



TOWN MANAGER

TO: Board of Selectmen
FROM: Joe Roach
RE: May 5, 2025 Meeting Notes
DATE: April 30, 2025

#3. Attorney Langsdorf will be joining the meeting at 6PM. We can enter into Executive Session at that time.

Barb Sergio will be attending this meeting. There was scheduling confusion for the last meeting.

#8. The Airport Commission met last Monday and contributed a couple more edits. All of their additions are in red. If approved, there is a clean version for signatures at the end of the meeting.

In your packet, you will find some proposed signage for the Scenic Byways Project. Wright-Pierce is looking for any feedback you may have.

The CRC has completed work on the included chapters. There are still some finalizations being made on the Public Services chapter. They have scheduled their public hearing for June 18th, 6PM at the school.

#9. Breck and Karl have mailed out a notice to shorefront homeowners regarding the new Mooring Ordinance and permitting process.

TOWN OF RANGELEY BOARD OF SELECTMEN

James Jannace, Chairman
Ethan Shaffer, Vice-Chairman
Samantha White
Jacob Beaulieu
Keith Savage



15 School Street
Rangeley, ME 04970
Fax – 207.864.3578
207.864.3326

MEETING MAY 5, 2025, 5:00 PM

1. **Call Meeting To Order & Declare a Quorum**
2. **Conflict of Interest Disclosure**
3. **Adjustments To The Agenda**
 - Open Final Town Meeting Warrant Public Hearing
 - Close Public Hearing

 - Executive Session – M.R.S.A. Title 1, Chapter 13, Subchapter 1, §405(6)(E) – Consultation with Legal

 - Maine Health Franklin Memorial Hospital – Barb Sergio
4. **Public To Speak On A Non-Agenda Item**
5. **Boards & Committees**
 - March 31, 2025 – Airport Commission, Regular Meeting
 - April 9, 2025 – Planning Board, Regular Meeting
6. **Review of Minutes**
 - April 22, 2025 – BOS Regular Meeting
7. **Consent Items**
 - Liquor License
 - Classic Provisions, Red Flannel Hash, LLC
 - Event Permit
 - Annual Duck Race – Rangeley Health & Wellness
 - Annual 5k/Fun Run – Rangeley Health & Wellness
 - Annual Benefit Concert – Rangeley Health & Wellness
 - Vendor License Amendment
 - Fresh Eatz
 - Airport Runway Crack Repair and Striping Reserve
 - Authorize Town Manager to Use AIP/BIL Entitlement Funds - \$201,147.50
8. **Old Business**
 - Airport Commission Bylaws – Second Reading

- Scenic Byways Sign Layout
- Comp Plan Chapters
 - Climate
 - Housing
 - Economy
 - Transportation
 - Future Land Use Planning

9. New Business

- Chapter 12 – Moorings Mailer

10. Correspondence

11. Read Into Record

12. Town Manager Report

- Calendar
 - June 10, 2025 – Town Meeting
 - June 18, 2025, 6PM – CRC Comp Plan Public Hearing at the School
 - July 11, 2025 – Call for Special Town Meeting
 - July 31, 2025 – Last Day to Post Notice of Public Hearing w Copy of Comp Plan
 - August 10, 2025 – Absentee Ballots Available
 - August 30, 2025 – Last Public Hearing Deadline – No Changes / Comp Plan and Ordinances Available to the Public
 - September 2, 2025 – Last Day to Post Signed Warrant
 - September 9, 2025 – Special Town Meeting – Comp Plan / Signs / Lighting
- Other Business
 - NBRC Catalyst Grant Program Support Letter – Rangeley Lakes Trail Center

13. Selectboard Communication

14. Executive Session – M.R.S.A. Title 1, Chapter 13, Subchapter 1, §405(6)

15. Adjournment

Any public member desiring to address the Board shall be recognized by the Chair, shall state name and address for the record, and shall limit remarks to the questions under discussion. All remarks and questions addressed to the administration of Town shall be addressed to the Town Manager or the Board of Municipal Officers through the Chair and not to any municipal town employee. No person other than members of the Board and the person having the floor shall enter into any discussion either directly or through a member of the Board without the permission of the presiding officer.

Public members attending Board meetings also shall observe the same rules of propriety, decorum, and good conduct applicable to the members of the Board. Any person making personal impertinent and slanderous remarks, or who becomes boisterous while addressing the Board or those attending the Board meeting shall be removed from the room if so directed by the presiding officer.

Join Zoom Meeting
<https://zoom.us/j/91015267554>
 Meeting ID: 910 1526 7554

TOWN OF RANGELEY
SELECTMEN'S TOWN MEETING WARRANT
June 10, 2025

Franklin, ss State of Maine

To: Richard Caton, Police Chief, Town of Rangeley, County of Franklin, State of Maine.

GREETINGS: In the name of the State of Maine, you are hereby required to notify and warn the inhabitants of the Town of Rangeley, in said County and State, qualified to vote in Town affairs, to assemble at the **Rangeley Town Office** in said Town on **Tuesday, June 10, 2025 at 7:45 a.m.** in the forenoon then and there to act by written ballot on Article A1 and by secret ballot on Articles A2 to RV1 as set out below, the polling hours therefore to be from 8:00 a.m. to 8:00 p.m.

ARTICLE A1: To elect a moderator to serve for the annual meeting, and to permit the moderator to appoint an alternate, as necessary.

ARTICLE A2: To elect under the provisions of Title 30-A, M.R.S.A. § 2528, the following Town Officers: two members of the Board of Selectmen, for terms of three years; one Parks Commission member for a term of three years; one RSU #78 School Board member for a term of three years; two Sewer Commission members for terms of three years; two Budget Committee members for terms of three years.

To vote by ballot the following warrant articles for the ensuing year in accordance with Title 30-A Section 2528, of the Revised Statutes of Maine and amendments thereto.

BUSINESS ARTICLES

ARTICLE B1: Shall the Town fix the following two dates when taxes on real estate and personal property shall be due and payable, and after which interest shall accrue?

First Installment: September 1, 2025
Second Installment: February 1, 2026

ARTICLE B2: Shall the Town set a rate of 7.5% interest to be assessed by the Town after the due dates on delinquent taxes?

ARTICLE B3: Shall the Town authorize the Tax Collector to accept tax payments prior to the commitment of taxes? No interest is to be paid on prepayment of taxes.

ARTICLE B4: Shall the Town set a rate of 7.5% interest to be assessed on unpaid sewer charges?

ARTICLE B5: Shall all Fiscal Year 2024/2025 overdrafts be closed from fund balance?

ARTICLE B6: Shall the Board of Selectmen be authorized, on behalf of the Town, to sell or dispose of any personal property or equipment and material owned or seized by the Town on such terms as they deem proper, and to return funds to reserve accounts associated with affected sales if applicable?

ARTICLE B7: Shall the Board of Selectmen be authorized, on behalf of the Town, to (1) rent, sell, and/or dispose of any real estate acquired for non-payment of taxes thereon on such terms as they deem advisable in accordance with State law and execute Municipal Quit Claim Deeds for the same, except that the Municipal Officers shall use the special sale process required by 36-M.R.S. §943-C for qualifying homestead property if they choose to sell it to anyone other than the

WARRANT FOR VOTE JUNE 10, 2025

former owner(s); or (2) to keep any parcel or part thereof for municipal purposes and use after any necessary payments to the former owner in accordance with State law?

ARTICLE B8: Shall the Town set a rate of 3.5% interest to be paid on abated taxes and/or abated sewer service charges pursuant to MRSA 36 Section 506-A?

ARTICLE B9: Shall tax abatements and applicable interest be appropriated out of overlay?

RECOMMENDATION: The article to pass.

ARTICLE B10: Shall the Board of Selectmen and Treasurer be authorized to accept, on behalf of the Town, gifts and cash donations, and to appropriate said gifts and donations for the purpose designated?

ARTICLE B11: Shall the Board of Selectmen be authorized to carry forward specific account balances from the current year to the same accounts for the ensuing year for the specific purpose of each account? The express purpose of this Article is to allow the continuation of ongoing Voter approved programs.

RECOMMENDATION: The article to pass.

ARTICLE B12: Shall the Board of Selectmen and Town Manager be authorized to enter into leases, contracts and agreements on terms and conditions deemed necessary and appropriate?

ARTICLE B13: Shall the Board of Selectmen and Town Manager be authorized to apply for and/or accept funds from any grant opportunities, pursuant to the Grant Policy of the Town of Rangeley, that they deem beneficial to the Town of Rangeley and to appropriate funds to their designated purpose?

RECOMMENDATION: The article to pass.

ARTICLE B14: Shall the Town authorize monies to be expended from the Cemetery Fund(s), as prescribed by policy, ordinance and/or law (if any apply), with the sole intent of care and maintenance of the Town of Rangeley Cemeteries?

RECOMMENDATION: The article to pass

ARTICLE B15: Shall the Town vote to appropriate all of the money received from the State for snowmobile registrations to the Rangeley Lakes Snowmobile Club for the maintenance of their network of snowmobile trails, on conditions that those trails be open in snow season to the public for outdoor recreation purposes at no charge and to authorize the Municipal Officers to enter into an agreement with the Club under such terms and conditions as the Municipal Officers may deem advisable for that purpose?

RECOMMENDATION: The article to pass

ARTICLE B16: Shall the Town vote to authorize the Board of Selectmen to appropriate from surplus a sum not to exceed \$25,000, pursuant to the undesignated fund balance policy, as they deem advisable to meet unanticipated expenses and emergencies that occur during the fiscal year 2026?

RECOMMENDATION: The article to pass

ARTICLE B17: Shall the Town vote to appropriate all motor vehicle excise tax revenue to the annual loan payments for completed and future road projects?

RECOMMENDATION: The article to pass

ARTICLE B18: Shall the Town vote to authorize the Board of Selectmen to spend an amount not to exceed 3/12 of the budgeted amount in each budget category of last year's annual budget during the period from July 1, 2025, to October 1,

2025, or until a budget is passed for the 2025-2026 year in the event any budget article fails, where such expenditure is legally required or necessary to provide an essential service? *

ARTICLE B19: Shall the Town authorize the Town Manager to appropriate up to \$5,000 from fund balance to award merit-based increases to qualifying employees during the year? *

ARTICLE B20: Shall the Town authorize the Board of Selectmen to appropriate up to \$35,900 from fund balance to perform a municipal building needs assessment? *

ARTICLE B21: Shall the Town vote to utilize the TIF Project Account to fund the following projects not to exceed \$602,400? *

Oquossoc Park Phase II Design	\$ 49,000
Main Steet Pedestrian / Sidewalk Improvements Design	\$ 56,600
Main Street Pedestrian / Sidewalk Improvements Construction	\$225,600
Scenic Byways Gateway Construction (Local Share)	\$ 88,200
Scenic Byways Gateway Construction (Amt in Excess of Grant)	<u>\$183,000</u>
	\$602,400

**TRANSFERS OUT, CAPITAL IMPROVEMENT &
RESERVE ACCOUNT ARTICLES**

ARTICLE C1: Shall the Town raise and appropriate \$455,000 for the Capital Reserve Budget? *

	<u>2023-2024</u>	<u>2024-2025</u>	<u>2025-2026</u> <u>Request</u>
A. Fire Dept Reserve	\$75,000	\$75,000	\$75,000
B. Public Works Reserve	\$75,000	\$75,000	\$75,000
C. Police Reserve	\$20,000	\$30,000	\$30,000
D. Sewer Reserve	\$30,000	\$100,000	\$100,000
E. Downtown Revitalization	\$70,000	\$0	\$0
F. Solid Waste Reserve	\$50,000	\$50,000	\$125,000
G. Cemetery Reserve	\$25,000	\$25,000	\$0
H. Town Park Reserve	\$50,000	\$50,000	\$50,000
	<u>\$395,000</u>	<u>\$405,000</u>	<u>\$455,000</u>

RECOMMENDATION: Selectmen: \$455,000 Vote: 5-0
 Budget Committee: \$455,000 Vote: 6-0

ARTICLE C2: Shall the Town raise and appropriate \$24,000 for the express use of Capital Equipment? *

RECOMMENDATION: Selectmen: \$24,000 Vote: 5-0
 Budget Committee: \$24,000 Vote: 6-0

ARTICLE C3: Shall the Town raise and appropriate \$10,000 for the express use of Capital Communication? *

RECOMMENDATION: Selectmen: \$10,000 Vote: 5-0
 Budget Committee: \$10,000 Vote: 6-0

ARTICLE C4: Shall the Town raise and appropriate \$141,560 for the express use of Capital Infrastructure? *

RECOMMENDATION: Selectmen: \$141,560 Vote: 5-0
 Budget Committee: \$141,560 Vote: 6-0

ARTICLE C5: Shall the Town raise and appropriate \$5,600 for the express use of the Rangeley Health Ride?

 RECOMMENDATION: Selectmen: \$5,600 Vote: 5-0
Budget Committee: \$5,600 Vote: 4-0

ARTICLE C6: Shall the Town raise and appropriate \$203,967 for the express use of Transfers Out (Debt Fund)? *

RECOMMENDATIONS: Selectmen: \$203,967 Vote: 5-0
Budget Committee: \$203,967 Vote: 6-0

EXPENSE BUDGET ARTICLES

	<u>2023-2024</u>	<u>2024-2025</u>	<u>2025-2026</u> <u>Request</u>
A. Selectmen / Legislative	\$94,208	\$81,505	\$82,965
B. Administration	\$310,032	\$333,755	\$314,179
C. Assessor	\$77,722	\$81,666	\$81,505
D. Finance	\$111,371	\$116,909	\$158,181
E. Planning	\$164,518	\$153,736	\$206,314
F. Buildings - Town Hall	\$61,515	\$88,171	\$117,944
G. Buildings - Public Safety	\$89,618	\$48,870	\$53,210
H. Town Clerk	\$64,968	\$78,917	\$105,486
I. Property/Casualty Insurance	\$72,101	\$67,661	\$73,754
J. TIF	\$11,000	\$0	\$0
	<hr/>	<hr/>	<hr/>
	\$1,057,053	\$1,051,190	\$1,193,538

 **ARTICLE EX1:** Shall the Town raise and appropriate \$82,965 for Selectmen/Legislative?

RECOMMENDATION: Selectmen: \$82,965 Vote: 5-0
Budget Committee: \$82,965 Vote: 5-0

ARTICLE EX2: Shall the Town raise and appropriate \$314,179 for Administration?

RECOMMENDATION: Selectmen: \$314,179 Vote: 5-0
Budget Committee: \$308,325 Vote: 4-1

ARTICLE EX3: Shall the Town vote and appropriate \$81,505 for Assessor?

RECOMMENDATION: Selectmen: \$81,505 Vote: 5-0
Budget Committee: \$81,505 Vote: 7-0

ARTICLE EX4: Shall the Town raise and appropriate \$158,181 for Finance?

RECOMMENDATION: Selectmen: \$158,181 Vote: 5-0
Budget Committee: \$158,181 Vote: 5-0

ARTICLE EX5: Shall the Town raise and appropriate \$206,314 for Planning?

RECOMMENDATION: Selectmen: \$206,314 Vote: 5-0
Budget Committee: \$199,413 Vote: 4-1



ARTICLE EX6: Shall the Town raise and appropriate \$117,944 for Buildings – Town Hall?

 RECOMMENDATION: Selectmen: \$117,944 Vote: 5-0
Budget Committee: \$117,944 Vote: 6-0

ARTICLE EX7: Shall the Town raise and appropriate \$53,210 for Buildings – Public Safety?

RECOMMENDATION: Selectmen: \$53,210 Vote: 5-0
Budget Committee: \$53,210 Vote: 5-0

ARTICLE EX8: Shall the Town raise and appropriate \$105,486 for Town Clerk?

RECOMMENDATION: Selectmen: \$105,486 Vote: 5-0
Budget Committee: \$105,486 Vote: 5-0

ARTICLE EX9: Shall the Town raise and appropriate \$73,754 for Property/Casualty Insurance?

RECOMMENDATION: Selectmen: \$73,754 Vote: 5-0
Budget Committee: \$73,754 Vote: 6-0

	<u>2023-2024</u>	<u>2024-2025</u>	<u>2025-2026</u> <u>Request</u>
A. Fire and Rescue	\$324,802	\$429,477	\$451,120
B. Police Department	\$352,034	\$473,450	\$705,944
C. Animal Control	\$6,281	\$7,021	\$7,754
D. E.M.S.	\$91,863	\$101,955	\$151,297
E. Fire Hydrants	\$161,989	\$161,989	\$161,989
F. Health Officer	\$4,618	\$4,710	\$4,541
	<u>\$941,587</u>	<u>\$1,178,602</u>	<u>\$1,482,645</u>

ARTICLE EX10: Shall the Town raise and appropriate \$451,120 for Fire and Rescue?

RECOMMENDATION: Selectmen: \$451,120 Vote: 5-0
Budget Committee: \$447,953 Vote: 4-1

ARTICLE EX11: Shall the Town raise and appropriate \$705,944 for Police Department?

RECOMMENDATION: Selectmen: \$705,944 Vote: 5-0
Budget Committee: \$702,218 Vote: 4-1


ARTICLE EX12: Shall the Town raise and appropriate \$7,754 for Animal Control?

RECOMMENDATION: Selectmen: \$7,754 Vote: 5-0
Budget Committee: \$7,754 Vote: 3-0-1

ARTICLE EX13: Shall the Town raise and appropriate \$151,297 for E.M.S.?

RECOMMENDATION: Selectmen: \$151,297 Vote: 5-0
Budget Committee: \$151,297 Vote: 4-0

ARTICLE EX14: Shall the Town raise and appropriate \$161,989 for Fire Hydrants?

 RECOMMENDATION: Selectmen: \$161,989 Vote: 5-0
Budget Committee: \$161,989 Vote: 4-0

ARTICLE EX15: Shall the Town raise and appropriate \$4,541 for Health Officer?

RECOMMENDATION: Selectmen: \$4,541 Vote: 4-0-1
Budget Committee: \$4,541 Vote: 4-2

2025-2026

	<u>2023-2024</u>	<u>2024-2025</u>	<u>Request</u>
A. Highways	\$1,054,434	\$836,681	\$861,316
B. Sanitary Sewers	\$456,784	\$465,543	\$503,604
C. Solid Waste	\$485,474	\$489,751	\$529,178
D. Airport	\$47,950	\$46,770	\$49,828
E. Parks & Recreation	\$358,702	\$306,326	\$307,915
F. Cemeteries	\$37,803	\$42,553	\$35,653
	\$2,441,147	\$2,187,624	\$2,287,494

ARTICLE EX16: Shall the Town raise and appropriate \$861,316 for Highways?

RECOMMENDATION: Selectmen: \$861,316 Vote: 5-0
Budget Committee: \$861,316 Vote: 6-0

ARTICLE EX17: Shall the Town raise and appropriate \$503,604 for Sanitary Sewers?

RECOMMENDATION: Selectmen: \$503,604 Vote: 5-0
Budget Committee: \$503,604 Vote: 6-0

ARTICLE EX18: Shall the Town raise and appropriate \$529,178 for Solid Waste?

RECOMMENDATION: Selectmen: \$529,178 Vote: 5-0
Budget Committee: \$529,178 Vote: 6-0

ARTICLE EX19: Shall the Town raise and appropriate \$49,828 for Airport?

RECOMMENDATION: Selectmen: \$49,828 Vote: 5-0
Budget Committee: \$49,828 Vote: 5-0

ARTICLE EX20: Shall the Town raise and appropriate \$307,915 for Parks and Recreation?

RECOMMENDATION: Selectmen: \$307,915 Vote: 5-0
Budget Committee: \$304,677 Vote: 4-1

ARTICLE EX21: Shall the Town raise and appropriate \$35,653 for Cemeteries?

RECOMMENDATION: Selectmen: \$35,653 Vote: 5-0
Budget Committee: \$35,653 Vote: 6-0

ARTICLE EX22: Shall the Town raise and appropriate \$37,551 for Public Facilities Maintenance?

RECOMMENDATION: Selectmen: \$37,551 Vote: 5-0
Budget Committee: \$37,551 Vote: 6-0

ARTICLE EX23: Shall the Town raise and appropriate \$15,550 for Culture? *

RECOMMENDATION: Selectmen: \$15,550 Vote: 5-0
Budget Committee: \$15,550 Vote: 6-0

ARTICLE EX24: Shall the Town raise and appropriate \$2,000 for General Assistance?

RECOMMENDATION: Selectmen: \$2,000 Vote: 5-0
Budget Committee: \$2,000 Vote: 4-0

DONATION REQUEST ARTICLES

Note: All requests in excess of \$5,000.00 are by Citizen Petition.

ARTICLE DN1: Shall the Town vote to raise and appropriate \$10,000 for the Rangeley Lakes Cross Country Ski Club (Rangeley Lakes Trails Center) to support its operation?

RECOMMENDATION: No recommendation

ARTICLE DN2: Shall the Town vote to raise and appropriate \$14,000 for the Rangeley Lakes Heritage Trust Water Quality Protection and Invasive Plants program?

RECOMMENDATION: No recommendation

ARTICLE DN3: Shall the Town vote to raise and appropriate \$1,500 for Rangeley Family Medicine?

RECOMMENDATION: No recommendation

ARTICLE DN4: Shall the Town vote to raise and appropriate \$3,000 for the Maine Forestry Museum?

RECOMMENDATION: No recommendation

ARTICLE DN5: Shall the Town vote to raise and appropriate \$50,000 for the Rangeley Lakes Snowmobile Club to maintain and groom trails in the Rangeley area?

RECOMMENDATION: No recommendation

ARTICLE DN6: Shall the Town vote to raise and appropriate \$50,000 to support Rangeley's small businesses with marketing, advertising, advocacy, and management of the Chamber of Commerce?

RECOMMENDATION: No recommendation

ARTICLE DN7: Shall the Town vote to raise and appropriate \$12,000 for community events such as the White Nose Pete Fly Fishing Festival, 3rd of July in the Park, Mountain Holly Days and Winterpaloozah for the Chamber of Commerce?

RECOMMENDATION: No recommendation

ARTICLE DN8: Shall the Town vote to raise and appropriate \$47,755 for the Rangeley Public Library?

RECOMMENDATION: No recommendation

ARTICLE DN9: Shall the Town raise and appropriate \$7,500 to support programming and services provided by Rangeley Region Health and Wellness Partnership for the ensuing year?

RECOMMENDATION: No recommendation

ARTICLE DN10: Shall the Town raise and appropriate \$13,000 to support the Rangeley Region Health and Wellness Partnership for the ensuing year for the Community Health Coordinator service?

WARRANT FOR VOTE JUNE 10, 2025
RECOMMENDATION: No recommendation

ARTICLE DN11: Shall the Town raise and appropriate \$2,000 for Life Flight?

RECOMMENDATION: No recommendation

ARTICLE DN12: Shall the Town raise and appropriate \$1,000 for Safe Voices?

RECOMMENDATION: No recommendation

ARTICLE DN13: Shall the Town raise and appropriate \$4,900 to The Rangeley Friends of the Arts (RFA)?

RECOMMENDATION: No recommendation

ARTICLE DN14: Shall the Town raise and appropriate \$1,000 for the Red Cross?

RECOMMENDATION: No recommendation

ARTICLE DN15: Shall the Town raise and appropriate \$2,000 to the Oquossoc ATV Club?

RECOMMENDATION: No recommendation

ARTICLE DN16: Shall the Town raise and appropriate \$10,000 for the Rangeley Housing Development Corporation Meal Site?

RECOMMENDATION: No recommendation

ARTICLE DN17: Shall the Town raise and appropriate \$7,000 for the non-profit Community Radio, WRGY 90.5FM, to help purchase a new Emergency Alert System (EAS) receiver, a downtown back-up transmission antenna to improve signal reliability, auxiliary power back-ups, summit and studio firewalls, an on-air live phone call-in module and related broadcasting equipment and software?

RECOMMENDATION: No recommendation

REVENUE BUDGET ARTICLE

ARTICLE RV1: Shall the Town appropriate funds from non-property tax revenues for the approved articles in EX1 through DN17, which includes \$1,375,000 from unassigned fund balance, and the remainder to be raised by property taxation? *

Estimated Revenues: \$ 2,773,000

RECOMMENDATIONS: Selectmen: \$2,773,000 Vote: 5-0

Given under our hands this 7th day of April, 2025.

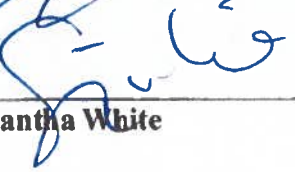
RANGELEY BOARD OF SELECTMEN:



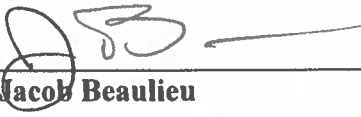
James Jannace, Chairman



Ethan Shaffer, Vice-Chairman



Samantha White



Jacob Beaulieu

Keith Savage



**TOWN OFFICE
15 School Street
Rangeley, Maine 04970**

AIRPORT COMMISSION

Jim Ferrara
Larry Koob
Harold Shaetzle
John Sannizzaro

Joe Roach, Airport Manager

**March 31, 2025 4:30PM
MEETING MINUTES**

1. CALL TO ORDER – RECORD ATTENDANCE

Vice Chairman Ferrara called the meeting to order at 4:30PM. Present were members Shaetzle and Sannizzaro.

2. DECLARE A QUORUM AND DISCLOSE CONFLICT OF INTEREST

Mr. Ferrara declared a quorum. No conflicts of interest were noted.

3. ADJUSTMENTS TO THE AGENDA

-None

4. REVIEW OF MEETING MINUTES

-A motion was made by Member Shatezle and seconded by Member Sannizzaro to approve the January 27, 2025 Meeting Minutes as presented.

VOTE: 3-0

5. PUBLIC TO SPEAK – NON-AGENDA ITEM

6. CORRESPONDENCE TO BE READ INTO RECORD

-None

7. REPORTS OF THE COMMISSION

8. REPORTS OF THE AIRPORT MANAGER

-The Manager informed the Commission that there are more trees that may be more obstructions off the 32 Runway end and that he is working with the landowner, surveyor, consultant, and FAA on that project. Lights have been fixed except for one runway light that needs to melt out in warmer temperatures.

9. OLD BUSINESS

-Bylaws

-A motion was made by Vice Chairman Ferrara and seconded by Member Shaetzle to amend ARTICLE II(1)(A) to read at least three residents and up to two non-resident taxpayers of the Town of Rangeley.

VOTE: 3-0

-A motion was made by Member Sannizzaro and seconded by Vice Chairman Ferrara to strike the word Secretary and replace it with Airport Manager in the draft Bylaws.

VOTE: 3-0

10. NEW BUSINESS

-Runway Closures / Drifting Snow

The Commission discussed the mid-February wind storm that caused large drifts to accunlated on and near the airport. It was difficult for Public Works to keep up with snow removal in the windy conditions. The airport was closed until the wind slowed down. Snow removal service levels could be a future Commission discussion.

11. ANNOUNCEMENTS

12. NEXT MEETING DATE

-April 28, 2025 at 4:30PM

13. ADJOURNMENT

A motion was made by Member Schaetzle and seconded by Member Sannizzaro to adjourn at 5:02 PM.

VOTE: 3-0

These Minutes were accepted by the Airport Commission on



TOWN OFFICE
15 School Street
Rangeley, Maine 04970

PLANNING BOARD
Leon Libby, Chairman
Noel Dolbier, Vice-Chairman
Leo Cerminara
Peter Krauss
Jonathan Lewis
Reid Wischnowsky (Alternate)
Breck Parker, CEO/Advisor
Marti Belt, Secretary

April 09, 2025
6:00 PM Public Hearing & Regular Meeting
Meeting Minutes

Board Members: Lee Libby, Leo Cerminara, Noel Dolbier, Peter Krauss, Jon Lewis, Reid Wischnowsky
Staff: Breck Parker

Please see sign in sheet for public attendees

5:00 Site Visit: 663 Bald Mountain Road, Map 023, Lot 004

6:00 PM Public Hearing: Conditional Use Permit 2301 Main Street – Map 038 Lot 037

1. **Open Public Hearing – 6:00 PM**
2. **Close Public Hearing – 6:16 PM**

Regular Meeting:

1. Open the Meeting – 6:16 PM
2. Pledge of Allegiance
3. Declare a Quorum and Disclose Conflict of Interest – None
4. Adjustments to the Agenda – None
5. Public to Speak on a Non-Agenda Item - None
6. Review of Minutes
 - March 26, 2025 – Regular Meeting
 - Noel Dolbier motion to accept minutes as written
 - Jon Lewis second. **Vote 5-0**
7. Correspondence - None
8. New Business
 - Shoreland Zoning Permit Application – 31 Copeland Way, Map 043, Lot 004
 - Jon Lewis motion to accept application as complete.
 - Peter Krauss second. **Vote 5-0**
 - Site visit scheduled for April 23, 2025, at 4:30 PM
 - Shoreland Zoning Permit Application – 80 Chestnut Lane, Map 043, Lot 012
 - Jon Lewis motion to accept application as complete.
 - Noel Dolbier second. **Vote 5-0**
 - Site visit scheduled for April 23, 2025, directly following visit to 31 Copeland Way
 - Shoreland Zoning Permit Application – 10 Richardson Street, Map 037, Lot 007
 - Noel Dolbier motion to accept application as complete.
 - Jon Lewis second. **Vote 5-0**
 - Site visit scheduled for April 23, 2025, at 5:15 PM
 - Conditional Use Permit Application – 15 School Street, Map 036, Lot 025
 - Jon Lewis motion to accept application as complete.
 - Noel Dolbier second. **Vote 5-0**
 - Public Hearing scheduled for April 23, 2025 at 6:00 PM
9. Continuing Business
 - Shoreland Zoning Permit Application – 663 Bald Mountain Road, Map 023, Lot 004
 - Noel Dolbier motion to deny application because the house can be moved back to the 100 foot setback requirement.

**These minutes are not verbatim. Please see Town of Rangeley's YouTube page for video* MAB*

- Jon Lewis second. **Vote 5-0**
- Conditional Use Permit Application – 2301 Main Street, Map 038, Lot 037
 - Lee Libby motion to grant application pending approval from Sewer Commission.
 - Jon Lewis second. **Vote 5-0**
- First draft – Signs, Chapter 38.10
 - Item tabled until May 14, 2025, meeting to give board time to research changes and other town’s ordinances.

10. Next Meeting – April 23, 2025, at 6:00 PM.

11. Adjourn Meeting

- Noel Dolbier motion to adjourn at 7:05 PM
- Peter Krauss second. **Vote 5-0**

RANGELEY BOARD OF SELECTMEN
REGULAR MEETING
APRIL 22, 2025, 6PM

In Attendance: James Jannace, Chairman / Ethan Shaffer, Vice-Chairman / Samantha White / Jacob Beaulieu / Keith Savage (Zoom)

Staff: Joe Roach, Town Manager / Traci Lavoie, Assistant Town Manager

RHR Smith: Heather Hunter

See Sign-In for Public Attendance

1. OPEN MEETING – DECLARE A QUORUM – 6PM
2. CONFLICT OF INTEREST DISCLOSURE – None
3. ADJUSTMENTS TO AGENDA
 - FY24 Audit – RHR Smith – Heather Hunter Presented
Discussion: The Town of Rangeley received the highest rating possible. There is nothing to note in a Management Letter.
Please see video for full presentation.
4. PUBLIC TO SPEAK ON A NON-AGENDA ITEM – None
5. BOARDS AND COMMITTEES – Provided
 - December 10, 2024 – Sewer Commission, Regular Meeting
 - March 26, 2025 – Planning Board, Regular Meeting
6. REVIEW AND APPROVE MEETING MINUTES
 - April 7, 2025 – BOS Regular Meeting
Selectman White motioned to approve with any additions or corrections.
Selectman Beaulieu second VOTE: 5-0
7. CONSENT ITEMS
 - FY24 Audit
Selectman White motioned to approve the FY24 Audit.
Selectman Savage second VOTE: 5-0
 - Straw Poll Questionnaire
Selectman White motioned to approve the Straw Poll Questionnaire for June Town Meeting.
Vice-Chairman Shaffer second VOTE: 5-0
 - RSU 78 Budget
Selectman White motioned to countersign the Warrant and Notice of Election calling Regional School Unit No. 78 Budget Validation Referendum.
Selectman Beaulieu second VOTE: 5-0

- Event Permits
High Peaks Paddlefest – Northern Forest Canoe Trail
Selectman White motioned to approve the Paddlefest application pending State Watercraft Event Permit, list of boats and people registered to each, written Safety and Accountability Plan, documented training sign-off, and written authority to Incident Command for the “Go / No Go”.
Selectman Beaulieu second VOTE: 5-0

- Strawberry Festival – Rangeley Region Guides and Sportsman’s Association
Selectman White motioned to approve the Strawberry Festival.
Selectman Savage second VOTE: 5-0

- Vendor License
Scott MacDonald – Farmer’s Market
Selectman White motioned to approve the Farmer’s Market pending certificate of liability.
Selectman Beaulieu second VOTE: 5-0

- Downtown Revitalization Reserve – Banners - \$8,165
Selectman White motioned to authorize expenditure from the Downtown Revitalization Reserve in the amount of \$8,165 for holiday banners.
Vice-Chairman Shaffer second VOTE: 5-0

- CMP Easements – Oquossoc Parking Lot & Depot Street Parking
Selectman White motioned to authorize the Town Manager to execute CMP easements for Oquossoc parking and Depot Street.
Selectman Beaulieu second VOTE: 5-0

8. OLD BUSINESS

- Haley Pond Dam Ad Hoc Committee Bylaws – Second Reading
Selectman White motioned to approve the second reading and adopt the Haley Pond Dam Ad Hoc Committee Bylaws.
Selectman Beaulieu second VOTE: 5-0

9. NEW BUSINESS

- Airport Commission Bylaws – First Reading
Selectman White motioned to approve the Airport Commission Bylaws first reading as amended.
Selectman Beaulieu second VOTE: 5-0
Discussion: Chairman Jannace would like the title page to reflect Town of Rangeley’s Steven A. Bean Municipal Airport.
Page 3, B.2 – Chairman Jannace would like to keep it as Joe presented.
Page 2, Section 1 – Selectman White suggests 5 members with 2 alternates.

