BRUNSWICK TOWN COUNCIL
Agenda
July 15, 2013
7:00 P.M. – Regular Meeting
Municipal Meeting Room
Brunswick Station
16 Station Avenue

Pledge of Allegiance

Roll Call

Public Comment:

Correspondence:

Adjustments to the Agenda:

MANAGER'S REPORT:

(a) Council Committee Updates
(Includes update from the NNEPRA Brunswick Layover Building Advisory Group)

(b) Accept and expend a grant from the Walmart Foundation for items for the new Police Station *(Action Required)*

(c) Nomination Papers availability

PUBLIC HEARINGS

80. The Town Council will hear public comments on moving the voting location to Building 211 from Brunswick Junior High School, and will take any appropriate action. (Manager)

HEARING/ACTION

TABLED ITEM

72. The Town Council will hold a public hearing on an application for special amusement license, and will take any appropriate action. (Manager)

Special Amusement

The Raven's Roost — Raven O'Brien/Ronald Wing Sr. & II
D/B/A: The Raven's Roost
103 Pleasant Street

ACTION

NEW BUSINESS

81. The Town Council will consider approving a renewal alcohol license for The Raven's Roost to include outdoor service for the first time, and will take any appropriate action. (Manager)

ACTION

82. The Town Council will consider setting public hearings for July 29, 2013, on a MRRA TIF for Brunswick Landing and Executive Airport, and will take any appropriate action. (Councilor Tucker and Councilor Richardson)

ACTION

83. The Town Council will consider setting a public hearing for July 29, 2013, on budget amendments to the 2013-14 Municipal budget, and will take any appropriate action. (Manager)

ACTION

84. The Town Council will consider endorcing the Route 24 Corridor Plan, and will take any appropriate action. (Councilor Knight)

ACTION

CONSENT AGENDA

(a) Approval of the Minutes of July 1, 2013
(b) Approval of the Minutes of June 27, 2013

INDIVIDUALS NEEDING AUXILIARY AIDS FOR EFFECTIVE COMMUNICATION SHOULD CONTACT THE TOWN MANAGER'S OFFICE AT 725-6659 (TDD 725-5521)

Brunswick Town Council
Agenda
July 15, 2013
Council Notes and Suggested Motions

MANAGER'S REPORT:

(a) Council Committee Updates: Councilors with information on the Committees they are involved with will share information with the Council and public. Specifically, Councilor Perreault will update the Council on the NNEPRA Brunswick Layover Building Advisory Group meeting and a request to have a presentation made to the Council at a future date.

Suggested Motion: No motion is required.

(b) Accept and expend a grant from the Walmart Foundation for items for the new Police Station *(Action Required)* This item to allow the Police to spend $2,500 they received from the Walmart Foundation to assist with purchasing evidence supplies for the new Police Station. There are no matching funds, with the only requirement that the items be purchased at Walmart. A copy of the award is included in your packet.

Suggested Motion:
Motion to allow the Police Department to accept and expend $2,500 from the Walmart Foundation to purchase evidence supplies for the new Police Department.

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(c) Nomination Papers availability: Nomination papers for Town Council and School Board will be available starting Friday, July 26th, and need to be returned no later than Friday, September 6th. Districts 1, 2 and 6 seats for both the Town Council and School Board will be up for election in November.

Suggested Motion: No motion required.

PUBLIC HEARINGS

80. This item is for the Council to hear public comments on moving the voting location to Building 211 from Brunswick Junior High School. This will allow the public to weigh in on this proposed change. After the hearing, the Council can choose to take action to move the polling location effective either in November 2013 or next June 2014; the Council could also take no action to allow a decision to be made closer to next June's election; or the Council can vote to not move at this time. If any vote is made to move, it will still require final approval of the state, but the Clerk has confirmed that action can be taken this July for next June as long it is clear in the motion the effective date of the change. A copy of the memo from the last meeting is included in your packets.

Suggested Motion: **Options**

1) Motion to move the voting location to Building 211 from Brunswick Junior High School effective for the November 2013 election.

2) Motion to move the voting location to Building 211 from Brunswick Junior High School effective for the June 2014 election.
3) No action.
4) Vote to not move the voting location.

TABLED ITEM

72. This item comes back to the Council for approval of a special amusement license for Raven's Roost that now includes outdoor activity. At your last meeting you approved a temporary conditional license until new paperwork could be submitted for this meeting. Since the liquor license is also up for renewal the owners have decided to add the outdoor area to their liquor license and include that area in their special amusement application. Your approval is requested on the new application to include the areas outlined. Staff would also like your approval on the renewal liquor license which includes the outdoor area, which will be addressed in the next item. Copies of the new special amusement license application and historical information on their approvals are included in your packet.

Suggested Motion
Motion to approve a special amusement license for Raven's Roost, with the following conditions (if any).

NEW BUSINESS

81. This item is a renewal of an alcohol license for The Raven's Roost to include outdoor service for the first time. Since this is a different use from the past licenses, the Town Clerk is requesting the Council approve this license, especially with concerns raised on their special amusement license. With this approval The Ravens Roost will not have to come back to the Town for permission prior to each event and staff can sign off on future liquor license renewals as is the usual policy once approval has been received from the Police Department. A copy of their application is included in your packet.

Suggested Motion:
Motion to approve the renewal alcohol license for The Raven's Roost, to include outdoor service.

82. This item, sponsored by Councilor Tucker and Councilor Richardson, is to set a public for July 29, 2013, on MRRA TIFs for Brunswick Landing and the Executive Airport. Copies of the draft Application for a Municipal Development and Tax Increment Financing District are included in your packet.

Suggested Motions
Motion to set a public hearing for July 29, 2013, for the MRRA TIF at Brunswick Landing.

Motion to set a public hearing for July 29, 2013, for the MRRA TIF at Brunswick Executive Airport.

83. This item is to set a public hearing to amend the municipal budget due to the loss of state funds. The Town Charter requires a public hearing at least 10 days prior to taking Council action to amend the budget. The Town Manager has worked with staff to find adjustments to offset the $316,000 reduction in State Revenue Sharing. Copies of a memo from the Town Manager, along with options for adjustments, are included in your packet.

Suggested Motion:
Motion to set a public hearing for July 29, 2013, on budget amendments to the 2013-14 Municipal budget.

84. This item, sponsored by Councilor Knight, is for the Council to consider endorcing the Route 24 Corridor Plan. This plan was discussed at your March 18th meeting and it may be the appropriate time to approve it. Copies of a memo from Anna Breinich and the draft plan are included in your packet.

Suggested Motion
Motion to endorse the Route 24 Corridor Management Plan, dated June 27, 2013, in support of the contained findings and recommendations. The Town of Brunswick will work with MaineDOT, the Midcoast Council of Governments and participating towns to support the plan's implementation as funding becomes available.

CONSENT AGENDA

(a) Approval of the Minutes of July 1, 2013: A copy of the minutes is included in your packet.
(b) Approval of the Minutes of June 27, 2013: A copy of the minutes is included in your packet.

Suggested Motion:
Motion to approve the Consent Agenda.

Suggested Motion:
Motion to adjourn the meeting.

MANAGER’S REPORT - A
NO BACK UP MATERIALS

MANAGER’S REPORT - B
BACK UP MATERIALS

Memorandum

To: Town Clerk Smith

From: Capt. Waltz

Re: Grant for Evidence Supplies

Date: July 8, 2013

Lt. Michael Moody recently attended a training on evidence management procedures and was provided information on a grant from the Wal-mart Foundation which will provide up to $2500.00 to purchase evidence supplies (boxes, bins, bags, etc.) for the new police station from Wal-mart. Other than the expectation the purchases be made at Wal-mart, there are no strings attached – no match, etc.

May we have Town Council approval to accept the $2500.00 grant from the Wal-Mart Foundation and use it to purchase evidence supplies? The check is imaged.

cc: Finance Department (w/ original check)

Walmart
702 S.W. 8th St. BENTONVILLE, ARKANSAS 72716

Walmart

WACHOVIA BANK, N.A.
CHARLOTTE, NC 28288-0013

66-156
531

EQ: A314352

VENDOR NUMBER	DATE OF CHECK MO	DAY	YR	CHECK NUMBER
340356997	07	03	13	2492988

2492988

PAY
TWO THOUSAND FIVE HUNDRED DOLLARS AND NO CENTS

$ DOLLARS CENTS *****2,500.00 NET AMOUNT OF CHECK

TO THE ORDER OF
BRUNSWICK POLICE DEPARTMENT
FACILITY# 1939
28 FEDERAL ST.
BRUNSWICK ME 04011

WAL★MART STORES, INC.

Senior VP, Finance and Treasurer

"THIS DOCUMENT CONTAINS A COLORED BACKGROUND ON FACE - AND ARTIFICIAL WATERMARK ON BACK - HOLD AT AN ANGLE TO VIEW."

⑈2492988⑈ ⑆053101561⑆ 2079900136854⑈

MANAGER’S REPORT - D
NO BACK UP MATERIALS

ITEM 80
BACK UP MATERIALS

MEMO

To: Town Council
From: Fran Smith, Town Clerk/Assistant to the Town Manager
Date: June 26, 2013
Re: Pros/Cons of moving voting location to Building 211

This memo is to provide a list of pros and cons relative to moving the consolidated voting location from Brunswick Junior High School to Building 211 at Brunswick Landing beginning this fall. If Council wishes to consider this move, you will need to set a public hearing prior to voting. If the move is approved by the Council, I will submit an application for the change to the Secretary of State's office, which will have final approval. I would like to emphasize that the School Department and the staff at the Junior High have been extremely accommodating; the issue is whether the Council wishes to make the move to address some of the concerns raised by citizens, with the chance of other concerns arising if the change occurs.

Pros

- Allows residents to become familiar with the area of Brunswick Landing so they get to know and incorporate the facilities and businesses into the community
- Less traffic congestion and crowding than at the current location, especially at the beginning and ending of the school days at two schools, which has been a voter concern
- Eliminates any concerns/issues with student safety
- Alleviates the need for relocation of physical education classes, after school activities, and staff parking at two schools
- Provides for more than adequate parking
- Easy access (directions – main entrance on Admiral Fitch Avenue, go to the end, take a left on Orion, building is on the left)
- Has good outside lighting which has been an issue with areas of the junior high lot
- Handicap accessible (as is the Junior High)
- Provides a geographically central location
- No interference with school calendar (closing on a Tuesday during Presidential years)
- Election location would not be disrupted or temporarily moved if/when school renovations or remodeling are undertaken with either the junior high or Coffin School
- If the change is made this year, it allows time for word to get out before the generally busier gubernatorial primary/election next year

Cons

- Voter confusion over change of venue
- Lack of familiarity with location
- Cost to educate voters about the change
- Driving distances greater for many sections of town, although shorter for some

With the exception of driving distance, the cons are mostly first/one time issues

ITEM 72
BACK UP MATERIALS

7/8/2013

To the Town of Brunswick:

Ravens Roost located at 103 Pleasant Street hold Bike nights on Wednesday nights.

