freeport where the old Soule School building is located. This park has a conservation easement so that it will remain as open space owned by the Town of Freeport. The park is 1.7 acres in size and provides a natural area for the public to use, with a portion of the park maintained as forest.

Private Recreational Facilities

LLBean allows the Little League to use the baseball field at its corporate headquarters. The *Casco Bay YMCA* located on Route One offers a variety of recreation facilities and programs available to the public for a fee. Resources include a pool, indoor track, fitness equipment, and programming for children and adults. The only golf course in the Town is privately owned by *LLBean*. It is a nine-hole course, located on the Old County road next to Interstate 295 and open to the public for a fee. The *Harraseeket Yacht Club*, located in South Freeport, offers sailing lessons to the public in the summer. It also provides dinghy tie-ups, dock space, and sailing activities for its members.

There are several private campgrounds in Freeport, including: *Desert Dunes of Maine, Recompence Shore, Cedar Haven,* and *Freeport Village* campgrounds.

An extensive amount of hunting takes place in Freeport by residents and non-residents. In 2005, the Town started using MOSES, an on-line registration system for the purchase of hunting and fishing licenses. A link to the site is on the Town's website.

SECTION 12—COMMUNITY FACILITIES AND SERVICES

Sewage Facilities

Public sewer is provided by the Freeport Sewer District, a non-profit public utility with an elected Board of Trustees. The District has a professional staff of five. Freeport's sewage treatment facility, located on South Freeport Road, was constructed in the mid-1970s and uses an extended aeration-activated sludge treatment process. In 2009, the District completed an upgrade to the electrical system at the plant. That work included the installation of a 750 kWh generator, a new motor control center, and a new SCADA system that monitors equipment at the treatment plant and pump stations. Additional plans in the near future include installing new high-efficiency motors, upgrading the equipment that moves liquids, and installing oxygen monitors throughout the system.

The Freeport sewer system serves approximately 890 accounts and its service area boundaries extend to cover all of the downtown business district, from Kendall Lane down Route One South to the Yarmouth/Freeport Town line; and from Route One down Desert Road to the Industrial Park and the South Freeport area.

The current sewer connection fee for residential properties is $1,000 per bedroom in the dwelling, along with an application fee of $100. Freeport's sewer connection fees are placed into a dedicated Future Expansion and Planning account, earmarked for treatment plant expansion and for upgrades to the treatment plant and pump stations.

The Freeport Sewer District sewage treatment facility is currently designed to handle 750,000 gallons per day. Over the years, the District has continually kept up with changes in treatment and changes in technology. In 2000, the treatment plant increased its design flow from 500,000 to 750,000 gallons per day. This was accomplished with a major expansion of treatment and disinfection processes. The District has updated its alarm system capabilities and disinfection equipment. The District maintains ten pump stations as wells as the sewer lines that service the Town of Freeport.

All processed sludge is picked up and transported to *Soil Prep*, a private composting company approved by the Department of Environmental Protection. Approximately 600 yards of sludge are produced each year. The District is responsible for all costs associated with the disposal and processing of the sludge.

The District has been able to fund most of its projects through proper funding of its reserve accounts and sewer user rates. As Freeport grows, the District works closely with engineers and developers to make certain that sewer extensions and additional pump stations meet the District's specifications, which helps the District to better serve the community.

Water supply

The Town of Freeport is presently served by two water companies: the privately owned *Aqua Maine* and *South Freeport Water District*, a private, non-profit corporation. The remaining outlying residential areas of Freeport are served by individual or shared private wells.

A. *Aqua Maine*

Aqua Maine had 871 accounts as of 9/29/03, and provides most of the public water service within the Town. These accounts include 637 residential units, 151 commercial users, no industrial users, and 83 fire-protection-only users.

Aqua Maine obtains its water supply primarily from two sources.

1. Two wells near Webster Road, in the Harvey Brook aquifer, with a capacity of 300 gallons per minute.
2. Three wells located in the area between Frost Gulley Brook and Noble Drive. The total capacity of these wells is about 72,000 gallons per day, or 26 million gallons per year.

Aqua Maine also has two drilled wells in the Desert Pines area, which are currently in reserve but can yield up to 15 gallons per minute.

Aqua Maine has an agreement with the Yarmouth Water District to purchase water in the event of an emergency, such as a large fire. While this connection has been maintained, no water has been purchased from the Yarmouth Water District in the last five years.