- Airport Manager Job Description

Selectman White motioned to adopt the Airport Manager Job Description as amended.

Selectman Beaulieu second VOTE: 5-0

Discussion: Chairman Jannace noted typo on page 3.

Vice-Chairman Shaffer would like to add high school equivalent page 3 requirements.

- Certified Ration Declaration – Provided

- RLHT Letter of Support – Provided

- Special Town Meeting Timeline – Comp Plan, Signs, Lighting

Selectman White motioned to call a Special Town Meeting for September 9, 2025 for updated Comp Plan, Signs and Lighting.

Selectman Beaulieu second VOTE: 5-0

- RFPs

Crack Sealant

Selectman White motioned to award Coastal at \$19 per gallon.

Selectman Savage second VOTE: 5-0

Paving

Selectman White motioned to award Pike and to spend up to \$196,816.

Vice-Chairman Shaffer second VOTE: 5-0

10. CORRESPONDENCE – None

11. READ INTO RECORD – None

12. TOWN MANAGER REPORT

- Department Updates Provided

- Calendar

May 3, 2025 – 9th Annual Trash Pick Up Day

May 5, 2025, 5PM – Final Public Hearing for June Town Meeting

June 10, 2025 – Town Meeting

September 9, 2025 – Special Town Meeting

- Other Business

Monthly Financials Provided

Grant Sheet Provided

13. SELECTBOARD COMMUNICATION – None

14. EXECUTIVE SESSION – M.R.S.A. Title 1, Chapter 13, Subchapter 1, §405(6) – None

15. ADJOURNMENT

Chairman Jannace motioned to adjourn at 6:55PM

Vice-Chairman Shaffer second

VOTE: 5-0

***These minutes are not typed verbatim. Please see Townofrangeley.com for video**TJL*

TOWN OF RANGELEY
TOWN CLERK'S OFFICE
15 School Street
Rangeley, ME 04970

RED FLANNEL
REC'D 2/29/25

To simplify the process of approving your State Liquor License renewal application we have created this cover letter to accompany the application to the Board of Selectmen. The Board is concerned there is not enough uniformity application to application and expects the same effort from each vendor when going through this process.

We hope these helpful steps will guide you through the process as it pertains to the municipality.

1. Sections 1 and 2 should be filled out in their entirety.
2. When answering questions 3 thru 11, question number 4 does not have to be filled out at the municipal stage and will be blocked out if you do choose to answer it.
3. Questions 12 thru 20 should be filled out in their entirety.
4. The supplementary questionnaire and on premises diagram are not necessary for municipal purposes.
5. All questions should be thoroughly answered except where noted above and not applicable (N.A) should be placed on the lines where it applies.
6. The Board has requested that a representative for the establishment be present at the meeting at which the application will be discussed (meetings first and third Monday of the month, **applications must be received by the Wednesday prior to meeting you wish to be on agenda**).

Please note that these are steps to make the process easier on the municipal end and in no way affect how the application should be turned into the State of Maine once approved by this municipality.

FOR OFFICE USE ONLY

The applicant has not been convicted of a Class A, Class B or Class C crime and there have not been repeated incidents of record of breaches of the peace, disorderly conduct, vandalism, or other violations of law on or in the vicinity of the licensed premises.



Police Department

There are no current issues on the local level with applicant.



Fire Chief

There are no zoning violations on record.



Zoning Enforcement Officer

****NEW APPLICATIONS WILL REQUIRE A PUBLIC HEARING PRIOR TO BOARD APPROVAL****



Application Copy

File Number: 67217

Job Type: Renewal Application

LICENSE # RES-22-105617	APPLICATION DATE RECEIVED 2025-04-29
LICENSE TYPE On-Premises: Beer & Wine	LICENSEE RED FLANNEL HASH LLC
AGENT NAME	EFFECTIVE DATE 2024-05-23
EXPIRES 2025-05-22	STATUS Active
PREMISES NAME CLASSIC PROVISIONS	
NEW SECONDARY LICENSE(S) None selected	
PREMISES TYPE Restaurant (not Class A)	PREMISES NAME CLASSIC PROVISIONS
OPERATOR RED FLANNEL HASH LLC	
PHYSICAL ADDRESS 2455 MAIN ST RANGELEY ME 04970	
MAILING ADDRESS 2455 MAIN ST RANGELEY ME 04970	
CONTACT NAME JOANNA FARRAR	PREFERRED CONTACT METHOD Email

CONTACT PHONE

(207) 864-2717

ALTERNATE PHONE

FAX

EMAIL

classicprovisionsrangeley@gmail.com

QUESTIONS

On-Premises: Beer & Wine

1. Is your business (including any DBA) registered and in good standing with the Maine Secretary of State?

Answer "No" if you are a Sole Proprietor.

Yes

20164815DC

2. Does the licensee or applicant(s) have any interest in any other Maine Liquor License?

No

3. Is the applicant/licensee an individual, partnership, or association?

No

4. Are all licensees/applicants residents of the State of Maine?

Yes

5. Is your license for a club with a membership?

No

6. Is your license application for Vessel Corporation?

No

7. Do you have a valid and current health license issued by Maine Department of Health and Human Services OR the Department of Agriculture?

Yes

(document uploaded)

8. Do you allow dancing or entertainment on the licensed premises?
If so, You need to have a a license from the Maine State Fire Marshal.
See <https://www.maine.gov/dps/fmo/plans-review/applications> for
more information.

No

9. Will any law enforcement officer directly benefit financially from this
license, if issued?

No

10 Is the licensee or applicant for a license receiving, directly or indirectly,
any money, credit, thing of value, endorsement of commercial paper,
guarantee of credit or financial assistance of any sort from any person
or entity within or without the State, if the person or entity is engaged,
directly or indirectly, in the manufacture, distribution, wholesale sale,
storage or transportation of liquor.

No

11 Is the licensee/applicant(s) directly or indirectly giving aid or assistance
in the form of money, property, credit, or financial assistance of any
sort, to any person or business entity holding a liquor license granted
by the State of Maine?

No

12 Do you have a manager employed?

No

13 Has any of the listed applicants, an immediate family member of an
applicant, or an employed manager been denied a liquor license or
had a liquor license revoked within the last 5 years?

No

14 Is any of the listed applicants the spouse, father, mother, child or other
immediate family member of a person whose liquor license has been
revoked or denied in the last 6 months?

No

15 Has any licensee/applicant or employed manager ever been convicted of any violation of the liquor laws in Maine or any State of the United States within the last 5 years?

No

16 Has the licensee/applicant(s) or manager ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States?

Yes

Payson Farrar, 9/1/06, possession of marijuana, Farmington, ME, guilty

17 Does the licensee/applicant(s) own the premises?

Yes

18 At which address are your business records located?

2455 Main Street OR 5 Harold Ross Road
Rangeley, ME 04970 Dallas Plantation, ME 04970

19 What will be your business hours? Please indicate each day's open and close times.

Sun 8AM-2PM

Mon 8AM-2PM

Tue 8AM-2PM

Wed 8AM-8PM

Thurs 8AM-8PM

Fri 8AM-8PM

Sat 8AM-8PM

*changes seasonally

20 Please provide the name and distance from the premises to the nearest school, school dormitory and place of place of worship, measured from the main entrance of the premises to the main entrance of the school, school dormitory and place of worship by the ordinary course of travel.

Rangeley Free Baptist Church .1 miles

21 Is your application for a Hotel or Bed & Breakfast?

No

22 What is the gross food income for the licensure period that will end on the expiration date?

[Redacted]

23 What is the gross income from beer, wine, and spirits for the licensing period ending on the expiration date?

[Redacted]

24 Do you have a food menu?

Yes

(document uploaded)

DOCUMENTS

TYPE	FILE NAME	DESCRIPTION
Corporate Supplemental Form	102 Supplemental Ownership Form and Affidavit-2.pdf	
Maine Health or Agriculture License	Dept Ag License.pdf	
Premises Floor Plan	Floor Plan.pdf	
Food Menu	menu April 24.pdf	

APPLICANT

RED FLANNEL HASH LLC

DECLARATION

- I certify that I am the applicant as described in this application, or that I am duly authorized to submit this application on the applicant's behalf.

All information provided in this application is accurate and correct. I understand that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Town of Rangeley
Select Board Approval Page

Date:

James Jannace, Chairman

Ethan Shaffer, Vice-Chairman

Samantha White

Jacob Beaulieu

Keith Savage



REC'D 4/15/25

TOWN OF RANGELEY, MAINE
15 SCHOOL STREET
RANGELEY, ME 04970
Telephone (207) 864-3326
Fax (207) 864-3578

Organization Status
 NON-PROFIT
 PROFIT

EVENT PERMIT APPLICATION

Permit Application must be completed & returned to the Town Clerk no later than 30 days before event. Please type or print legibly.

- PARADE
- RUN/WALK
- OTHER Duce Race
- FESTIVAL
- CONCERT

Organization/Applicant requesting use: Rangeley Health and Wellness

Event Location: Main Street Rangeley near Pine Tree Frosty

Name of Event: Annual Duck Race

On Site Contact Person: Margarita Dutile

Address: 25 Dallas Hill Road / PO Box 722

E-mail Address: margarita@rangeleyhealthandwellness.com

Primary Phone: 207-864-4397 ext 103 Secondary: 570-236-7354 Fax: _____

Date of Event: July 3, 2025 Rain Date: _____

Event Times: Start Time: 10:45ish End Time: _____ Expected Attendance: _____

Please provide a detailed description what your event entails: Annual Duck Race

Use of bucket loader to "parade" rubber ducks down Main Street during Children's Parade followed by unloading the ducks by dropping them into the Haley Pond Inlet by the Pine Tree Frosty, to be caught as they enter Rangeley Lake

Please list the public facilities, parks, streets or public property you are requesting use of for this event: Use of bucket loader, cones on road of either side of inlet bridge and on road in front of Pine Tree Frosty to block parking

Liability Insurance:

Coverage amount: Bodily Injury \$ _____ Property Damage \$ _____

Attach a current copy of the certificate naming the Town as "Additional Insured"

Are you requesting no parking prior to and/or during your event? Yes No

If yes, please list requested street(s)/time(s) Pine Tree Frosty parking lot and spaces in front of the bridge

Describe size and location of designated parking areas (attach landowner permissions): _____

Are you requesting any street closure? Yes No

If yes, please list street(s) and requested closure times. _____

Are you requesting closure/partial closure of any sidewalks? Yes No

If yes, please list the reason, location and time frame for closure. _____

Health and Sanitation:

Description of drinking water to be provided: _____

Describe process to collect all waste and garbage generated by event: _____

Will there be use of amplified sound? Yes No

If yes, please list the decibel level (if known) and duration. _____

Alcohol: Will alcohol be sold, served or present? Yes No

If necessary, provide copy of Liquor License

If yes, attach plan to comply with all State liquor laws (addressing site access, security, etc)

Sales: Will organization/applicant or your vendors be selling merchandise? Yes No

If yes, organization/applicant must be able to show proof of compliance with Chapter 14 of the Town of Rangeley Code. (Attach copy of Vendors License)

Services Requested: Please list below your plans/requests/needs for assistance with crowd control, traffic control and any on or off site emergency personnel/equipment. *

Police Department _____

Fire Department _____

Ambulance (Must be requested directly through Franklin Memorial Hospital Ambulance Director at 864-0938) _____

Parks and Recreation Parking cones to be set up and use of bucket loader

Highway Department _____

Solid Waste _____

Sewer Department _____

The undersigned acknowledges that the requested area must be cleaned and restored to its original appearance and the same condition.

Signature: MDutile Date: 3/20/2025

For administrative use only:

Applicable fees and/or Deposits: \$ _____ (Check/Cash) Paid on: _____

Department	Signature	Date	Approve	Deny	N/A	*Dept Comments
Police	<i>[Signature]</i>	4/30/25	✓			
Fire	<i>[Signature]</i>	5/1/25	✓			
Parks	<i>[Signature]</i>	5/1/25	✓			
Highway						
Solid Waste						
Sewer						

*Signature confirms all necessary Municipal Services will be provided

Town Manager*: *[Signature]*

APPROVAL/DISAPPROVAL

Per Rangeley Town Code Chapter 21 Section 21.3.2 the Board of Selectmen may impose additional conditions upon the event, including but not limited to:

- A. Requiring a bond or escrow fund to insure prompt clean up of the area.
- B. Requiring the employment of private security personnel or police officers.
- C. Prescribing other precautions appropriate to the size, location, and purpose of the event, such as restrictions on the hours of operation, limitation on signage, requirements for fencing or other steps deemed necessary to protect the public health, safety, and welfare.

APPROVED:
1. **ADDITIONAL CONDITIONS IF APPLICABLE:** _____

DISAPPROVED:
1. **REASON:** _____

2. **CORRECTIVE ACTION REQUIRED:** _____

DEPOSIT / USER FEE REQUIRED

AMOUNT: \$ _____

ADDITIONAL INFORMATION REQUIRED:



Park Commission Chairperson: _____ Date: _____

Notes:



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
3/21/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement.

PRODUCER: Morton and Furbish Insurance Agency, PO Box 130, Rangeley, ME 04970
CONTACT NAME: info@mfinsurance.net
INSURER(S) AFFORDING COVERAGE: The Hanover Insurance Company

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES.

Table with columns: INSR LTR, TYPE OF INSURANCE, POLICY NUMBER, POLICY EFF, POLICY EXP, LIMITS. Rows include Commercial General Liability, Automobile Liability, Umbrella Liability, and Workers Compensation.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

Town Of Rangeley
15 School Street
Rangeley, ME 04970

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Handwritten signature of authorized representative

REL'D 4/30/25

TOWN OF RANGELEY, MAINE
15 SCHOOL STREET
RANGELEY, ME 04970
Telephone (207) 864-3326
Fax (207) 864-3578

Organization Status
 NON-PROFIT
 PROFIT

EVENT PERMIT APPLICATION

Permit Application must be completed & returned to the Town Clerk no later than 30 days before event. Please type or print legibly.

- PARADE
- RUN/WALK
- OTHER _____
- FESTIVAL
- CONCERT

Organization/Applicant requesting use: Rangely Health and Wellness

Event Location: Rangely Health and Wellness

Name of Event: Stars + Stripes 5k Run/Walk and Kids Fun Run

On Site Contact Person: Brittani Martin

Address: 25 Dallas Hill Rd

E-mail Address: Brittani@rangelyhealthandwellness.com

Primary Phone: 207 864-4397 Secondary: _____ Fax: _____

Date of Event: 7/4/2025 Rain Date: N/A

Event Times: Start Time: 9AM End Time: 11:30AM Expected Attendance: 150

Please provide a detailed description what your event entails: This event includes a fun run course for kids on RAN property and a 5k road race through town which will begin and end at Rangely Health and Wellness.

Please see attached for race route.

Please list the public facilities, parks, streets or public property you are requesting use of for this event: _____

Liability Insurance:

Coverage amount: Bodily Injury \$ _____ Property Damage \$ _____

Attach a current copy of the certificate naming the Town as "Additional Insured"

Are you requesting no parking prior to and/or during your event? Yes No

If yes, please list requested street(s)/time(s) _____

Describe size and location of designated parking areas (attach landowner permissions): _____

Are you requesting any street closure? Yes No

If yes, please list street(s) and requested closure times. _____

Are you requesting closure/partial closure of any sidewalks? Yes No

If yes, please list the reason, location and time frame for closure. _____

Health and Sanitation:

Description of drinking water to be provided: Bottled Poland Spring water provided

Describe process to collect all waste and garbage generated by event: multiple trash cans placed around RTHW property and at water station.

Will there be use of amplified sound? Yes No

If yes, please list the decibel level (if known) and duration. Prior to race - brief announcements will be made. When racers are finishing, names will be announced.

Alcohol: Will alcohol be sold, served or present? Yes No

If necessary, provide copy of Liquor License

If yes, attach plan to comply with all State liquor laws (addressing site access, security, etc)

Sales: Will organization/applicant or your vendors be selling merchandise? Yes No

If yes, organization/applicant must be able to show proof of compliance with Chapter 14 of the Town of Rangeley Code. (Attach copy of Vendors License)

Services Requested: Please list below your plans/requests/needs for assistance with crowd control, traffic control and any on or off site emergency personnel/equipment. *

Police Department _____

Fire Department _____

Ambulance (Must be requested directly through Franklin Memorial Hospital Ambulance Director at 864-0938) _____

Parks and Recreation _____

Highway Department _____

Solid Waste _____

Sewer Department _____

The undersigned acknowledges that the requested area must be cleaned and restored to its original appearance and the same condition.

Signature: Brittain Martin Date: 3/21/25

For administrative use only:

Applicable fees and/or Deposits: \$ _____ (Check/Cash) Paid on: _____

Department	Signature	Date	Approve	Deny	N/A	*Dept Comments
Police	<i>[Signature]</i>	4/30/25	✓			
Fire	<i>[Signature]</i>	5/1/25	✓			
Parks	<i>[Signature]</i>	5/2/25	✓			
Highway						
Solid Waste						
Sewer						

*Signature confirms all necessary Municipal Services will be provided

Town Manager*: [Signature]

APPROVAL/DISAPPROVAL

Per Rangeley Town Code Chapter 21 Section 21.3.2 the Board of Selectmen may impose additional conditions upon the event, including but not limited to:

- A. Requiring a bond or escrow fund to insure prompt clean up of the area.
- B. Requiring the employment of private security personnel or police officers.
- C. Prescribing other precautions appropriate to the size, location, and purpose of the event, such as restrictions on the hours of operation, limitation on signage, requirements for fencing or other steps deemed necessary to protect the public health, safety, and welfare.

APPROVED:
1. **ADDITIONAL CONDITIONS IF APPLICABLE:** _____

DISAPPROVED:
1. **REASON:** _____

2. **CORRECTIVE ACTION REQUIRED:** _____

DEPOSIT / USER FEE REQUIRED

AMOUNT: \$ _____

ADDITIONAL INFORMATION REQUIRED:



Park Commission Chairperson: _____ Date: _____

Notes:

Stars & Stripes 5K

Loop Lake Road

North

Stratton Road

Equus Avenue
Allen Street

Cross Street

ME 1
ME 16

Main Street

Stratton Road

Stars & Stripes

Rangeley

1st Street

2nd Street

3rd Street

Lake House Road

Vernil Terrace

Depot Street

Independence

Spring Road

Windsor Lane

Windsor Avenue

Alfuso Ridge Rd

Barrett Avenue
Caddy Lane
L. de Baulz

Cottage Avenue

Windsor Road

Windsor Road

Windsor Road

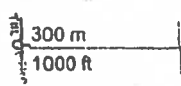
ME 1

Whip Willow Farm Road

Windsor Road

Windsor Road

Pickering Road



Map Data © OpenStreetMap Contributors

ROUTE DIRECTIONS

No	Km	Turn	Directions
1	0.010	←	Turn left onto Dallas Hill Road
2	0.296	→	Turn right onto Main Street
3	2.313	→	Turn right onto Allen Street
4	2.579	→	Turn right onto School Street
5	2.887	→	Turn right onto Pleasant Street
6	3.225	←	Turn left onto Main Street
7	4.908	←	Turn left onto Dallas Hill Road
8	5.193	→	Turn right
9	5.205		FINISH



RANGHEA-01

BSTOKES

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
3/21/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

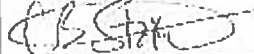
PRODUCER Morton and Furbish Insurance Agency PO Box 130 Rangeley, ME 04970	CONTACT NAME:		
	PHONE (A/C, No, Ext):	(207) 864-3334	FAX (A/C, No): (207) 864-2008
	E-MAIL ADDRESS: info@mfindurance.net		
INSURER(S) AFFORDING COVERAGE		NAIC #	
INSURER A: The Hanover Insurance Company			
INSURED Rangeley Health and Wellness Partnership P.O. Box 722 Rangeley, ME 04970	INSURER B:		
	INSURER C:		
	INSURER D:		
	INSURER E:		
	INSURER F:		

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL INSURED	SUBROGATION WAIVED	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="checked" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="checked" type="checkbox"/> OCCUR	X		OHP4929234	5/31/2024	5/31/2025	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000
							MED EXP (Any one person)	\$ 5,000
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 4,000,000
							PRODUCTS - COMP/OP AGG	\$ 4,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:							\$
	AUTOMOBILE LIABILITY			OHP4929234	5/31/2024	5/31/2025	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000
	<input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY						BODILY INJURY (Per person)	\$
	<input checked="checked" type="checkbox"/> HIRED AUTOS ONLY						BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
	UMBRELLA LIAB						EACH OCCURRENCE	\$
	EXCESS LIAB						AGGREGATE	\$
	DED RETENTION \$							\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	WZP9140891	6/20/2024	6/20/2025	<input checked="checked" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 100,000
							E.L. DISEASE - EA EMPLOYEE	\$ 100,000
							E.L. DISEASE - POLICY LIMIT	\$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER Town Of Rangeley 15 School Street Rangeley, ME 04970	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE 

REC'D 4/30/25

TOWN OF RANGELEY, MAINE
15 SCHOOL STREET
RANGELEY, ME 04970
Telephone (207) 864-3326
Fax (207) 864-3578

Organization Status:
 NON-PROFIT
 PROFIT

EVENT PERMIT APPLICATION

Permit Application must be completed & returned to the Town Clerk no later than 30 days before event. Please type or print legibly.

- PARADE
- RUN/WALK
- OTHER _____
- FESTIVAL
- CONCERT

Organization/Applicant requesting use: Rangeley Health and Wellness

Event Location: 25 Dallas Hill Road

Name of Event: Annual Summer Benefit Concert

On Site Contact Person: Margarita Dutile

Address: 25 Dallas Hill Road / PO Box 722, Rangeley, ME 04970

E-mail Address: margarita@rangeleyhealthandwellness.com

Primary Phone: 207-864-4397 ext 103 Secondary: 570-236-7354 Fax: _____

Date of Event: July 27, 2025 Rain Date: N/A

Event Times: Start Time: Gates open 2PM End Time: by 8PM Expected Attendance: 4000+/-

Please provide a detailed description what your event entails: Annual outdoor benefit concert with Saturday production setup. Food vendors and a beer garden will be onsite. The beer garden will be securely fenced, with controlled access, ID checks, and wristbands for guests 21+. Clear signage, staff, and a licensed security team will ensure compliance with Maine liquor laws and responsible service. A professional security firm will manage crowd control and maintain a safe environment throughout the event. Band merchandise will also be available.

Please list the public facilities, parks, streets or public property you are requesting use of for this event: Local police for traffic control, fire department, will need traffic cones for road shoulder.

Request no parking on Dallas Hill Rd from Rt4 to Dallas Plt.

RHW will provide dumpsters and portable toilets.

Liability Insurance:

Coverage amount: Bodily Injury \$ 1,000,000 Property Damage \$ 1,000,000

Attach a current copy of the certificate naming the Town as "Additional Insured"

Are you requesting no parking prior to and/or during your event? Yes No

If yes, please list requested street(s)/time(s) Dallas Hill Road Rt4 to Dallas Plantation Town Line

Describe size and location of designated parking areas (attach landowner permissions): See Attached

Are you requesting any street closure? Yes No

If yes, please list street(s) and requested closure times. _____

Are you requesting closure/partial closure of any sidewalks? Yes No

If yes, please list the reason, location and time frame for closure. _____

Health and Sanitation:

Description of drinking water to be provided: Bottled water on site

Describe process to collect all waste and garbage generated by event: Portable toilets provided by Bracketts, additional dumpsters provided by Casella

Will there be use of amplified sound? Yes No

If yes, please list the decibel level (if known) and duration. Band performs during 2pm-8pm

Alcohol: Will alcohol be sold, served or present? Yes No

If necessary, provide copy of Liquor License

If yes, attach plan to comply with all State liquor laws (addressing site access, security, etc)

Sales: Will organization/applicant or your vendors be selling merchandise? Yes No

If **yes**, organization/applicant must be able to show proof of compliance with Chapter 14 of the Town of Rangeley Code. (Attach copy of Vendors License)

Services Requested: Please list below your plans/requests/needs for assistance with crowd control, traffic control and any on or off site emergency personnel/equipment. *

Police Department Will be needed for traffic control

Fire Department On site presence requested

Ambulance *(Must be requested directly through Franklin Memorial Hospital Ambulance Director at 864-0938)* yes

Parks and Recreation cones for shoulder blocking

Highway Department _____

Solid Waste _____

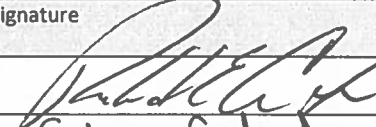


Sewer Department _____

The undersigned acknowledges that the requested area must be cleaned and restored to its original appearance and the same condition.

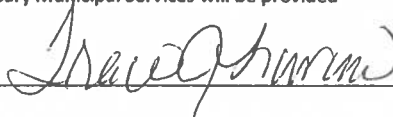
Signature: MDutile Date: 4/29/2025

For administrative use only:

Applicable fees and/or Deposits: \$ _____ (Check/Cash) Paid on: _____

Department	Signature	Date	Approve	Deny	N/A	*Dept Comments
Police		4/30/25	✓			
Fire		5/1/25	✓			
Parks		5/1/25	✓			
Highway						
Solid Waste						
Sewer						

*Signature confirms all necessary Municipal Services will be provided

Town Manager*: 

APPROVAL/DISAPPROVAL

Per Rangeley Town Code Chapter 21 Section 21.3.2 the Board of Selectmen may impose additional conditions upon the event, including but not limited to:

- A. Requiring a bond or escrow fund to insure prompt clean up of the area.
- B. Requiring the employment of private security personnel or police officers.
- C. Prescribing other precautions appropriate to the size, location, and purpose of the event, such as restrictions on the hours of operation, limitation on signage, requirements for fencing or other steps deemed necessary to protect the public health, safety, and welfare.

APPROVED:
1. **ADDITIONAL CONDITIONS IF APPLICABLE:** _____

DISAPPROVED:
1. **REASON:** _____

2. **CORRECTIVE ACTION REQUIRED:** _____

DEPOSIT / USER FEE REQUIRED

AMOUNT: \$ _____

ADDITIONAL INFORMATION REQUIRED:



Park Commission Chairperson: _____ Date: _____

Notes:

AUTHORIZATION

I, Don Thompson, give Rangeley Health and Wellness Partnership the authorization to use my property located at 17 Pine Grove Lane for the purpose of parking for their event on the night of July 27, 2025.

Dated: _____

Signed: _____

Address: 17 Pine Grove Lane

Rangeley, ME 04970

Telephone: 864-5166

* in progress *

AUTHORIZATION

I, Daye McMillan, give Rangeley Health and Wellness Partnership the authorization to use my property located at 2252 Main Street for the purpose of parking for their event on the night of July 27, 2025.

Dated: _____

Signed: _____

Address: 2252 Main Street

Rangeley, ME 04970

Telephone: 864-7343

* in progress *

AUTHORIZATION

I, Marleen Clark, give Rangeley Health and Wellness Partnership the authorization to use my property located at 15 Pine Grove Lane for the purpose of parking for their event on the night of July 27, 2025.

Dated: _____

Signed: _____

Address: 15 Pine Grove Lane
Rangeley, ME 04970

Telephone: _____

in progress

Traci Lavoie

From: Michelle Landry <mlandry@historicrangeley.org>
Sent: Monday, April 28, 2025 8:33 AM
To: Traci Lavoie
Cc: Fresh EatZ
Subject: Fresh EatZ food truck at Outdoor Heritage Museum

Hi Traci,

I hope all is well! I'm just following up on recent communications from Chelsea at Fresh EatZ.

We are inviting her to set up her food truck at the Outdoor Heritage Museum for Lupine Festival on June 14th and Oquossoc Day on August 16th - both festival times are 10am to 4pm.

Please let me know if you need any additional information or paperwork from me to approve permitting from the town.

Many thanks!
-Michelle Landry

--

Michelle Landry
Executive Director
Historic Rangeley
historicrangeley.org
207-864-3091



Please note my new email address: mlandry@historicrangeley.org

BY-LAWS

of the

Town of Rangeley's Steven A. Bean Municipal
Airport Commission

Rangeley, Maine 04970

Proposed: October 27, 1997

Adopted: December 1, 1997

Amended: ~~March 31, 2025~~

TOWN OF RANGELEY STEPHEN A. BEAN MUNICIPAL AIRPORT

AIRPORT COMMISSION

By-Laws

ARTICLE I. PREAMBLE

Section 1. NAME

The name of the Commission is The Stephen A. Bean Airport Commission.

Section 2. PURPOSE

The purpose of this Commission will be to promote goodwill between the Airport and the citizens of Rangeley. The Stephen A. Bean Airport Commission is responsible for the care and operation of the Airport and the land upon which the airport is located. The Airport Commission is composed of members with a variety of backgrounds to oversee airport operations, management and employees; and to support and promote compliance with state and federal guidelines for public airports.

Consistent with an up-to-date Airport Capital Improvement Plan (CIP), the Airport Commission is dedicated to making the airport a safe, reliable and efficient travel option, while remaining a self-sufficient asset to the Rangeley Region.

Goals of the Airport Commission shall include, but are not limited to:

- Review aviation procedures, navigation approaches and departures.
- Maintain an up-to-date airport Capital Improvement Plan (CIP).
- Control and administration of airport buildings and related property.
- Update and modernize airport facilities, equipment and airport security to ensure maximum safety and efficiency.
- Oversee finances and seek alternative forms of funding, such as FAA grants and those from other public and private sources.

The Stephen A. Bean Airport property is situated on Loon Lake Road, Rangeley, consisting of land and buildings, easements, fixtures, equipment and tools and all other property, both real and personal which is part of, or used at, the existing

airport facility together with all leases, receivables and all other intangible property.

Section 3. INTENTIONS

It is the intention of the Commission to work with Rangeley town officials and the Airport Manager, in seeking assistance from Federal, State and Local Government as well as the private sector in the form of grants, loans, gifts and other available assistance to carry out the goals of the Commission and the Municipality. ~~The Airport Manager shall be responsible to the Commission in complying with laws, ordinances, maintenance, operation and so forth, at local, state and national levels to further the development of the Stephen A. Bean Airport.~~ The Commission shall endeavor to assist and influence both the public and private sectors of the Town of Rangeley and surrounding communities, as may be appropriate to furthering the purpose of the Commission. The Airport Manager reports to the Airport Commission who ultimately reports to the Board of Selectmen.

ARTICLE II. STEPHEN A. BEAN AIRPORT COMMISSION ADMINISTRATIVE POLICY

Section 1. MEMBERSHIP

The five (5) member, (2) **alternate** volunteer commission is nominated by the standing commission and appointed to staggered three-year terms by the Board of Selectmen. Upon expiration of a member's term, that term can be renewed for an additional three years, contingent upon a majority vote of the Airport Commission.