These are charity events and the money raised goes to helping people in need. On this night we have cook outs that consist of hamburgers and hot hotdogs. We section a space of the back parking lot of so people can eat out side. We have all so talked with the tenants of the building and they have giving us there permission to use the parking lot as we do on Wednesday nights. At this time we do not allow alcohol outside. We are requesting the permission to allow people to drink alcohol outside in the part that is sectioned off. The events go from 6pm-9pm. There is always two staff outside in order to ensure everything is going smoothly, and everything is broke down by 9pm to ensure that we are not disturbing the neighborhood area.

Raven O'Brien/ Ravens Roost

TOWN OF BRUNSWICK

28 Federal Street Brunswick, Maine 04011 TEL: (207) 725-6658 Fax: (207) 725-6663

APPLICATION FOR SPECIAL AMUSEMENT LICENSE

Please complete:

Type of Business: ☐ Sole Proprietor-Owner's Name: _____

☐ Partnership-Partner's Names: _____

☑ Corporation-Corporation Name: Raven Roost

Incorporation Date: 7/2011 *Incorporation State:* Maine

☐ **New License**: Opening Date _____ ☐ **Renewal License**

Business Name: Ravens Roost E-Mail: _____

Business Address: 103 Pleasant Street Business Phone Number: 406-2359

Name of Contact Person: Raven O'Brien Contact's Phone Number: 449-9828

Mailing Address for Correspondence: 368 Old Bath Rd

Signature of Owner, Officer, Partner or Agent: [signature]

Date: 7/8/2013

Corporations Please Complete:

Address of Incorporation: 103 Pleasant St Phone #: 449-9828

Name of Corp. Officer, Owner, or Partners:	*Title*	*Address*	*% of Stock or ownership*
Raven C O'Brien	Sec/Treas	368 Old Bath Rd	50%
Ronald C Wing II	Pres	"	50%

Town Clerk Use Only

License Fee $100.00 0 Paid Advertising Fee $_____ 0 Paid

Required Approvals: 0 Finance 0 Codes/Fire 0 Council **PH Date:**_____

Mailed or Issued Date:_____

Clerk Notes:

O:\Word\Appsfile\Special Amusement13 Appl.docx

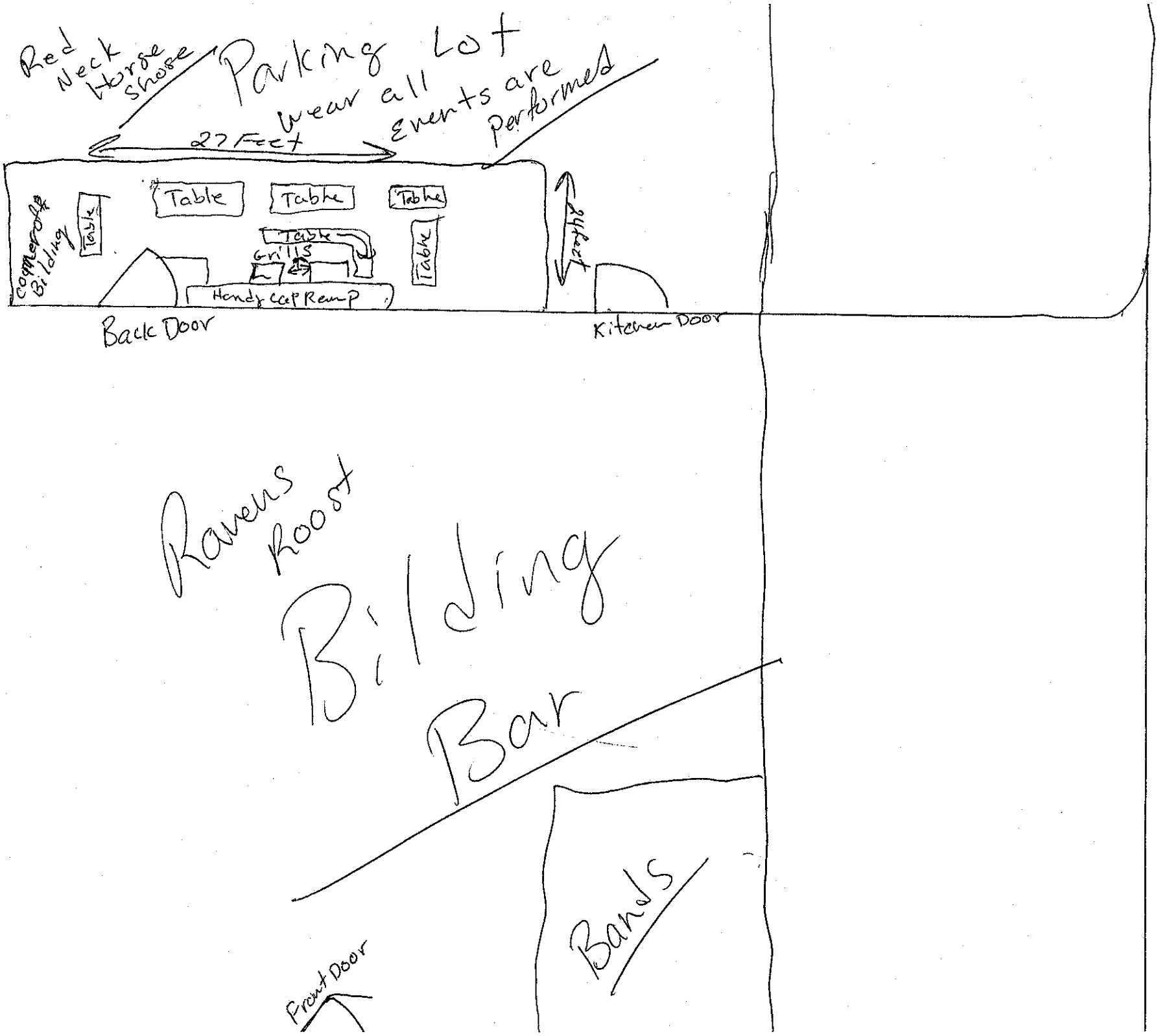
Describe in detail the kind and nature of entertainment:

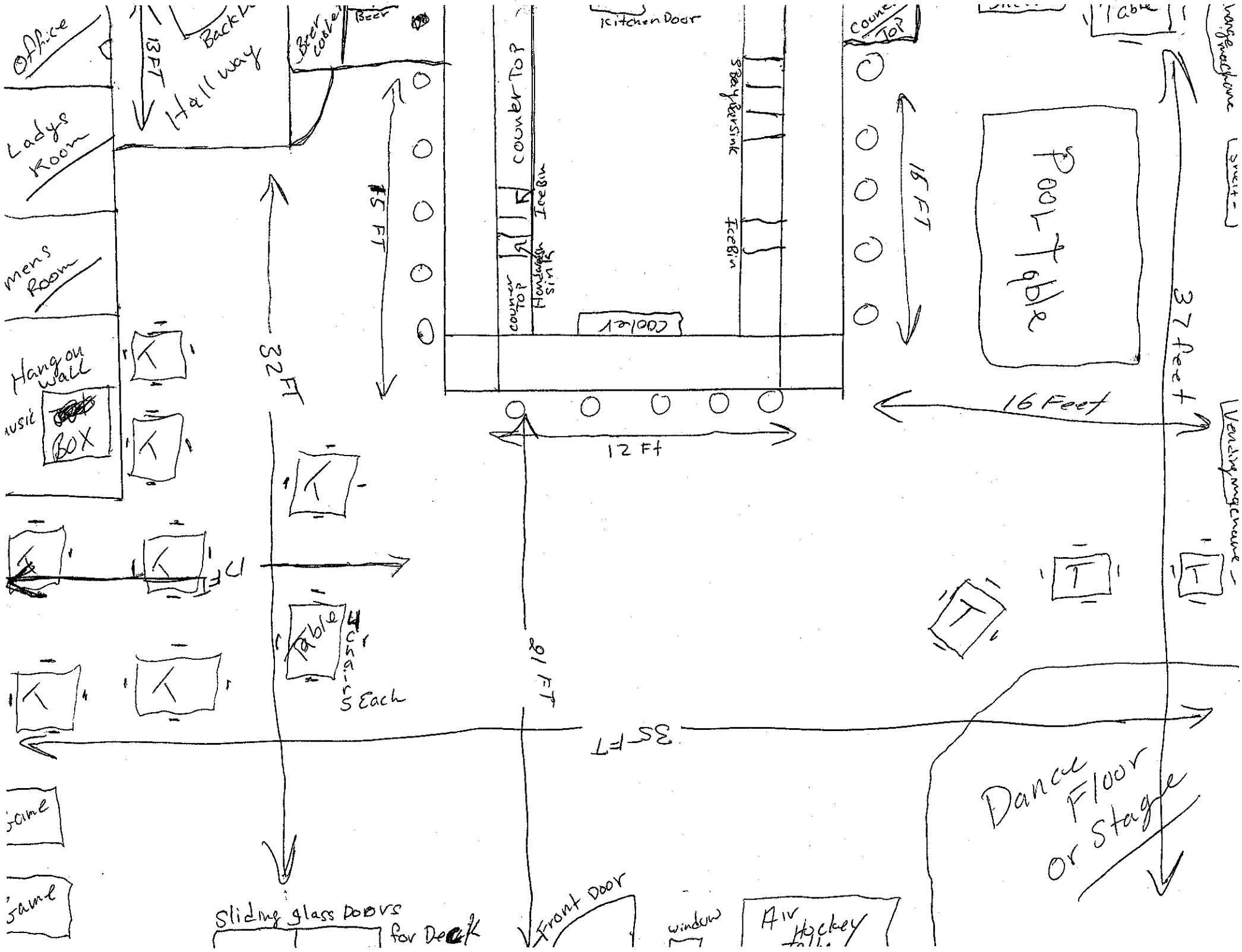
- Band inside on Wednessday night from 6-9pm
- Outside the roped of area will be used for eating and drinking if primited by town.

Parking lot used for comptions such as reneck horse shoes, slow ride, plank ride.

Describe in detail the room or rooms to be used under this license:
(Also complete the attached diagram page)

open consept in the bar area for band
the outsid is parking lot for contest.