The company's distribution system is fed by two water storage tanks. The tank on Bow Street has a capacity of 880,000 gallons and the tank on Winston Hill has a capacity of 530,000 gallons. The storage tanks can supply water for three primary functions: 1) fire fighting; 2) emergencies such as ice storms, when *Aqua Maine* production facilities cannot pump; and 3) peak periods when the demand is greater than the production facilities are able to pump. The company's two tanks are on the same pressure zone, therefore the entire system benefits directly from both tanks.

The distribution system consists of over 23 total miles of water mains; 20.5 miles of these are at least six inches and are appropriate for public fire protection service. The system extends from the Yarmouth town line on Route One South to Noble Drive on Route One North; from South Freeport Road (Porter's Landing) to Bow Street and Mast Landing to the east and generally to Interstate 295 in the west; and to the west of Interstate 295, portions of Desert Road and Old County Road. Overall, the utility service area makes up less than 20% of the land area in town, yet approximately 33% of the population is served by the public water system.

Over the past decade, water consumption by those connected to the system has continued to increase. In 1992, 83 million gallons were used, in 1997, 91 million gallons were used, and by 2002, consumption had increased to 99 million gallons. Of the totals, only about 44% is used by residential accounts, while 53% is used by commercial accounts, and 3% is used by public authorities, primarily the school system.

Effective June 2003, water rates established a minimum bill of $218.28 per year, or about $0.60 per day, based upon a consumption allowance of 100 gallons per day. A typical family of four uses about 150 gallons per day, therefore increasing the annual bill to $269.62, or about $0.74 per day. Due to the recent construction of the second well at Webster Road, water rates are projected to increase about 12% late in 2009 and it is anticipated that they will remain at that level for a few years.

Aqua Maine's second well will provide users with both short-term and long-term benefits. In the short term, another well will provide a redundant back-up supply of the original well (installed in 1989) and will reduce the reliance on the storage tanks during peak demand periods. Long-term, the second well will allow consumption to increase by 60%. This could represent over 600 new connections, based on consumption patterns.

Aqua Maine is in excellent condition to meet current and known future regulatory requirements without any additional significant investment in production and treatment facilities. The current supply and water storage tanks are projected to serve the needs of the community through the year 2040. The primary goal of *Aqua Maine* for the next decade is to provide service to growth areas, specifically areas where densities would support the high initial cost of expanding the water system. *Aqua Maine* will continue to replace aged and failing portions of the pipe system.

B. ***South Freeport Water District***

South Freeport Water District (SFWD) serves the southern section of the Town exclusively, and has approximately 297 accounts, including 285 year-round accounts and 12 seasonal.

SFWD has one well, located on Pumphouse Road off of Pine Street, with a capacity of 85 gallons per minute, or 120,000 gallons per day. The average capacity of the well is 52,000 gallons per day, varying from about 40,000 gallons per day in the winter to 75,000 gallons per day in the peak summer months. The well tends to pump down quickly in dry periods of the year, due to its

depth and relatively small area of recharge, but it has met the needs of *SFWD* thus far, and should continue to do so in the future. *Aqua Maine* is able to supplement the *SFWD* supply in case of emergencies and has an agreement with the Yarmouth Water District to purchase water in the event of an emergency.

SFWD's rate structure is different from that of *Aqua Maine*; in 2003 its rate was $40.65 per 1200 cubic feet of water.

C. Other Quasi-Public Water Supplies

In addition to the two water companies, in 2002 there were 17 additional public water suppliers, including Winslow Park, Wolfe Neck Woods State Park, *Wardtown Trailer Park*, *Maine Idyll Motor Court*, *Exit 21 Shopping Center*, *Cedar Haven Campground*, *Tidal Brook Development*, *Flying Point Campground*, *Eagle Motel*, *Duck-away on Casco Bay*, *Stone House*, *Wolfe's Neck Farm*, *Recompense Campground*, *Freeport Golf Course*, *Florida Lake Park and Campground*, *Desert of Maine*, and *Pine Tree Academy*.

Stormwater Systems

The Town of Freeport has two basic categories of storm drainage facilities; 1) open drainage, such as roadside ditches, drainage channels, and roadway culverts; and 2) enclosed drainage systems, consisting of catch basins, manholes, and connecting piping. In 1990, the Town's engineering consultant inventoried Freeport's stormwater drainage system; information from this inventory follows.