- **Alternate members shall consist of one (1) resident and one (1) non-resident taxpayer. In the event of member vacancy the resident taxpayer shall be called upon to fill a resident vacant seat as well as a non-resident to fill a non-resident seat.**

A. Qualifications for Members

Members are preferred to have experience in aviation, such as a pilot's license, aviation degree, career experience including but not limited to air traffic control, Part 135 operations, flight school/FBO ops, aircraft maintenance or similar career paths,

composed of at least 3 residents and up to 2 non-resident taxpayers of the town of Rangeley.

B. Reinstatement of Expiring Seats

Within 90 days of July 1st a current member whose term is expiring shall make it known in an open meeting to the Commission his/her desire to be reinstated for an additional 3-year term. If the member wishes to forego their seat, the opening will be offered to the alternate with the same resident status. If no alternate is available, the seat shall be filled by appointment.

C. Resignation of Commission Members

1. In the event of a resignation, including but not limited to, lack of attendance, lack of interest, inability to serve or otherwise similar, the commission member must give notice of their intent to the Chairman or Vice Chairman.
2. If in the event of death, incapacitation, or the Commission Member no longer meets the eligibility requirements for office, removal may be approved by a majority vote of the commission and executed by the Chairman or Vice Chairman.

Section 2. PRINCIPAL OFFICERS

The officers shall be a Chairman and a Vice Chairman, to be elected annually by the Commission on its first meeting following their appointment by the Board of Selectmen and shall be known as Officers of the Airport Commission.

1. Chairman: The Chairman shall preside at all regular, special and executive session meetings as well as workshops of the Commission and conduct the meetings consistent with Robert's Rules of Order except when Robert's Rules of Order are in conflict with the rules and regulations of the Airport Commission.
 1. The Chairman shall appoint, with consent of a majority of the Commission members, members of any committees established by the Commission.
 2. The Chairman shall be an Ex-Officio member of any committee established by the Commission.

3. The Chairman may delegate his duties to the Vice-Chairman when the workload or circumstances dictate that it is in the best interest of the Commission.
2. Vice-Chairman: The Vice-Chairman shall assume the duties of the Chairman when the Chairman is absent or when it is determined the workload or circumstances dictate that it is in the best interest of the Committee to do so.

Section 3. ATTENDANCE

1. It shall be the obligation of each member of the Airport Commission to attend all scheduled meetings unless excused by the Chairman or his representative and is to be read into the minutes of the meeting. A written notice should be provided to any public official or any other individual if their attendance is desired at a meeting.
2. Failure to attend four (4) consecutive regular meetings, or four (4) of any eight (8) consecutive meetings, without the recorded consent of the Chairman, shall be construed as resignation from the Commission.

Section 4. MEMBERSHIP RECORD

A current directory of The Stephen A. Bean Airport Commission members will be maintained at all times and shall contain addresses, phone numbers, length and expiration date of term.

Section 5. AIRPORT MANAGER

~~The Airport Manager shall be nominated by a majority vote of the Airport Commission and appointed by the Board of Selectmen. The Airport Manager is responsible for:~~

- ~~Day to Day Operations~~
- ~~Strategic Planning~~
- ~~Regulatory Compliance~~
- ~~Infrastructure Development~~
- ~~Reports to the Airport Commission~~
- ~~Marketing, Customer Service and Public Relations~~

~~The Airport manager reports directly to the Airport Commission and, ultimately, to Rangeley town officials.~~

Section 5. COMMUNICATIONS

All Airport Commission action items shall be brought by the Airport Manager to the Town Manager and the Board of Selectmen in open meeting. Any amendments, approvals or completed actions by the Board of Selectmen shall be communicated to the Airport Commission by the Airport Manager.

ARTICLE III. MEETINGS

Section 1. REGULAR MEETINGS

Regular meetings of the Airport Commission shall be held on the last Monday of the month at a time and public place previously designated by the Commission. The Airport Manager or his designated representative shall send notices of a regular meeting to each board member at least five days before such meeting.

Section 2. SPECIAL MEETINGS

Special meetings of the Airport Commission can be called by the Chairman or by a majority of the Commission members upon reasonable notice to all members and the public, pursuant with the Town's "Public Notice" policy.

Section 3. MEETING AGENDA AND ORDER OF BUSINESS

The Airport Manager or his designated representative shall prepare an agenda for each Commission meeting. The order of business shall be as follows:

1. Call to order and roll call with recording of members present or absent and indications as to whether absences are with the consent of the Chairman
2. Approval of the previous meeting's minutes
3. Public to speak
4. Correspondence to be read into record
5. Reports to the Commission
6. Reports of the Airport Manager
7. Old Business

8. New Business
9. Announcements
10. Adjournment

Section 4. PROCEEDINGS

1. All meetings shall be conducted in accordance with Robert's Rules of Order and in compliance with the State of Maine "Right to Know" Law.
2. Meeting Duties of the Airport Manager:
 1. The Airport Manager shall keep a faithful record of all meetings of the Commission and send proper notices of the meetings and all public meetings of the Commission and generally to perform those duties as may be required by the Chairperson or its members.
 2. The minutes of all official meetings will be taken by the Airport Manager and will be distributed to all members within a minimum of five days prior to the next meeting.
 3. The Airport Manager shall keep a record of all resolutions, transactions, correspondence, funding and determinations of the Commission. All records shall be deemed public and may be inspected at the Town Office during normal business hours and in the presence of the Airport Manager or other authorized personnel.

Section 5. QUORUM

A majority of the members of the Airport Commission constitute a quorum.

Section 6. COMMISSION DECISIONS

The act of a majority of the members present at a meeting, at which a quorum is present, shall be the act of the Commission.

Section 7. CONFLICT OF INTEREST

A member of the Stephen A. Bean Airport Commission shall abstain in the discussion and voting on an issue if the following exists:

1. A member is, by reason of interest, placed in a situation of temptation to serve or be perceived to serve his own personal interest.
2. Any question of whether a member should abstain from discussion and voting on a particular issue or matter before the Commission shall be by majority vote of the members except the member being challenged, who may not vote.

ARTICLE IV. EFFECTIVE DATE

These By-Laws are effective as of _____ when they were adopted by the Stephen M. Bean Airport Commission. Subsequent modifications to these By-Laws shall be voted upon and approved by the majority of the Stephen A. Bean Commission Members.

CHAIRPERSON _____

VICE-CHAIRPERSON _____

MEMBER _____

MEMBER _____

MEMBER _____

To: Rangeley Board of Selectmen and Rangeley Town
Manager
From: Mark Beauregard
Re: Correspondence on Draft Airport Commission By-Laws
I submit the following correspondence on the Draft Airport
Commission By-Laws for your consideration.

REC'D 5/11/25
9:48AM

Section 2. Purpose-page 1

A). At the most recent Airport Commission meeting on April 28, 2025 Airport Manager Joe Roach and Commission Chairman Larry Koob made it clear that the Airport Commission is an advisory board. I suggest that it would prevent a lot of confusion if this was stated in this section of the by-laws.

B). Goals of the Airport Commission were also included under the Purpose section on page 1. Many of the stated goals are inconsistent with the role of an advisory board. For example: Control and administration of airport buildings and related property. Advising and controlling are two words that don't seem to support each other. I suggest this needs further discussion.

Section 1 Membership

A). Qualifications for Members-page 2

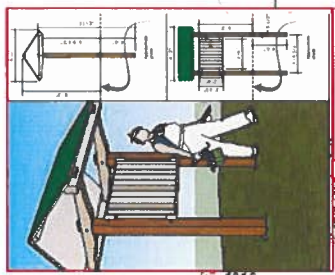
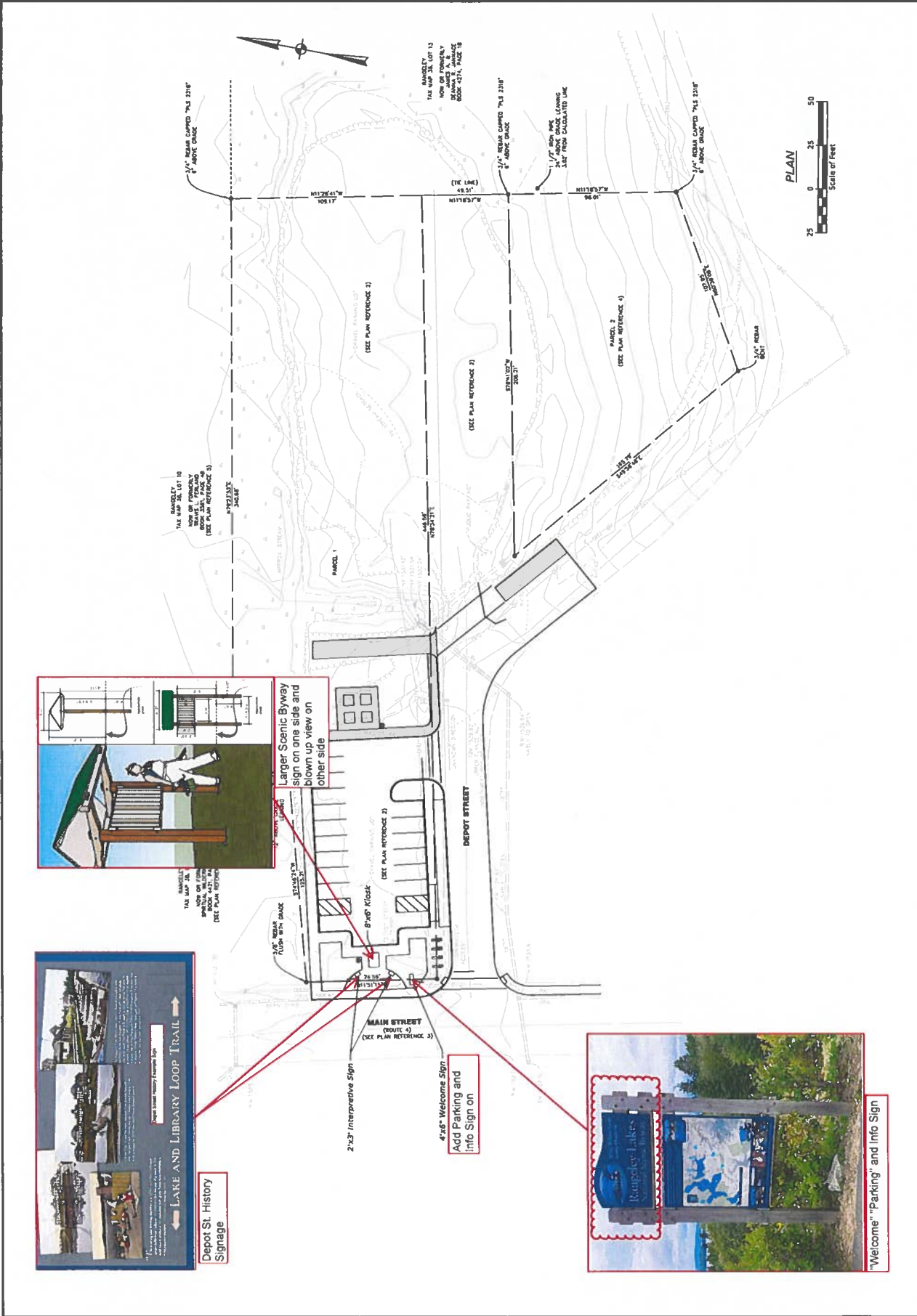
This section states that members are preferred to have aviation experience and aviation related career paths. The Purpose section on page 1 states that the commission is composed of members with a variety of backgrounds. Rangeley boards and commissions serve the Town's residents best when they are composed of a mix of backgrounds. For example: Would you want the Park Commission composed of just pickleball players or the Planning Board composed of only land developers?

The original commission by-laws stated that the members were appointed by the Board of Selectmen just like all the other boards and commissions and did not specify only aviation qualifications. I suggest it be kept this way.

B). Reinstatement of Expiring Seats-page 3

This section implies that the commission will reinstate their own members and fill vacancies with their alternates. All of Rangeley's boards and committees should operate with the same process. The way it currently works is that an interested person fills out an appointment form. This form is presented to the Selectmen and they vote to appoint. When a vacancy occurs the Selectmen vote to appoint someone to fill the vacancy. If an alternate expresses interest in filling the vacancy the Selectmen vote to confirm the transition to a full time voting member. I suggest this section should be deleted since the Town already has a uniform process to deal with this.

Sincerely
Mark Beauregard



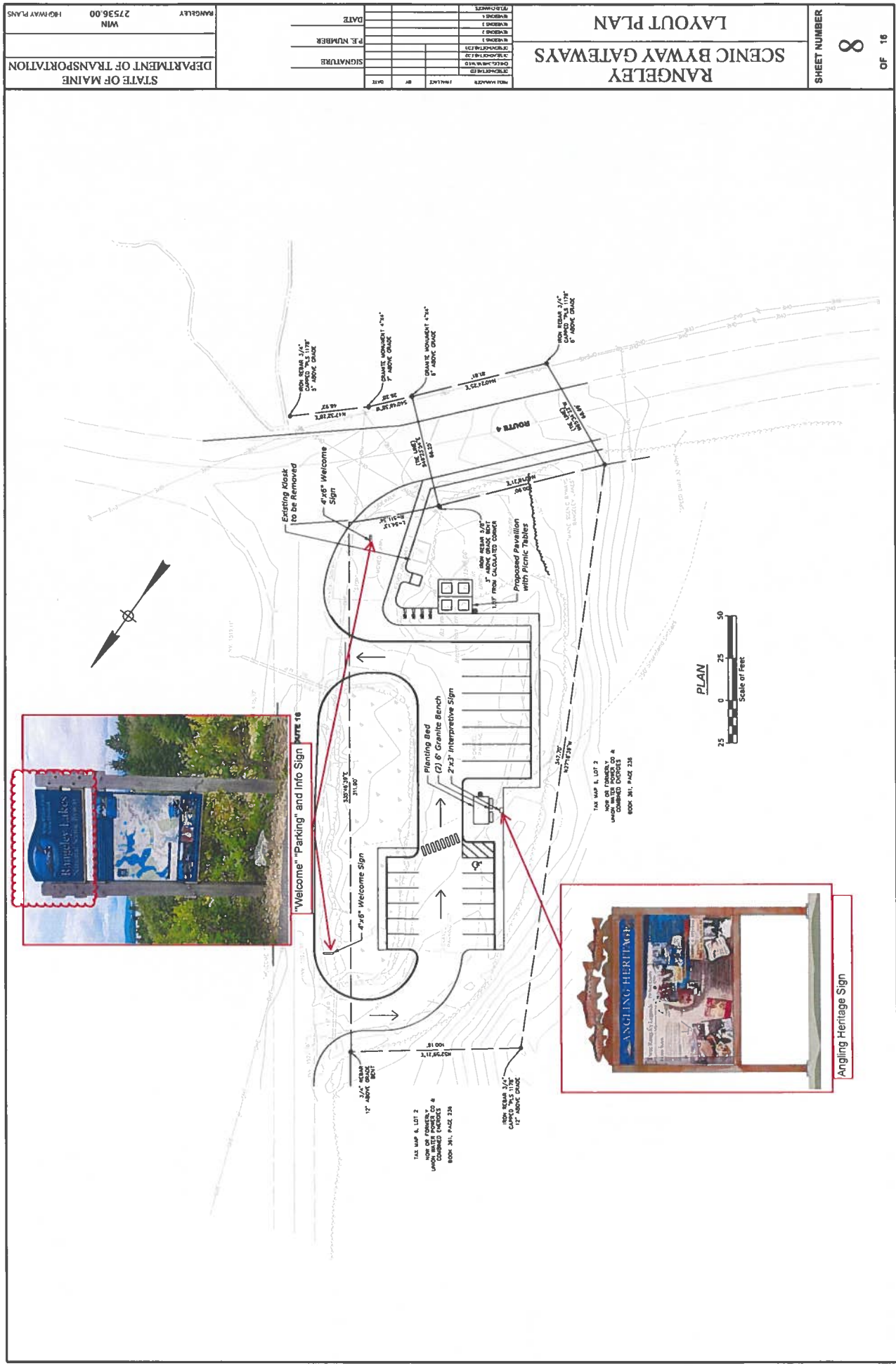
Larger Scenic Byway sign on one side and blown up view on other side



Depot St. History Signage



"Welcome" "Parking" and Info Sign



RANGELY SCENIC BYWAY GATEWAYS LAYOUT PLAN

NO.	DESCRIPTION	DATE
1	DESIGN	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

SIGNATURE	DATE

P.E. NUMBER	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RANGELY
WIN 27536.00
HIGHWAY PLANS

Figure - J:\BID\VE1\Rangely\2015-ScenicByways\Eng_L Drawings\DR\2753600\1\InRoad\Plan_000000.dgn

Rangeley Lake Hotel & Marble Station

HISTORIC WATERFRONT GRANDEUR

The view from here, looking left across the cove, once included the grand Rangeley Lake Hotel and the Marble Station train depot. Rangeley is the center of the Rangeley Lakes Region, and the cool mountain air, scenic views, and excellent fishing made the hotel, which sat atop the now forested hill, a desirable resort destination. Originally built in 1877, the Rangeley Lake Hotel eventually grew to include 175 guest rooms, guest cottages, a 350-seat dining room, and a golf course. The hotel was razed in 1958.



“The boating and bathing facilities are of the very best—safe and comfortable boats always in readiness for the use of guests. A fine sand beach within a few hundred feet of the hotel make bathing a very popular pastime.” RANGELEY LAKE HOUSE BROCHURE, 1906

“In addition to the former transportation facilities, sleepers will run each way between Boston and Rangeley every night, Sundays included, through the season of 1906. Trains arrive at Rangeley in time for breakfast. The schedule will take effect on June 4th.”

—MAINE WOODS PRINT, PHILLIPS, MAINE, 1906



A footbridge across the cove connected downtown Rangeley with the hotel and Marble Station. Canoes and Rangeley Boats were lined up on docks during the busy summer season.



Boat Landing from Bridge - Ferryway, Me

The Rangeley Lake Hotel maintained a close relationship with the Sandy River and Rangeley Lakes Railroad, a narrow-gauge (two-foot-wide) rail line that brought passengers and business to Rangeley from about 1891 to 1935. Trains would arrive at Marble Station—named for Rangeley Lakes Hotel Company President John B. Marble—from Boston, New York City, and beyond. Can you see the Marble Station tower across the cove?

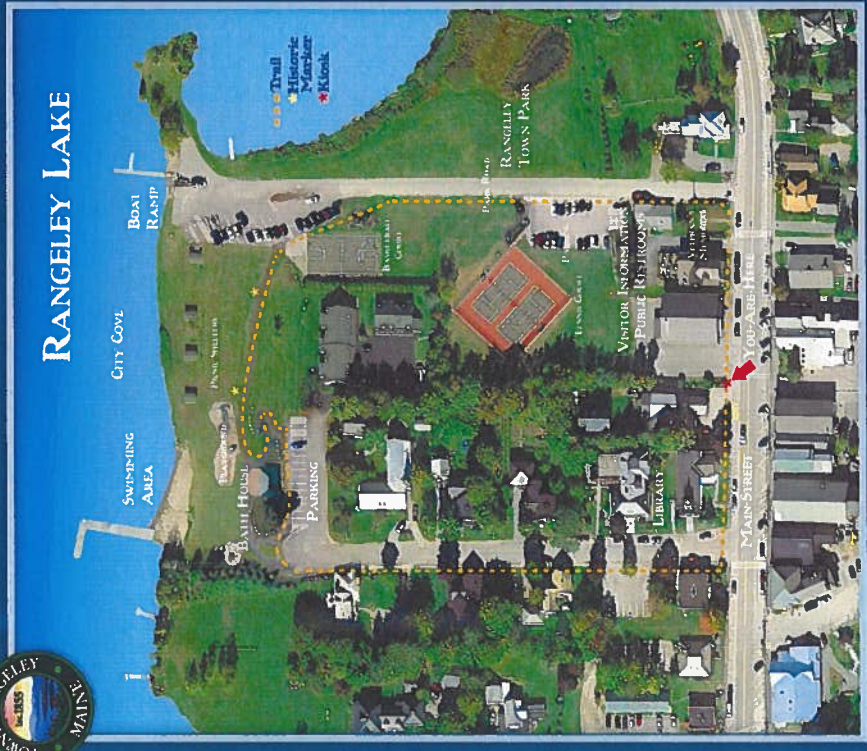
Depot Street History Example Sign

← LAKE AND LIBRARY LOOP TRAIL →

Larger Scenic Byways Sign
Example



Blown Up Sign with Points of Interest Example



Rangley Public Library
 The Rangley Public Library is a historic building that has served the community since 1902. It is a landmark building that has been recognized by the National Register of Historic Places. The library is a great place to visit and learn about the history of Rangley.



Rangley Lakes Chamber of Commerce
 The Rangley Lakes Chamber of Commerce is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The chamber is a great place to visit and learn about the history of Rangley.



Rangley History Museum
 The Rangley History Museum is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The museum is a great place to visit and learn about the history of Rangley.



Hatchery Brook Trail
 The Hatchery Brook Trail is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The trail is a great place to visit and learn about the history of Rangley.

Do You Love History?
 Visit Rangley's museums to learn about the area's sporting heritage, lumbering past and where to see the town's historic landmarks.



Maine Forestry Museum
 Located in the heart of Rangley, the Maine Forestry Museum is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The museum is a great place to visit and learn about the history of Rangley.



Outdoor Heritage Museum
 The Outdoor Heritage Museum is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The museum is a great place to visit and learn about the history of Rangley.

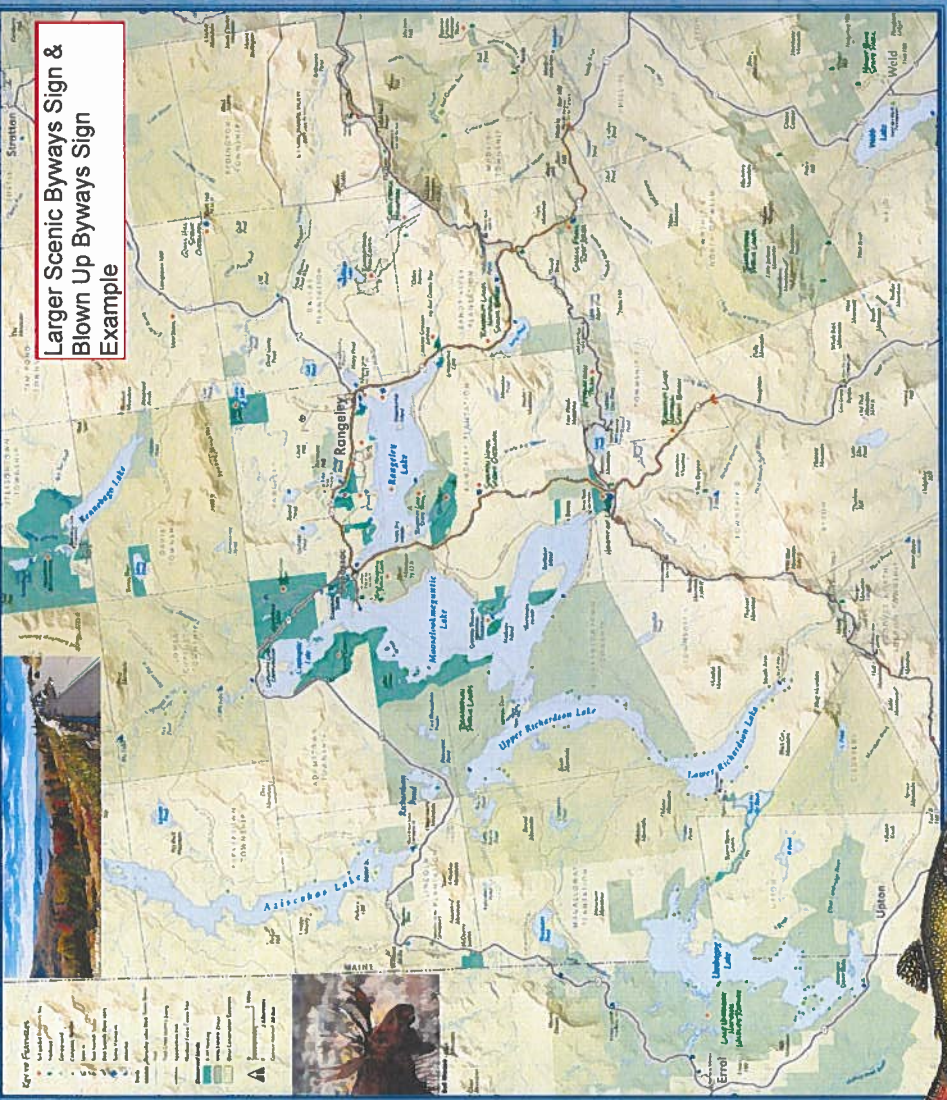


Hatchery Brook Trail
 The Hatchery Brook Trail is a great place to visit and learn about the history of Rangley. It is a landmark building that has been recognized by the National Register of Historic Places. The trail is a great place to visit and learn about the history of Rangley.

Larger Scenic Byways Sign
Example



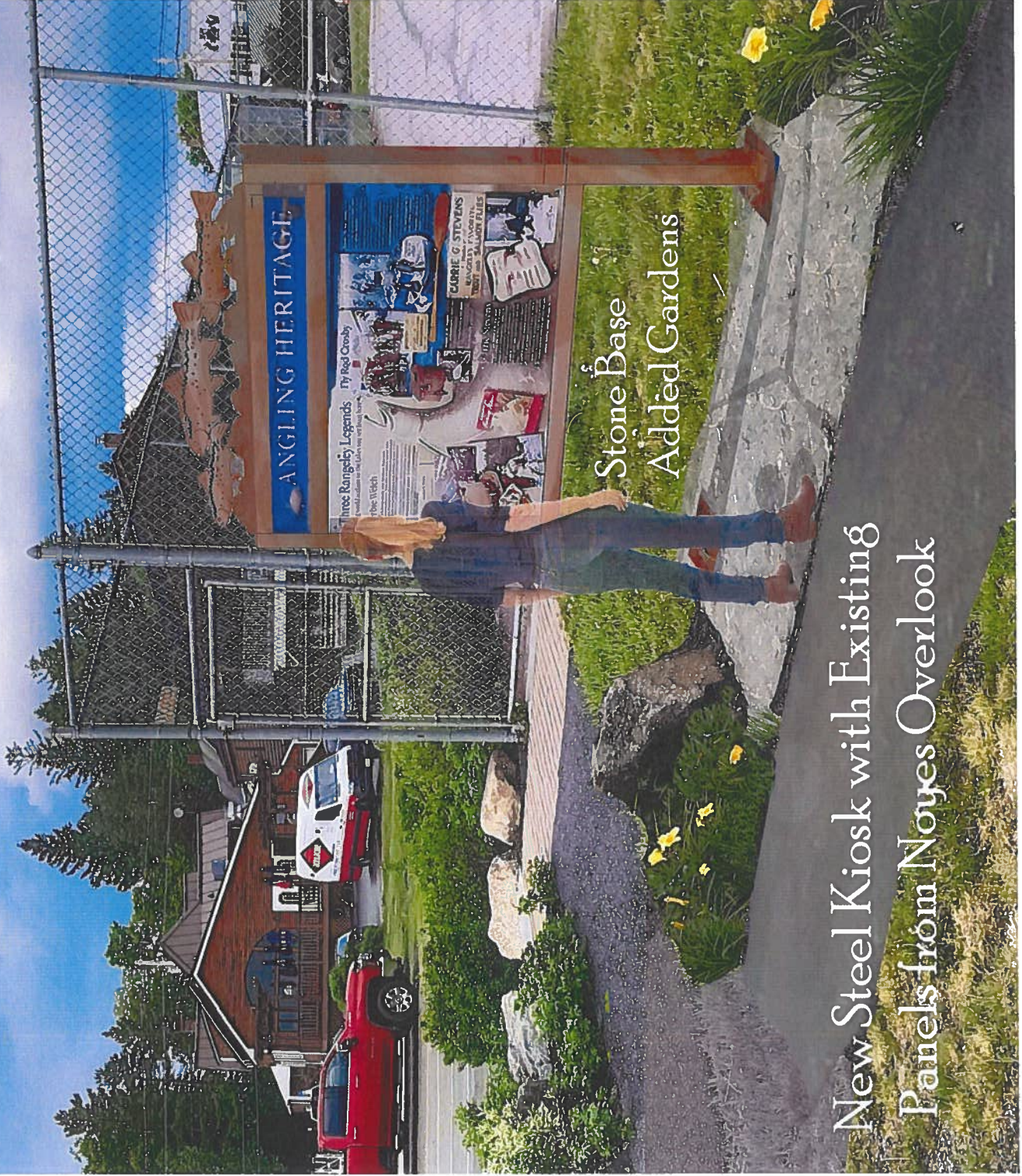
RANGELEY LAKES NATIONAL SCENIC BYWAY Outdoor Activities Map & Guide



Larger Scenic Byways Sign & Blown Up Byways Sign Example

- Key to Features**
- Scenic Byway
 - Scenic Road
 - Scenic Viewpoint
 - Scenic Overlook
 - Scenic Drive
 - Scenic Trail
 - Scenic Area
 - Scenic District
 - Scenic Corridor
 - Scenic Gateway
 - Scenic Entrance
 - Scenic Exit
 - Scenic End



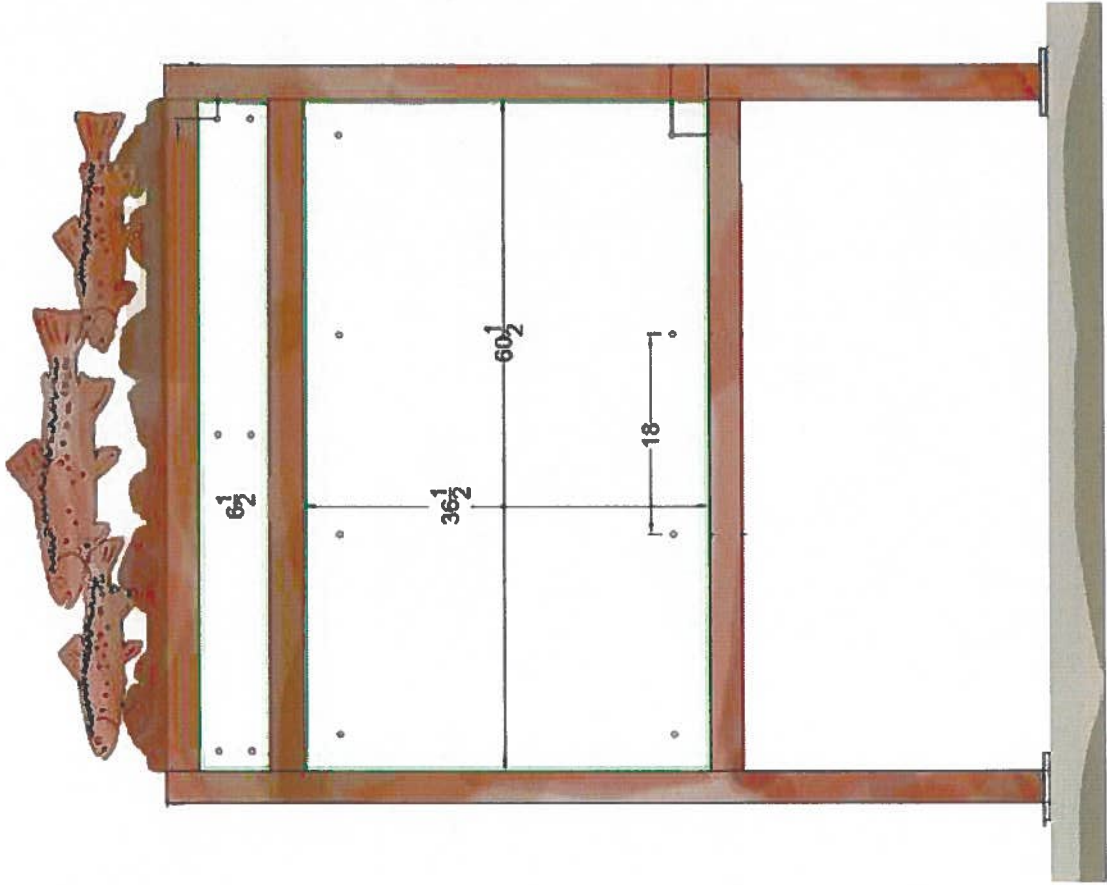


New Steel Kiosk with Existing Panels from Noyes Overlook

Angling Heritage Sign Idea



Angling Heritage Sign Frame Dimensions



Climate

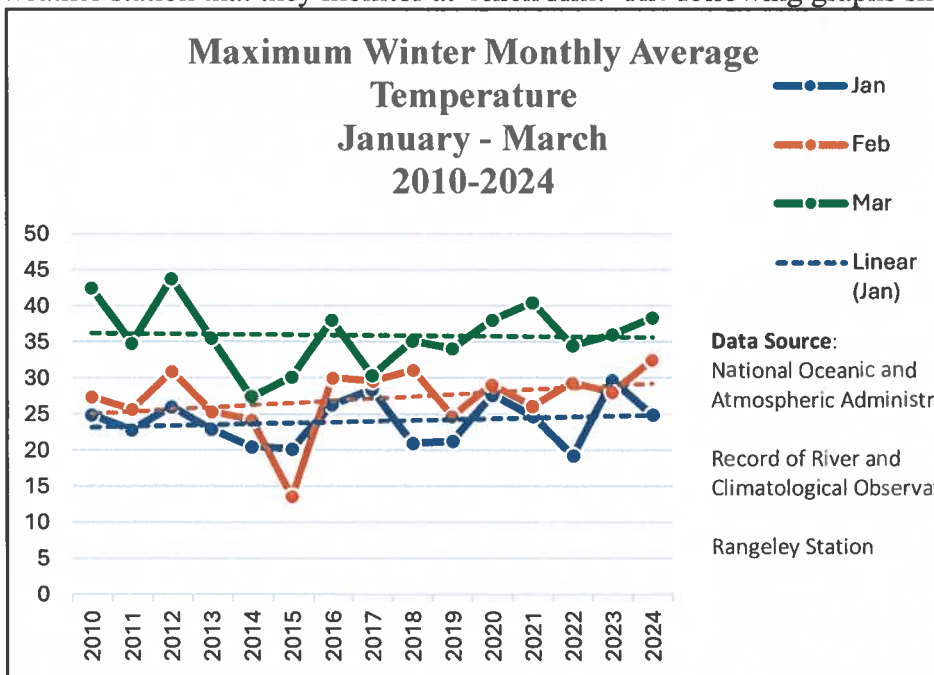
BACKGROUND

Sustaining Rangeley requires anticipating and adapting to new patterns of weather. Rangeley experienced the damage of extreme weather of wind, rain, snow and ice in December 2023 and again in January 2024 causing multiple road washouts, trees down, flooding, and wide-spread power outages. Statewide the cost of clean-up after that storm was \$90 million. Pests to people such as ticks and to trees such as spruce budworm create different problems. Winters with lower than usual snowfall have disrupted recreational activities.