Red Neck Horse Shoe
Parking Lot
where all Events are performed
27 Feet
Table
Table
Table
Table
Table
Table
Grills
Handy cap Ramp
Commercial Bilding
24 feet
Back Door
Kitchen Door
Ravens Roost
Bilding
Bar
Bands
Front Door


Office
Ladys Room
mens Room
Hang on wall
MUSIC BOX
13 FT
Back Hallway
Beer cooler
Beer
32 FT
15 FT
counter TOP
Ice Bin
Handwash sink
counter TOP
Kitchen Door
Cooler
Bar/Bar Sink
Ice Bin
counter TOP
15 FT
Pool Table
16 Feet
37 feet
Table
Table
4 chairs Each
19 FT
35 FT
Dance Floor or Stage
Game
Game
Sliding glass Doors for Deck
Front Door
window
Air Hockey table
Vending machine
Vending machine

Background

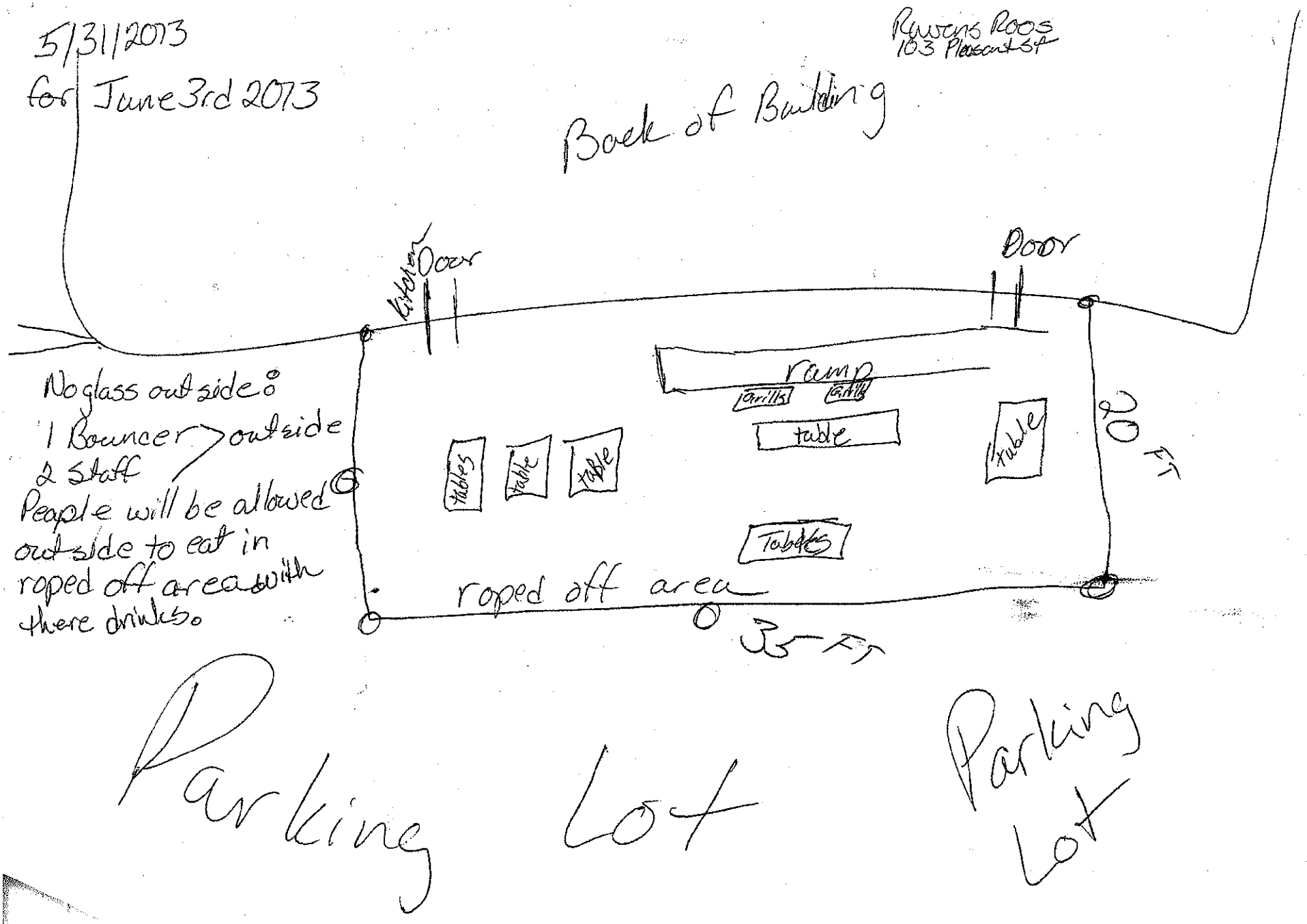
5-31-13

I Raven
From Ravens Roost Brunswick me
would like permission to Have Pinking out side
In Roped off are out Back for a cook out for
The paitrat Rider's on June 3rd

Raven O'brien

5/31/2013
for June 3rd 2013

Rowdy Roos
103 Pleasant St



No glass outside.
1 Bouncer > outside
2 Staff
People will be allowed outside to eat in roped off area with there drinks.

Mark Waltz
called 2:25pm
5/31/13
No objection
to Patriot
Riders

# of Brunswick, Maine

INCORPORATED 1739

Town Clerk's Department

207-725-6658
207-725-6663 FAX

Mr. Dan Smaha
Bureau of Alcoholic Beverages
State House Station #87
Augusta, ME 04333

RE: Ravens' Roost
103 Pleasant Street
Brunswick, ME 04011

Dear Mr. Smaha:

The Town of Brunswick has no objection to Raven's Roost having a roped off area outside their restaurant from 6 pm to 10pm on June 3. They are having a free buffet for the Patriot Riders of America. The guests will be buying their drinks and sitting at tables in the restaurant and roped off area outside.
We have checked with our police department and they have no objections.
If you have any questions, please feel free to call us at 725-6658.

Sincerely,

Linda Stromski Asst

Linda Stromski
Assistant Town Clerk

A report was given regarding the NNEPRA Advisory Committee.

(c) Update from the Master Plan Implementation Committee

Councilor Knight provided this update. She and Councilor Perreault responded to questions from Councilors.

(A copy of the Committee's report will be attached to the official minutes.)

PUBLIC HEARINGS

71. The Town Council will hear public comments on the following Special Amusement License applications, and will take any appropriate action. (Manager)

The Raven's Roost
D/B/A: The Raven's Roost — **J. Raven O'Brien/Ronald Wing Sr & II**
103 Pleasant Street

165 Park Row, Inc
D/B/A: Brunswick Inn — **Eileen Hornor**
165 Park Row

MCM Corp — **Fernando Saldana**
D/B/A: Hacienda Pancho Villa Mexican Restaurant
164 Pleasant Street

Chair King opened public hearing; hearing no comments, she closed the public hearing.

Councilor Perreault moved, Councilor Watson seconded, to approve Special Amusement License applications for The Raven's Roost at 103 Pleasant Street, Brunswick Inn at 165 Park Row, and Hacienda Pancho Villa Mexican Restaurant at 164 Pleasant Street. The motion carried with nine (9) yeas.

72. The Town Council will hear public comments on amendments to the General Assistance ordinance, based on state law changes, to reduce the overall maximum level of assistance by 10% and to adopt the "Temporary" Housing Assistance Limit, and will take any appropriate action. (Manager)

Manager Brown presented this item.

Chair King opened the public hearing; hearing no comments, she closed the public hearing.

Laura Lienert, High Street, said she would like to see action if there is insurance.

(g) **Update on nomination papers**

Fran Smith, Town Clerk, spoke on this item.

PUBLIC HEARINGS

100. **The Town Council will hear public comments on the following Special Amusement License, and will take any appropriate action. (Manager)**

Special Amusement Licenses:
Raven's Roost
D/B/A Raven's Roost (The) **Raven O'Brien/Ronald Wing Sr. & II**
103 Pleasant Street

Chair King opened the public hearing,; hearing no comments, she closed the public hearing.

Ronald Wing, business owner, spoke on this item.

Councilor Favreau spoke on this item.

Councilor Perreault moved, Councilor Watson seconded, to approve a Special Amusement License for the Raven's Roost located at 103 Pleasant Street. The motion carried with nine (9) yeas.

NEW BUSINESS

101. **The Town Council will consider a request from the BDA for the 2011 Brunswick Fall Festival on October 1, 2011, and to waive the event's fee, and will take any appropriate action. (Manager)**

Manager Brown spoke on this item.

Stephanie Slocum, BDA Executive Director, spoke on this item.

Councilor Perreault moved, Councilor Watson seconded, to approve the request from Brunswick Downtown Association to hold the 2011 Brunswick Fall Festival on October 1, 2011, and to waive the $500 fee, except the $25 application fee to hold this event, as allowed under Chapter 10 Section 26(b)(14). The motion carried with nine (9) yeas.

(A copy of the BDA letter will be attached to the official minutes.)

CONSENT AGENDA

(a) Minutes of August 8, 2011 meeting

Chair King opened the public hearing.

Ron Wing, 238 Old Bath Road, spoke about his business.

Councilor Atwood moved, Councilor Favreau seconded, to approve an Alcoholic Beverage License application for The Raven's Roost located at 103 Pleasant Street. The motion carried with eight (8) yeas.

66. The Town Council will hear public comments to amend Chapter 11 of the Code of Ordinances to prohibit boat storage overnight in or on any navigable waters within the Town of Brunswick without being licensed or permitted to do so, and will take any appropriate action.

Manager Brown spoke on this item.

Dan Devereaux explained why this ordinance is necessary. He responded to a question from Councilor Favreau and Councilor Pols.

Chair King opened the public hearing; hearing no comments, she closed the public hearing.

Councilor Wilson, Councilor Tucker, and Chair King spoke on this item.

Councilor Watson moved, Councilor Wilson seconded, to adopt amendments to Chapter 11 of the Code of Ordinances to prohibit boat storage overnight in or on any navigable waters within the Town of Brunswick without being licensed or permitted to do so. The motion carried with seven (7) yeas. Councilor Pols was opposed.

(A copy of the adopted ordinance language will be attached to the official minutes.)

67. The Town Council will hear public comments to amend Chapter 15 of the Code of Ordinances to prohibit parking on sections of Old Bath Road and Bath Road near the New Meadows Lake, and will take any appropriate action.

Chair King opened the public hearing; hearing no comments, she closed the public hearing.

Councilor Watson spoke on this item.

Councilor Watson moved, Councilor Favreau seconded, to adopt amendments to Chapter 15 of the Code of Ordinances to prohibit parking on sections of Old Bath Road and Bath Road near New Meadows Lake. The motion carried with eight (8) yeas.

(A copy of the adopted ordinance language will be attached to the official minutes.)

68. The Town Council will hear public comments on the submission of a $400,000 Communities for Maine's Future grant application for a parking facility at Brunswick Station, and will take any appropriate action. (Manager)

ITEM 81
BACK UP MATERIALS

Department of Public Safety
Division

Promise by any person that he or she can expedite a liquor license through influence should be completely disregarded.
To avoid possible financial loss an applicant, or prospective applicant, should consult with the Division before making any substantial investment in an establishment that now is, or may be, attended by a liquor license.