The first type of public storm drainage system is found in the rural areas of Freeport and consists of open drainage ditches along the sides of Town-owned public roads. These ditches are maintained by the State along State roads and by the Town along Town roads. The system is in good condition, except for occasional flooding occurrences caused by intense rainfall or clogging from debris. These drainage facilities are generally maintained and upgraded by the Public Works Department as a part of normal road maintenance. New systems associated with new subdivision roads have expanded the rural storm drainage system. The State is responsible for maintenance of State road drainage systems.

There are two public enclosed stormwater drainage systems in Freeport, one of which is municipal and the other maintained by the State Department of Transportation. Both of these systems are situated in downtown Freeport. Stormwater flows enter into one of three watersheds: Frost Gully Brook, Concord Gully Brook, or the headwaters of Merrill Brook.

The Town's urban storm drainage system is located in the downtown area, and is bounded by the railroad tracks to the southwest, by South Freeport Road and Park Street to the east, by Frost Gully Brook to the north, and by Interstate 295 to the west. The commercial growth in downtown Freeport has not had a major impact on the storm drainage system's capacity, since Town ordinances require that each development detain stormwater flow rates to the pre-development level. The Town has required developers to upgrade the existing enclosed system in some instances. Other than periodic maintenance and replacement of existing pipes, the enclosed municipal storm drainage system is in good condition and is expected to work in a satisfactory manner during the next five years. An exception to this is at the lower end of Cushing Avenue, where flooding occurs on some properties. Four areas that will require upgrading as future development occurs are: 1) extension of the Elm Street storm sewer to the Guptill Avenue intersection; 2) overflow relief for the cross storm pipe in Elm Street, east of Guptill Avenue; 3)

installation of an enclosed storm drain in the Cushing Avenue area and a cross connection to the Guptill Avenue outfall; and 4) prevention of additional erosion in gullies at the outfall of enclosed drainage systems.

The State maintains enclosed storm drainage systems in the downtown area on Route One, Mallett Drive, and Bow Street. The State has total authority regarding who is allowed to utilize their drainage system, and is currently not allowing any new connections. Some sections of the State stormwater system, especially the Main Street system, are old and should be improved. It is MDOT's responsibility to carry out necessary replacement and upgrading.

Robert Gerber, Inc., completed a preliminary study of the quality of water leaving the Town stormwater drainage system and entering streams flowing into the Harraseeket River. As a result of this preliminary work, the EPA funded an in-depth study of non-point pollution in three streams which flow to the Harraseeket River. This study, "Casco Bay Stormwater Demonstration Project," was completed in 1992. It analyzed the non-point pollution sources entering the three streams and recommended additional water sampling, which is now being conducted by the Freeport Conservation Commission. Recommendations included retrofits of the six existing private storm drainage systems and ordinance revisions to prevent and mitigate non-point sources of pollution. The Freeport Zoning Ordinance prohibits an increase in the rate of stormwater flows off any given development site onto adjacent properties, but does not directly address stormwater quality management.

Public Works Department

The Freeport Public Works Department has a staff of 11 (including the Director), all of whom operate out of the Public Works Building on Hunter Road. The Department is responsible for the maintenance and upgrading of all Town-owned roads, rights-of-way, and various other properties on a 24-hour, 365-days-per-year basis. The department assists with the landfill demolition site (*see Section 8 for more information on road maintenance*).

The Public Works Department's major equipment includes seven dump trucks, one back-up truck, one grader, one bulldozer, one street sweeper, one backhoe, one sidewalk plow (with attachment), and one snow blower. The Department has a mechanic who maintains all Town equipment. The Department also maintains a salt shed with a capacity of 400 tons of road salt and a sand shed with a capacity of 6,000 yards of winter sand. Table 28 details the age and condition of the Department's major equipment.

Solid Waste and Recycling

Freeport's Recycling Center/Transfer Station is located off Pownal Road and operated by the Solid Waste/Recycling Department. A new facility was built at this site in 2001-2002. This department has a staff of three full-time at the Recycling Center, plus the Department Director who also serves as the Town Engineer. The staff is responsible for marketing and recycling designated materials delivered to the facility and for educating the public about recycling. The Town contracts with *EcoMaine* for the proper disposal of materials which cannot be recycled, to incinerate approximately 2,300 tons of household trash per year. *EcoMaine* charges $88 per ton of solid waste, with the rates subject to change annually.