To be prepared, an understanding of the most at risk buildings, infrastructure and places and taking action to make them more resilient is crucial. Acting to lower energy consumption as a community will save money in the short and long term. Insulating our buildings and houses, expanding villages so that walking can be a form of transportation, and investing in renewable energy sources and shifting heating and driving to electricity are a few ways that Rangeley can adapt to changes. To protect our natural resources, maintaining riparian buffers to keep waterways cold, preventing erosion and keeping phosphorus out of the waterbodies are necessary to protect the valuable and fragile natural resources of the area.

LOCAL WEATHER TRENDS

The National Oceanic and Atmospheric Administration (NOAA) maintains an automated weather station that they monitor at Chick Hill. The following graphs show maximum

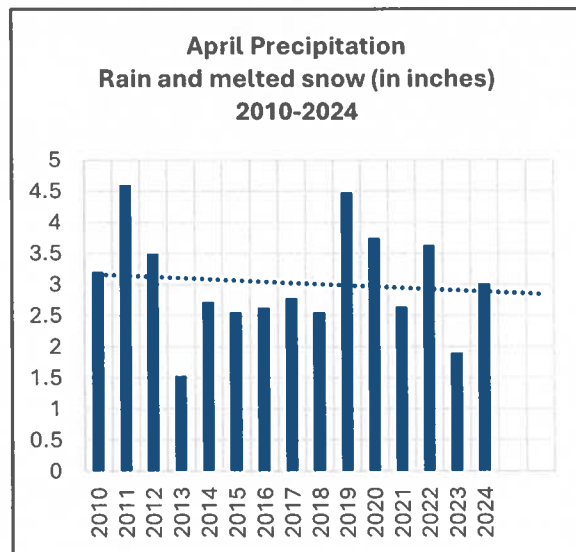
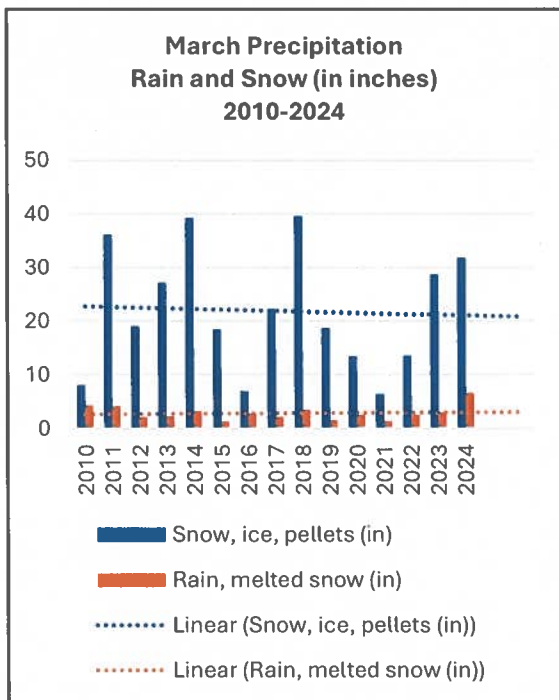
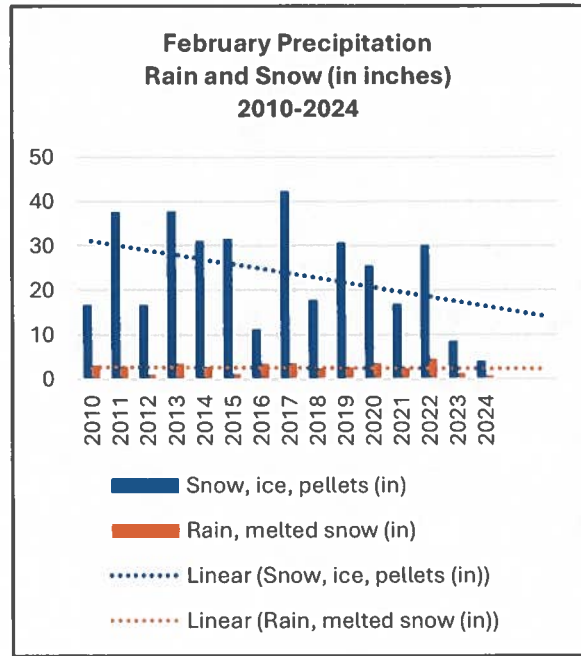
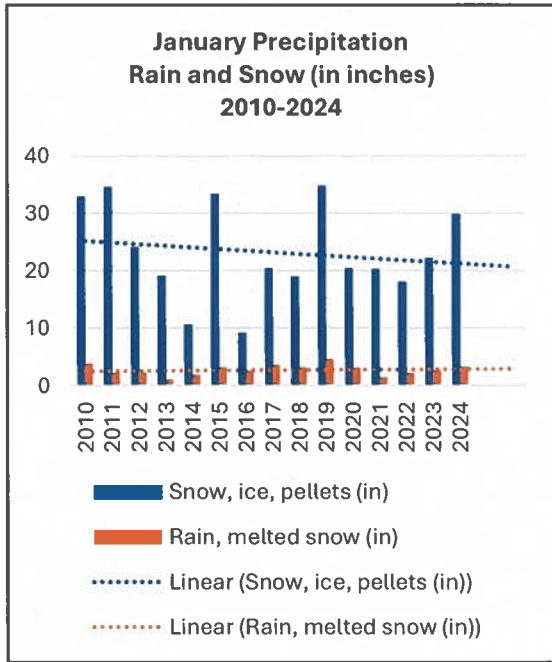


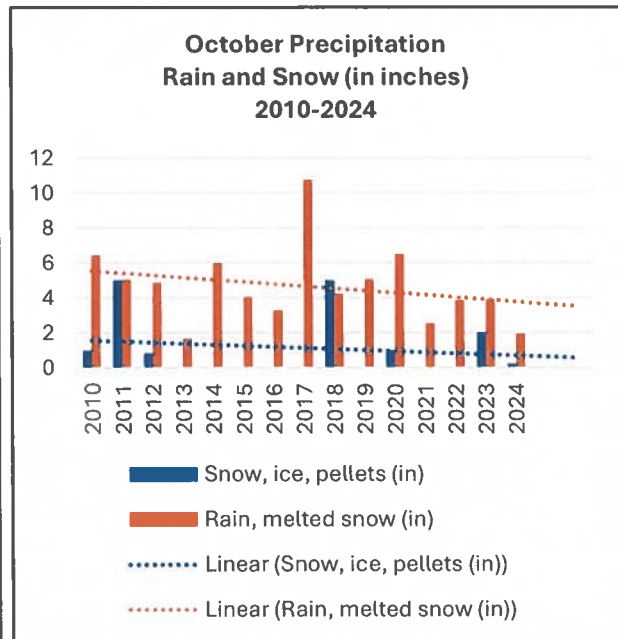
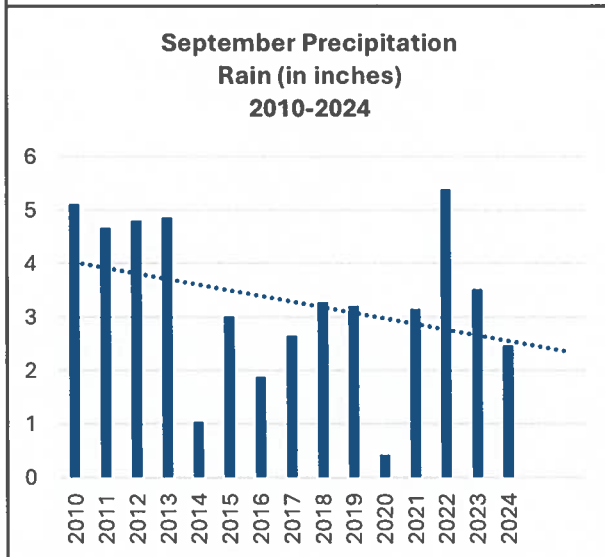
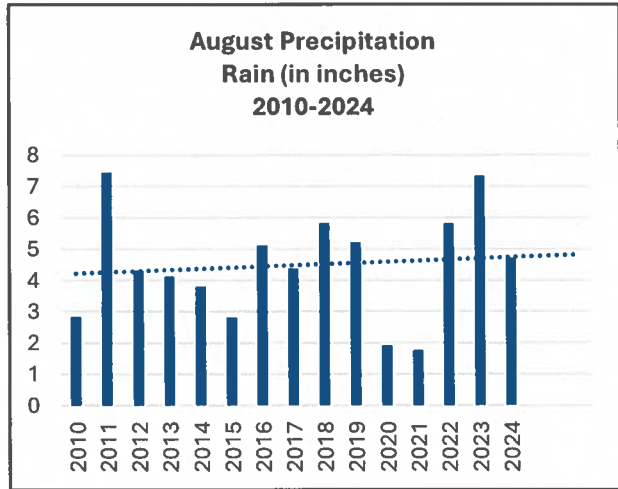
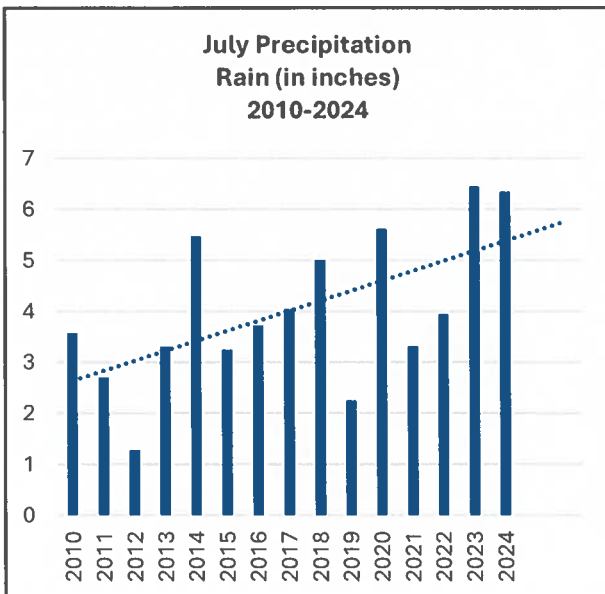
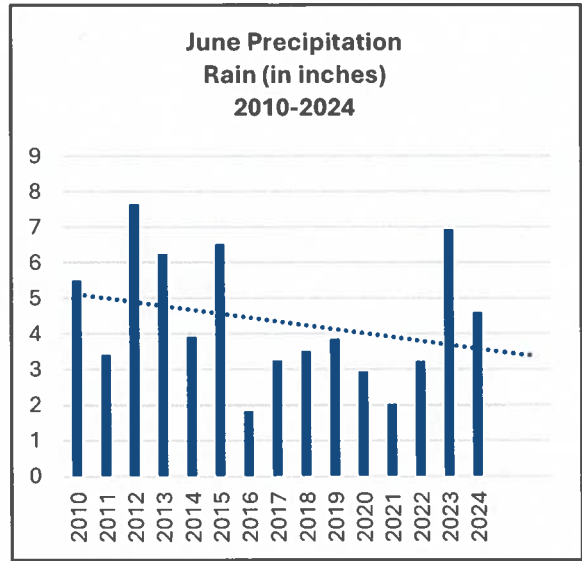
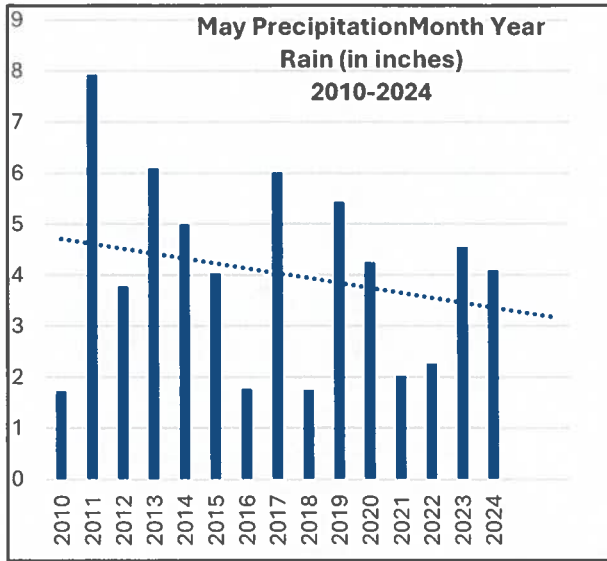
temperature and levels of precipitation from that local weather station.

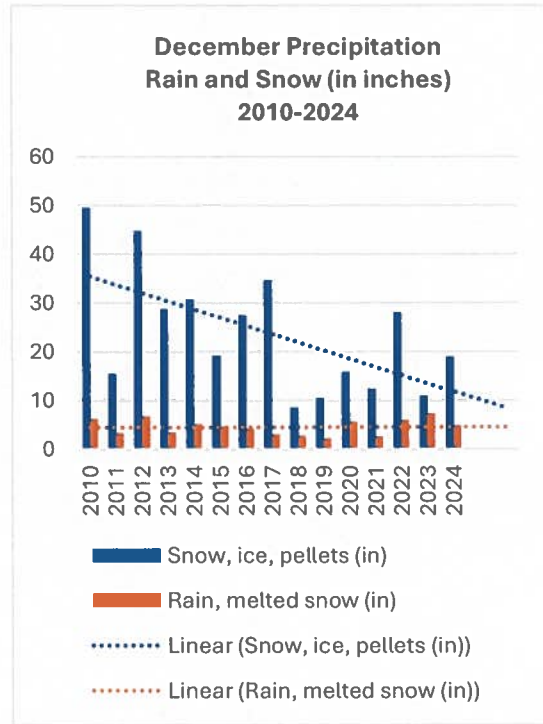
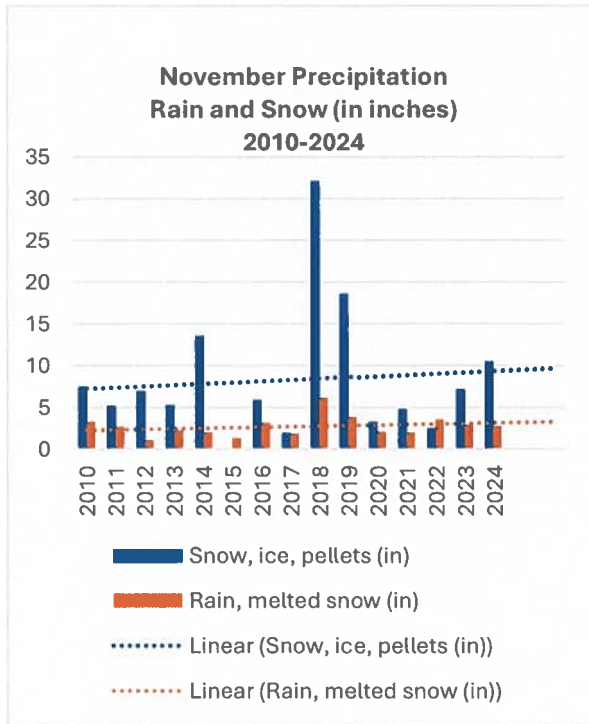
The data has been broken down into months of the year to be more manageable. Trend lines (dotted line) generated by Excel have been added to show how temperatures and precipitation may have changed over

the study time of 2010 – 2024.

The following charts show monthly precipitation between 2010 and 2024 in the form and snow, melted snow, and rain. The dotted lines are trend forecasts (shown when possible).







STATE INIATIVES

In June 2019, Governor Janet Mills signed LD 1679 into law to create the Maine Climate Council. In December 2020, the Maine Climate Council published Maine Won’t Wait, a four-year Climate Action Plan that outlines goals and strategies to prepare and be more resilient to the wether in Maine. Maine Won’t Wait is not regulatory and it identifies four major goals:

- Reduce Maine’s Greenhouse Gas Emissions,
- Strengthen Resilience to Climate Impacts,
- Create Jobs and Economic Prosperity, and
- Bring Climate Action to All Maine People

IMPROVING THE ENERGY EFFICIENCY OF BUILDINGS

Heating and cooling of residential and commercial buildings contribute 31 percent of Maine’s greenhouse gas emissions from fossil fuel combustion. Lowering these emissions and reducing energy costs will require modernizing our buildings to use cleaner energy, increasing energy efficiency, improving building efficiency with insulation and air sealing and encouraging the use of more sustainable building materials. This includes residential, commercial, industrial and town and non-profit buildings.

SHIFTING TO RENEWABLE ENERGY SOURCES

Many homes and buildings use wood for heating and that is likely to continue. However, electricity is still a significant part of the energy used in the region. More renewable energy resources, along with battery storage could give Rangeley some energy independence, create

good paying jobs, and keep energy dollars local rather than sending them directly out of town. It requires some upfront investment, but projects with the right level of payoff could be beneficial to the town in the long term.

PROTECTING NATURAL RESOURCES

Rangeley's abundant forests, lakes, streams, ponds, and local farms depend on vibrant natural ecosystems. These cherished natural and working lands and waters are at risk to climate change. The importance of healthy forests can't be overstated. They store carbon, provide habitat, keep the cold water cold, while providing abundant opportunities for recreation. As the climate changes, Maine's approach to natural and working lands and waters should emphasize restoration as well as protection, to reduce harm from climate impacts and sustain forest and forestry for generations to come.

IDENTIFYING VULNERABLE BUILDINGS, INFRASTRUCTURE AND PLACES

Identifying and strengthening critical vulnerable infrastructure are needed to proactively prepare for disasters. In 2022, the Town hired Wright-Pierce to conduct a Climate Adaptation Plan for the municipal wastewater treatment facility and collection systems. That study is included in Appendix C as a resource. That Plan prioritizes improvements to the system to avoid extreme weather damage that could result in raw sewage contaminating surrounding areas. Similar type studies to identify priorities would help the town become more resilient.

An important step to becoming more resilient is identifying opportunities to bolster existing buildings and infrastructure at risk of extreme weather damage and exploring ways for buildings and infrastructure to become more resilient through building codes and standards. A wide range of natural climate solutions can also add to a communities resiliency such as protecting natural wetlands that can hold and filter water, reducing impervious surface and increasing on-site infiltration with established low impact development strategies to name a few. Rangeley's remoteness was amplified during the January 2024 storm when all major routes to the town were washed out at some point. The more Rangeley can do to prepare and protect itself during extreme weather and result in a quicker and less costly the recovery time.

LOOKING INTO THE FUTURE

Rangeley has experienced the destruction of extreme weather on a few occasions. More of these incidences are likely and Rangeley will prepare for a more resilient future. Looking forward the following actions are proposed:

- a. decrease the towns dependence on fossil fuels;
- b. explore opportunities to shift to clean, renewable energy resources;
- c. identify buildings, infrastructure and places that are most at risk of damage during an extreme weather event;
- d. develop regulations where needed to increase natural ways to improve resilience and to protect new and existing construction from damage due to extreme weather;
- e. cooperate with neighboring communities and regional/local advocacy groups as appropriate to improve resiliency;

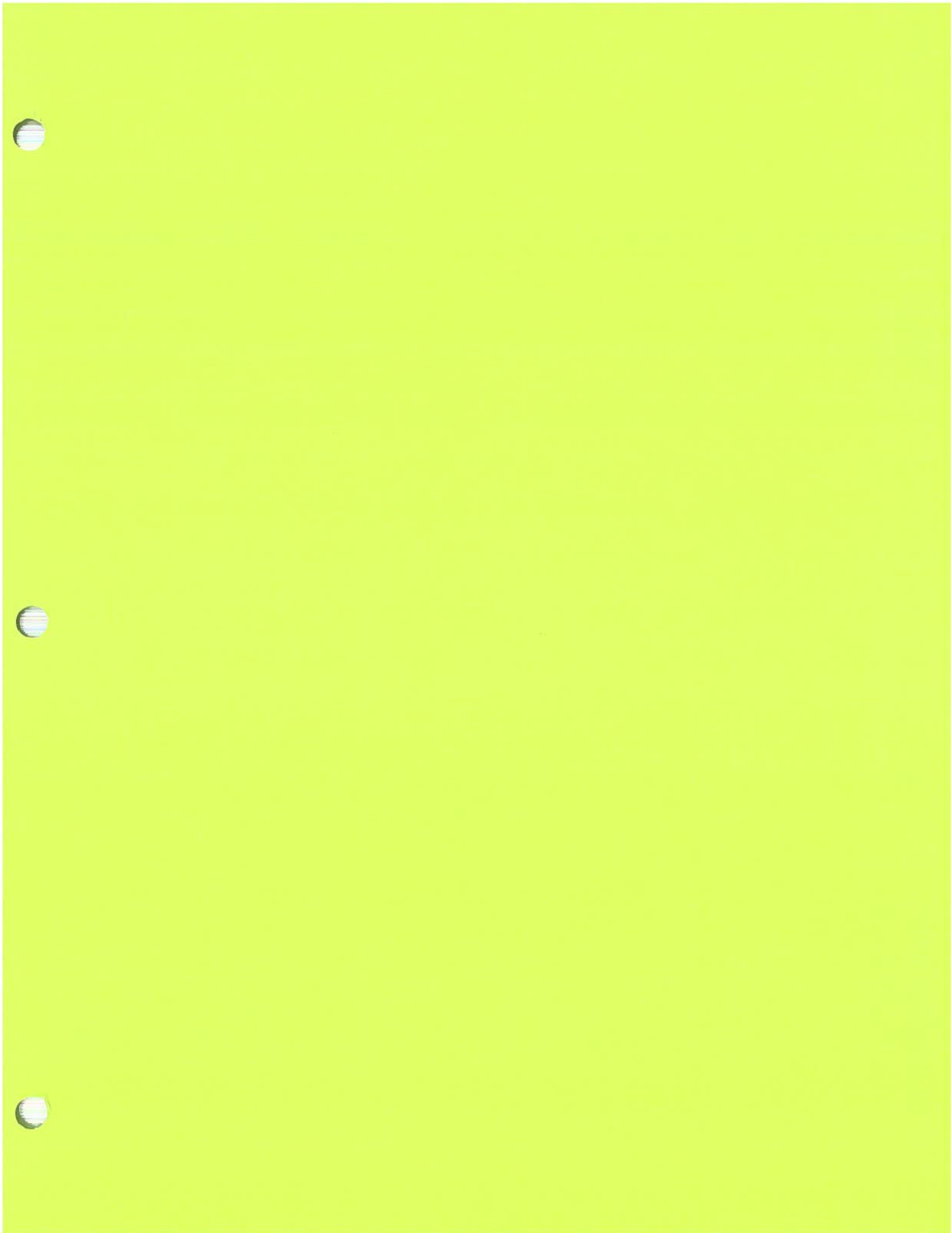
f. coordinate with regional and state resource agencies and organizations as appropriate;

Climate

Goals:

1. To reduce dependence on fossil fuels, to increase use of renewable energy and to improve resiliency from extreme weather

Goals met	Ideas to consider	
	1. Consider conducting energy audits on all public buildings:	
	2. Consider working with businesses and residences to decrease energy consumption by doing a bulk purchase of energy audits and subsequent energy reducing projects.	
	3. Conduct a renewable energy feasibility study for town-owned buildings, includes shifting municipal energy use to a renewable source when possible and to construct renewable energy systems such as solar, geothermal and wind.	
	4. Consider coordinating a bulk purchase of renewable energy resources such as solar, geo-thermal or wind for homeowners and businesses.	
	5. Conduct a vulnerability study of places, buildings, and infrastructure at risk of extreme weather.	
	6. Participate in regional efforts to improve energy efficiency and expand renewable energy resources.	
	7. Continue to educate residents with ways to prepare and to respond to extreme weather events.	



Housing

Background Information

Consistently, Rangeley residents and business owners have reported that the shortage of housing is the Town's biggest challenge. *Apartment buildings were voted as the most needed type of housing at a public meeting in January 2024. In Rangeley in 2022, 50% of households owned their home. Statewide, the homeownership rate is 75%, and nationally the rate is 65%, all during the same time period.*

Data Used

Much of the data used for this section is from the American Community Survey (ACS) 2009 and 2023. The ASC is a yearly survey conducted by the U.S. Census Bureau that collects data on the country's social, economic, housing, and demographic characteristics. The ACS randomly selects about 3.5 million addresses each year to respond to the survey. This data is used to inform people how federal funds are distributed for projects such as roads, schools, childcare and hospitals. The data is categorized according to zip code.

Rangeley has two zip codes, 04964 which is Oquossoc Village and Plantations and unorganized territories to the west; and 04970 which includes Rangeley village and some of the surrounding Plantations. The 2022 ACS data is from zip code 04970. It is assumed that the 2009 data is also zip code 04970; however, that has not been confirmed to be true. Different sources have shown different maps of the two different zip codes. The maps below show the difference between zip code 04970 and the Town of Rangeley.



Zip 04970 Source: unitedstateszipcodes.org Town of Rangeley Source: Google maps

Data from the Town of Rangeley is generated around the geographical bounds of the town and does not include any of the Plantations.

Despite these discrepancies, the data in the document is valuable, but they need to be read and interpreted only as estimates of past and current conditions.

Housing Characteristics

Rangeley’s housing stock is comprised of year-round homes and second homes. According to the 2023 American Community Survey, Rangeley has a homeownership rate of 66.2% compared to the Franklin County with a rate of 77%. Year-round homes are dwellings which are occupied on a year-round basis while second homes are not occupied year-round. The same data reports that 608 of the units in Rangeley are occupied year-round, while 1,147 of the units are not occupied year-round. In 2022, 10% of the unoccupied houses were for sale. Some second homes are rented when not being used by the owner. Second homes range from seasonal camps and cottages not suited for year- round occupancy to large homes that are suitable for year-round occupancy.

Building Type

Building permit information maintained by the Town of Rangeley indicates a much greater increase in the number of new housing units from 2020-2024. During that time period building permits were issued for 127 new single-family homes, 40 additional bedroom/ADUs, and 9 duplexes. The majority of the building permits were issued for second homes that will not be used year-round but are constructed to allow year-round occupancy. Some older second homes have been upgraded for year-round occupancy.

Residential Building Permits Issued				
<i>Year</i>	<i>Single Family</i>	<i>Duplex # Units</i>	<i>Multi Family # /Units</i>	<i>Total Dwelling Units</i>
2000	26	-	-	26
2008	5	1/2	1/3	10
2010	7	2/4	-	11
2017	7	0	0	7
2018	9	0	0	9
2019	7	0	0	7
2020	22	0	0	22
2021	47	2	0	51
2022	29	1	0	31
2023	29 + 11 addt'l bedrooms/	4	0	33

	ADU			
2024	57 + 29 addt'l Bedrooms /ADU	2	0	59

Source: Town of Rangeley, Code Enforcement Department

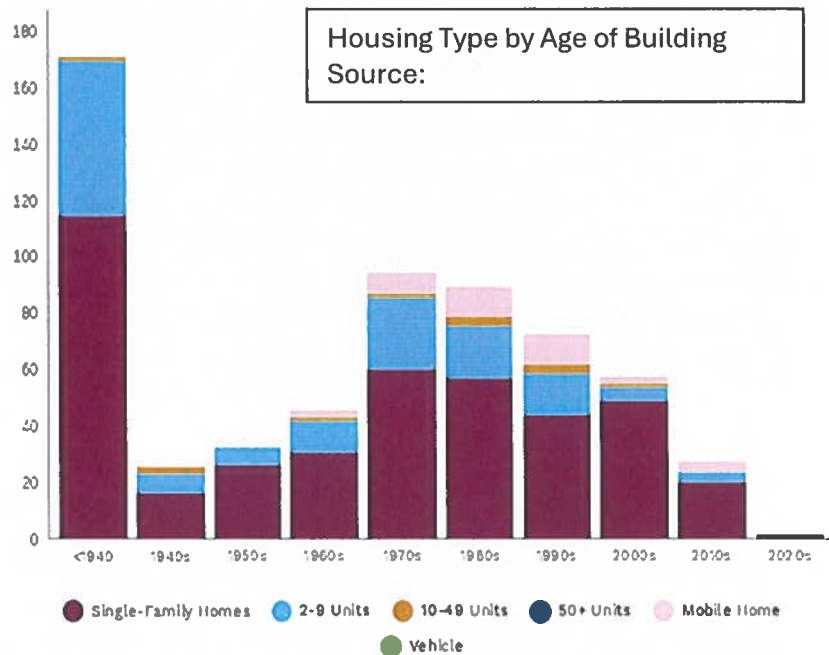
ADU: Accessory Dwelling Unit that is 50% or less than the square footage of the site's primary dwelling

Owner/Renter Patterns

According to the 2023 American Community Survey, the median rental rate in Rangeley was \$674/month (±127) compared to \$759/month (±93) in Franklin Co.

Housing Age by type

One indicator of the overall physical condition of a community's housing stock can be its age. However, caution must be exercised when age is considered as an indicator of physical condition. Many of Rangeley's older homes are in excellent condition and are assets to the community. Sixty percent of occupied housing units were constructed prior to 1970. For renter occupied units, 82% were constructed prior to 1970.



Housing Assistance Programs

Information provided by the Maine State Housing Authority indicates that there are three federally- assisted multi-family housing developments in Rangeley. The majority are low-income elderly and people with disabilities projects. They represent 38 units. There are also eight low-income family units and four vouchers serving renters in private apartments. The management companies of these projects report that at any given time, there might be

individuals or families on the waiting list.

Federally assisted Multi-family Housing Development			
<i>Project Name</i>	<i>Management Company</i>	<i>Total Units</i>	
		<i>Elderly</i>	<i>Family</i>
Rangeley Town House	C&R Realty Management	22 (1,2BR)	
Rangeley Elderly	Labreque Property Corp	16 (1,2BR)	
Saddleback View	Labreque Property Corp		8 (3,4 BR)
Source: Maine State Housing Authority			

Housing Costs/Workforce Housing

It is important for towns to have a mix of housing types and cost ranges, and for towns dependent on tourism that includes a supply of temporary housing. Having housing that is affordable goes hand-in-hand with economic growth. Workers needed by all businesses, often need housing they can afford that is well maintained and energy efficient. Without it, enough workers may not be available, and municipal employees may not be able to live in the community (see Economy section).