Liquor Licensing & Inspection

BUREAU USE ONLY
License No. Assigned:
Class:
Deposit Date:
Amt. Deposited:

PRESENT LICENSE EXPIRES 7/28/2013

INDICATE TYPE OF PRIVILEGE: ☑ MALT ☑ SPIRITUOUS ☑ VINOUS

INDICATE TYPE OF LICENSE:

- ☐ RESTAURANT (Class I,II,III,IV)
- ☐ HOTEL-OPTIONAL FOOD (Class I-A)
- ☑ CLASS A LOUNGE (Class X)
- ☐ CLUB (Class V)
- ☐ TAVERN (Class IV)
- ☐ RESTAURANT/LOUNGE (Class XI)
- ☐ HOTEL (Class I,II,III,IV)
- ☐ CLUB-ON PREMISE CATERING (Class I)
- ☐ GOLF CLUB (Class I,II,III,IV)
- ☐ OTHER: _____

REFER TO PAGE 3 FOR FEE SCHEDULE

ALL QUESTIONS MUST BE ANSWERED IN FULL

1. APPLICANT(S) –(Sole Proprietor, Corporation, Limited Liability Co., etc.)	2. Business Name (D/B/A)
Raven C. O'Brien DOB: 5/17/1980	Ravens Roost
Ronald C. Wing II DOB: 5/12/1971	
DOB:	Location (Street Address): 103 Pleasant St
Address: 368 Old Bath Rd	City/Town: Brunswick State: Me Zip Code: 04011
	Mailing Address: 368 Old Bath Rd
City/Town: Brunswick State: Me Zip Code: 04011	City/Town: Brunswick State: Me Zip Code: 04011
Telephone Number: 207 449 9828 Fax Number:	Business Telephone Number: 406-2359 Fax Number:
Federal I.D. #: 45-2536089	Seller Certificate #:

3. If premises are a hotel, indicate number of rooms available for transient guests: 0
4. State amount of gross income from period of last license: ROOMS $ 0 FOOD $ [redacted] LIQUOR $ [redacted] 211,809.90
5. Is applicant a corporation, limited liability company or limited partnership? YES ☐ NO ☑

complete Supplementary Questionnaire ,If YES

6. Do you permit dancing or entertainment on the licensed premises? YES ☑ NO ☐
7. If manager is to be employed, give name: Raven C. O'Brien
8. If business is NEW or under new ownership, indicate starting date: _____
   Requested inspection date: _____ Business hours: T-Sunday 11-1
9. Business records are located at: 368 Old Bath Rd
10. Is/are applicants(s) citizens of the United States? YES ☑ NO ☐

11. Is/are applicant(s) residents of the State of Maine? YES ☑ NO ☐

12. List name, date of birth, and place of birth for all applicants, managers, and bar managers. Give maiden name, if married: Use a separate sheet of paper if necessary.

Name in Full (Print Clearly)	DOB	Place of Birth
Raven C. OBrien	5/17/1980	Streator, Ill
Ronald C Wing II	5/12/1971	Bath, Me

Residence address on all of the above for previous 5 years (Limit answer to city & state

Raven C. OBrien = Bailey Island, Durham, Topsham Brunswick, ME
Ronald C Wing = Durham, Brunswick

13. Has/have applicant(s) or manager ever been convicted of any violation of the law, other then minor traffic violations, of any State of the United States? YES ☐ NO ☑

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

14. Will any law enforcement official benefit financially either directly or indirectly in your license, if issued?
Yes ☐ No ☑ If **Yes**, give name: _____

15. Has/have applicant(s) formerly held a Maine liquor license? YES ☑ NO ☐

16. Does/do applicant(s) own the premises? Yes ☐ No ☑ If **No** give name and address of owner: Mildred Thomas 7 Wild Wood Dr Brunswick
~~Tom~~ Muriel Kourlovatos, 71 Buckminster Way Portsmouth NH 03801

17. Describe in detail the premises to be licensed: (Supplemental Diagram Required) _____
Inside Building for bar. Then outside in a space that is roped off that is 27x25 feet Please see Diagram.

18. Does/do applicant(s) have all the necessary permits required by the State Department of Human Services?
YES ☐ NO ☐ Applied for: renewing all at this time

19. What is the distance from the premises to the **NEAREST** school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel? 1 mile Which of the above is nearest? 1 mile

20. Have you received any assistance financially or otherwise (including any mortgages) from any source other than yourself in the establishment of your business? YES ☑ NO ☐
If YES, give details: loan from Ronald C Wing Sr. when starting

The Division of Liquor Licensing & Inspection is hereby authorized to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also such books, records and returns during the year in which any liquor license is in effect.

NOTE: "I understand that false statements made on this form are punishable by law. Knowingly supplying false information on this form is a Class D offense under the Criminal Code, punishable by confinement of up to one year or by monetary fine of up to $2,000 or both."

Dated at: Brunswick, Me (Town/City, State) on 5/29/2013 (Date), 20____

Please sign in blue ink

Raven OBrien
Signature of Applicant or Corporate Officer(s)

_____
Signature of Applicant or Corporate Officer(s)

_____

_____

STATE OF MAINE
Liquor Licensing & Inspection Unit
164 State House Station
Augusta, Maine 04333-0164
Tel: (207) 624-7220 Fax: (207) 287-3424

SUPPLEMENTARY QUESTIONAIRE FOR CORPORATE APPLICANTS, LIMITED LIABILITY COMPANIES AND LIMITED PARTNERSHIPS

1. **Exact Corporate Name:** The Ravens Roost
   Business D/B/A Name: Ravens Roost
2. **Date of Incorporation:** ~~Feb~~ June 15 2011
3. **State in which you are incorporated:** Maine
4. **If not a Maine Corporation, date corporation was authorized to transact business within the State of Maine:** _____
5. **List the name and addresses for previous 5 years, birth dates, titles of officers, directors and list percent of stock owned:**

Name	Address Previous 5 Years	Birth Date	% of Stock	Title
Raven O'Brien	Brunswick, Topsham Durham Bailey Island	5/17/80	33	Pres
Ronald C. Wing II	Brunswick, Durham	5/12/71	33	Pres

6. **What is the amount of authorized stock?** _____ **Outstanding Stock?** _____
7. **Is any principal officer of the corporation a law enforcement official? ( ) YES (✓) NO**
8. **Has applicant(s) or manager ever ~~been~~ convicted of any violation of the law, other than a minor traffic violation(s), of the United States? ( ) YES (✓) NO.**
9. **If yes, please complete the following: Name:** _____

Date of Conviction: _____ Offense: _____

Location: _____ Disposition: _____

Dated at: _____ **On:** _____
City/Town **Date**

Raven O'Brien **Date:** 5/29/2013
Signature of Duly Authorized Officer

Raven O'Brien
Print Name of Duly Authorized Officer

STATE OF MAINE

Dated at: _____, Maine _____ ss
City/Town (County)

On: _____
Date

The undersigned being: ☐ Municipal Officers ☐ County Commissioners of the

☐ City ☐ Town ☐ Plantation ☐ Unincorporated Place of: _____, Maine

Hereby certify that we have given public notice on this application and held public hearing thereon as required by Section 653 Title 28A, Maine Revised Statutes and herby approve said application.

_____ _____

_____ _____

_____ _____

THIS APPROVAL EXPIRERS IN 60 DAYS

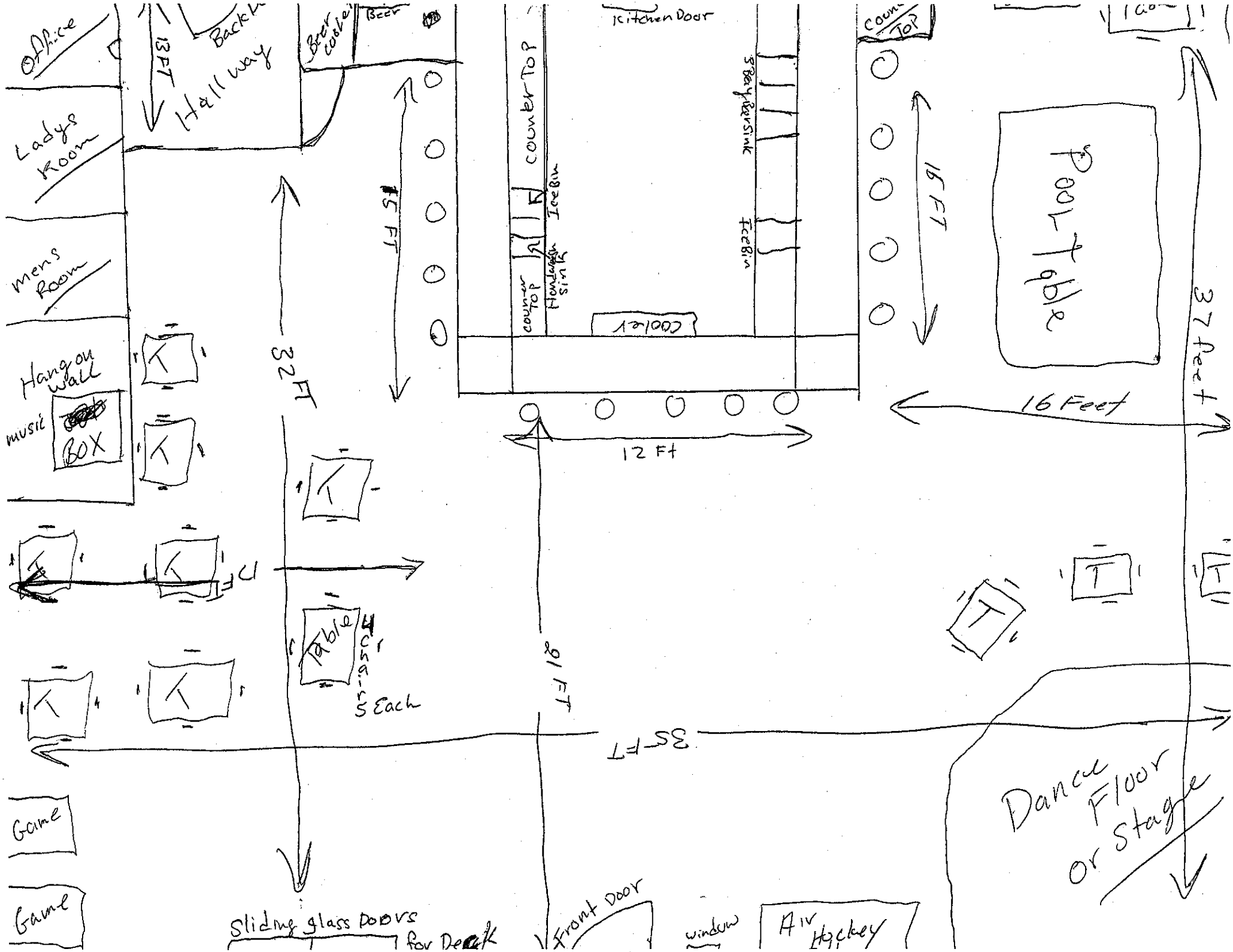
NOTICE – SPECIAL ATTENTION

§ 653. Hearings; bureau review; appeal

1. **Hearing.** The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, shall hold a public hearing for the consideration of applications for new on-premise licenses and applications for transfer of location of existing on-premise licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.
   - **A.** The bureau shall prepare and supply application forms. [1993, c.730, §27(amd).]
   - **B.** The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located. [1995, c.140, §4 (amd).]
   - **C.** If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premise license, for transfer of the location of an existing on-premise license or for renewal of an on-premise license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premise license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premise license that has been extended pending renewal with 120 days of the filing of the application. [1999, c589, §1 (amd).]
2. **Findings.** In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:
   - **A.** Conviction of the applicant of any Class A, Class B or Class c crime: [1987, c45, Pt.A§4 (new).]
   - **B.** Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control; [1987, c.45, Pt.A§4(new).]
   - **C.** Conditions of record such as waste disposal violations, health or safety violation or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner; [1993, c.730, §27 (amd).]
   - **D.** 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 and caused by persons patronizing or employed by the licensed premises; [1989, c.592,§3 (amd).]
   - **E.** A violation of any provision of this Title; and [1989, c.592, §3 (amd).]
   - **F.** A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601. [1989, c.592, §4 (new).]