The partially closed and limited-use landfill is used for the disposal of inert materials such as bricks, sheet rock, and porcelain fixtures. Fees for use of the landfill are based on the quantity of

material brought in for disposal. The landfill is scheduled for closure in accordance with Maine DEP closure and port closure requirements in the next several years.

Table 28. Freeport Public Works Department Equipment

Vehicle or Equipment	Year Built	Condition
Pick-up Truck	2004	Good
Pick-up Truck	2003	Good
One-ton Truck	2006	Good
Dump Truck	2008	Good
Dump Truck	2005	Good
Dump Truck	2004	Good
Dump Truck	1999	Fair (will become spare)
Dump Truck	2000	Good
Dump Truck	2000	Good
Dump Truck	2001	Good
Dump Truck	2010	Expected in 2010
Pick-up Truck	2009	Excellent
Bull Dozer	1984	Fair
Road Grader	2006	Good
Street Sweeper	1999	Good
Sidewalk Machine with Snow Blower and Sweeper	2007	Good
Wood Chipper	1997	Good
Flat Bed Trailer	2000	Good
Fork Lift	1994	Good
JD Backhoe	2002	Good

Materials which cannot be recycled are shipped to other facilities for landfill, energy production, or conversion into useful purposes (e.g., asphalt shingles are processed into a road base material). Freeport's transfer station accepts demolition wood, sheet rock, metal furniture, tools, car parts, appliances, tires, brush and tree limbs (no stumps), asphalt shingles, furniture and bedding, and other bulky items. The facility does not accept hazardous waste. Fees for managing these materials are based on the Town's cost for hauling, processing, recycling, and/or disposal of the materials. The facility serves the residents of Freeport and is available for use by residents of Pownal, North Yarmouth, and Durham. In addition to benefitting residents and the environment, the recycling of materials reduces the Town's disposal budget.

Freeport operates one of the most comprehensive solid waste/recycling programs in the State. Under a mandatory ordinance, all commercial establishments must recycle corrugated boxes. Small commercial and residential generators of corrugated deliver it directly to the Town's facility. Large amounts of corrugated are recycled directly by the businesses. The balance of the program is voluntary. Acceptable items currently recycled are: newspapers; magazines; junk mail; glass containers; steel cans; #2 plastic milk jugs; #1 through #7 plastic containers; office paper; paperboard; clean or used motor oil; corrugated; car, truck, marine, and household batteries; leaf and grass clippings; returnable deposit bottles (proceeds donated to Freeport Community Services); "Goodwill" items; and other reusable items in good condition.

The transfer station also accepts "universal waste," including mercury-containing products such as thermometers, thermostats, and lamps, along with lead-containing products such as cathode ray tubes, and other electronic waste.

Freeport provides recycling trailers (known as Silver Bullets) at three locations in town. These trailers are available to residents 24 hours a day at 1) *The Village Store* (South Freeport Road); 2) *Doherty's Market* (Wardtown Road); and 3) the West Street Fire Barn (behind police headquarters on Main Street).

Major equipment used at the Pownal Road facility include a trash compactor, roll-off containers, recycling trailers, a recycling collection truck, three downstroke balers, a fork lift, loader, and skid steer.

Freeport is required to annually report the amount of waste generated to the Maine Waste Management and Recycling Program. Table 29 shows nine years of reported waste.

Table 29. Waste Generated in Freeport—1999 to 2007

Year	MSW Incinerated Tons	Recycled	Bulky Disposed	Bulky Recycled	Total MSW	MSW Tons/ Person	Recycled Tons/ Person
1999	2,303	607	1636	1,641	6,205	.79	.08
2000	2,337	648	1636	2,024	6,645	.85	.08
2001	2,285	797	170	1,257	4,509	.58	.10
2002	2,235	692	622	875	4,424	.57	.09
2003	2,307	675	311	1,343	4,637	.59	.08
2004	2,243	741	349	1,299	4,632	.59	.09
2005	2,285	688	830	1,067	4,870	.62	.09
2006	2,211	603	726	1,096	4,637	.59	.07
2007	2,142	738	356	1,106	4,342	.56	.09
% Change 1999-2007	**-7%**	**21%**	**-78%**	**-32%**	**-30%**		

MSW – Municipal solid waste

Police Department

The Public Safety Building on Main Street opened in the spring of 1994. It houses the Police and Fire and Rescue Departments.