Affordable/workforce housing means different things to different people. Standardizing the definition is necessary if policies are going to be developed to promote certain types of housing. The Department of Housing and Urban Development (HUD) tracks income levels throughout the country and periodically updates the income levels for a region based on the area median income (AMI). The AMI is the midpoint of the household income for a specific geographical area. The incomes are updated periodically. The incomes are based on the size of the family. HUD classifies income levels as follows:

2024 AMI for Franklin County for a family of 4 was \$80,500. Other income levels are determined based on a percentage of the AMI.

- Very Low Income (50% of AMI)
- Low Income (up to 80% of AMI)
- Median Income (100% of AMI)

State law (30-A, §5002) defines uses the following definitions:

Affordable housing: a safe, decent, and sanitary dwellings, apartments or other living accommodations for low-income and moderate-income households for a household with an income that is no more than 120% of the median income for the area and the household spends no more than 30% of its income on housing-related costs. This includes mortgage or rent, utilities, taxes, insurance, and maintenance

Workforce housing is somewhat of a new term in the planning and housing community. It

can mean almost any type of housing that is affordable to members of the workforce including but not limited to teachers, office workers, service workers, police officers and the like. Workforce housing is affordable, generally either single-family or two-family dwellings. They are located in or near employment opportunities rather than in distant locations. The Town can develop its own definition for workforce housing if local programs are developed. In 2024, the Town entered a credit enhancement agreement with a private firm that intends to develop 26 attainable/workforce rental housing units on Cross Street.

Based on information obtained from the Maine State Housing Authority, the gap between median priced homes in Rangeley and the median income family has grown substantially over the last few years making homeownership out of reach for many families. Affordability is measured by an affordability index. An index greater than one means that the median value home is affordable to median income households; an index of 0 means that the median home value is unaffordable for median income households. Between 2018 and 2022 the affordability index has sunk from 0.63 to 0.44 in Rangeley.

Note: While the affordability index points to a serious affordable/workforce housing problem in Rangeley it is somewhat exaggerated because the medium home price includes all homes sold including very high priced second homes. However, residents and business owners consistently report that housing is unattainable for many families.

Rangeley - Affordability Index For Those at Median Income					
Year	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
2004	0.58	\$185,000	\$36,410	\$63,130	\$106,690
2008	0.57	\$220,000	\$43,580	\$74,200	\$126,250
2018	.63	\$250,000	\$46,348	\$73,032	\$158,657
2023	.46	\$430,000	\$70,261	\$153,784	\$196,459
Source: Maine State Housing Authority					

Rangeley needs a variety of affordable housing types, rental, homeownership, temporary and permanent, new construction, and rehabilitation and retrofitting of existing units. Given the gap between median income and home prices, subsidies will most likely be necessary to bridge the gap. Subsidies could be in the form of grants from a variety of sources such as the Maine State Housing Authority and the Northern Border Regional Commission, private donation and so on.

The Future Land Use Plan shows areas with the Residential District that are currently served by public water and sewer that could accommodate higher levels of development. Allowing higher density by right, may result in more units but not necessarily units that are “affordable” for those meeting the income definition of “affordable” or “workforce”. But the town can add provisions that allow the higher density only for units of a certain type and/or price point and that the price point stays affordable over the long run while still allowing an owner the ability to keep some of the appreciation of the value. There are a variety of ways

to achieve these goals through Ordinance amendments and oversight by the Town, Housing Authority, or a non-profit dedicated to providing and preserving housing affordability.

Another way to get more affordable housing and to preserve open space is through a, a transfer of development rights (TDR) This is when development rights from a rural property are traded for higher density in the downtown area, could be a cooperative effort between the town and the Rangeley Lake Heritage Trust. Any programs that depend on public and/or non-profit financial support require constant oversight to ensure eligibility criteria are met, grants are written and administered properly. A Community Land Trust owns the land that houses are built on. The homeowner owns their house, the land is owned in common by the Trust. This removes the land cost of new construction, bringing the price down. A non-profit organization like a housing authority could advance affordability efforts. Western Maine Mountain Housing, centered in Carrabasset Valley is an existing organization that could expand its reach to Rangeley.

An adequate supply of higher-end housing is also important. Without a strong supply of higher end housing, more affluent newcomers can overbid for an existing house making it unavailable to a more moderate-income family. Likewise, in this market, home builders are enjoying much higher profit margins. Therefore, without a subsidy or control of some sort, new affordable housing options will be small or non-existent.

Clustering allows for the same number of lots but smaller sizes so that open space can be preserved. Reduced lot frontage and setback requirements allow for shorter roads and less impervious surface which, in turn, reduces stormwater management and phosphorous loading treatments. The Town has clustering provisions in the Zoning Ordinance that five subdivisions have used. To encourage more use of the option, the town could consider a review of the cluster provisions to be sure that they are density neutral and possibly provide an incentive for higher density.

The 123 lot Rangeley North Subdivision approved in 2009 includes an affordable housing component. The town has not enacted any ordinances that either encourages or discourages affordable /workforce housing development.

Looking Forward

As Rangeley's current in-migration population grows, the creation of new jobs and businesses and expanding and maintaining the existing economic base all hinge on having enough housing that is affordable for those working in town. Housing therefore, is the highest priority to address. To be effective, it will require a wide variety of solutions. For example,

- Removing barriers in the zoning ordinance to allow higher densities and a wide variety of housing types.
- Creating Planning Board permit review process that protects natural resources and is efficient

- Seeking grants and other funding sources to subsidize housing costs
- Establishing Affordable Housing TIFs to lower the cost of homeownership.
- Creating incentives in areas served by public water and sewer to create more housing units that are affordable for people living and/or working in Rangeley.

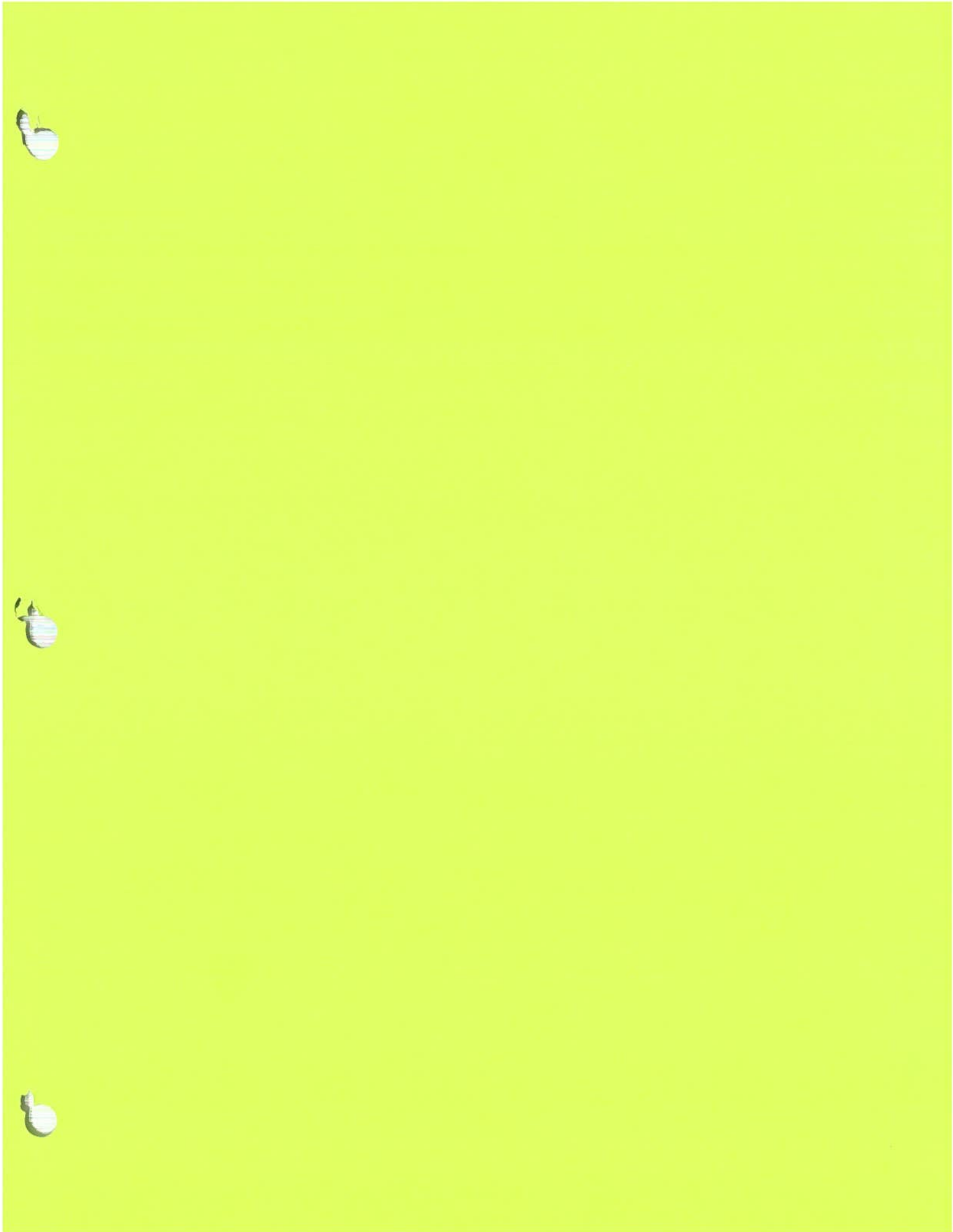
Housing

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

1. Encouraging and promoting adequate workforce housing to support the community's and region's economic development,
2. Ensuring that land use controls encourage the development of quality affordable/workforce housing, including rental housing,
3. Seeking to achieve that at least 10% of all newly constructed/placed primary residences during the next decade be affordable,
4. Encourage and support the efforts of regional housing coalitions/organizations addressing affordable and workforce housing needs

Goals met	Ideas to consider	Lead entity
1,2	<p>1. Consider updating amendments to land use ordinances as applicable:</p> <ol style="list-style-type: none"> a. Review the space and bulk standards in all Districts and make amendments as needed. In reviewing these standards consider elements such as the setbacks in adjacent districts, the existing setbacks especially of buildings that pre-date zoning. b. Provide density bonuses in the Village and Residential Districts as incentives for the development of affordable/workforce housing. c. Allow the development of smaller houses (rental and home ownership), (houses less than 1.200 sf) in more dense developments (similar to the requirements for mobile home parks) in areas connected to public water and sewer, to increase affordable employee housing. d. allow the conversions of single-family dwellings to multiple units provided that the exterior characteristics of a single-family home are retained and building, sewerage disposal, and parking requirements are met, e. allow commercial and residential uses on the same lot without having to have a larger lot provided the lot is connected to public sewer and is large enough to accommodate the necessary parking, utilities, stormwater management etc., f. cap the number of units in a multi-family building at 6, and remove the need for larger lot when the number of units goes over 3 provided the building is connected to public sewer as an incentive to provide more employee housing, g. expand the definition of types of housing such as dorm housing, seasonal outdoor living – with a proper sanitary system, showers and cooking areas are available when connected to public sewer, h. allow boarding houses to provide meals if desired and/or to provide shared cooking areas when connected to public sewer, i. Allow density bonuses for subdivisions that have provisions to preserve affordability 	Staff, PB

	<ul style="list-style-type: none"> j. Remove housing restrictions that aren't enforceable such as, the min or max amount of time a unit can be rented. k. Review the existing clustered development standards (CH38.9.7) and adjust as appropriate to encourage more subdivisions to be developed as a cluster. Consider allowing higher density for housing units that meet the price point of affordable for the median income household. l. Limiting short term rentals in the Village districts of Rangeley and Oquossoc as these areas have historically proven to be the most affordable homes for year-round residents and first-time homebuyers. m. Adopting the LUPC rules regarding short-term rentals. 	
	<p>2.Consider creating or join (Western Maine Mountain Housing) to facilitate the development of different types of housing by:</p> <ul style="list-style-type: none"> a. Overseeing existing housing units, verifying income requirements are met, b. Writing grants to help subsidize housing, c. Staying current with state housing initiatives such as; the Rural Affordable Housing Rental Program, Low-income tax credits, Affordable Homeownership Program, d. Working with the town to develop and manage affordable housing TIFs e. Developing a "homesharing" program, work with non-profit funding institutions such as the Genesis Fund 	
	<p>3.Consider creating an expedited review process for new housing developments provided certain requirements are met such as:</p> <ul style="list-style-type: none"> a. expanding staff approval authority for: <ul style="list-style-type: none"> 1) smaller projects, 2) projects that are connected to the public sewer system, 3) projects that are built by contractors that are educated in proper construction practices to minimize soil erosion and phosphorous loading, 4) projects that will be inspected by a civil engineer trained in best management practices to minimize soil erosion and phosphorus loading, 5) meet all building and life safety codes, and local zoning regulations 	



ECONOMY

Reference Maps included Appendix A

1. Agricultural Resources

REGIONAL ECONOMY

In previous Comprehensive Plans, the Regional Economy was identified by the Farmington Labor Market Area (LMA). While this information is interesting, it fails to address the remote nature of our region in terms of transportation and ready access to labor as well as goods and services. Significant public input emphasized the desire to examine our regional economy on a closer regional level, due to considerable growth in new residential construction. Therefore, this Plan is focused on the Rangeley Region and the Western Mountain Region.

Rangeley and the surrounding Plantations share a unique economy due to the remote, mountainous nature of the region's location. This is a boon to protecting our natural resources and a challenge to our regional economy – both due to the impact of isolation. The region's impressive natural features - lakes, ponds, rivers and mountains – has kept long-time Rangeley families living in Rangeley for generations, and attracts new residents, visitors and outdoor enthusiasts throughout the year. The northern portion of Franklin County is primarily dependent upon tourism, recreation, building services and forestry for employment.

Since 2020, the region's economy has seen significant change. First, the reopening of Saddleback Mountain in Sandy River Plantation has brought more winter visitors and has plans to expand to a 10-month resort. Second, the region saw an increase in year-round residents trying to avoid urban COVID-19 restrictions. And third, was the installation of high-speed Internet in much of the region, allowing residents and visitors the opportunity to work remotely. All of these impacts provided new opportunities to visit the region and made it easier for visitors to prolong their stays.

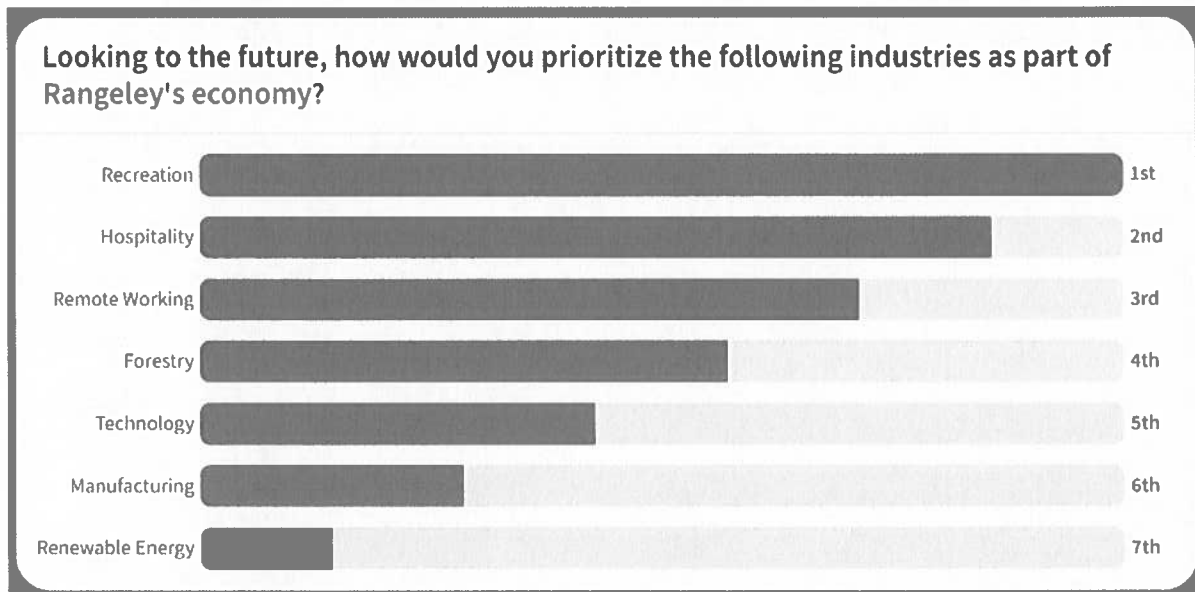
The combined impact of these changes has had a positive economic effect on Rangeley.. Most notably, according to data from Maine Revenue Services, taxable sales income in 2019 and 2023 for the building industry has more than doubled, and the restaurant and lodging industry had a 78% increase. And, in those same two years, the average weekly wage in the region has gone up 42% (note: during this time, the state minimum wage increased by 25%).

LOCAL ECONOMY

In the settlement days of Rangeley, farming and lumbering were the mainstays of income for local residents and the local economy. A grist mill and a lumber mill were built to serve the community. Around 1840, the large size of the local brook trout was noted and was the start of a visitor/outdoor recreation industry. Today, local jobs and businesses are predominantly dependent on the recreation/visitor industry, the building industry and forestry and to a lesser, but important extent, agriculture. While no actual data exists, it is believed that remote working since the installation of high-speed internet is a new economic driver with salaries earned in other places being spent in Rangeley businesses.

Rangeley is a Specialized Service Center in Maine and serves as the economic, educational, recreational, and cultural center for the Region. As well as providing convenience goods and services to meet the day-to-day needs of the year-round residents and visitors to the region. According to Federal NAICS data and a localized count, in 2024 Rangeley had 120 businesses in town, many of which offer multiple services.

Rangeley Village, and to a lesser extent, Oquossoc Village are the retail and service centers of the Region. Both villages have been the center of community discussion for revitalization. The 2019 Downtown Revitalization Plan offers recommendations for both Villages. Implementation of the Plan is ongoing. A meeting was held on June 25, 2024, in Oquossoc Village. The results of that meeting are included in Appendix B – Public Input. That report can provide guidance when determining the most effective infrastructure to invest in.



Source: Rangeley Visioning meeting 1-30-2024, using Poll Everywhere software

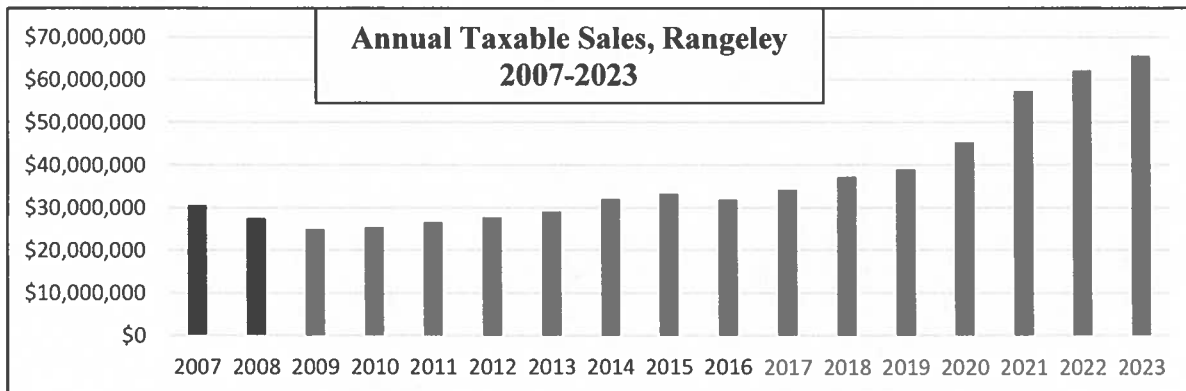
Since 2019, Many of Rangeley business and shop owners have improved their facades and buildings and new businesses have opened. That trend is expected to continue.

At a town wide meeting in January 2024, those present expect the economy to grow as shown in this chart. For more details, see the full report in Appendix B.

At a follow-up meeting in Oquossoc in June, those attending agreed unanimously that tourism and housing continue to be very important to the town. For more details, see the report in Appendix B.

The chart below shows total annual consumer sales tax revenue generated in Rangeley Consumer sales include building supplies, food stores, general merchandise, other retail, auto, restaurant, and lodging. The totals show steady increases, even during the COVID years. In December 2020, Saddleback Mountain re-opened, most likely a big part of the increase between 2020 and 2021.

According to Maine Revenue Services, restaurants and lodging consistently account for the largest portion of total consumer sales, with a 176.6% increase over 2010. Overall taxable sales in 2023 was 177.1% more than it was in 2010, a significant increase.



Source: MDAFS Maine Revenue Service

Over the 10-year planning period Rangeley's economy is expected to continue to be based on visitation and second home associated activities. To maintain and further expand this economic base there needs to be an identification of community priorities and the maintenance of those things that attract second homeowners and visitors. Localized services will be increasingly important to Rangeley as the year-round population expands and the community, many of which are retired, desire the convenience of close access to health care, pharmacy, recreation and varied retail options. Local services may include businesses such as a car wash, pharmacy, redemption center, food store, and construction materials including a local cement plant.

As needs and wants for goods and services change over time, having zoning land use definitions that are broad - provided certain standards are met - can allow the town to stay nimble and meet evolving trends. Additionally, as development and redevelopment occurs, regulations ensure appropriateness with regard to architectural, environmental, utilities, site design and so forth, is a way to grow and expand while protecting and honoring what is important to the community.

LABOR FORCE

Average Annual Labor Force Town of Rangeley 1994 -2021		
	Labor Force	Unemployment
1994	556	10.8%
2007	524	7.4%
2010	580	12.3%
2021	631	3.2%

Source: Maine Department of Labor

According to the US Census, in 2021, it was estimated that 631 workers were employed in Rangeley. Of that total, 224 lived and worked in Rangeley, the remaining 407 workers lived outside of Rangeley. Another 198 Rangeley residents work as far as Portland and Bangor. Close to 30% of the Rangeley workforce live more than 50 miles away. As a comparison, in 2010, approximately 50 % of Rangeley's labor force traveled less than 10 minutes to work.

Rangeley's unemployment rate has been decreasing over the years as shown in the chart below. Businesses and organizations consistently report the need for more workers. That trend is expected to continue as Saddleback works to become more of a 4-season resort.

Rangeley's economy reacted to post-COVID and the re-opening of Saddleback positively. According to the Maine Center for Workforce Research, total wages paid by Rangeley area businesses shows an 88% increase in wages paid 2019(\$17,547,426) over 2023(\$32,945,113), with the biggest gain in the construction industry. In the same period of 2019-2023, the state minimum wage increase from \$11 dollars/hr to \$13.80 dollars/hr. These numbers do not reflect wages paid to Rangeley workers that work outside of Rangeley and remote workers. For more information visit the Maine Center for Workforce Research at <https://www.maine.gov/labor/cwri/data.html>.

In 2021, according to the US Census, sixty-two percent of workers in Rangeley are within 10 miles of their job. And thirty percent are more than 50 miles away from their job with some driving as far as Portland and South Portland and Bangor. The remainder fall in between 10 miles and 50 miles.

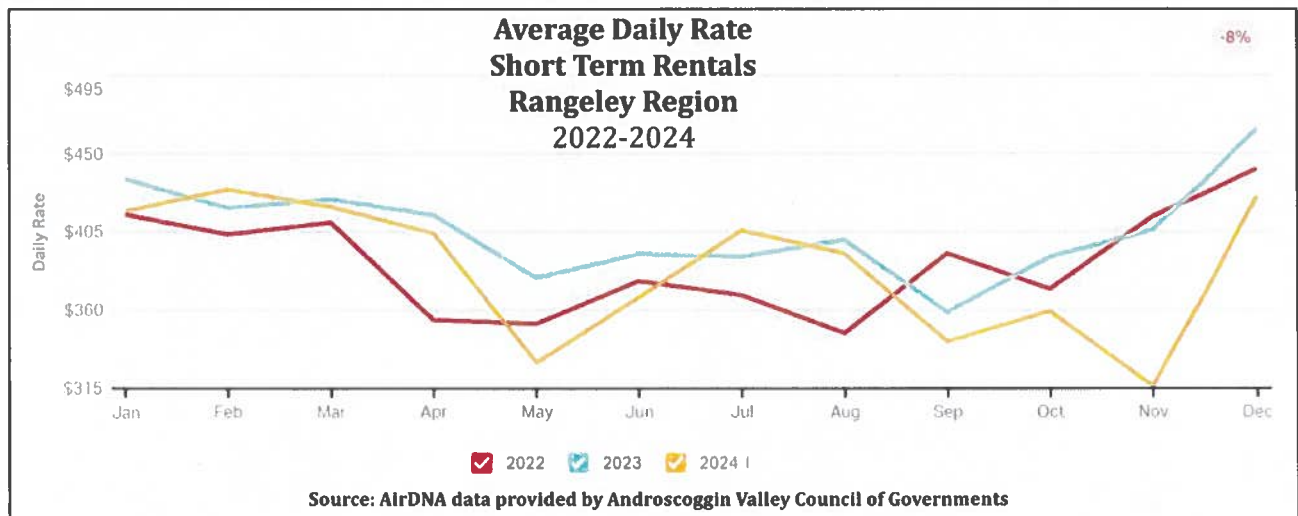
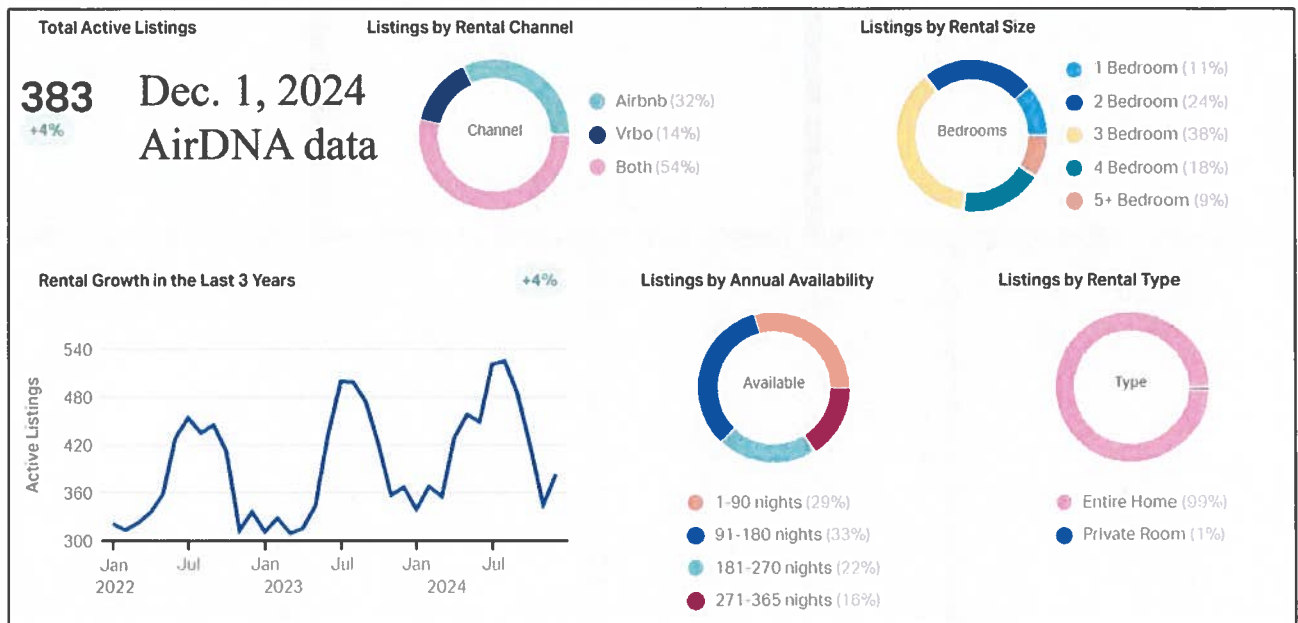
Rangeley does have a significant number of retired people. Many don't want to work full-time but might be willing to work on an as-needed basis. For example, if an employee gets sick, or if a higher than usual number of visitors are in town, or if a business is busier during certain times. It was suggested that a pool of able-bodied but not working individuals could fill in gaps of worker shortages. One example is that the town and/or the Chamber could work to put businesses with workers. The businesses would train the workers and agree on a rate of pay. Then when they need someone to fill in on a temporary basis, they have staff.

VISITOR LODGING

Rangeley has a variety of lodging options available, including motels, hotels, Bed and Breakfast Inns, lodging houses, lakeside cabin rentals, and time share units. These units are required to be licensed by the Maine Dept of Health and Human Services (DHHS), Division of Environmental and Community Health (DECH) pursuant to 22 MRSA§2501. Within the Town of Rangeley, DECH reported there are 2 campgrounds, with a total of 37 sites, Rangeley lake State Park (partly in Rangeley, partly in Rangeley Plantation) has 50 single sites and 2 group sites, there are two Bed and Breakfast Establishments with a total of 9 rooms, and there are seven lodging establishments with single rooms for a total of 194 rooms, four of these businesses also serve food, one time-share development of 43 log cabins, and one facility with 14 log cabins available for rent.

Short-term rentals (STR) in the region have been providing a different option for visitor housing.

Whether STRs such as Airbnb and VRBO will continue to grow is unknown. AVCOG uses AirDNA software to track STR active listing, their locations, average rental and so on.



Source: AirDNA data 2022-2024, provided by Androscoggin Valley Council of Governments

While the Land Use Planning Commission (LUPC) doesn't have authority in Rangeley, the surrounding Plantations are regulated by the LUPC. On December 11, 2024, the LUPC Commissioners decided to draft rules that would require a one-time only no-fee notice for short term rentals operating within the Commission's area. An automated online system is expected. Contact information will be required. Those rules are expected to be ready in 2025.

Morton and Furbish also manages rental units for owners when they are not using the unit. While the number of units fluctuates, they usually have approximately 250 units available for rent within the Rangeley region.

The adjacent list is a summary of the various types of lodging that are available in Rangeley. This doesn't include units that are offered for rent by the owner and it doesn't represent seasonal and yearly fluctuation of short-term rental. It is intended to provide a baseline for the approximate number and types of lodging that is available.

Type of lodging	# of units
Campgrounds	89 sites
Bed & Breakfast Inns	1 w (4) rooms 1 w (5) rooms
Time-share log cabins	43
Rental log cabins	14
Single rooms	194
Short-term rentals (AirDNA)	383

MIXED USE

Business owners consistently note the need for more housing to attract new employees. Housing needs include seasonal, long-term, and permanent housing, rental units and homeownership, all at prices that the employees can afford. Some employers have started providing their own housing by purchasing properties and building new units to meet their demand; however, not all employers are able to do that.

Available and affordable childcare is another obstacle to getting more workers into the workforce. A new childcare facility with the capacity to care for approximately 70 children is under construction. The facility will offer subsidies for care for income qualified families and will also provide an extra stipend for childcare workers. The facility will also provide weekend and evening care to meet the needs of a visitor-oriented community.

Zoning regulations are important and they are intended to protect the community; however, sometimes their good intentions are barriers to desirable development. And each business has its needs, some of which may be more non-traditional such as dorm type housing, lodging homes with shared kitchen and bathroom facilities, or lower cost yurts provided adequate sanitary facilities are provided. The town has some options to make that more possible by removing, reducing, or changing some zoning regulations. One example, currently if a business owner wants to build housing units, commonly referred to as mixed-use, on their property, they have to have the land area to meet both the housing and the residential uses. Yet building housing close to jobs, on land that may already be developed can be an efficient solution for business owners.

FORESTRY

Large tracts of active forest land are part of Rangeley's heritage and economy. The region is a mix of soft wood types with smaller amounts of hard wood. Seven Islands, the fourth largest landowner in the State, with over 180,000 acres and has an office in Rangeley. According to a 2023 Trends and Transitions in Forestry and Lumber-Related Markets report, prepared by Camoin Associates, Maine has the highest employment concentration of timber related jobs (6.1 compared to Oregon at 5.8) in the country. Concentration compares the employment in an industry within a state to the overall employment of the industry nationally. Values greater than 1.0 indicate that the industry is more concentrated in the state than on the national level.

Traditionally, logs were harvested in Rangeley and transported to other locations to be turned into a higher value product. For example, pulpwood tends to go to the Sappi mill in Skowhegan for paper and packaging material, soft wood logs tend to go to the lumber mill in Stratton, and hardwood tend to go to Rumford for milling into flooring and furniture. While logging for paper mills has dropped, the demand for lumber and construction wood products such has increased.

The 2023 Camoin report referenced above also points to a variety of new wood products that provide exceptional strength and stability and are a low-carbon alternative to concrete and steel. A wide range of often less marketable or lower value species can be sold to high-value applications at very attractive prices that represent a significant value uplift for local timber suppliers. Adding value to logs harvested in the region to such types of products could provide new economic opportunities for the region.