[1993, c730, §27 (amd).]

3. **Appeal to bureau.** Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.
   - **A.** [1993, c.730, §27 (rp).]
4. **No license to person who moved to obtain a license. (REPEALED)**
5. **(TEXT EFFECTIVE 3/15/01) Appeal to District Court.** Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receUpon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.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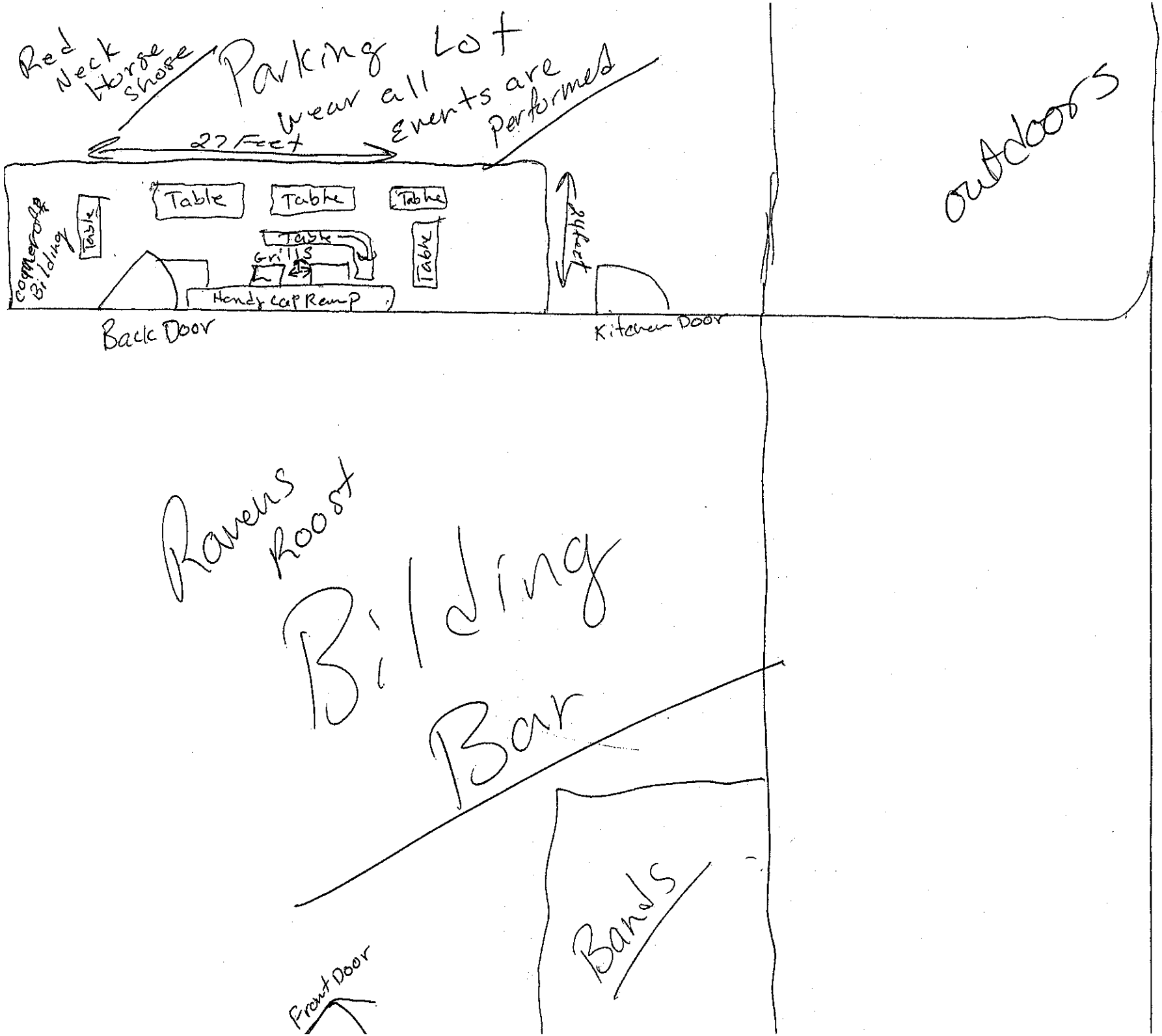
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24 feet
Back Door
Kitchen Door
outdoors
Ravens Roost
Bilding
Bar
Bands
Front Door

ITEM 82
BACK UP MATERIALS

ECONOMIC DEVELOPMENT
BRUNSWICK, MAINE

An Application for a Municipal Development and Tax Increment Financing District Development Program

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BRUNSWICK LANDING MUNICIPAL DEVELOPMENT AND TAX INCREMENT FINANCING DISTRICT OMNIBUS DEVELOPMENT PROGRAM

Presented to:

TOWN OF BRUNSWICK

DATED: July ~~,~~ 29, 2013

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SCHEDULES AND EXHIBITS:

Schedules:

1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Landing II Municipal TIF District.
2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

Exhibits:

A TIF District Maps
B Statutory Requirements & Thresholds
C Assessor's Certificate of Original Assessed Value
D-1 TIF Revenue Projections
D-2 Tax Shift Projections
E Public Hearing Notice
F Public Hearing Minutes
G Town Council Resolution

I. Introduction

A. Midcoast Regional Redevelopment Authority

On August 24, 2005, the Federal Base Realignment and Closure ("BRAC") Commission voted eight to one to close Naval Air Station Brunswick ("NAS Brunswick" or "NASB" or the "Base") and move its aircraft operations to Jacksonville, Florida. The 79-acre Topsham Annex located in Topsham, Maine was also included as part of the closure. On September 15, 2005, the final list was approved by the President of the United States. By law, both properties were required to close before September 15, 2011. For the Town of Brunswick, the Town of Topsham, Cumberland and Sagadahoc counties, and the State of Maine, that decision was the culmination of an intense process and significant community effort to keep the facility open to maintain an employment base of over 5,200 military and civilian personnel.

NAS Brunswick was built as a multi-purpose campus that has changed over many years to serve a variety of purposes. It has been an airport since its initial development in the late 1930s, built on the site of a municipal airfield. Its primary mission has been to house and maintain various patrol aircraft and other Navy aviation and non-aviation activities. The base is considered both an industrial facility where aircraft were hangared, maintained and flown, as well as a support facility with offices, retail buildings, housing and ancillary uses associated with a relatively self-contained operation. In total there are over 200 buildings totaling over 1.75 million square feet on the ~~base~~Base; forty of which buildings would be considered significant facilities.

The closure of NAS Brunswick represents one of the largest single employer relocations or closings in the history of the state. The State Planning Office conducted an assessment of impact closure and revised the state gross product projection for 2015 downward by $390 million, cutting the projected growth rate from two to approximately one percent. They also revised the state population growth downward by 7,400 as a result of the base closure. Projected state personal income was also reduced by $370 million. Revenues to the State of Maine are also expected to be reduced by some $20 million.

In other economic displacement events such as plant closings, most individuals continue to live in the community, albeit with reduced income, and they still contribute to the economy, have children in local schools, and participate in the activities of the community. In the case of a base closure and realignment, however, an entire segment of the population leaves the area, which increases vacancy rates and eliminates millions of dollars spent in the local economy on everything from housing, food, transportation and energy costs, to professional services and entertainment.

The impact of the closure is so large that the Maine Legislature created the Midcoast Regional Redevelopment Authority ("MRRA") for the purpose of managing the transition of this large military facility back into the fabric of the region and to support the rapid and successful redevelopment of NAS Brunswick. MRRA is a public municipal corporation. While MRRA has many of the powers of a municipality, it does not have taxing jurisdiction over the property located within NAS Brunswick. See 5 M.R.S.A. § 13083-I(1). Thus, in order to use municipal tax increment financing ("TIF") as an economic development tool to aid in the redevelopment of

NAS Brunswick, MRRA must work cooperatively with the Town of Brunswick (the "Town") in order to create and use TIF ~~revenues~~ Revenues to foster and/or fund the desired redevelopment activities.

B. MRRA's Request for Tax Increment Financing Assistance

In the fall of 2011, MRRA presented the Town with a request for $12 million in tax increment financing assistance at NAS Brunswick as part of a larger project to redevelop the 1.7 million square feet of industrial, commercial and professional office space at NAS Brunswick. MRRA's mission is to facilitate the rapid redevelopment of the Base properties in order to realize full build-out of Brunswick Landing in accordance with the adopted Reuse Master Plan for NAS Brunswick. MRRA specifically requested that the Town create a tax increment financing district around the area formerly known as the cantonment area at the Base, which will be developed into professional office space to enhance the competitiveness of the Midcoast region and the State of Maine to attract, grow and create new businesses in the industry clusters identified in the Reuse Master Plan for NAS Brunswick. These targeted industries include: composite manufacturing, information technology, alternative energy development, research, development and manufacturing and tourism and convention businesses in the Midcoast region. Having this area in a TIF district will facilitate MRRA's efforts to redevelop the Base by allowing MRRA to seek funding from the Town for assistance in its efforts to redevelop the Brunswick Landing portion of the NAS Brunswick.

C. Designation of TIF District

Following extensive TIF-related discussions with MRRA and actively considering how best to maximize the Town's ability to assist in the redevelopment of the NAS Brunswick through the use of tax increment financing, in March 2013 the Town designated a 542-acre tax increment financing district for a 30-year period to be known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the "District"). At that time, the Town wanted to take more time to flesh out a comprehensive development program that would be designed to foster a broad range of economic redevelopment activity at the former NASB, so the District was designated without a development program.