The Freeport Police Department is staffed by 12 full-time officers, two reserve officers, four full-time dispatchers, two seasonal parking enforcement employees, three part-time dispatchers, one office staff person, and one shellfish warden. The Police Department provides 24-hour dispatch coverage for police, fire, and rescue. Equipment consists of three marked police cruisers, two unmarked cruisers, two trucks, and one 20-foot long boat (for use by the Clam Warden). Two police cruisers are typically replaced every year. Table 30 details major equipment of the Police Department.

The Freeport Police Department handled 225 Uniformed Crime Reported (UCR) related crimes in 2008. There were 8,650 police calls for service in 2008. Approximately 60% of the Department's work is done in the downtown area and is directly related to the existence of retail businesses (dealing with such problems as theft, bad checks, credit card fraud, and car break-ins

for consumer items). Traffic in the downtown area is also a significant problem, although the Department now hires part-time staff in the summer to assist with parking enforcement.

Table 30. Freeport Police Department Equipment

Equipment	Year Built	Condition
Police Cruiser (marked)	2009	Excellent
Police Cruiser (marked)	2008	Excellent
Police Cruiser (marked	2007	Good
Police Cruiser (unmarked)	2007	Excellent
Police Cruiser (unmarked)	2003	Good
Police Cruiser (unmarked)	2007	Good
DARE Car	2006	Good
Pick-up Truck (Clam Warden)	2004	Good
Boat (Clam Warden)	1994	Excellent

Source: Freeport Police Chief

Fire/Rescue Department

Freeport has a primarily call-volunteer fire/rescue department made up of 75 members. This includes a full-time paid Fire Chief and Deputy Chief, three full-time paramedic/fire fighters, 63 licensed EMS providers, and two administrative staff. The Fire Department covers only the Town of Freeport, while Freeport Rescue covers Freeport and Pownal, and provides mutual aid to Brunswick, Durham, and Yarmouth. In 2009, the Fire, Rescue, and NET (non-emergency transport) responded to 3,703 calls; compared with 1,204 calls in 2002; and 1,025 calls (583 rescue, 442, fire) in 1993.

Department equipment consists of three fire engines, one tank truck, one aerial truck, one forestry truck, one service truck, five ambulances, and one car for the Fire Chief. The Department's emergency medical staff has expanded dramatically in the past year to meet the increasing demand of medical care of the citizens. This growth also allows for a higher level of care. The Fire/Rescue Department is housed in the Public Safety Building on Main Street.

Fire equipment can now reach a height of 105 feet, so the Department can protect buildings up to 80 feet in height. The current height limitation for buildings in Freeport is 35 feet, with the exception of the Industrial and Commercial 1 District which allows heights up to 45 feet if screening is provided. Table 31 provides information about the Fire Department's major equipment and Table 32 details Rescue Department equipment.

Table 31. Freeport Fire Department Equipment

Equipment	Year Built	Condition
Fire Truck (Class A Pumper)	2009	Excellent
Fire Truck (Class A Pumper)	2001	Excellent
Fire Truck (Class A Pumper)	1988	Good
Aerial Ladder Truck	1997	Good
Fire Truck (Water Tanker)	2000	Excellent
Fire Truck (Forestry)	2000	Excellent
Fire Chief's Vehicle	2000	Poor

Source: Freeport Fire Chief

Table 32. Freeport Rescue Equipment

Equipment	Year Built	Condition
Ambulance Type III E450	1998	Poor
Ambulance Type III E450	2001	Good
Ambulance Type III E450	2006	Excellent
Ambulance Type III E450	2007	Excellent
Ambulance Type III E350(van)	2000	Good

Source: Freeport Fire Chief

Municipal Government

Freeport operates with a Town Council and Town Manager form of government. There are seven Town Councilors, each of whom is elected to a three-year term. Full-time municipal staff members with offices in the Town Hall (expanded in 1988) include a Town Manager, Tax Assessor, Town Clerk, Code Enforcement Officer, Town Planner, Town Engineer, Finance Director, General Assistance Director, and several support staff members.

Education

In November of 2008, the voters of Durham, Freeport, and Pownal approved a plan to consolidate the three school districts into one, with the expectation of enhancing and improving learning and teaching opportunities across the three communities. Regional School Unit Number. 5 became operational on July 1, 2009. The Board of Directors is composed of 11 members. Each municipality in the RSU elects the following number of its residents to serve on the Board: Durham—three members, Freeport—six members, and Pownal—two members.