Actively managed forest land also provide a variety of other secondary uses. The natural beauty of large-scale forest is an integral part of Rangeley's visual character. Forests are essential habitat for game and non-game wildlife, and they protect the purity and cold temperature of surface waters. With permission, they provide outdoor recreation such as fishing, hunting, snowmobiling and ATV use. Foraging for wild edibles and medicinal plants and for certain types of agriculture such as chaga (acknowledged and studied by the Maine Forest Service and the US Dept. of Agriculture Forest Service).

The forestry industry is experiencing a variety of threats. Frequent extreme storm events have damaged logging roads that require emergency upgrades and repairs to roads and culverts. Native and non-native pests, spruce bud worm, invasive species are continuing to alter the forest. Fluctuating markets, especially for lower value products like pulpwood and biomass. The workforce of loggers and truckers is ageing. However, one of the biggest threats is the conversion of use from forestry to residential uses.

Trained forest workers are in short supply. In response, the Mechanized Logging Operations & Forest Trucking Program (MLOFT) was created by three Maine Community Colleges in partnership with the Professional Logging Contractors of Maine and is funded with a grant by the US Department of Labor, Employment and Training Administration. This hands-on, twenty-week program gives the skills needed to operate modern forestry equipment and to better understand the dynamic nature of the forest.

The chart below shows an increase in harvested acres in the years 2015-2020. The change in land use is another category to watch. If the amount of land converted from active forestry to other use starts growing at a rapid rate, the town may want to consider taking some action to slow the rate and/or to provide incentives to maintain the land as a forest. Some ideas to consider may be increasing the minimum lot size in the Woodland District, providing incentives for clustered residential developments with smaller lot sizes and road frontages and maintaining the remainder of the land as a woodlot. Purchasing certain woodlots. Creating a transfer of development rights program that would remove the development rights from

woodlots and allowing those development rights to be purchased for higher density in the Village zone.

Year	Selection harvest, acres	Shelterwood harvest, acres	Change of land use, acres	Clearcut harvest, acres	Total Harvest, acres	# of Reports
1990 - 1994	940	70	31	183	1,224	33
1995 - 1999	1,895	1,020	584	202	3,701	28
2000 - 2004	990	129	2		1,121	17
2005 - 2009	814	144	-	6	964	29
2010 - 2014	696	1,246	25	19	1,986	44
2015 - 2020	800	2,120	42	37	2,999	34
Total	6,135	4,729	684	447	11,995	185
Average	1,023	788	114	89	1,999	31
Data compiled from Confidential Year End Landowner Reports to Maine Forest Service.						
Department of Agriculture, Conservation and Forestry - Maine Forest Service						

Shelterwood harvesting is a forest management technique that involves removing trees in a series of partial cuts over a 5-to-10-year period to create even-aged forests. In Maine, the shade provided by the larger trees minimizes white pine weevil attacks. Selection harvesting is where only specific trees within a forest are chosen for harvesting based on factors like size, species, and health, leaving the majority of the stand intact. This maintains a diverse, uneven-aged forest structure, mimicking natural disturbances like individual tree deaths. Clear cutting harvesting" is a forestry practice where nearly all trees in a designated area are cut down at the same time, essentially removing most of the standing vegetation from a plot of land, often done to facilitate reforestation with new, even-aged trees.

One way for Rangeley to support the forest industry and to expand economic opportunities in the region is to consider flexible zoning that allows value to be added to logs before they leave the Town. For example, pulpwood logs could be chipped in Rangeley before they leave. Chipped logs have a higher value, and they are more efficient to transport. Or turning waste wood into wood pellets or biomass fuels. Allowing the production of Mass Timber, Structural Round Timber and Cross Laminated Timber. While the market will determine what secondary wood products, if any, will locate in Rangeley, removing barriers in zoning to allow for the changing demands in forest products will keep the town current.

The high cost of living in Rangeley is another deterrent for forest workers. Traditional forestry operations included logging camps that provided basic housing such as shared bunkhouses, shared cooking areas, living spaces, and bathrooms. Some logging camps were temporary and mobile, others were permanent. Modern day housing for loggers are still basic but tend to be more comfortable. Allowing a variety of housing types, permanent and temporary, in the Woodland, Commercial, and Industrial District will help to keep the industry strong

OUTDOOR RECREATION

Outdoor recreation is a powerful economic engine for the State of Maine and is the dominant component of the economy and for the general well-being of residents, for the entire Rangeley Lakes Region. It has been a way of life for residents since the earliest settlers arrived in the region almost 200 years ago, and it was sport fishing in the mid-19th century that launched the town's recreation and visitor economy. Outdoor recreation boosts the local economy in a variety of ways, see the graphic on the next page prepared by Headwaters Economics for details. See the press release for statewide Outdoor Economy growth at <https://myemail.constantcontact.com/Maine-s-Outdoor-Economy-Shows-Strong-Growth-in-2023.html?soid=1141200172121&aid=ShwN8e2bWJo>.

For the State of Maine, outdoor recreation represents 3.9% of the State's GDP and provides over 32,000 jobs. While there are no figures for the town of Rangeley, it is the service center hub for all outdoor recreation activities in the region. In the State, the top activity contributing to the GDP is boating and fishing, followed by RVing, snow activities, guided tours, hunting, and motorcycling and ATVing. In Rangeley traditional pursuits like hunting and fishing continue to thrive and have become more diverse to include hiking, biking, boating, birding, snowmobiling, ATV riding, night sky watching, golfing, skiing, kayaking and canoeing, along with other sports such as disc golf and backyard games such as corn hole. Even general sightseeing for the less mobile, such as scenic drives, encompasses the Rangeley region's outdoor recreation is the dominant component of the economy for the entire Rangeley Lakes Region. The Maine Office of Outdoor Recreation tracks outdoor recreation for the State. An interesting state resource is the 10-year Outdoor Recreation Economy Roadmap that can be found at <https://www.trailblazerroadmap.com/roadmap/>.

Current state travel trends include travel as a "force for good" (travel with purposes) such as participating in a trail building day, travel to regenerate, wellness and adventure, and for getting off-the-beaten path. To stay current, public-private- and community partnerships will be necessary to meet evolving travel trends. According to the Adventure Travel Trends 2023, adventure travel needs to include at least two of the following elements: physical activity, natural environment, and cultural immersion. Rangeley provides all three of those elements.

Rangeley employs a full-time Parks and Recreation Director and working with other town staff manage multiple recreation facilities, fields, launches, courts, excursions for outdoor sports and recreation, and community programs. It also assists the local snowmobile club with trail maintenance. The town has an appointed parks commission made up of citizens who provide guidance and support to the department.

The University of Maine at Farmington recently started an Outdoor Recreation degree program. Given the regions' abundant outdoor recreation resources, the town may want to consider working closely with the university as this program develops. Interns from the program could provide useful work to the town to preserve, protect, and expand outdoor recreation opportunities for the town and the region.

State and local recreational areas, programs and facilities also provide good opportunities for outdoor recreation.

Rangeley's outdoor recreation facilities along with free parking include:

- *Rangeley Town Park* – basketball, tennis and pickleball courts, picnic tables and pavilions,

- playground, bath house, beach area, disc golf, kayak launch, and swimming dock
- *Oquossoc Town Park* – playground, tennis court, basketball court and pickle ball court lines
- *Haley Pond Park* – benches, kayak and canoe dock, gazebo, and ice skating
- *Boat launches* on Rangeley Lake at the Town dock and in Oquossoc, and on Mooselookmeguntic Lake at Haines Landing.
- David Bartlett Memorial Field
- *Public restrooms* in Rangeley and Oquossoc
- Ball fields and a playground at the Rangeley Lakes Regional School.

State outdoor recreation facilities include:

- Rangeley Lake State Park – The park encompasses almost 900 acres and contains 9,000 feet of shoreline on Rangeley Lake. Visitors can enjoy hiking on 3 miles of trails, wildlife watching, photography, swimming, fishing and boating. The park’s campground has 50 well-spaced sites close to the lakeshore. The swimming beach offers commanding views of Saddleback Mountain. A picnic area, playground, and boat launch with finger docks are available for both day visitors and campers.
- Bald Mountain – Administered by the Maine Bureau of Parks and Lands, the area encompasses 1,850 acres between Rangeley and Mooselookmeguntic lakes offering wildlife viewing and snowmobiling. Hiking trails to the mountain’s 2,043 foot summit where spectacular 360 degree views of the region’s mountains and lakes can be enjoyed.

The Rangeley Lakes Heritage Trust (RLHT) works with partner organizations to conserve, restore, and steward the land and waters of the Rangeley Region. RLHT believes that nature provides the foundation for a healthy, sustainable regional economy and the organization works to benefit both humans and nature in its projects. RLHT conserves land through fee acquisition and easements, restores forests and waterways, and stewards the region’s lands and waters.

Under the RLHT’s mission and goals all people have the right to access nature and work to ensure that Maine’s forests and mountains continue to provide recreational opportunities for people of all ages, backgrounds, and interests. Current trails include those on Bonney Point, Hatchery Brook Preserve, Hunter Cove Wildlife Sanctuary, Rangeley River Corridor, South Bog Trail and Mingo Springs Birding Trail. Each trail features multiple picnic sites with tables, and they can be accessed by land or by water. RLHT collaborates with regional partners to create an interconnected regional trail network to connect Saddleback Mountain with Rangeley and Rangeley to Oquossoc.

In addition, RLHT works with Maine DOT and the town to manage the Rangeley Lakes National Scenic Byway by constructing scenic turnouts and visitor amenities. The organization provides environmental education to the Rangeley Lakes Regional School and the public at large, such as its birding and night sky programs, and collaborates with numerous organizations in town, like Historic Rangeley and the Chamber of Commerce.

The Rangeley Lakes Heritage Trust supports sustainable economic development and tourism by enhancing and marketing the Region’s Outdoor Recreation opportunities. Its trail systems and conserved lands provide residents and visitors with the ability to watch wildlife, hike, snowshoe, fish, hunt, cross country ski or snowmobile.

Outdoor recreation contributes to economic success in many ways.

TOURISM
Visitors who come to enjoy the outdoors spend money on lodging, restaurants, and other services, creating jobs and putting money into the community.

ENTREPRENEURS + TALENT
Access to the outdoors and a high quality of life attract and retain new businesses and skilled workers.

RETIREMENT + INVESTMENT INCOME
Wealth from retirees and investors—who are drawn to live near outdoor access—helps boost the local economy.

TAX REVENUE
Spending at local businesses and increased property tax revenue contribute to the tax base.

HEALTHIER RESIDENTS
Access to the outdoors improves public health and reduces costs of chronic conditions, especially for impoverished and under-resourced neighborhoods.

NEW RESIDENTS
Places with recreation amenities often have higher rates of in-migration, helping fuel jobs for teachers, doctors, construction workers, and more.

MAIN STREET BUSINESSES
Restaurants, grocery stores, gear stores, and other local retailers benefit from visitors and new residents.

GEAR MANUFACTURING
Companies that make outdoor equipment tend to locate in places with outdoor amenities, providing jobs and investment in the community.

Snowmobiling: The Greater Rangeley Region is a premiere snowmobile destination. The Rangeley Lakes Snowmobile Club (RLSC) maintains a system of more than 150 miles of local trails and Interstate Trails 84 and 89. The Club has an annual budget in excess of \$350,000 per year for grooming and maintenance operations, which is generated by state support, town appropriations, donations and membership fees. The organization has a dedicated group of volunteers and paid groomer operators using several state-of-the-art grooming tractors. The RLSC hosts the multi-day Snowdeo annually each winter, as well as fundraising events throughout the year.

In the State of Maine, snowmobile registration are on the decrease. Over the last 5 years, the average number of registrations per year in the state was 86,129. In the winter season 2023-24, the total statewide number of registrations was 46,813.

Snowmobiling requires a significant amount of natural snowpack to cover rocks, stumps, roots etc. on the trails. In more recent years, Rangeley has experienced some snow droughts. Having alternative, non-snow events for visitors is important.

All-terrain vehicles: The ATV business is a relatively new outdoor recreation pursuit offering back country trail riding outside of the winter season. Rangeley has a limited number of trails compared to the snowmobile system, and the town allows ATV access on Main Street between the Evergreen cemetery west of downtown to the Depot Street parking lot on the east end of town. The Rangeley Region ATV Club provides trail maps, educates the public on rules and regulations, and monitors the activities of its members and visitors.

Fishing and Hunting: It was the fisheries resources, blue back trout and land locked salmon that attracted visitors in the mid-1800s. The Oquossoc Angling Association was formed to bring "sports" to the area. The Association and other clubs were responsible for stocking both landlocked salmon and brook trout. A state hatchery was established at Rangeley around 1900. The region continues to provide outstanding habitat for a sport fishery of wild brook trout and landlocked salmon. See the Natural Resources section for more information on the fisheries' habitat.

Game and non-game wildlife species are plentiful. Hunting in the area follows Maine regulations and seasons. The game includes moose, bear, deer, rabbit and a variety of upland game birds. Most private landowners have traditionally allowed public access to their lands for hunting.

Lodges such as Grant's Kennebago Camps and Bald Mountain Camps were established to support the hunting and fishing industries. Hunters and anglers support the local economy by supporting lodging, visiting restaurants and local shops and grocery stores. Hunting in particular is a shoulder season activity and angling starts before the high summer season begins; therefore, maintaining and growing this industry is important to the local economy.

Golfing

- Mingo Springs Golf Course - Located on a scenic hillside site overlooking Rangeley Lake, the course offers several vistas with commanding views of Saddleback, Bald and several

other peaks in the western Maine mountains. The course features 18-holes that provide a challenge for advanced players but is easily playable for people of all levels of ability. The club offers reasonably priced memberships and hosts many tournaments, competitive leagues, while creating a social environment along with outdoor recreation.

- Evergreen Golf Club – Located in nearby Dallas Plantation, Evergreen is a well-designed 9-hole public golf course. Recent improvements to the layout and the clubhouse will provide more recreation and entertainment opportunities for both residents and visitors.

Saddleback Mountain and the Rangeley Lakes Trails Center, while located in the adjacent Sandy River Plantation, Saddleback is synonymous with Rangeley and is also fundamentally core to the local economy., The Trail Center is newer and offers a variety of 4 season activities. When the mountain closed in 2015, the negative economic impact was felt throughout the region for the next five years. It removed a key outdoor recreation component for both locals and visitors. All business sectors suffered, especially restaurants, hotels and retail establishments. Rangeley’s reputation as an outdoor recreation destination was severely damaged.

In 2020, Saddleback was acquired by Arctaris Impact Investors, and a success story was begun. Almost immediately there was a momentum change for the communities in the area. Trails and lifts have been upgraded, new employee housing and private homes are being built at the mountain and construction across the region has increased dramatically. In addition to purchasing the mountain, by 2025 Arctaris and its foundation partners, including the Finance Authority of Maine, have invested more than \$42 million dollars. The result has been a resurgence of regional economic activity and top-rated Outdoor Recreation amenities. In 2024 Saddleback was voted by the public as the #2 ski area in the Northeast, 4 in North America, and for the 3rd year in a row #1 in Maine!

On over 6,339 acres, Saddleback encompasses a large area that includes a large solar array producing sustainable energy, guest lodges and employee housing, a separately owned and operated cross-country ski and touring center, and numerous hiking trails. It is also a big mountain and the 7th highest in Maine at 4,120 feet with over 2000 feet of vertical drop. The mountain offers downhill skiing, a ski school, ski rentals and repairs, outdoor programming, events and weddings, food and beverage, retail, and mountain biking.

Saddleback is the region’s largest direct employer, and its recent success has created a significant multiplier effect on both economy and through increased employment.

The Rangeley Lakes Trail Center is located at the base of Saddleback Mountain. For trail centers, it enjoys one of the highest elevations in the state. As such, it tends to get more snow with over 200 inches per winter. This is a four-season center.

SHOULDER SEASONS

Shoulder Seasons are both challenging and necessary for local businesses. On the one hand, the lower level of business provides respite and time to do repairs and upgrades. On the other hand, fixed expenses still need to be paid and local workers still need a paycheck. Local business owners, at September 19, 2024, meeting for this Plan suggested the need for more shoulder season events, indoor events for bad weather days, and new business ideas. Those ideas are all listed in a synopsis of that meeting and can be found in Appendix B.

THE TOWN'S ROLE IN ECONOMIC DEVELOPMENT

The Town of Rangeley supports businesses in a variety of ways. Constructing and maintaining infrastructure such as roads, sidewalks, parks, parking lots, boat launches, and public sewer lines all improve the quality of life and the experience for visitors. In addition, the town provides public safety and recreational services. All of these items come at an expense to the town. During events, the town provides public safety coverage, and the use of public facilities, which includes two public restrooms. To pay for qualifying capital projects, the town has developed a Downtown Omnibus Tax Increment Financing District. Excise tax revenues funds road construction, and grants are applied for when available. Taxpayers fund a significant portion of capital projects and the operating costs for special event support. The town doesn't currently charge for services during events; however, if the number of special events becomes too much of a burden on the taxpayers, the town may need to look for other ways to cover costs

AGRICULTURE

Agriculture is small but growing in Rangeley and the farms are at a smaller scale. The 2012 Comprehensive Plan reported that there were no agricultural uses in Rangeley. A web-based search in 2024 found 5 farms listed in Rangeley and the surrounding Plantations. Likewise, in 2010 there was one parcel of land of 15 acres registered under the Farmland Tax Program, in 2023 there are 355 acres enrolled in the program. The local farms produce a variety of vegetables, flowers, livestock, and a producer of compost and other soil amendments. There are two Farmers' Markets each week during the growing season for growers to sell their products. There are both prime farmland soils and farmland soils of statewide importance in Rangeley. Most of these soils are located in Rangeley Village and on the floodplain of the Kennebago River, for more precise locations, see the Agricultural Resources in Appendix A.

Access to healthy, fresh, affordable food is critical for a healthy, thriving community. Rangeley's rural location requires trucking in most of the food that the community needs. Residents consistently report that food prices are very high. There are many ways to address that concern, and expanding the production of locally grown food is a good starting point. Many households have a garden, all one needs to do is take a quick drive around town in August to see the abundance. Community gardens and orchards are another way to expand the opportunity to those that don't have a backyard or that have a shady yard. Many herbs, fruit trees and bushes, and vegetable plants are also excellent for landscaping.

Local professional growers report that their operations tend to be on a smaller scale compared to conventional commercial farming and also tend to employ regenerative farming practices, (a system based, holistic look at stewarding land that enhances biodiversity and implements livestock and plant management for soil stability and health). These climate and ecosystem friendly techniques have been practiced for centuries and work well in our remote location. The professional farmers in the area see their work as an emerging piece of the local economy that beyond food production, could include education, training, eco-tourism, community gathering places and mitigate the 'food desert' challenge that Rangeley faces.

Zoning that is seeking to protect can sometimes be a barrier to uses that are desirable. For example, would indoor growing or aquaponics be allowed to extend the growing season? Would community gardens be allowed on town-owned land? Are backyard and small-scale egg, bee, dairy and meat production allowed? Can locally grown products be sold on-site?

LOOKING INTO THE FUTURE

Rangeley's economy has grown steadily in the last few years. The local economy is a combination of Saddleback, local goods and services, hospitality and food service, outdoor recreation, agriculture, and forestry. As the economy continues to grow and diversify and remote working continues to grow, the town can expect continued prosperity. The challenge to this expected growth is to have policies that keeps "Rangeley Rangeley". That means:

1. Supporting and diversifying the type of economic development activity the community desires, that provides good jobs to the region, that add-value to local natural resources, and that provide goods and services that the region needs.
2. Making strategic financial commitments, to incentivize and support desired economic development, including needed public improvements and infrastructure.
3. Coordinating with regional economic development organizations and surrounding plantations and towns as necessary to support desired economic development.
4. Clearly define economic opportunities, the appropriate location and amount of land for future commercial development.
5. Prioritizing projects that support and expand outdoor recreation and visitor experience.
6. Attracting and expanding low impact businesses that can provide good quality year-round employment.
7. Creating incentives for businesses to grow within areas that are currently served with public water and sewer, or in areas that allow for cost effective expansions to the existing utilities.
8. Recognizing the importance of the arts and humanities and supporting its future growth for both Rangeley and the region.
9. Creating regulations that allow for development to occur while still protecting the natural environment and are compatible with existing buildings.
10. Provide adequate funding to manage all town parks, playgrounds, sport fields, boat launches and courts, adequate parking and restrooms for the enjoyment of residents and visitors of all age groups.
11. Consider expanding and improving existing facilities to meet changing needs that might include more popular or newer sports.
12. Evaluate outdoor recreation programming to meet the needs of Rangeley's changing interests and demographics.
13. Safeguard lands identified as prime farmland or capable of supporting commercial forestry.
14. Support forestry by allowing a wide variety of uses that add value to raw forest products and by encouraging best management practices on active forest land.
15. Support agriculture by allowing a wide variety of agricultural operations.

Economy

Goals:

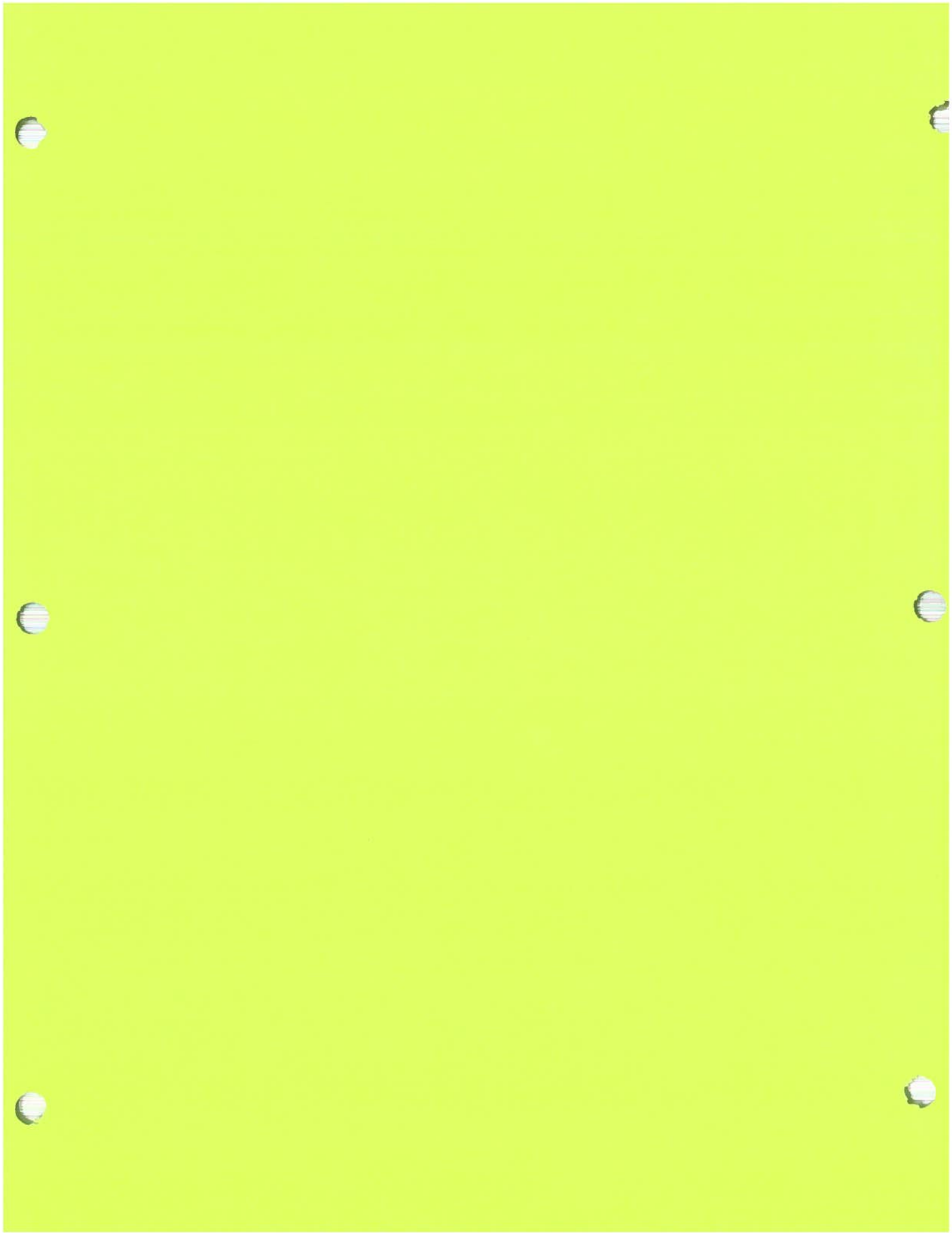
- 1.To promote an economic climate which increases job opportunities and overall economic well-being.**
- 2.Maintain Municipal Outdoor Recreation facilities and programs, and consider expansion or redevelopment to accommodate changing population demographics.**
- 3.To safeguard the State's agricultural and forest resources from development which threatens those resources.**

Policies met	Ideas to consider	Lead entity
1, 5, 11	<ol style="list-style-type: none"> 1 Consider amending CH 38 as follows <ol style="list-style-type: none"> a. Reviewing the existing definitions in commercial districts to be broader so that unforeseen desirable uses are allowed such as consolidating various types of visitor lodging into a use called “tourist lodging”, consolidate various types of living units such as lodging house, boarding houses, studios, dorms into “employee housing”. b. Reframing the definition of “commercial use” and the districts where the use is permitted so that any use that sells or buys goods or services is allowed in those districts. c. Allowing commercial and residential uses on the same lot without having to have a larger lot provided the lot is large enough to accommodate the necessary parking, utilities, stormwater management so as to accommodate employee housing. (38.6.7.5) d. Expanding the uses allowed in areas where the roads do not require posting such as the industrial districts expanding the commercial uses that are allowed. e. Amending the Conditional Use Permit so that all uses are permitted, but commercial uses are subject to Site Plan Review, to incorporate the existing conditional use standards and include standards for managing stormwater, erosion control, limiting phosphorus loading, traffic, landscaping, signs, lighting, protecting scenic vistas, and so on. f. Developing architectural design standards for existing commercial building undergoing renovation and for new commercial buildings in Rangeley and Oquossoc Villages g. Analyzing the allowable uses in Rangeley’s ordinance language in commercial and industrial zones to consider tertiary and complementary industries to Lumber, Construction and the Arts h. Permitting land use activities in the Woodland, Commercial and Industrial Districts that support value-added forestry operations in commercial, industrial, and forest districts, firewood operations, log chipping, making wood pellets, sawmills and log buying yards, and new forest products that compete with concrete and steel. i. Allowing small scale operations by right such as: hoop houses, ADU’s, green houses, boarding facilities and process facilities to accommodate food production farms. 	

2	2. Consider working with the Maine Department of Transportation to improve roads in commercial areas so that they don't require spring posting.	
5	3. Consider amending CH 38.9.8 performance standards for hotels, motels and inns as follows: <ul style="list-style-type: none"> a. Reducing the minimum road frontage or allowing a right-of-way of at least 50' in width (38.9.8.2). b. Eliminating or reducing the shore frontage requirement to align with what is required by shoreland zoning (38.9.8.3) c. Changing the limitation on building footprint to be impervious surface and increase the impervious surface to between 40% and 60% of the total land area provided the land area within 100' of any great pond is undeveloped except for necessary access to the water and simple walking trails. (38.9.8.6) d. Eliminate the requirement that each tourist lodging unit with cooking and eating facilities meet the residential density requirement for the district in which it is located. (38.9.8.7) e. Increase the number of units allowed for on-site employee housing. (38.9.8.9) f. Eliminate the requirement that employee housing meets the density requirement for the district in which it is located 	
2	4. Consider creating a new town position focused on planning, economic development and/or community development	
2, 9	5. Consider tax increment financing agreements (Downtown TIF for development projects that make improvements such as, water and sewer extensions, upgraded internet, build trails that connect to other trails of places, build or repair sidewalks, allow parking on their private property during special events, funding arts and cultural events, and so on.	
2, 10	6. Continue applying for grants through the Northern Border Regional Commission, the Community Development Block Grant Program, the Maine Department of Transportation etc to expand utilities and other infrastructure for new commercial areas and to upgrade roads such that they don't require spring posting.	
3, 8	7. Consider re-invigorating the Rangeley Economic Opportunity Committee to: <ul style="list-style-type: none"> a. Be the liaison between the town and regional cooperative efforts b. Review the Downtown Revitalization Plan, the ideas and the priority system and incorporate the infrastructure improvements into the Capital Improvements Plan that make sense for the two villages. c. Advising the Select Board on Tax Increment Financing applications d. Advising the Select Board on CH 38 amendments that impact economic development, such as the commercial permitting process, land uses in commercial districts, performance standards for commercial land uses 	

	e. Develop economic opportunity plans on an as-needed basis	
5, 10	8. Consider finding low-cost ways for the Town to support businesses such as: <ul style="list-style-type: none"> a. Creating a section in the town’s website for listing events, festivals, shoulder season events, advertise local travel packages etc. b. Coordinate the development of a “casual labor pool”, people in Rangeley that are willing to be trained to work for businesses on an as-needed basis such as busy days and weeks (rainy days, festivals and events, school vacation), when regular employees are unable to work, shoulder seasons and so on. c. Work with mobile healthcare, pharmacy, and veterinarian providers for services. d. Convene meetings with the business community and non-profits to coordinate events, activities, festivals, and to share problems and solutions. e. Create and distribute a “Welcome to Rangeley” packet f. Advertise and market the newly installed high speed internet 	
1	9. Consider working with the Maine Department of Labor and Chamber of Commerce, and the Community College system for workforce development and workforce support such as: <ul style="list-style-type: none"> a. Taking advantage of the Apprenticeship Program to develop apprenticeships for a wide variety of appropriate job sectors such as construction, hospitality, forestry and agriculture, trades etc. b. Take advantage of the Jobs Plan to create affordable and workforce housing, pre-K, and childcare 	
1	10. Consider working with Saddleback and the Maine Department of Transportation to expand the existing Saddleback transit system	
	11. Consider public/private partnerships to: <ul style="list-style-type: none"> a. Seek assistance for the Maine Forest Service under the Project Canopy Program for street tree planting, b. Coordinate a discussion with interested restaurants, RREOC and the areas commercial farmers to highlight farming as an economic driver 	
	12. Consider consulting with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by Title 12 MRSA section 8869..	
	13. Consider consulting with the Soil and Water Conservation District staff if any land use regulations are considered pertaining to agricultural management practices as required by Title 7 MRSA section 155.	
	14. Continue the designation of the areas adjacent to the Kennebago and Rangeley Rivers as resource protection areas and development, earth material extraction, and forestry activity strictly controlled	
	15. Consider encouraging owners of productive farm and forest land to enroll in the current use taxation programs	
	16. Consider adopting LUPC rules when available.	

	<p>17. Incorporate and promote the State of Maine Outdoor Recreation Goals</p> <ul style="list-style-type: none"> a. Align with the state’s outdoor recreation strategies to increase sector employment and business growth b. Maintain and foster partnerships with recreation users and land managers to ensure that all interests participate in local policy decisions. c. Coordinate with state agencies involved in park management, tourism, agriculture, fisheries and wildlife to promote and manage outdoor recreation opportunities. d. Work with the University of Maine at Farmington’s new Outdoor Recreation program. 	
	<p>18. Work closely with private landowners and land trusts to</p> <ul style="list-style-type: none"> a. Ensure continued access to lakes, rivers and roadways for recreational use b. Promote and support existing hiking trails and canoeing access c. Support the interconnection of trails to link separate public parcels d. Offer incentives and other benefits to encourage private landowners to make available their land for public use. e. Support the conservation, restoration and protection of all natural assets for recreational uses now and in the future f. Improve access and linkage between trails and land parcels, especially at important intersections and junctions. 	
	<p>19. Promote and assist in the management of the snowmobile and ATV industries</p> <ul style="list-style-type: none"> a. Provide operational support for snowmobile trail maintenance b. Manage ATV usage to benefit businesses and riders, while protecting the trails for multiple uses. c. Consider financial and promotional support to encourage visitation. 	
	<p>20. Consider forming a deeper relationship with Saddleback Resort to ensure its success</p> <ul style="list-style-type: none"> a. Develop more mutually beneficial opportunities for collaboration b. Improve communication between municipal officials and Saddleback management c. Continually evaluate Saddleback’s contribution to the town’s economy and resident employment d. Collaborate on expanding employee housing and improving overnight accommodations for visitors. 	