By letter dated March 29, 2013, the Maine Department of Economic and Community Development ("DECD") issued a conditional approval of the Town Council's designation of the District after a public hearing held on March 4, 2013, and a vote of the Council held on March 18, 2013. Attached hereto as Schedule 1 is a copy of the DECD Approval letter conditionally approving the Town's designation of the District, subject to later DECD approval of a development program for the District.

II. Development Program Narrative

A. The Development Program

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "TIF Statute"). The Town's

designation of the District combined with the adoption of this Development Program create a single municipal TIF district in order to capture the value of the real property improvements made within the District, and enable the use of TIF Revenues for various municipal and other economic development projects. The Development Program will run for the same 30-year period as the District designation.

Under this Development Program, the Town will capture one hundred percent (100%) of the new real property value located in the District. The Town will retain fifty percent (50%) of the tax revenues generated by the captured assessed value (the "TIF Revenues") to fund infrastructure improvements, public safety equipment, ~~and~~ its existing Downtown TIF District, school construction and/or renovations, and other administrative costs, all as further described in Table 1 herein. The Town will set aside the remaining fifty percent (50%) of the TIF Revenues in order to make those TIF Revenues available to MRRA and future developers by application to the Town. Payments to MRRA and future developers would most likely, but not necessarily, be made through future credit enhancement agreements, all as further described in this Development Program in Section IV – Financial Plan.

By adopting this Development Program, the Town embarks upon the final step in creating a TIF district that will significantly contribute to MRRA's and the Town's efforts to maximize the benefits achieved through the redevelopment of the NAS Brunswick. It will also underscore Brunswick's growing reputation as a commercial hub and desirable place in which to locate a business; promote additional economic development in Brunswick by extending the possibility of credit enhancement arrangements between the Town and future developers.

In designating the District and adopting this Development Program, the Town can accomplish the following goals:

- Maintain existing tax revenues;
- Enjoy enhanced future tax revenues generated by new development within the District spearheaded by MRRA in conformance with the Reuse Master Plan;
- Create long-term, stable employment opportunities for areas residents;
- Assist MRRA in attracting businesses and promoting the economic viability and sustainability of the general economy of the Town, the Midcoast Maine region and the State of Maine.

Thus, the Town's designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic wellbeing of both the Town and the Midcoast Maine Region~~,~~ by providing jobs, contributing to property taxes and diversifying the region's economic base.

In addition, by creating the District, the Town will "shelter" the increase in municipal valuation that development in the District will bring about. This is particularly significant, because the original assessed value of the District was zero dollars ($0) as of March 31, 2012

(April 1, 2011). Since MRRA is also a tax exempt entity, there will not be any new taxable value in the District until new taxable value is created in the District as a result of MRRA's and the Town's successful redevelopment efforts. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the Town's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

B. The Projects

1. Municipal Projects

Development within the District will provide a revenue source for the Town's economic development projects. The Town plans to use its portion of the TIF Revenues for several projects that will enhance the exposure and viability of the Town as a vibrant place to locate a business, to visit and to work. The Town plans to invest in its infrastructure by improving roads leading to and from the District, purchasing new public safety equipment needed to provide public safety services to the District and the former NAS Brunswick, and by contributing TIF Revenues to fund projects set forth in the Town's existing Downtown TIF District, along with additional administrative expenses outlined on Table 1. Additionally, because of the unique economic impacts the Town is encountering and will continue to encounter as a result of the closure and redevelopment of the former base, the Town will use a portion of its TIF Revenues for debt-service payments on school construction and/or renovation bonds.

Regarding the Town's proposed road improvements, the Maine Department of Transportation completed a comprehensive traffic study in 2010 that specifically related to enhancing the redevelopment of the former NASB. Throughout the study and the public meetings leading up to the final report, a constant theme that was raised was the need for safe and efficient travel routes to the former ~~base~~Base. The ~~base~~ Base is located in the geographic center of the Town of Brunswick and does not have direct rail access. All employees, deliveries and exports will likely take place over the various streets and roads that lead into the Town of Brunswick and to Brunswick Landing. The streets and roads that the Town has identified on Table 1 are a combination of local connectors to Brunswick Landing or connectors from the region into the Town of Brunswick that subsequently route traffic to the former NASB.

Regarding the Town's plan to use TIF ~~revenues~~ Revenues to purchase public safety vehicles, the redevelopment of NASB instantly adds over 3,300 acres and 200 non-residential buildings to the jurisdiction of the Town—not counting the new commercial buildings that will be built in the future as a result of redevelopment efforts. In order to provide adequate public safety services to this new area of the Town, the Town will need to stretch its existing fleet of public safety (police, rescue and fire) vehicles further each year. Additionally, MRRA is planning to submit proposed legislation that would cede jurisdiction for traffic enforcement on the ~~base~~ Base to the Town, which would result in the Town's police officers enforcing speeding and other traffic laws on the former ~~base~~Base, in addition to providing general public safety services. The Town currently has a fleet of 22 police vehicles, most of which are already on the road 24 hours per day, seven days per week, all 52 weeks~~-~~ of the year. The Town also has a fleet of 13 fire department vehicles, 3 of which are ambulances. The ambulances are replaced

approximately every 3 years. As a direct result of the redevelopment of the former NASB, the Town's fleet of public safety vehicles will incur significantly increased mileage, wear and tear, which will require the Town to replace them with greater frequency than prior to any redevelopment activity at the former NASB. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.

The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.

The Town plans to use TIF Revenues as part of its overall plan to use its location and resources to attract and retain businesses that want to take advantage of Brunswick's business-friendly location at the gateway to the Midcoast while offering their employees a rich, dynamic and high quality of life. Please see Table 1 herein for a complete list of authorized projects and their respective cost estimates.

TABLE 1
Town of Brunswick's Project Development Costs

Notes:
* The first five projects listed in the Town's project list is ~~a~~ the global master project list that the Town created for the Mölnlycke Manufacturing Municipal Development and Tax Increment Financing District and Development Program and for any future districts and development programs that the Town may create in the future at the location of and to foster the redevelopment of the former NASB. DECD approved the Mölnlycke global master project list by letter of the Commissioner dated January 18, 2013. ~~This list includes one additional project that was not included on the approved global master project list.~~ Attached hereto as Schedule 2 is a copy of the DECD approval letter approving the Mölnlycke Manufacturing Municipal TIF District and Development Program. This list includes one additional project, item #6, which was not included on the approved global master project list.
* The TIF Revenues from this District are not intended to fully fund each of the projects listed below—indeed, the total project costs for the projects listed below far exceed the Town's estimated share of the TIF Revenues from this District.

	Project	Cost Estimate	Statutory Cite
1.	Road Improvements: The Town will use TIF funds to improve and maintain Town-owned roads and streets that form the transportation routes most directly impacted by the creation of the District and the redevelopment of the former NASB. Improvements to the designated portions of the roads and streets identified below are directly related to and made necessary by the redevelopment of the NASB and the creation of the District, which will significantly increase the amount of commercial traffic going to/from the District from the Town's Downtown and other locations throughout the Town. Local road/street reconstruction is estimated to cost $175,000/mile (approximately 36.55 miles), and individual projects are expected to have a 10-year lifespan. 1. River Road (5.01 miles) 2. Bath Road (4.75 miles) 3. Federal Street (.59 miles) 4. McKeen Street (1.59 miles) 5. Maine Street (2.22 miles) 6. Pleasant Hill Road (4.12 miles) 7. Jordan Avenue (1.55 miles) 8. Mere Point Road (5.46 miles) 9. Middle Bay Road (1.16 miles) 10. Durham Road (3.44 miles) 11. Casco Road (1.92 miles) 12. Union Street (.77 miles) 13. Church Road (1.93 miles) 14. Bunganuc Road (2.04 miles)	$640,000/year $19,200,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(1)

	Project	Cost Estimate	Statutory Cite
2.	Public Safety Improvements: As a direct result of the redevelopment of the NASB and the creation of the District, the Town will now be required to replace public safety equipment in the form of fire trucks, police cars and ambulances at in increased frequency in order to provide public safety services to the businesses locating in the former NASB and the District. Prior to the closure of the NASB, these areas were under the jurisdiction of the federal government, and did not receive (or require) Town-provided police, fire and rescue services. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.	$130,000/year $3,900,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(2)
3.	Downtown TIF Projects: The Town will use TIF funds to mitigate the impacts of the District on the Town's downtown area by funding projects described in the 2010 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program, as it may be amended from time to time; provided that the provisions of 30-A M.R.S.A. Sec. 5225(1)(B)(3) (Supp. 2011) must continue to be met, as is the case currently. Specifically, any public facilities and improvements funded through the Downtown TIF must be located within the Downtown TIF District, and the entire tax increment from the Downtown TIF must be committed to the development program for the Downtown TIF.	$100,000/year $3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(3)
4.	Brunswick Downtown Association: The Town will be authorized to provide annual funding to the Brunswick Downtown Association to help fund economic development programs or events designed to foster economic development within the Town's Downtown, or to help fund the marketing of the Town as a business location.	$100,000/year $3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(C)(1)
5.	Professional & Administrative Costs: The Town will fund professional services costs and administrative costs (i.e., pro rata portions of the Town Assessor, Town Manager and Business Development Manager salaries) related to the negotiation and completion of this development program and any credit enhancement agreements related to this development program, and the ongoing administration of the Town's TIF programs.	$20,000/year $600,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(A)(4) and (5)

	Project	Cost Estimate	Statutory Cite
6.	School Construction/Renovation: The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. ~~Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and the redevelopment of the Base.~~ While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues~~While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District, the Town needs to retain a portion of the TIF funds for school construction and/or renovation~~.	$2,000,000/year $40,000,000 (total 20 years)	30-A M.R.S.A. § 5225(1)(B)
	Total Municipal Project Costs: **First 20 years** **Last 10 years** **Grand Total**	 **$2,990,000/year $59,800,000 (total 20 years)** **$990,000/year $9,900,000 (total last 10 years)** **$69,700,000 (total 30 years)**	

2. Base Redevelopment Projects

MRRA has included $12 million of TIF Revenues in its business plan since the beginning of the Base redevelopment planning process, to be used for essential new physical infrastructure investment, repair and/or replacement of existing infrastructure, and related physical improvements necessary to maintain the property and attract businesses. The costs associated with these MRRA projects would be authorized project costs pursuant to 30-A M.R.S.A. § 5225(1)(A) for Tier I projects located within the District. It is the Town of Brunswick's intent to administer the Brunswick Landing and Brunswick Executive Airport Omnibus Development Programs together to facilitate MRRA's ability to fund these projects in whole or in part with TIF Revenues. While the Town is willing to make up to a cap of $12 million available to MRRA in combined new TIF Revenues from the fifty percent (50%) of TIF Revenues allocated for Base

Redevelopment from the Brunswick Landing and Brunswick Executive Airport TIF districts, the Town expressly is not guaranteeing $12 million in TIF Revenues to MRRA.