Freeport provides school facilities for Pre-Kindergarten through high school, and has Adult Diploma, High School Equivalency, and Community Education and Recreation programs. The desired student to teacher ratio in the Freeport school system is 20 students to one teacher, except for Kindergarten, where the ratio is 15 to one.

School Enrollments

The four Freeport schools experienced an overall decrease in enrollment between 2000 and 2008 of 168 students. Level K-2 decreased from 280 to 236; grades 3-5 decreased from 342 to 251; grades 6-8 decreased from 306 to 258 students; and grades 9-12 increased from 408 to 423 students. Table 33 shows Freeport and RSU 5 school enrollments in the period.

Table 33. Freeport and RSU 5 School Enrollments--2000 to 2008

Grade	2000	2001	2002	2003	2004	2005	2006	2007	2008
Elementary School	622	588	569	536	527	493	490	470	487
Middle School	306	319	332	334	315	281	266	259	258
High School*	408	426	431	451	465	487	441	449	423

*Includes Durham and Pownal students
Source: RSU No. 5 School Department

Peak enrollment for grades K-2 was academic year 2000-2001, and peak enrollment for grades 3-5 was academic year 2000-2001. The peak enrollment for the older grades (grades 6-8, and grades 9-12), were school years 2003-2004 and 2005-2006, respectively.

School Facilities

There are four public school facilities in Freeport.

1. **Morse Street School** in downtown Freeport was originally built in 1944, with additions and improvements made in 1953, 1973, and 1983. This school is currently used for pre-school, kindergarten, first, and second grade.
2. **Mast Landing School**, located on Mollymauk Lane, opened in September, 1991, and houses grades 3 through 5.
3. **Freeport Middle Schoo**l, located on Kendall Lane, was built in 1986 and was enlarged in 2001. It is used for grades 6 through 8.
4. **Freeport High School** is located on Holbrook Street in downtown Freeport. This school was constructed in 1961. A library wing was added in the 1970s, a gymnasium was added in 1989, a science wing was added in 2002, and a performing arts center was added in 2003.

School Department Equipment

RSU Number. 5 operates 12 school buses in Freeport (with capacities for either 66 or 78 persons). These buses are used to their maximum life span of 12 years.

School Capacity

Freeport opened a second elementary school in 1991 to accommodate the growth in school-age population in the elementary levels. The elementary schools can accommodate a total of 778 students. More recently, the middle school and high school have been enlarged, with capacities of 360 and 550, respectively.

Library

The Freeport Community Library is located on Main Street and contained 50,244 volumes (including books, audio books, CDs, and videos) as of April 2, 2008. The Library moved from the Bartol Library Building to a new building in September 1997. The Library consists of one level and about 17,000 square feet, including a meeting room that can accommodate 80 people. The library is staffed by seven full-time staff persons and four part-time staff persons., and is open Monday through Friday year round, and on Saturdays from Memorial Day to Labor Day. The library is used extensively; in 2008 its usage was calculated at 261,785, including reference and circulation visits. Circulation was calculated at 258,945 items during 2001-2002, representing an increase of 191% since last reported in the 1994 Comprehensive Plan.

The Library offers a variety of other services, including programs for adults and children, display space for school and community artists, and regular children's story times year round.

SECTION 13—FISCAL CAPACITY

Table 34. General Fund Revenue

Year	Property Tax	Licenses and Permits	Inter Governmental	Education	Charges for Services	Fees and Fines	Unclassified	Investment Earnings	Total
2004	$18,648,656	$190,000	$2,299,785	$820,825	$211,475	$33,251	$30,646	$55,857	**$22,290,495**
2005	$19,112,231	$175,295	$2,403,660	$872,058	$258,933	$55,728	$27,605	$128,019	**$23,033,529**
2006	$18,817,428	$297,973	$2,543,311	$972,732	$283,024	$54,458	$17,740	$279,911	**$23,266,577**
2007	$19,278,273	$238,953	$2,853,242	$963,965	$274,051	$61,630	$16,897	$395,846	**$24,082,857**
2008	$19,806,182	$346,261	$2,589,519	$999,303	$279,694	$78,551	$31,879	$396,085	**$24,527,474**