*T*ransportation

Reference Maps included Appendix A
1. Map 1 – FCC, Rangeley Federal Functional Class
2. Map 2 – HCP, Rangeley Highway Corridor Priority
3. Map 3 – CSL-Safety, Rangeley Customer Service Level
4. Map 4 - CSL-Condition, Rangeley Customer Service Level
5. Map 5 – CSL-Serviceability, Rangeley Customer Service Level
6. Map 6 – Rangeley High Crash Locations
7. Map 7 – National Scenic Byway
8. Map 8 – Rangeley Context Classification
9. Map 9 – Oquossoc Village
10. Map 10 – Rangeley Village

Introduction

Rangeley’s transportation system consists of state, local and private roads, bridges, aviation, as well as bicycle, pedestrian, snowmobile, ATV, and transit systems. This multimodal system is extremely important to existing and future development, public safety and economic wellbeing, both at the local and regional levels.

Public roads in Rangeley are composed of 2.01 miles of minor arterial roads, 21.2 miles of major collector roads, 3.98 miles of minor collector roads, and 30.31 miles of Local roads. Improvements related to pedestrian and bicycle safety were recognized as one of the highest priorities for the downtown in the creation of Rangeley’s Downtown Revitalization Plan. Additional parking will be required to accommodate the influx of seasonal population in Rangeley and Oquossoc Villages. Traffic calming measures and improvements to infrastructure for active transportation continue to be further explored. A majority of the curb ramps in Rangeley are not in compliance with ADA Standards and require improvement. Rangeley appropriated \$836,681 for Highway functions at the 2024 Annual Town Meeting. MaineDOT details project costs in Rangeley at \$1,869,000 in the 3-Year Work Plan 2023 Edition.

Classifications, Conditions and Trends

The Federal functional classification of a roadway defines the role that a particular roadway plays in serving travel needs and traffic flows through a network. Roadways are assigned to a functional classification based on the character of the service they are intended to provide. Typically, roadways fall into the following categories: arterial roads, collector roads, and local roads.

The State Highway System describes the type of service that a public road or highway is expected to provide, and which entity is responsible for maintenance. Private roads are not classified in the Federal function classification or State Highway System.

The functional classifications for Rangeley include:

Arterial Roads: A series of continuous routes that are expected to provide for high overall travel speeds and minimal interference to through movement. Arterial roads include principal and minor subcategories.

Rangeley has 2.01 miles of minor arterial roads; Main Street (Route 4) south of Stratton Road (Route 16). Minor arterial roads are classified as State highways and maintained by MaineDOT year-round.

Collector Roads: Routes that collect and distribute traffic to and from the arterial routes and serve towns with lower population densities and disconnected travel routes. Collector roads are grouped into urban, major, and minor subcategories.

Rangeley has 21.2 miles of major collector roads. Major collector roads include Wilsons Mills Road (Route 16), Rumford Road (Route 17), Carry Road between Wilsons Mills Road and Rumford Road (Route 17), Main Street between Wilsons Mills Road and Pleasant Street (Routes 4/16), Pleasant Street (Route 16), and Stratton Road (Route 16). Major collector roads are classified as State highways and are maintained by MaineDOT year-round.

Rangeley has 3.98 miles of minor collector roads, including Dallas Hill Road and Loon Lake Road between Main Street and Taylor Road. Minor collector roads are classified as State aid highways. MaineDOT maintains State aid highways in the summer and the Town of Rangeley maintains them in the winter.

Public Local Roads: Local roads are designed primarily to serve adjacent land areas and usually carry low volumes of traffic. They include public roads not classified as arterial or collector roads. Rangeley has 30.31 miles of Local roads. The Town of Rangeley maintains local roads year-round.

The Federal functional classification of arterial and collector roads in Rangeley are illustrated in Appendix A, Transportation, Map 1 FCC.

Private Roads: Private Roads are maintained by the property owners that utilize them for access. Rangeley Public Works and MaineDOT are not responsible for any maintenance on these roads. Rangeley's Town Code articulates road requirements in Chapter 27, *Road Construction*.

Town Regulations

Parking, traffic, and signage are regulated through Chapter 35 *Traffic Ordinance* of the Town Code. Provisions for road maintenance and construction within the shoreland zone are articulated in Article 38.7 *Shoreland Area*. Road standards for subdivision applications are provided through Chapter 33, *Subdivision Review* and Chapter 38, *Zoning*.

Town Maintenance and Appropriations

Rangeley's Highway Department spent much of 2023 repairing damage to roadways and infrastructure due to significant storm activity. Repairs were completed on Bald Mountain Road, Faunce Road, and Grandview Avenue. Culverts on Quimby Pond Road were replaced in

preparation for paving. Continued maintenance of local roads will be required to repair road deterioration that comes as a result of increased storm intensity and snowfall. Enforcement of regulations for traffic, parking, road creation, and driveway entrances should be ensured to protect the integrity of infrastructure.

In 2020, Rangeley adopted the Rangeley and Oquossoc Villages Omnibus Downtown Tax Increment Financing District Development Program on December 8, 2020. The Downtown TIF District aims to create a pedestrian-friendly downtown with safe traffic flow and to provide upgrades to infrastructure including sidewalks, streetscapes/streetlights, parking, signage, utilities, and green space. Appropriation of those TIF funds are included in the annual budget for various transportation projects.

In addition, the town allocates all of the annual excise tax revenue for capital road items.

Asset Management

Road conditions can help direct future development and suggest the need for capital expenditures for reconstruction. MaineDOT provides a fair structure to prioritize programs and projects through the “Highway Asset Management” framework. Highway asset management includes two parts: *Highway Corridor Priority (HCP)*, and *Customer Service Level (CSL)*.

Highway Corridor Priority (HCP)

MaineDOT uses Highway Corridor Priorities to categorize transportation systems by level of priority, as described below. Highway Corridor priorities in Rangeley are illustrated in Appendix A, Transportation, Map HCP.

Priority 1: Interstate and all other National Highway Systems. There are no Priority 1 roads in Rangeley.

Priority 2: High priority, non-NHS arterials. Route 4 from the town line on the south end to its terminus in Oquossoc (Rt 17 intersection) fall into this category.

Priority 3: Remaining arterials and high-volume major collector highways. There are no Priority 3 roads in Rangeley.

Priority 4: Remainder of the major and minor collector highways, and state aid system, in which road responsibilities are shared between the state and municipalities. Rumford Road (Rt 17), Wilson Mills Road (Rt 16), Loon Lake Road between Main Street and Taylor Road, Dallas Hill Road, Pleasant Street (Rt 16), and Stratton Road (Rt 16)

Priority 5: Local roads that are the year-round responsibility of Rangeley.

Customer Service

Customer Service Level (CSL)The Customer Service Level (CSL) is used by MaineDOT to measure the State’s highway assets in customer-based metrics. Customer service levels include three indicators: safety, condition, and serviceability. Each area is graded similar to a report card, **A:** Excellent, **B:** Good, **C:** Fair, **D:** Poor, and **F:** Unacceptable.

1. CSL - Safety

The first indicator of customer service levels is safety. Safety is evaluated by crash history, paved roadway width, pavement rutting, and bridge reliability. Dallas Hill Road received the lowest safety

score in Rangeley, with a grade of “D.” This was due to the crash history and pavement width. A portion of Rumford Road received a safety grade of “C” due to crash history. Safety grades in Rangeley are shown in Appendix A – Transportation, Map 3.

2. CSL - Condition

The second indicator of MaineDOT’s customer service levels is condition. Conditions are evaluated by ride quality, pavement condition, roadway strength, and bridge conditions. Wilson Mills Road (Rt 16) north of Targett Road, Carry Road between Wilson Mills Road (Rt 16) and Rumford Road (Rt 17), Main Street (Rt 4 & Rt 16) between Dodge Pond Road and Mingo Loop Road, Main Street between Center Street and Pleasant Street, Main Street South of Windy Cross Road, and Loon Lake Road from Main Steet to Cross Street all received “C” ratings. This was due to structural bridge conditions and ride quality. Condition grades in Rangeley are shown in Appendix A – Transportation Map 4.

3. CSL - Serviceability

The last indicator of MaineDOT’s customer service levels is serviceability. Serviceability conditions are evaluated on if a roadway is eligible for temporary posting to mitigate vulnerabilities associated with spring thaw, if the weight load restrictions of bridges are posted, and whether capacity can accommodate traffic volumes during peak summer months due to the potential impacts of tourism. A posted state road’s maximum weight limit is 23,000-pounds. State roads in Rangeley received either a score of “A” or “C.” The “C” grades on Rumford Road (Rt 17), Wilson Mills Road (Rt 16), part of Loon Lake Road, and Dallas Hill Road were all attributed to road posting. Serviceability grades in Rangeley are shown in Appendix A, Transportation, Map 3, CSL – Safety, Map 4 CSL-Condition, and Map 5 – Level of Service.

Crash Data

The Maine Department of Transportation (MDOT) maintains records of all reportable crashes involving at least \$1,000 damage or personal injury. A report entitled “Maine Accident Report Summary” provides information relating to the location and nature of motor vehicle crashes. One element of the summary report is the identification of “Critical Rate Factor” (CRF), which is a statistical comparison to similar locations in the state. Locations with CRFs of 1.0 or greater and with more than eight crashes within a three-year period are classified as “High Crash Locations” (HCLs). There were two HCLs identified in Rangeley from 2021-2023. There was a total of twenty-one accidents between the two identified HCLs from 2021-2023, as seen in Table 1 below. High Crash Locations in Rangeley are shown in Appendix A, Transportation, Map 6 High Crash Locations.

Table 1: Rangeley High Crash Locations 2021-2023					
Location	Total Crashes	Percent Injury	Fatalities	Injuries	CRF
1. Main Street (Rt 4) from the Rangeley Plantation Town Line to Pickford Road 1983 2110	8	0	0	0	1.25
2. Main Street from Bonney Point Road to Judkins Road 3759-3995	13	7.7%	0	1	1.38

Of the eight crashes that occurred at HCL Location 1, seven accidents included deer, and one occurred due to the driver going off the road. All crashes reported at Location 1 solely resulted in property damage. Crashes occurred in the months of June, September, November, and December. There were no crashes reported on Tuesdays or Sundays. There was one crash that involved rain during daylight hours, two crashes that took place on a clear day during daylight hours, and five that took place on a clear day at night.

Of the thirteen crashes that occurred at HCL Location 2, ten accidents included deer and three occurred due to the driver going off the road. There was one accident that resulted in a possible injury and the other twelve resulted in property damage only. Most of the crashes that occurred in Location 2 were between October and April, with the exception of one crash in August. There were no crashes reported on Tuesdays or Fridays. There were two crashes that involved snow during daylight hours, one crash involved snow at night. There was one crash involving rain during daylight hours. There were six crashes that took place on a clear day during daylight hours, and three took place at night. Out of the twenty-one crashes that occurred, seventeen of them involved deer. This indicates that both locations would likely not be considered High Crash Locations without the external factor of deer.

Road safety signs such as speed limit signs and signs that inform the driver of high wildlife crossing must be done in accordance with Maine law and the Maine Department of Transportation (MaineDOT) regulations. Specifically, the MaineDOT must approve the location, form, and character of the signs on designated state and state-aid highways. wildlife/vehicle collision signs.

Other safety issues of concern to the town are outlined through the Downtown Revitalization Plan. Improvements related to pedestrian and bicycle safety were recognized through public input as one of the highest priorities for the downtown. Key findings of the Downtown Revitalization Plan, including safety concerns, are described in further detail later in this Chapter.

Highway/Road Capacities

MaineDOT maintains traffic volume data for selected roads in Rangeley. Typically, these counts occur every three years, however, data may not be available at all locations every three years. Traffic counts were not conducted in 2020, due to the Covid-19 Pandemic. Traffic counts in Rangeley can be seen in Table 3 below. Traffic in Rangeley can predominantly be attributed to outdoor tourism and increased seasonal population in the peak months of July and August. The data shows an increase in traffic in some locations and a decrease in other locations even with the increased visitation and population.

Bridges

There are five publicly owned bridges in Rangeley; Dodge Pond Bridge, Hunter Cove Bridge, Oquossoc Bridge, Nile Brook Bridge, and Kennebago Bridge. These bridges are owned by the State and maintained by MaineDOT.

Bridge Condition is determined by the lowest rating of National Bridge Inventory condition ratings for Deck, Superstructure, Substructure, or Culvert. The bridge inventory and classification system of public bridges in Rangeley, as established by MaineDOT, are shown in Table 2 below.

Table 2: Rangeley Bridge Classification and Inventory								
Bridge Name	Year Built	Max Span Length	Deck Condition	Super-structure Condition	Sub-structure Condition	Culvert Condition	Annual Average Daily Traffic (AADT)	Date Of Inspection
Dodge Pond	1925	15.2 feet	Fair	Fair	Fair	N/A	2,419	6/24/2021
Hunter Cove	2018	78 feet	Good	Very Good	Very Good	N/A	302	7/11/22
Oquossoc	1951	77 feet	Fair	Satisfactory	Satisfactory	N/A	2,041	6/13/22
Kennebago	1980	120 feet	Good	Good	Fair	N/A	778	6/13/22
Nile Brook	1954	16 feet	N/A	N/A	N/A	Moderate to major deterioration	2,277	12/7/21

Source: MaineDOT

Table 3: Traffic Counts in Rangeley			
Location	2014	2017	2023
Allen Street north of Main Street	330	---	340
Mingo Loop Road s/e of Route 4/16 (westerly junction)	150	220	210
Mingo Loop Road northeast of IR 805 @ Bridge # 2384	200	---	---
Dallas Hill Road east of Route 4	1000	1060	---
Bald Mountain Road south of Carry Road	---	450	---
Carry Road east of Haines Landing Road	---	200	---
Carry Road southwest of Oxford Street (westerly junction)	650	660	620
Loon Lake Road north of Main Street	1010	1080	1150
Park Road southwest of Main Street	---	590	470
Pleasant Street north of Stratton Road	300	320	250
School Street west of Pleasant Street	290	350	320
Pleasant Street north of Main Street	1910	1730	1650
Stratton Road east of Pleasant Street	1310	---	1450
Stratton Road northeast of Sunrise Road (private)	1150	980	1080
Wilson's Mills Road north of Main Street	830	960	830
Rumford Road south of Rangeley Avenue	1180	1160	1010
Carry Road southwest of Route 16 @ Oquossoc Bridge	2010	1940	1920
Main Street north of Depot Street	---	4140	4490
Main Street north of Grand View Avenue	---	3960	4650
Main Street southeast of Park Road	4950	4650	4780
Route 4 north of Dallas Hill Road	3320	3280	3920
Route 4 south of Dallas Hill Road	2550	2470	2990
Main Street west of Allen Street	3930	---	4240
Main Street west of Loon Lake Road	3080	2990	---

Main Street west of Pleasant Street	4370	4450	4520
Main Street east of Wilsons Mills Road	2000	2110	1970
Main Street west of Mingo Loop Road easterly junction	2150	2300	2470
Route 4/16 west of Rangeley Manor Drive	---	---	2950
Main Street west of Quimby Pond Road	---	---	2150

Source: MaineDOT

MaineDOT defines the Federal Sufficiency Rating of a bridge as “a numeric indicator of the overall value of the sufficiency of the bridge.” The rating will be from 0 to 100 (100=best, 0=worst), and gives an overall value of the sufficiency of a bridge. Federal Sufficiency Rating is computed using a federally supplied formula.

Beginning with the 2018 data archive, the term structurally deficient was eliminated from use in the National Bridge Inspection Program. A new term, **Poor** condition, was adopted to characterize the summary condition of a bridge that has any component (Deck, Superstructure, Substructure, or Culvert) in Poor or worse condition.

A bridge must be classified as *Deficient* before it is eligible for federal bridge replacement or rehabilitation funds. It must also have a certain *Sufficiency Rating* to qualify. To qualify for replacement, the *Sufficiency Rating* must be less than 50. To qualify for rehabilitation, the *Sufficiency Rating* must be 80 or less.

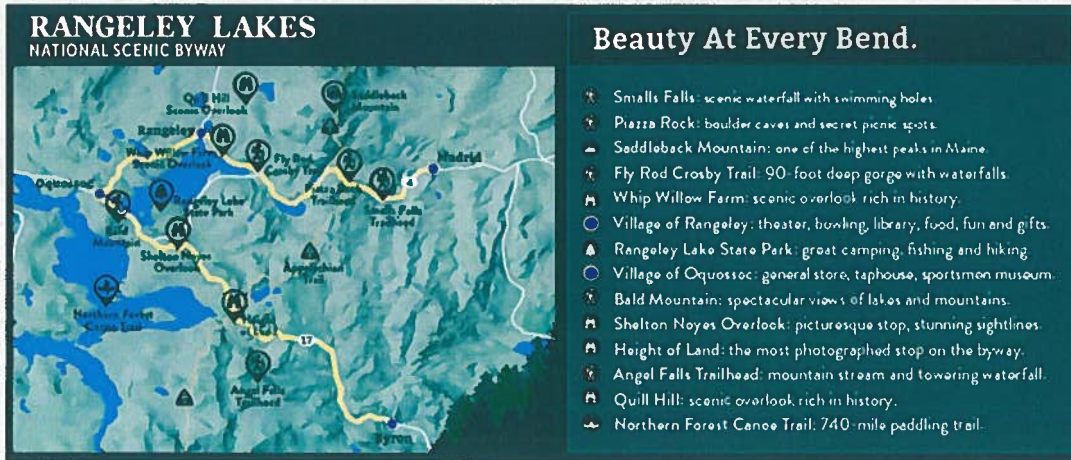
This does not imply the bridge is unsafe, but rather in need of repair. See the Federal Sufficiency Rating for bridges in Rangeley in Table 4 below.

Table 4: Rangeley Bridge Sufficiency Rating			
Bridge Name	Year Built	Bridge Road Width	Federal Sufficiency Rating
Dodge Pond	1925	35-feet	64.2
Hunter Cove	2018	26-feet	99
Oquossoc	1951	26-feet	57
Kennebago	1980	29-feet	74
Nile Brook	1954	N/A	68.5

Source: MaineDOT

Rangeley Lakes National Scenic Byway

Rangeley is the only organized Town along the 35-mile Rangeley Lakes National Scenic Byway. There are various scenic overlooks along the way, including the Height of Land, Whip Willow Farm Scenic Overlook. Much of the Rangeley Lakes Scenic Byway is staffed by volunteer greeters overseen currently by the Chamber of Commerce. See key attributes of the Rangeley Lakes Scenic Byway, created by the Rangeley Lakes Heritage Trust (RLHT) below.



Source: Rangeley Lakes Heritage Trust

In April of 2022, MDOT, Rangeley Lakes Heritage Trust and the Town of Rangeley applied for a Scenic Byway Grant. This project is to plan, design, engineer and construct two Gateway Connector Hubs in Rangeley and Oquossoc Village located directly along the Rangeley Lakes National Scenic Byway. The grant application was awarded in the amount of \$481,650 for gateway improvements at Depot Street and Routes 16 and 17 at the approach to the Town. The grant runs for a period of six years and improvements will continue throughout the established time period.

Safety/Complete Streets

MaineDOT adopted its first Complete Streets Policy in 2014 and completed an update in 2024. Complete Streets project elements provide demonstrated safety and mobility benefits for all roadway users and are an important part of Maine’s transportation projects. MaineDOT recognizes that some users, especially those outside of motor vehicles, are inherently more vulnerable than others, and that safety is a shared responsibility between all stakeholders and transportation system users. The 2024 update of the policy now utilizes the Roadway Context Classifications in providing contextually appropriate guidance for incorporating Complete Streets elements into transportation projects.

MaineDOT Roadway Context Classification System

MaineDOT has created a context classification system that applies to all public roads in the State. The roadway context classification system will assist in the implementation of MaineDOT’s speed limit setting process, the updated Complete Streets Policy, and increased utilization of speed management strategies. MaineDOT is implementing five context classifications. The five current contexts are shown below. These context categories will not replace urban compact lines, which are important to existing agreements for maintenance and cost share responsibility. Context Classification of roads in Rangeley can be seen in Appendix A, Transportation Map 8, Map 9, and Map 10.

Rural: The Rural context represents roadways that serve as higher-speed connections between communities. These road segments often have higher posted speeds (typically 40 to 55 MPH),

fewer buildings with larger building setbacks from the road, low access density, low density of public and commercial facilities, and lower bicycle and pedestrian volumes. There are no Rural context roads in Rangeley.

Rural Town: The Rural Town context represents areas where small, built-up areas suddenly appear to drivers after traveling through miles of high-speed Rural context. These contexts are developed slightly closer together and closer to the road than Rural context areas, but are not as densely developed as Village context areas. Pedestrian volumes are often higher where sidewalks have been built, but moderate levels of pedestrian and bicyclist activity can be expected even when these facilities are not present.

In Rangeley, Carry Road from Old Skiway Road to Shore Road, Rangeley Avenue, Franklin Street, Oxford Street, Cupsuptic Avenue, Kennebago Avenue, Carry Road west of Bald Mountain Road, part of Pleasant Street, part of Robbins Avenue, School Street, Oquossoc Avenue, Cross Street, Allen Street, part of Stratton Road (Rt 16), Park Road, Lake Street, and part of Depot Street are classified as Rural Town context.

Village: The Village context represents the centers of heavily developed rural communities. Village areas are developed at a similar intensity to Urban areas, but they typically cover a smaller area, serve fewer people, have lower traffic volumes, and have less variety of land uses and businesses present. Villages are also more likely to be isolated communities with smaller building setbacks. Heavy active transportation activity is expected, and sidewalks and on-street parking are common.

In Rangeley, Main Street (Rt 4) from Sunset Lane to Allen Street, Pond Street, Richardson Street, High Street, and Center Street are classified as Village context.

Suburban: The Suburban context is characterized by a higher density of driveway access, large commercial shopping areas, moderate pedestrian or bicycle use, and larger building setbacks. These contexts experience potential conflict with vehicles entering and exiting these commercial areas. High-priority roads through Suburban contexts are some of the highest traffic volume roads, as they are commuter corridors for people who live in Rural and Suburban towns.

In Rangeley, Rumford Road (Rt 17) between Rangeley Avenue and Carry Road, and Main Street (Rt 4) starting 655 feet east of Manor Drive and continuing to Allen Street, are classified as Suburban context.

Urban: The Urban context exists in cities and metropolitan planning areas with dense land use, smaller building setbacks, on-street parking, mixed commercial and residential use, and higher use by pedestrians and bicyclists. Speeds in the urban context should prioritize safety for all road users to foster comfortable access to businesses, public facilities, and residential neighborhoods. There are no Urban context roads in Rangeley.

Rangeley's Downtown Revitalization Action Plan

The Town of Rangeley consulted with Wright-Pierce to create Rangeley's Downtown Revitalization Action Plan, which was adopted by the Town of Rangeley on February 25, 2019. The Downtown Revitalization Plan outlines prioritized and actionable recommendations for implementing the community's vision and improving vibrancy and safety in Rangeley Village and Oquossoc Village.

The vision of the Downtown Revitalization Plan is as follows:

"The downtown revitalization of Rangeley Village and Oquossoc Village should preserve and support the Town of Rangeley's unique character, history and outdoor heritage on a year-round basis."

Project Goals include the following:

- Develop a Downtown Revitalization Plan that is actionable.
- Improve appearance and make the villages more welcoming to visitors.
- Preserve the historic character and architecture of the villages.
- Improve bicycle and pedestrian systems and safety.
- Continue to support a diverse economy.
- Improve economic viability on a year-round basis.
- Improve cell phone service.
- Improve vehicular traffic flow and safety conditions.

The Downtown Revitalization Plan studied various topics, including pedestrian and bicycle infrastructure and accessibility, infrastructure for streetscapes and utilities, signage, and parking. Key findings and recommendations of the Downtown Revitalization Plan are further described through the categories below.

Active Transportation

In 2022, MaineDOT added the Village Partnership Initiative to their suite of community initiatives. This initiative aims to focus on projects in lower-speed areas where people meet, walk, shop, and do business. Rangeley has partnered with MaineDOT for the Village Partnership Initiative and is currently conducting a transformative village study in the Oquossoc village. The Village Study focuses on active transportation elements, availability of parking adjacent to economic drivers, access management along the two state routes, and truck turning movements at the village's largest intersection. Improvements related to pedestrian and bicycle safety were identified as key priorities in the public input received during the creation of the Downtown Revitalization Plan.

Bicycle Infrastructure

There are currently no designated bicycle lanes or paved paths in Rangeley. Due to Rangeley's historic ties to outdoor recreation, it is expected that interest in mountain and road biking will continue to increase, creating further need for on-road and off-road bicycle routes. Increased traffic calming measures will assist in providing safer conditions for both bicyclists and pedestrians. In May of 2024, the Select Board accepted a donation from Rotary to install bike racks in the town park, Haley Park, and potentially, Oquossoc park.

Sidewalks & Crosswalks

The Rangeley sidewalk system allows pedestrian movement in the village between compact residential areas, the school, town office and commercial enterprises on Main Street. The sidewalks are located along Main Street (Rt 4) from Dallas Hill Road to Pleasant Street, Pleasant Street from Main Street (Rt 4) to Stratton Road (Rt 16), Main Street from Pleasant to Kempton Street, Loon Lake Road from Main Street (Rt 4) to Mendolia Road. There is a small section of sidewalk in Oquossoc at the intersection of Route 4 and Route 16.

MaineDOT contracted with AVCOG to analyze each crosswalk in AVCOG's three county region, including those in Rangeley, to determine the degree of compliance with the Americans with Disabilities Act (ADA). Four of the thirty-nine curb ramps in Rangeley were found to be in compliance with the ADA. All four of the curb ramps that are in compliance with ADA are located on Main Street (Rt 4) between Dallas Hill Road and Grandview Avenue. The Town is working to bring the other curb ramps into compliance as it completes construction projects. The Public Works Department maintains all sidewalks within Rangeley.

A public engagement session was held at the Oquossoc Fire Department on June 25, 2024, to obtain input from the residents of Oquossoc. Public input received at the Oquossoc public engagement session included a desire for pedestrian improvements near the boat launch, crosswalks in Oquossoc Village, signage for traffic calming on Bald Mountain Rd, pedestrian walkways at-grade, improvement to grade along the road for pedestrians, and providing firmer shoulders to Haines Landing to improve walking. It was determined that sidewalk infrastructure would take away from the rural character of Oquossoc Village and instead recommended that shoulder width be increased and striping be added to accommodate pedestrian access.

Recommendations from the Downtown Revitalization Plan:

Continue to implement bicycle and pedestrian improvements in a phased approach in Rangeley Village and initiate these improvements in a phased approach in Oquossoc Village, in a manner that is affordable within the Town's capital improvement budget. Consider starting at the center of the villages and working outward towards regional trail systems. *In progress*

- Continue to support regional cycling interests and coordinate with MaineDOT, the Bicycle Coalition of Maine, etc., on joint funded project opportunities to initiative bike lanes in the Rangeley and Oquossoc Villages, and for connections to regional systems. *No action*
- Continue to coordinate with MaineDOT to ensure that bicycle and pedestrian infrastructure improvement projects are consistent with MaineDOT policies and regulations. *In progress*
- Consider pedestrian and bicycle improvements in coordination with other vehicular infrastructure and streetscape elements (trees, lighting, etc.) from a "Complete Streets" approach. *No action*
- Examine current street and sidewalk ordinances during their update process to consider the requirements of individual commercial property owners maintaining sidewalks in a safe manner immediately in front of their property. *No action*
- Continuing the consistency of granite curb and asphalt sidewalk materials throughout the villages. *In progress*
- Continue to evaluate strategic pedestrian and bicycle infrastructure improvements in association with other downtown revitalization improvements, including roadway,

streetscape and utility infrastructure improvements, as well as private development projects so that bicycle and pedestrian infrastructure does not have to be reconstructed “after the fact,” since these other initiatives often involve an underground infrastructure component within the sidewalk and bike lane areas. *In progress*

- Improve existing sidewalks to comply with current ADA accessibility standards. *In progress*
- Continue to monitor and plan for capital improvements to maintain existing sidewalk on an annual basis (This work is currently performed by public works dept). *On-going*
- Define a streetscape standard within Rangeley Village for Main Street and Stratton Rd (sidewalks, bike lanes/shoulders, on-street parking, signage, landscaping, site lighting with full cutoff fixture, site amenities – benches, trash receptacles, etc.). *On-going*
- Define a streetscape standard for adjacent side streets within Rangeley Village (sidewalks, shoulders, signage, and lighting with full cutoff fixtures). *No action*
- Coordinate with Rangeley Lakes Scenic Byway and MaineDOT Highway Signage Program to promote Rangeley and Oquossoc Villages (Routes 4, 16 and 17). *On-going*
- Coordinate with MaineDOT regarding highway improvements to Routes 4 and 16 in association with context sensitive design for improvement within the village, and in terms of opportunities to reroute and reduce industrial truck traffic through Rangeley Village, and in terms of overall streetscape and traffic calming improvements (i.e. bump outs, raised medians, street lighting, on-street parking, etc.). *On-going*
- Define a streetscape standard within Oquossoc Village for Carry Rd / Rumford Rd (Sidewalks, bike lanes/shoulders, signage, landscaping, site lighting with full cutoff fixture). *Paused*
- Define a streetscape standard for adjacent Oquossoc Village side streets (Sidewalks, shoulders and signage). *No action*
- Coordinate with MaineDOT to implement pedestrian and bicycle safety improvements. This signage should meet the objectives of AASHTO and ADA federal safety objects and be consistently applied throughout the downtown. *On-going*

***T*rails**

Off-road, multimodal routes provide alternative ways to travel through, and within, town. While these routes are sometimes considered to be for recreational use, they can be vital transportation corridors. According to www.MaineTrailFinder.com, there are 11 trail networks in Rangeley and Oquossoc, and 40 networks of trails in the Rangeley Lakes Region as a whole. They are Boy Scout Road, part of Forest Legacy Trails, Bald Mountain Trail in Oquossoc, Rangeley River Trail, Wilhelm Reich Museum Trails, Hunter Cove Uplands, Hunter Cove Wildlife Sanctuary, Mingo Springs Trail and Bird Walk, and Hatchery Brook Preserve. Outdoor recreation in Rangeley is described in further detail in the Economy chapter of this Plan. There are over one hundred miles of trails in the Rangeley Lakes Region as a whole, providing additional connectivity through means of active transportation.

Additionally, there are extensive snowmobile trails in Rangeley that connect to the regional Interconnected Trail System, providing access to eight other towns. The Camp-2 Trail Riders ATV Club and Rev-It-Up Sport Shop, maintain the 70 miles of ATV Trails that encompass the Rangeley Lakes Region. The Oquossoc ATV Club is a 501(c)(7) non-profit organization that

develops and maintains trails in Rangeley and Rangeley Plantation. Creating a consistent look and design of all trail heads can improve the visibility of trails.

The Rangeley Lakes Heritage Trust, Maine Forestry Museum, Rangeley Lakes Trails Center, Rangeley Lakes Snowmobile Club, the Rangeley Region Guides & Sportsmen's Association, and the Wilhelm Reich Museum all work to maintain the wealth of trails in Rangeley. The Trails for Rangeley Area Coalition provides coordinated activities involving trail utilization. Annual appropriations have been approved at Town Meetings and future appropriations are expected.

Recommendations from the Downtown Revitalization Plan (Wright-Pierce 2019):

- Continue to monitor and plan for capital improvements to maintain existing trail infrastructure on an annual basis.
- Improve wayfinding signage guiding pedestrian, bicycle and vehicular visitors to village amenities, adjacent neighborhoods, regional trail systems, and cultural resources.

Parking

The town maintains public on-street parking and a municipal lot on Main Street. Because of the density of Rangeley Village, some business parking is located at the rear of the commercial buildings. Public parking lots are located off Pleasant (town-owned) and Depot Streets (owned). Parking regulations in Rangeley are dictated in Chapter 35 Traffic Ordinance of the Town Code.

To improve traffic flow and safety on Main St./Rt. 4, the Town of Rangeley converted diagonal parking to parallel. With larger pickup trucks and SUVs parking diagonally along the Byway/Main St., there often was not enough width for two vehicles on the roadway, particularly when one of them was a logging truck or tanker truck. While this change helped improve vehicle and pedestrian safety, it resulted in a significant reduction in the number of available parking spaces. To address this challenge, the Town purchased a parcel of vacant land in 2001 adjacent to the Byway to be used for off-street parking.