In addition to any TIF appropriations the Town may make to MRRA, the Town also intends to consider other types of TIF agreements with businesses and other entities to facilitate further development and job growth at Brunswick Landing and the Brunswick Executive Airport. Any future TIF agreements of this type will be funded from the fifty percent (50%) of new TIF Revenues allocated for -Base Redevelopment, and will be considered independently and as a separate use from any approved dollar appropriation for infrastructure needs of MRRA.

~~In~~ Thus, in order to help foster the economic redevelopment of the Base, the Town intends to make up to fifty percent (50%) of the TIF Revenues available by application to MRRA and to future developers who may wish to locate within the District. In order to obtain TIF funding for its redevelopment projects, MRRA and any future developers that may wish to seek TIF funding for their development projects, will need to apply to the Town for funding for specific projects, which the Town Council will consider on a case-by-case basis.

C. Strategic Growth and Development

By creating the TIF District, the Town is able to capitalize on the momentum of MRRA's efforts and maximize the economic redevelopment potential of the District by streamlining the process for future businesses seeking to locate within the District. Rather than navigating the lengthy process and significant expense to designate a new TIF district each time a new developer investigates locating its business on the former NAS Brunswick, with the District already in place, the Town can immediately focus on negotiating and finalizing credit enhancement agreements ("CEAs") that meet the needs of individual developers and the Town, which CEAs may provide for reimbursement of up to fifty percent (50%) of taxes paid on captured assessed value created by such developer within the District. Having the District in place will greatly enhance the marketability and development potential for commercial and industrial use of properties within the District.

D. Improvements to the Public Infrastructure

As further set forth in Table 1, the Town will use certain TIF Revenues for road improvements that are directly related to and made necessary by the redevelopment of the former NASB.

E. Operational Components

1. Public Facilities

The Town plans to use a ~~percentage~~ portion of the TIF Revenues to fund certain projects approved within the existing Downtown TIF District and to fund school construction and/or renovations.

2. Commercial Improvements Financed Through Development Program

At this time, no commercial improvements will be financed through the Development Program. The Town may, in the future, share a percentage of the TIF Revenues with future developers pursuant to the terms of such CEAs that may be negotiated with such developers.

3. Relocation of Displaced Persons.

Not applicable.

4. Transportation Improvements

The Town will fund road improvements made necessary by the increased traffic to the District from other parts of the Town.

5. Environmental Controls

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the Town.

6. Plan of Operation

During the term of the District, the Town Manager or his designee will be responsible for all administrative matters within the purview of the Town concerning the implementation and operation of the District.

III. Physical Description

Note that the details in this Article III address the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 542-acre District is shown on Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

IV. Financial Plan

The collective original assessed value of the property in the District was zero dollars ($0) as of March 31, 2012 (April 1, 2011). The Town will capture one hundred percent (100%) of the increased assessed value of the real estate located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereof, which collectively increase the Town's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the TIF term.

Upon each payment of real property taxes for property located inside the District, the Town will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund will consist of a development sinking fund account (the "Sinking Fund Account"), and a project cost account (the

"Project Cost Account") that will have subaccounts for the Town and for Base Redevelopment. ~~The~~ From the Development Program Fund, the Town will deposit: (a) fifty percent (50%) of the TIF Revenues into the Town's Sinking Fund Account and/or the Town's subaccount of the Project Cost Account to be used to fund the projects listed in Table 1; and (b) fifty percent (50%) of the TIF Revenues into the Base Redevelopment subaccount of the Project Cost Account to be used to fund payments to MRRA and/or individual developers within the District pursuant to any CEAs then in effect. Periodically, any TIF Revenues that remain deposited in the Base Redevelopment subaccount of the Project Cost Account that are not allocated to either MRRA or a developer will revert back to the Town's subaccount of the Project Cost Account.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibits D-1 and D-2, respectively.

A. Costs and Sources of Revenues

The current and future developers owning or leasing properties located within the District will pay for and/or finance all private improvements located in the District through private sources.

B. Indebtedness

None of the project costs will be met through public indebtedness, except for future school construction and/or renovations, as set forth in Table 1.

V. Financial Data

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit B.

VI. Tax Shifts

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax shifts that the Town estimates will result during the term of the District.

VII. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding adoption of the Development Program for the District, published in the *Times Record*, a newspaper of general circulation in the Town, on July __, 2013, a date at least ten (10) days prior to the public hearing. The public hearing on the Development Program was held on July __, ~~-~~29, 2013, in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

B. Minutes of Public Hearing Held by Town Council

Attached as Exhibit F hereto is a certified copy of the minutes of the public hearing held on July ~~__,~~ 29, 2013, at which time this Development Program was discussed by the public.

C. Authorizing Votes

Attached as Exhibit G hereto is a copy of the Brunswick Town Council Resolution approving this Development Program, which Resolution was adopted by the Council at a meeting of the Council duly called and held on July ~~__,~~ 29, 2013.

SCHEDULES AND EXHIBITS
[To Be Inserted]

Schedules:

1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Landing II Municipal TIF District.

2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

~~1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Landing II Municipal TIF District.~~

Exhibits:

A TIF District Maps
B Statutory Requirements & Thresholds
C Assessor's Certificate of Original Assessed Value
D-1 TIF Revenue Projections
D-2 Tax Shift Projections

EXHIBIT E

NOTICE OF PUBLIC HEARING
TOWN OF BRUNSWICK
Regarding

A Municipal Tax Increment Financing Development Program for the District Known As The "Brunswick Landing Municipal Development and Tax Increment Financing District"

Notice is hereby given that the Brunswick Town Council will hold a public hearing on

July ~~—,~~ 29, 2013,
at the
Brunswick Municipal Meeting Room at 16 Station Avenue, Brunswick, Maine,
The Public Hearing will be at 7:00 p.m.

The purpose of the public hearing is to receive public comments on the approval of the Development Program for the municipal tax increment financing district designated on March 29, 2013 and known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the "District") pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The designated municipal development and tax increment financing district consists of 542 acres of property located at the former Naval Air Station Brunswick.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard at that time.

EXHIBIT F

Minutes of Public Hearing and Town Council Meeting

EXHIBIT G

Town Council Resolution

ECONOMIC DEVELOPMENT
BRUNSWICK, MAINE

An Application for a Municipal Development and Tax Increment Financing District Development Program

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BRUNSWICK EXECUTIVE AIRPORT MUNICIPAL DEVELOPMENT AND TAX INCREMENT FINANCING DISTRICT OMNIBUS DEVELOPMENT PROGRAM

Presented to:

TOWN OF BRUNSWICK

DATED: July ~~,~~ 29, 2013

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SCHEDULES AND EXHIBITS:

Schedules:

1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Executive Airport II Municipal TIF District.
2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

Exhibits:

A TIF District Maps
B Statutory Requirements & Thresholds
C Assessor's Certificate of Original Assessed Value
D-1 TIF Revenue Projections
D-2 Tax Shift Projections
E Public Hearing Notice
F Public Hearing Minutes
G Town Council Resolution

I. Introduction

A. Midcoast Regional Redevelopment Authority

On August 24, 2005, the Federal Base Realignment and Closure ("BRAC") Commission voted eight to one to close Naval Air Station Brunswick ("NAS Brunswick" or "NASB" or the "Base") and move its aircraft operations to Jacksonville, Florida. The 79-acre Topsham Annex located in Topsham, Maine was also included as part of the closure. On September 15, 2005, the final list was approved by the President of the United States. By law, both properties were required to close before September 15, 2011. For the Town of Brunswick, the Town of Topsham, Cumberland and Sagadahoc counties, and the State of Maine, that decision was the culmination of an intense process and significant community effort to keep the facility open to maintain an employment base of over 5,200 military and civilian personnel.

NAS Brunswick was built as a multi-purpose campus that has changed over many years to serve a variety of purposes. It has been an airport since its initial development in the late 1930s, built on the site of a municipal airfield. Its primary mission has been to house and maintain various patrol aircraft and other Navy aviation and non-aviation activities. The base is considered both an industrial facility where aircraft were hangared, maintained and flown, as well as a support facility with offices, retail buildings, housing and ancillary uses associated with a relatively self-contained operation. In total there are over 200 buildings totaling over 1.75 million square feet on the ~~base~~Base; forty of which buildings would be considered significant facilities.

The closure of NAS Brunswick represents one of the largest single employer relocations or closings in the history of the state. The State Planning Office conducted an assessment of impact closure and revised the state gross product projection for 2015 downward by $390 million, cutting the projected growth rate from two to approximately one percent. They also revised the state population growth downward by 7,400 as a result of the base closure. Projected state personal income was also reduced by $370 million. Revenues to the State of Maine are also expected to be reduced by some $20 million.

In other economic displacement events such as plant closings, most individuals continue to live in the community, albeit with reduced income, and they still contribute to the economy, have children in local schools, and participate in the activities of the community. In the case of a base closure and realignment, however, an entire segment of the population leaves the area, which increases vacancy rates and eliminates millions of dollars spent in the local economy on everything from housing, food, transportation and energy costs, to professional services and entertainment.

The impact of the closure is so large that the Maine Legislature created the Midcoast Regional Redevelopment Authority ("MRRA") for the purpose of managing the transition of this large military facility back into the fabric of the region and to support the rapid and successful redevelopment of NAS Brunswick. MRRA is a public municipal corporation. While MRRA has many of the powers of a municipality, it does not have taxing jurisdiction over the property located within NAS Brunswick. See 5 M.R.S.A. § 13083-I(1). Thus, in order to use municipal tax increment financing ("TIF") as an economic development tool to aid in the redevelopment of

NAS Brunswick, MRRA must work cooperatively with the Town of Brunswick (the "Town") in order to create and use TIF ~~revenues~~ Revenues to foster and/or fund the desired redevelopment activities.

B. MRRA's Request for Tax Increment Financing Assistance

In the fall of 2011, MRRA presented the Town with a request for $12 million in tax increment financing assistance at NAS Brunswick as part of a larger project to redevelop the 1.7 million square feet of industrial, commercial and professional office space at NAS Brunswick. MRRA's mission is to facilitate the rapid redevelopment of the base properties in order to realize full build-out of the aeronautical-related facilities at NAS Brunswick and Brunswick Landing in accordance with the adopted Reuse Master Plan for NAS Brunswick and the Airport Master Plan (the "Reuse Master Plan"). MRRA specifically requested that the Town create a tax increment financing district around the former naval airfield, which is intended to facilitate the redevelopment, investment and transition of the naval airfield into a civilian general aviation airport and business executive park. Investment in the buildings and infrastructure used for aeronautical purposes associated with this District would enhance the competitiveness of the Midcoast region and the State of Maine, and allow the area to attract, grow and create new businesses in the growing aeronautical cluster in the Midcoast region. Having this area in a TIF district will facilitate MRRA's efforts to redevelop the Base by allowing MRRA to seek funding from the Town for assistance in its efforts to redevelop the executive airport portion of the NAS Brunswick.