Table 35. General Fund Expenditures

Year	General Government	Public Safety	Public Works	Community Services	Education	Insurance	County Taxes	Unclassified	Debt Service	Total
2004	$1,049,435	$1,605,547	$1,531,514	$543,482	$12,356,189	$1,099,833	$789,724	$215,968	$2,090,181	$21,281,873
2005	$1,107,640	$1,678,353	$1,685,237	$566,823	$12,892,650	$1,121,723	$735,177	$284,556	$2,036,838	$22,108,997
2006	$1,163,170	$1,773,089	$1,651,548	$578,601	$13,483,277	$1,137,721	$736,850	$246,359	$1,841,519	$22,612,134
2007	$1,222,866	$1,863,228	$1,754,769	$606,852	$13,935,271	$1,136,406	$751,831	$272,256	$1,715,489	$23,258,968
2008	$1,259,835	$1,897,972	$1,815,341	$623,593	$14,250,762	$1,152,955	$761,800	$220,848	$1,537,170	$23,520,276

Table 36. Reserve Funds Balances by Fiscal Year

Fiscal Year	Reserve Funds Fund Balance
2004	$4,238,458.00
2005	$4,660,442.00
2006	$4,639,556.00
2007	$5,274,451.00
2008	$6,051,922.00

Table 37. Debt Payments by Fiscal Year

Fiscal Year	Total Debt Payment	Percentage Change
1997	$2,300,602	
1998	$2,511,880	9.18%
1999	$2,321,197	-7.59%
2000	$2,132,857	-8.11%
2001	$2,022,509	-5.17%
2002	$2,488,305	23.03%
2003	$2,664,546	7.08%
2004	$2,758,079	3.51%
2005	$2,603,906	-5.59%
2006	$2,262,898	-13.10%
2007	$2,123,649	-6.15%
2008	$1,946,475	-8.34%
2009	$1,907,121	-2.02%
2010	$1,077,482	-43.50%

Table 38. Outstanding Debt by Fiscal Year

Fiscal Year	Outstanding Debt Balance
2004	$16,968,550
2005	$15,107,900
2006	$13,495,250
2007	$11,952,600
2008	$11,230,850

Table 39. Trust Fund Balance by Fiscal Year--Cemetery

Fiscal Year	Trust Fund Balance
2004	$221,118
2005	$237,636
2006	$245,805
2007	$275,304
2008	$254,672

Table 40. Trust Fund Balance by Fiscal Year--Library/School/Charitable

Fiscal Year	Trust Fund Balance
2004	$664,855
2005	$718,646
2006	$774,319
2007	$884,611
2008	$817,283

Tax Rate

Freeport reassesses property values on a regular basis, as shown in Table 41. Since the most recent valuation in 2006, market rates have been at or near 100% of the assessed values and the mil rate has been lower than any time since 1985. This is a function of minimal inflation, significant new development, and regular property revaluations. Given the economic uncertainty in 2009, it is difficult to predict what will happen with property values in the near future.

Table 41. Freeport Tax Rates—1985 to 86 through 2008 to 09 (per $1,000 of Assessed Valuation)

Fiscal Year	Tax Rate
1985-86	25.75
1986-87	13.80
1987-88*	14.30
1988-89	15.85
1989-90	16.85
1990-91	18.45
1991-92	19.35
1992-93*	15.60
1993-94	16.55
1994-95	17.00
1995-96	17.15
1996-97	17.15
1997-98	17.80
1998-99	18.35
1999-00	18.35
2000-01	19.10
2001-02	20.90
2002-03*	17.75
2003-04	18.10
2004-05	18.10
2005-06	17.90
2006-07*	12.50
2007-08	12.56
2008-09	12.80

*Town-wide revaluations or valuation updates were completed in 1986, 1992, 2002, and 2006.