In Oquossoc Village, there is no public parking along the roadway, except for an undeveloped parking area that serves vehicles and trailers using the public boat launch. The Scenic Byway Gateway Project proposes to expand and improve parking in the Village. At the June 2024 public meeting at the Oquossoc Fire Station, areas for on-street parking were identified. The town is in the design process for upgrades to the public parking lot at the intersection of Routes 16 and 17. At this public engagement session held in Oquossoc, input included providing parking through public/private partnerships, and that signage for parking areas is needed. Community members also voiced a desire to relocate the post office to provide additional parking in its place.

Rules for winter parking, overnight parking and parking in excess of 72 hours, and parking lot lease agreements are included in Chapter 35 of Rangeley's Town Code.

Parking facilities in Rangeley and Oquossoc are shown in the maps in Appendix A - Transportation, and the Downtown Revitalization Plan, prepared by Wright-Pierce Appendix C.

Recommendations from the Downtown Revitalization Plan:

- Improve directional way-finding signage to parking areas within walking distance of the villages. *On-going*
- Improve Main Street streetscape infrastructure, sidewalks, lighting, landscaping, to create a greater sense of security and aesthetic interest for pedestrian traffic traveling to and from off-street parking facilities and the surrounding village areas. *On-going*
- Consider revisions to the Town’s ordinances regarding parking. This could include reduced parking requirements for mixed use development where the upper story residents parking needs and the lower story commercial / business peak demand need are typically not in conflict. *No action*
- Consider a parking study master plan as a long-term strategy for downtown revitalization after initial phased plan improvements are made, which may, along with changes in the economy and social trends, result in different parking demands than what exists currently. *No action*
- Consider acquiring permanent rights / ownership of current town-leased gravel parking lots and pave the lots to improve demarcation of parking spaces and potential increase in capacity of parking within these lots. *Purchased Depto St lot, IGA lot – private sale*
- The Town could also consider opportunities to acquire new properties for paved parking lots. *On-going*
- Consider on-street parking opportunities in Oquossoc Village, which can also serve as a means for traffic calming. *On-going*
- Consider replacing on-street parking in Rangeley Village with off-street parking, where feasible, to allow for greater streetscape improvement space. This should be considered in a coordinated effort with potential opportunities to increase town-owned off-street parking lots at other strategic locations throughout the villages (i.e., vacant lots or at a location closer to the IGA) and the Town should dedicate capital reserves for proactive purchase of such potential properties as they become available.
- Coordinate with businesses regarding employee policies / require that employees have designated parking space beyond the “prime” spaces which are most visible and convenient for visitors to the downtown.
- Consider requiring parking to be sited behind buildings on Main Street, Stratton Rd, Rumford Rd and Carry Rd for new development ordinance standards.

Electric Vehicles

Public comments from the Downtown Revitalization Plan included the recommendation of “*Electric vehicle infrastructure behind businesses off Main Street.*”

Saddleback Mountain has 12 EV chargers on site. The EV charging stations were installed in the fall of 2022 as a partnership with ReVision Energy. EV chargers are also located at The Hideaway and Pleasant Street Bed & Breakfast. As more EV charging stations are installed, their locations will be listed at online sources such as Charge Hub.

At the public engagement session held in Oquossoc, community members noted that there are no Electric vehicle charging stations available in Oquossoc, and that providing infrastructure would accommodate electric vehicles.

Park & Ride Facilities

There are no MaineDOT Park & Ride facilities in Rangeley. The closest MaineDOT Park & Ride lot is located in Farmington. Smalls Falls is a maintained rest area and trailhead located at in Township E.

Recommendations from the Downtown Revitalization Plan:

- Improve parking, public transit, bicycle and pedestrian connections to Rangeley and Oquossoc Village parks from other areas of the villages, and from other regional recreation destination points (e.g., AT Trailhead on Route 4). *No action*

Transit

Public transportation in rural areas is an increasingly necessary but inherently expensive service for local (county or municipal) governments to provide. There are a significant number of adults who have no personal transportation or license to operate a vehicle. Additionally, seniors want to remain engaged, but do not want to drive or have surrendered their licenses.

Western Maine Transportation Services (WMTS) is the designated regional transit provider for Androscoggin County. WMTS provides “demand-response” curb-to-curb and “flex-route” hybrid scheduled/off-route curb-to-curb transportation services to residents of Androscoggin, Franklin and Oxford Counties. WMTS also provides commuter services in some areas. Buses and vans operated by WMTS are open to the general public. Riders may use services provided by WMTS mostly as they would a personal vehicle, with the exception of limitations on the size, number and type of parcels allowed, and pets/animals being limited to small animals in carriers or trained service animals under control of the rider.

Service from Farmington to Rangeley operates every 2nd Tuesday of the month, including stops in Strong and Phillips. Stops include Phillips Shadagee Apartments, Strong White Elephant, Rangeley Townhouse Apartments, Franklin Memorial Hospital, Walmart/Mt. Blue Plaza, and Hannaford Plaza. Reservations are required for this service and are available on a first-come, first-served basis. The greatest number of rides provided by WMTS are to healthcare appointments, followed by shopping, personal appointments (hair, banking, social service, legal, etc.), employment, higher education, entertainment, social and family engagements, and dining at restaurants and senior meal centers, during non-holiday weekdays. WMTS also provides commuter buses for employees of Sugarloaf and Sunday River.

Saddleback has a bus service to bring employees and skiers to and from the mountain. The town could explore partnering with Saddleback to expand this service. Getting more visitors and employees to use transit reduces traffic and the need to build and maintain costly parking. The Town could consider working with Saddleback to expand the service using the existing buses.

The Rangeley Health and Ride Program provides local transportation for individuals to and from medical appointments, the health center, the dentist, and the grocery store. The Health and Ride Program also provides non-local rides for medical appointments only. As support, the Town has made an annual contribution to the program

Other transportation services provided in the region include a few for-profit taxis, vans, and shuttle operators which are utilized by LogistiCare, a non-emergency medical transportation broker. Commercial taxi operators providing general transportation, as opposed to those providing MaineCare rides, are not consistently available in most towns. None of these providers are considered to be “public transit” providers.

Currently, ridesharing/ride-hailing services (Uber, Lyft, etc.), if available at all in rural areas of the state, are generally not reliable due to hours of availability and numbers of drivers who sign-up. This is mostly due to the business model requiring a minimum population density greater than what typically exists in Western Maine communities in order to be profitable and sustainable for drivers.

A business opportunity giving rides for a fee may have potential. The State of Maine has a brochure on starting such a service, *Running A Taxi Or Limousine Service In The State Of Maine*. It can be found at

<https://www.maine.gov/sos/bmv/commercial/Running%20a%20Taxi%20or%20Limousine%20Service%20in%20the%20State%20of%20Maine%20MD.pdf>

Even with the available transportation options, the transportation needs of residents may not be able to be met without additional public or other transit services.

Rail

There are no active railways in Rangeley. There is an abandoned rail bed that runs from the western end of Salmo Road to Boy Scout Road that is now a dirt road named Indian Rock Road. Snowmobiles and ATVs currently use the railbed.

Aviation

The Town of Rangeley owns and operates the Stephen A. Bean Municipal Airport. The airport facility’s paved runway extends 4,300 feet and is located on Loon Lake Road. Services and amenities offered include aviation fuel, aircraft parking, flight school, and aircraft rentals. Rangeley adopted Rules & Regulations for the Stephen A. Bean Airfield in 2008, which defines public and tenant usage. The town owns the land in the runway protection zone which ensures that inappropriate development does not take place in the runway approaches. There are no zoning standards that address incompatible land uses with airport operations outside of the runway protection zones.

The town invested in a runway expansion project in 2019 that resulted in increased emergency response capabilities for Rangeley and surrounding communities through Life Flight of Maine.

The Sugarloaf Regional Airport and the seaplane base on Rangeley Lake also service the Rangeley Lakes Region. Float plane tours are offered out of the Rangeley Lake seaplane base by Acadian Seaplanes.

Regional Transportation Plans

The 2021 Androscoggin Valley Council of Governments Regional Strategic Transportation Investments Plan identified the following projects which could provide opportunities for Rangeley:

- Provide bicycle-pedestrian infrastructure and facilities, where appropriate, as roads are upgraded.

MaineDOT Plans

MaineDOT maintains several transportation plans including the Statewide Long-Range Transportation Plan, the Statewide Transportation Improvement Program, the Statewide Active Transportation Plan, and the capital/maintenance Work Plan.

The Long-Range Transportation Plan is a 20-year policy-based transportation plan. The Plan identifies MaineDOT's vision for the future and provides guidance and insight on the necessary strategies to meet the state's transportation goals over the next 20-30 years. MaineDOT has identified eight key trends that are anticipated to impact transportation in the years ahead: Maine's aging population, labor market/industry, global trade/freight movement, urbanization/shifting population, tourism, technology, safety, and climate.

The Statewide Transportation Improvement Program (STIP) is a four-year, federally required, transportation capital improvement program. The STIP includes the Transportation Improvement Programs (TIPs) of Maine's four Metropolitan Planning Organization (MPOs). The STIP identifies federal funding by year for scheduled transportation projects that may be receiving FHWA or FTA funding and includes capital projects identified in MaineDOT's three-year Work Plan.

MaineDOT's Work Plan outlines the capital and maintenance projects that the department plans to perform over the next three years. The Work Plan is calendar year-based and includes all MaineDOT work activities. The majority of the capital projects listed in the Work Plan are eligible for FHWA and FTA funding. MDOT's current work plan can be found at <https://www.maine.gov/mdot/projects/workplan/>.

Looking into the Future

Maintaining and expanding transportation infrastructure is an ongoing responsibility of any community. As the community moves forward more alternative forms of transportation are expected to increase. Such as more trails for walking, hiking, and biking for both transportation, recreation and exercise; and public transportation options for those that can't drive or don't have a vehicle. The airport is an important resource to maintain and expand for public safety, delivery of goods, and visitor and resident transportation. The following policies will guide transportation improvements and investments over the cycle of this Plan:

1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
2. To safely and efficiently preserve or improve the transportation system.
3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).

5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
6. To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Transportation

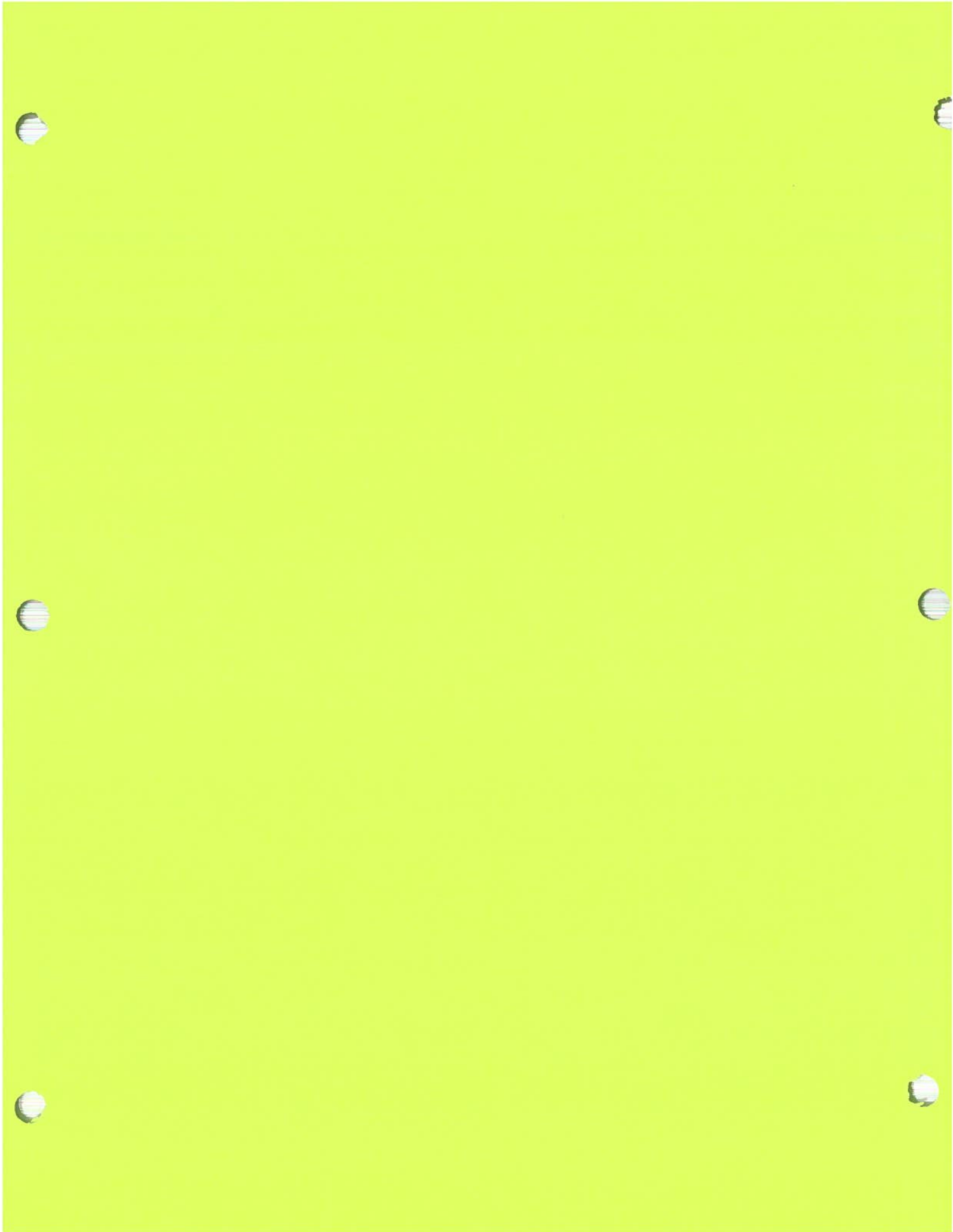
Goal:

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

Ideas to Consider

	1. Updating a prioritized improvement, maintenance, and repair plan for the community's transportation network.	
	2. Initiating and/or actively participating in regional and state transportation efforts to improve road conditions and road safety.	
	3. Maintaining, enacting or amending local ordinances as appropriate to address: a. State regulations such as the Sensible Transportation Policy Act, Access management regulations, and State traffic permitting regulations for large developments. b. Standards for subdivisions and for public and private roads as appropriate to foster transportation efficient growth patterns and provide for future street and transit connections. c. Amend the clustering provisions of CH 38, to provide incentives for shorter road lengths, more open space and trail connections when possible.	State
	4. Continuing to implement the recommendations of the Downtown Revitalization Plan as appropriate, such as: a. Bicycle and pedestrian improvements in a phased approach in Rangeley and Oquossoc Villages, 1.Coordinating with other vehicular infrastructure and streetscape elements (trees, lighting, etc.) from a "Complete Streets" approach 2.Considering a variety of funding source such as grants, inclusion in the capital budget, TIF funds, public/private partnerships, etc. to fund projects. 3. Consistency with MDOT and ADA policies and regulations, 4. Starting at the center of the villages and working outward to connect regional trail systems. 5. Developing requirements of individual commercial property owners to maintain pedestrian pathways and sidewalks in a safe manner immediately in front of their property. 6. Developing requirements of individual commercial property owners to build pedestrian pathways and sidewalks in front of their property if identified in the Downtown Revitalization Plan during as part of a local review process. 7.Developing standards for streetscape improvements for both Rangeley and Oquossoc Villages such as sidewalks, at-grade walkways, bike	

	<p>lanes/shoulders, on-street parking, signage, landscaping, site lighting with full cutoff fixture, site amenities – benches, trash receptacles, etc.</p> <ol style="list-style-type: none"> 8. Support regional cycling interests and coordinate with MaineDOT, the Bicycle Coalition of Maine, etc., on joint funded project opportunities to integrate bike lanes in the Rangeley and Oquossoc Villages, and for connections to regional systems. <p>b. Improving parking in Rangeley and Oquossoc Villages by:</p> <ol style="list-style-type: none"> 1. Revising reducing parking requirements mixed use developments where upper story residents parking needs and lower story commercial / business peak demand need are typically not in conflict. 2. Conducting a parking study as a long-term strategy for downtown revitalization after initial phased plan improvements are made, which may, along with changes in the economy and social trends, result in different parking demands than what exists currently. 3. Acquiring permanent rights / ownership of current town-leased gravel parking lots and pave the lots to improve demarcation of parking spaces and potential increase in capacity of parking within these lots. 4. Identifying locations for on-street parking opportunities in Oquossoc Village, which can also serve as a means for traffic calming. 5. Acquiring new properties for paved parking lots. 6. Replacing on-street parking in Rangeley Village with off-street parking, where feasible, to allow for greater streetscape improvement space. This should be considered in a coordinated effort with potential opportunities to increase town-owned off-street parking lots at other strategic locations throughout the villages (i.e., vacant lots or at a location closer to the IGA) and the Town should dedicate capital reserves for proactive purchase of such potential properties as they become available. 7. Requiring parking to be sited behind buildings on Main Street, Stratton Rd, Rumford Rd, and Carry Rd for new development ordinance standards. 	
--	---	--



Future Land Use Plan

BACKGROUND

A major purpose of the Comprehensive Plan is to establish a guide to support the ongoing development of the community. The Plan establishes the foundation for land use decisions and defines areas most suitable for development. It is important that the Plan sets forth a realistic development guide so that the community can prosper and at the same time maintain valued characteristics.

The purpose of the Future Land Use Plan and Map is to identify the future land use characteristics of Rangeley. The narrative of the Future Land Use Plan identifies areas where various land uses should occur.

The Future Land Use Map shows the existing and proposed land use areas. It is the purpose of the Future Land Use Map to indicate the general locations of desired future development. Some critical resource areas as defined in the Comprehensive Plan Review Criteria Rule are not identified on the map but will be conserved by recommendations contained in Comprehensive Plan.

The map was developed based on the Vision for Rangeley, policies and action strategies contained in the Plan. It was developed without consideration of individual property owners but does use property lines as zoning boundaries when logical. The Plan should be viewed as a visualization of how the Comprehensive Plan recommends the Town develop in the years ahead. It must be realized that as demands dictate, the Future Land Use Plan and Map will require revisions.

IMPLEMENTATION

The Future Land Use Plan and Future Land Use Map will be implemented through amendments to the existing zoning and other land use related ordinances. The Future Land Use Plan will provide basic direction to those drafting the ordinance amendments in relation to the purposes and dimensional requirements of the various land use areas and so on. The public will be given ample opportunity for input, through public meetings and hearings, as ordinance language is drafted.

SHORELAND AND RESOURCES PROTECTION AREAS

Natural Resource Areas - Significant resources areas are those areas in Rangeley most vulnerable from development and other land use activities. These areas are identified by the State of Maine Department of Inland Fisheries and Wildlife and are used by the Town of Rangeley to establish resource protection areas. They are also critical factors in defining Rangeley's "brand" as define in its Vision. These areas warrant special consideration due to their vulnerability of degradation. Land use activities within these areas require stricter regulation than in other areas. These areas, as stated in Rangeley's Vision, provide outstanding

clean air and water, large remote areas, scenic views of lakes and mountains, wild fisheries, and bountiful wildlife.

Significant resource areas shall be protected by ensuring that new development and other land use activities within the *watershed of a surface water* are undertaken to minimize negative effects on water quality. These standards will include erosion and sediment control measures, phosphorus export limitations and other recognized techniques, such as best management practices (BMPs) to protect water quality.

Floodplains shall continue to be regulated by Floodplain Management Ordinance and the existing Shoreland Zoning areas including the 100-year floodplain area along the Kennebago and Rangeley Rivers, and areas around wetlands with a high/moderate waterfowl and wading bird habitat value. *Wetlands* shall continue to be protected to maintain their resource values and functions by local Shoreland Zoning and the Department of Environmental Protection as appropriate. *Steep Slopes* of two or more contiguous acres when sustained slopes are 25% or greater should be avoided from development or undertake engineering techniques that stabilize hillsides and reduce erosion, sedimentation, and nutrient runoff and that the projects are carefully monitored. *Significant Wildlife Habitat* such as known deer wintering areas as determined by a wildlife biologist, significant waterfowl and wading bird habitat, riparian areas and large blocks of undeveloped land that are considered as critical habitats, using the Beginning with Habitat as data for regulations if needed

Rangeley's water resources are its most important natural resources and maintaining the outstanding clean water is a priority. Shoreland zoning, including the most restrictive zone, Resource Protection, help to achieve that vision. The purpose of designating shoreland areas is to protect the resource values and water quality of ponds, rivers, streams and freshwater wetlands while permitting shoreland residential and recreational uses that are compatible with these resources.

Land use activities in these areas require strict oversight to protect water quality and the other values of these resources. Year-round and seasonal residential and commercial development that complies with the standards of the Mandatory Shoreland Zoning Act will continue to be permitted. Lot area per dwelling will be a minimum of 40,000 square feet with a private septic system and 20,000 square feet with a connection to the public sewer system.

No changes to the minimum shore frontage and lot areas are proposed. Nor are any changes proposed to the specific land use standards that exist in Rangeley's Shoreland Zoning regulations. These areas are identified with information from the Maine Department Environmental Protection, the Maine Department of Inland Fisheries and Wildlife, the Maine Department of Conservation, the national Flood Insurance Program, and the Beginning with Habitat data.

For the purposes of the Growth Management Law the Shoreland and Resource Protection Area is considered as a Natural Resource Area.

WOODLAND AREAS

The Woodland Areas are for the most part forested, suitable for commercial forestry use, held in large ownerships, not readily accessible from public roads and are expected to remain as active commercial woodlots into the future. Commercial forest land boosts local and regional economies, defines Rangeley's character, protects water quality, and offers wildlife habitats and recreation areas.

Within areas designated as Woodland, the primary uses will be forestry, commercial activities that add value to forestry products and other natural resource-based activities. In addition, uses involving conservation or recreational activities are appropriate. Commercial and industrial uses other than those involving forestry, forest products, natural resources, or outdoor recreation are not appropriate in this Area. Residential uses are allowed at the lowest density within the town. Earth and rock materials removal will be allowed subject to standards for operation and restoration of the site.

Residential development may not be compatible with the allowed commercial forestry of the Woodland areas. Clustering houses in this District is a way to create wooded buffers around the residences, to maintain wooded blocks and to reduce the length of roads and impervious surfaces within the development. Clustered subdivisions are allowed in this District, but in most cases, developers have not chosen a clustered subdivision as an alternative to a more traditional development. Adding incentives to cluster, with lower road frontages, and opportunities for extra lots if certain criteria are met may encourage more clustered development.

A transfer of development rights might also be a way to limit residential development and maintain large blocks of forested land in the Woodland District in return for higher density in the Village where public water and sewer are available. With a transfer of development rights program, the development rights of Woodland areas (sending district) are permanently severed from the land and can be sold to a developer for higher density in the Village area (receiving district). For the program to work, there needs to be an incentive for developers to purchase the rights. For example, the value of the development rights needs to be priced high enough for woodlot owners to sell and low enough for developers to get additional density or housing type to be economically feasible. The challenge is finding the right balance.

For the purposes of the Growth Management Law the Woodland Area is considered as a Rural Area.

RESIDENTIAL AREAS

The purpose of the Residential Areas is to accommodate moderate and higher density residential development, including single-family, two-family, and multifamily housing. Within these areas, incentives of higher density for affordable/work force housing should be created. This Area supports the vision that there will a diverse population, meaning that there will be young, old and families with children.

Mobile home parks could be expanded to include small, stick-built homes, if they meet design standards that include but not limited to mobile home safety standards and appearance (pitched roofs and residential type siding), open space requirements, street design, sidewalks, street lighting and landscape buffers.

The space and bulk standards (includes property line setbacks, height limitations, road frontage requirements, minimum lot sizes, density requirements) currently allowed in in CH38.9.7 could be adjusted to lower infrastructure costs such as utility and road construction while still creating a desirable Rangeley neighborhood. Clustering is another way to encourage neighborhood development and lower construction costs.

Community facilities, public and semi-public uses and smaller types of lodging facilities will be allowed in these Areas. Commercial and industrial uses, including new extraction of earth and rock materials, will not be located in these Areas. Home occupations would be allowed subject to criteria that consider the potential impacts of the use on the neighborhood in which it would be located.

Space and bulk standards and the allowable uses of this District should be reviewed to see if they are still appropriate for the type of development Rangeley is experiencing.

For the purposes of the Growth Management Law, the Residential Area is considered as a Growth Area.

VILLAGE RESIDENTIAL AREAS

The purpose of the Village Areas is to provide locations for quality, higher density residential neighborhoods. A wide range of residential uses including single family, two family, and multifamily units (including condominiums) are appropriate uses in this Area. Other desired uses include bed and breakfasts, community facilities, and institution/public buildings. Home occupations in conjunction with residential uses will be allowed but with limitations to minimize their impact on surrounding uses.

As with the Residential District, space and bulk standards and the allowable uses of CH 38 should be reviewed to see if they are still appropriate for the type of development Rangeley is experiencing. For example, are there different types of housing such as larger multi-family buildings, boarding houses, dorms, and the like that would provide the types of housing that are needed for Rangeley's permanent and transient workforce. Likewise, build-to requirements instead of setback requirements create a different more consistent look and could be appropriate. Different housing types may require different types of space and bulk standards if the units meet desired housing such as affordable employee rental and homeownership types. This area is appropriate for incentives for higher density if affordable and/or work force housing is constructed.

The Future Land Use Map shows an area that is currently Residential but is appropriate for Village and higher density and a diversity of housing types because public water and sewer are currently provided. Higher density may be offered as an incentive to build affordable and/or workforce housing. A second area that is proposed to be Village instead of Residential is between the shoreland area around the lake and the Commercial area along Route 4 in the area around Cottage Road (see the Future Land Use Plan for a more precise location).

This Area supports the vision that Rangeley and Oquossoc Villages will be focal points.

For the purposes of the Growth Management Law, the Village Residential Area is considered as a Growth Area.

DOWNTOWN COMMERCIAL AREAS

Downtown Rangeley Area is a vibrant and changing village center where residents and visitors come to shop, eat and socialize. The Rangeley Downtown Area (Downtown Commercial District) includes a mixture of uses in the Area including public, retail, services, lodging and residential. This area is walkable and business and services can be reached by parking a vehicle only once. No changes to the size of Rangeley Village Downtown District are proposed; however, removing barriers to create more opportunities for mixed use is suggested in the Economy chapter (see Mixed Use sub-chapter).

The Downtown Revitalization Plan developed by Wright Peirce will guide local infrastructure improvements. See Appendix B for the Plan and recommendations. In addition, the town may also want to consider architectural and design standards to guide the design of new and redevelopment projects. Other land use regulations should be considered such as a Site Plan Review Ordinance that includes environmental development standards, parking, signage, lighting, wastewater disposal, odors, buffers, and so on. As in other Districts, the space and bulk standards should also be reviewed to see if they are meeting current development needs.

Oquossoc Village Area (Downtown Commercial District) while smaller than the Rangeley Downtown Area it contains a variety of service type business, and the Rangeley Outdoor

Sporting Heritage Museum. This area should maintain its mixture of uses to retain the village character.

In Oquossoc, there is no public sewer available and the cost of extending the public sewer line has been assessed and it is cost prohibitive. Therefore; the lot size will continue to be a minimum of 20,000 square feet with setbacks and lot coverage standards reflecting village character.

This Area supports the vision that Rangeley and Oquossoc Villages will be focal points

For the purposes of the Growth Management Law, the Rangeley and Oquossoc Downtown Commercial Districts Area is considered as a Growth Area.

COMMERCIAL AREAS

The Commercial Area is intended to provide locations for a variety of commercial, office, service, research, or assembly operations that cannot be located in village areas due to their size or scale and/or good neighbor impacts. Commercial operations that add value to logs could also be an appropriate use for the Commercial Districts. Because of its location adjacent to the Scenic Byway and populated areas ordinance standards will not allow uses that have the potential to cause environmental harm and/or pose threats to human health and safety or that will cause excessive noise or traffic.

A new Commercial District is proposed in mid-town Rangeley along the south side of Route 4 near Quimby Pond Road. See the Future Land Use Map in Appendix A for a more precise location. Route 4 is not posted in the spring allowing year-round traffic and the area currently has some commercial activity. This may become a different type of Commercial District or be an extension to the existing Commercial Districts.

As stated earlier, site plan review standards and architectural standards are a good tool to assure that new development will not be detrimental to adjacent land uses.

For the purposes of the Growth Management Law, the Commercial Areas are considered a Growth Area.

INDUSTRIAL/COMMERCIAL AREA

The Industrial area includes the municipal airport, land adjacent to the airport that is suitable for industrial and commercial uses and the Chick Hill Pollution Control Facility/spray fields. The town owned properties total some 630 acres (airport 130 acres and the Chick Hill Pollution Control Facility/spray fields 500 acres). The purpose of the Industrial/Commercial Area is to provide locations for industrial/business type uses that can co-exist with aviation activities and are not compatible with land uses in other areas due to size, intensity and potential impacts on more compact residential and woodland areas.

This Plan proposes that the definitions of light and heavy industrial be merged and that uses allowed in heavy industrial such as chemical plants, wrecking yards, the use of radioactive materials, and freight yards be eliminated from the definition. Uses that create materials need for construction, that support forest products and aviation industries, that create energy or provide energy storage, and provide important products to the people of the Rangeley Region would be appropriate

In addition to site plan standards mentioned earlier, specific standards will be developed to ensure such development does not limit airport operations and expansions.

For the purposes of the Growth Management Law, the Industrial/Commercial Area is considered as a Growth Area.

Telephone 207-864-3326 Ext 119
Direct Line 207-864-3185
Fax: 207-864-3578

Office of:

Selectmen
Town Manager
Treasurer
Tax Collector



Office of:

Town Clerk
Code Enforcement Officer
Parks & Recreation
Assessor
Public Works

**TOWN OFFICE
15 School Street
Rangeley, Maine 04970**

OFFICE OF THE CODE ENFORCEMENT OFFICER

May 22, 2025

RE: Chapter 12 Moorings amendment approved by Town Meeting June 11, 2024

To: Municipality of Rangeley Shoreland Waterfront Owners

From: Rangeley Code Enforcement

The summer season is fast approaching, and with it comes time for shoreland waterfront owners to assemble their docks and tune their boats in preparation to move them back into the lake. While most boats will be secured to docks, others will be tethered to moorings anchored to the lakebed. Almost a year ago, the town approved an amendment to the 2005 mooring ordinance that clarifies how moorings are to be managed. We encourage you to visit the town website and review Chapter 12 "Moorings".

Each water-front owner will be eligible for one (1) mooring for every 50 ft of owned shoreland. You may apply for your mooring permit through the town website or pick up an application at the town office. Only one boat per mooring is allowed. Following State Law, the buoys must be a white sphere with a blue stripe above the waterline. They must be secured using a helical/mushroom/block-based anchor. You may purchase the mooring floats locally or in most marine shops in the State of Maine. Upon receiving approval for a mooring permit from Code Enforcement, you will be assigned a number that will be placed on the mooring float in 3-inch black lettering (also a State Law).

The Mooring permits will be good for three years and renewable at the end of the permit for another three years. The initial cost per mooring will be \$150 plus processing for a total of \$210. Renewal fees will be \$150. It is the duty of the Code Enforcement Office to remove neglected, abandoned or unauthorized moorings including, but not limited to, unpaid fees and wrong locations. Please visit the town web site to complete your mooring permit at the link <https://www.townofrangeley.com/174/Planning-Department>

Best wishes for a sunny, enjoyable summer of 2025,

Breck Parker, Code Enforcement Officer

Karl Kolze, Deputy Code Enforcement Officer

Breck Parker

Karl Kolze



TOWN of RANGELEY
15 School Street
Rangeley, Maine 04970

TOWN MANAGER

April 15, 2025

TO: NBRC Catalyst Grant Program Review Committee

RE: Support for Rangeley Lakes Trail Center's Application

It is with great enthusiasm that the Town of Rangeley offers support to the endeavor of securing the NBRC Catalyst Grant for the purpose of expanding outdoor recreation and promoting four-season tourism.

The Rangeley Region is making a strong comeback from a dip in the economy when Saddleback was closed. This is largely due to the efforts of organizations such as Saddleback and the Trail Center, whose eye on outdoor recreation and conservation helps guide the region to sustainable tourism growth while protecting our natural resources.

Outdoor recreation is the cornerstone of our economy. The NBRC Catalyst Grant has the potential to propel the region's goals for four-season tourism while encouraging stewardship of our land and lakes.

Thank you in advance for your time and consideration. Please do not hesitate to contact me.

Best Regards,

E. Joseph Roach
Town Manager

EJR/tjl