Source: Freeport Annual Reports, 1985 and 1993 and Freeport Assessor's Records

ADDENDUM 1- APPROVED SUBDIVISION PROJECTS—1990 TO 2009

Year	# Lots Approved	Name	Location
1990	5	Torrey Hill	Torrey Hill Road
1990	4	Redding Creek	Staples Point Road
1991	10	Granite Farms	Granite Street
1991	1*	Forest Sands II	Merrill Road
1992	6	Curtis Woods	Curtis Road
1992	4	Baker Road	Baker Road
1992	1*	Bear Run	Merrill Road
1992	1*	Redding Creek	Staples Point Road
1994	3	Arrowhead Ridge	Flying Point Road
1994	3	Lagomarsino	Marquis Road
1994	2*	Bishop Farm	Beech Hill Road
1995	3	Joy	Scribner Drive
1995	7	Blueberry Hill	Lambert Road
1995	9**	Wardtown (Lajoie) Trailer Park	Wardtown Road
1996	3	Hayden	Route 136 / Bragdon, Curtis Road
1996	13	Tenpenny	Beech Hill Road
1996	1*	Bishop Farm	Beech Hill Road
1996	30	Summer Street Housing	Summer Street
1997	4	Howe	Upper Mast Landing
1997	19	Winston Hill (Island View)	Pine Street
1999	3	Dodge	Baker Road
2000	2	(Lot Merge)	Bristol ; Bristol Road
2000	3	Hemlock Ridge	Pownal Road
2000	3	Davenport Court	South Freeport Road
2000	3	Shipwrights Cove	South Freeport Road
2000	1*	Forest Sands II	Merrill Road
2001	1*	Winston Hill (Island View)	Pine Street
2001	2	Tenpenny	Beech Hill Road
2001	Land Swap	Richard J. Reardon	West Point Road
2001	1*	Pettengill Heights	Carriage Road
2001	5	Webster Crossing - Minor	Desert and Webster Road
2002	1*	Leland Arris	Glenview Road
2002	9	Webster Crossing - Major	Desert and Webster Road
2002	7	Landing at Fogg Point	Fogg Point Road
2002	21(apt)	181 Lower Main	Lower Main St.
2003	30	Mill Stream	Pleasant Hill Road
2003	1*	Crow's Nest	Lambert /Crow's Nest
2003	1	Prospect Place	Webster Road
2003	3 (condo)	20 Holbrook Street	Holbrook Street
2004	4	Baker's Ledges	Baker Road
2004	18	River's Edge	Lambert Road
2004	1	Independence Drive	Independence Drive
2004	1* (split)	Toddybrook	Bristol Road
2004	12 (apt)	Varney Square	Varney Road

Year	# Lots Approved	Name	Location
2004	1	Stonewood	Stonewood Drive
2005	13	Wardtown Road	Wardtown Road
2005	12	Shoreland Farm	Flying Point Road
2005	1	Torrey Hill – Amendment	Quarry Lane
2005	13	Running Ridge	Ledgewood Lane
2005	8 (condo)	The Preserve at Redding Creek	Staples Point Road
2005	32 (condo)	Concord Brook	Pine Street
2005	1 (condo)	20 Holbrook Street – Amendment	Holbrook Street
2005	1	Redding Creek – Amendment	Redding Lane
2005	1	Wardtown Estates – Amendment	Wardtown Road
2006	7	Victoria's Glen	Baker Road
2006	3 (condo)	Towne Condominiums	Cross Street
2006	4	Chestnut Court	U.S. Route One
2007	4	Hemlock Ridge	Pownal Road
2007	8 (condo)	Concord Brook	Pine Street
2007	1	Baker Road – amendment	Baker Road
2007	2 (duplex)	Cushing Avenue	Snow Road
2007	1	Lagomarsino – amendment	Marquis Road
2008	31	West Cove	Litchfield Road
2008	155 (units)	Freeport Living Retirement	Pine Street
2008	1	Freeport Farms – amendment	West Street
2008	1	Blueberry Plains – amendment	Hunter Road
2008	1	Bishop Farm – amendment	Beech Hill
2009	7	Newell Woods	Grant Road

* Addition to previously approved subdivision; ** Mobile home park; ***Village View
Source: Town of Freeport Planning Department

LIST OF ABBREVIATIONS

DEP	Department of Environmental Protection
DIFW	Department of Inland Fisheries and Wildlife
FCT	Freeport Conservation Trust
FDA	Food and Drug Administration
FEDC	Freeport Economic Development Corporation
FHT	Freeport Housing Trust
FMA	Freeport Merchants Association
FWCW	Freeport Coastal Waters Commission
GIS	Geographical Information System
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
MDOT	Maine Department of Transportation
MFS	Maine Forest Service
MOFGA	Maine Organic Farmers and Gardeners Association
PACTS	Portland Area Comprehensive Transportation Committee
PROP	Portland Regional Opportunity Program
RIP	Rural Initiative Program
RSU	Regional School Unit
RTAC	Regional Transportation Advisory Committee
SCADA	Supervisory Control and Data Acquisition
SFWD	South Freeport Water District
TAZ	Traffic Analysis Zone
TIF	Tax Increment Financing