C. Designation of TIF District

Following extensive TIF-related discussions with MRRA and actively considering how best to maximize the Town's ability to assist in the redevelopment of the NAS Brunswick through the use of tax increment financing, in March 2013 the Town designated a 146-acre tax increment financing district for a 30-year period to be known as the Brunswick Executive Airport Municipal Development and Tax Increment Financing District (the "District"). At that time, the Town wanted to take more time to flesh out a comprehensive development program that would be designed to foster a broad range of economic redevelopment activity at the former NASB, so the District was designated without a development program.

By letter dated March 29, 2013, the Maine Department of Economic and Community Development ("DECD") issued a conditional approval of the Town Council's designation of the District after a public hearing held on March 4, 2013, and a vote of the Council held on March 18, 2013. Attached hereto as Schedule 1 is a copy of the DECD Approval letter conditionally approving the Town's designation of the District, subject to later DECD approval of a development program for the District.

II. Development Program Narrative

A. The Development Program

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "TIF Statute"). The Town's designation of the District combined with the adoption of this Development Program create a single municipal TIF district in order to capture the value of the real property improvements made within the District, and enable the use of TIF Revenues for various municipal and other economic development projects. The Development Program will run for the same 30-year period as the District designation.

Under this Development Program, the Town will capture one hundred percent (100%) of the new real property value located in the District. The Town will retain fifty percent (50%) of the tax revenues generated by the captured assessed value (the "TIF Revenues") to fund infrastructure improvements, public safety equipment, ~~and~~ its existing Downtown TIF District, school construction and/or renovations, and other administrative costs, all as further described in Table 1 herein. The Town will set aside the remaining fifty percent (50%) of the TIF Revenues in order to make those TIF Revenues available to MRRA and future developers by application to the Town. Payments to MRRA and future developers would most likely, but not necessarily, be made through future credit enhancement agreements, all as further described in this Development Program in Section IV – Financial Plan.

By adopting this Development Program, the Town embarks upon the final step in creating a TIF district that will significantly contribute to MRRA's and the Town's efforts to maximize the benefits achieved through the redevelopment of the NAS Brunswick. It will also underscore Brunswick's growing reputation as a commercial hub and desirable place in which to locate a business; promote additional economic development in Brunswick by extending the possibility of credit enhancement arrangements between the Town and future developers.

In designating the District and adopting this Development Program, the Town can accomplish the following goals:

- Maintain existing tax revenues;
- Enjoy enhanced future tax revenues generated by new development within the District spearheaded by MRRA in conformance with the Reuse Master Plan;
- Create long-term, stable employment opportunities for areas residents;
- Assist MRRA in attracting businesses and promoting the economic viability and sustainability of the general economy of the Town, the Midcoast Maine region and the State of Maine.

Thus, the Town's designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic wellbeing of both the Town and the Midcoast Maine Region, by providing jobs, contributing to property taxes and diversifying the region's economic base.

In addition, by creating the District, the Town will "shelter" the increase in municipal valuation that development in the District will bring about. This is particularly significant, because the original assessed value of the District was zero dollars ($0) as of March 31, 2012 (April 1, 2011). Since MRRA is also a tax exempt entity, there will not be any new taxable value in the District until new taxable value is created in the District as a result of MRRA's and the Town's successful redevelopment efforts. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the Town's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

B. The Projects

1. Municipal Projects

Development within the District will provide a revenue source for the Town's economic development projects. The Town plans to use its portion of the TIF Revenues for several projects that will enhance the exposure and viability of the Town as a vibrant place to locate a business, to visit and to work. The Town plans to invest in its infrastructure by improving roads leading to and from the District, purchasing new public safety equipment needed to provide public safety services to the District and the former NAS Brunswick, and by contributing TIF Revenues to fund projects set forth in the Town's existing Downtown TIF District, along with additional administrative expenses outlined on Table 1. Additionally, because of the unique economic impacts the Town is encountering and will continue to encounter as a result of the closure and redevelopment of the former base, the Town will use a portion of its TIF Revenues for debt-service payments on school construction and/or renovation bonds.

Regarding the Town's proposed road improvements, the Maine Department of Transportation completed a comprehensive traffic study in 2010 that specifically related to enhancing the redevelopment of the former NASB. Throughout the study and the public meetings leading up to the final report, a constant theme that was raised was the need for safe and efficient travel routes to the former ~~base~~Base. The ~~base~~ Base is located in the geographic center of the Town of Brunswick and does not have direct rail access. All employees, deliveries and exports will likely take place over the various streets and roads that lead into the Town of Brunswick and to Brunswick Landing. The streets and roads that the Town has identified on Table 1 are a combination of local connectors to Brunswick Landing or connectors from the region into the Town of Brunswick that subsequently route traffic to the former NASB.

Regarding the Town's plan to use TIF ~~revenues~~ Revenues to purchase public safety vehicles, the redevelopment of NASB instantly adds over 3,300 acres and 200 non-residential buildings to the jurisdiction of the Town—not counting the new commercial buildings that will be built in the future as a result of redevelopment efforts. In order to provide adequate public safety services to this new area of the Town, the Town will need to stretch its existing fleet of public safety (police, rescue and fire) vehicles further each year. Additionally, MRRA is planning to submit proposed legislation that would cede jurisdiction for traffic enforcement on the ~~base~~ Base to the Town, which would result in the Town's police officers enforcing speeding and other traffic laws on the former ~~base~~Base, in addition to providing general public safety

services. The Town currently has a fleet of 22 police vehicles, most of which are already on the road 24 hours per day, seven days per week, all 52 weeks of the year. The Town also has a fleet of 13 fire department vehicles, 3 of which are ambulances. The ambulances are replaced approximately every 3 years. As a direct result of the redevelopment of the former NASB, the Town's fleet of public safety vehicles will incur significantly increased mileage, wear and tear, which will require the Town to replace them with greater frequency than prior to any redevelopment activity at the former NASB. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.

The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.

The Town plans to use TIF Revenues as part of its overall plan to use its location and resources to attract and retain businesses that want to take advantage of Brunswick's business-friendly location at the gateway to the Midcoast while offering their employees a rich, dynamic and high quality of life. Please see Table 1 herein for a complete list of authorized projects and their respective cost estimates.

TABLE 1
Town of Brunswick's Project Development Costs

Notes:
* The first five projects listed in the Town's project list is the global master project list that the Town created for the Mölnlycke Manufacturing Municipal Development and Tax Increment Financing District and Development Program and for any future districts and development programs that the Town may create in the future at the location of and to foster the redevelopment of the former NASB. DECD approved the Mölnlycke global master project list by letter of the Commissioner dated January 18, 2013. Attached hereto as Schedule 2 is a copy of the DECD approval letter approving the Mölnlycke Manufacturing Municipal TIF District and Development Program. This list includes one additional project, item #6, which was not included on the approved global master project list.
* The TIF Revenues from this District are not intended to fully fund each of the projects listed below—indeed, the total project costs for the projects listed below far exceed the Town's estimated share of the TIF Revenues from this District.
~~**Note:** The Town's project list is a global master project list that the Town created for the Mölnlycke Manufacturing Municipal Development and Tax Increment Financing District and Development Program and for any future districts and development programs that the Town may create in the future at the location of and to foster the redevelopment of the former NASB. The TIF Revenues from this District are not intended to fully fund each of the projects listed below—indeed, the total project costs for the projects listed below far exceed the Town's estimated share of the TIF Revenues from this District.~~

	Project	**Cost Estimate**	**Statutory Cite**

	Project	Cost Estimate	Statutory Cite
1.	Road Improvements: The Town will use TIF funds to improve and maintain Town-owned roads and streets that form the transportation routes most directly impacted by the creation of the District and the redevelopment of the former NASB. Improvements to the designated portions of the roads and streets identified below are directly related to and made necessary by the redevelopment of the NASB and the creation of the District, which will significantly increase the amount of commercial traffic going to/from the District from the Town's Downtown and other locations throughout the Town. Local road/street reconstruction is estimated to cost $175,000/mile (approximately 36.55 miles), and individual projects are expected to have a 10-year lifespan. 1. River Road (5.01 miles) 2. Bath Road (4.75 miles) 3. Federal Street (.59 miles) 4. McKeen Street (1.59 miles) 5. Maine Street (2.22 miles) 6. Pleasant Hill Road (4.12 miles) 7. Jordan Avenue (1.55 miles) 8. Mere Point Road (5.46 miles) 9. Middle Bay Road (1.16 miles) 10. Durham Road (3.44 miles) 11. Casco Road (1.92 miles) 12. Union Street (.77 miles) 13. Church Road (1.93 miles) 14. Bunganuc Road (2.04 miles)	$640,000/year $19,200,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(1)
2.	Public Safety Improvements: As a direct result of the redevelopment of the NASB and the creation of the District, the Town will now be required to replace public safety equipment in the form of fire trucks, police cars and ambulances at in increased frequency in order to provide public safety services to the businesses locating in the former NASB and the District. Prior to the closure of the NASB, these areas were under the jurisdiction of the federal government, and did not receive (or require) Town-provided police, fire and rescue services. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.	$130,000/year $3,900,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(2)

	Project	Cost Estimate	Statutory Cite
3.	Downtown TIF Projects: The Town will use TIF funds to mitigate the impacts of the District on the Town's downtown area by funding projects described in the 2010 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program, as it may be amended from time to time; provided that the provisions of 30-A M.R.S.A. Sec. 5225(1)(B)(3) (Supp. 2011) must continue to be met, as is the case currently. Specifically, any public facilities and improvements funded through the Downtown TIF must be located within the Downtown TIF District, and the entire tax increment from the Downtown TIF must be committed to the development program for the Downtown TIF.	$100,000/year $3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(3)
4.	Brunswick Downtown Association: The Town will be authorized to provide annual funding to the Brunswick Downtown Association to help fund economic development programs or events designed to foster economic development within the Town's Downtown, or to help fund the marketing of the Town as a business location.	$100,000/year $3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(C)(1)
5.	Professional & Administrative Costs: The Town will fund professional services costs and administrative costs (i.e., pro rata portions of the Town Assessor, Town Manager and Business Development Manager salaries) related to the negotiation and completion of this development program and any credit enhancement agreements related to this development program, and the ongoing administration of the Town's TIF programs.	$20,000/year $600,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(A)(4) and (5)
6.	School Construction/Renovation: The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.	$2,000,000/year $40,000,000 (total 20 years)	30-A M.R.S.A. § 5225(1)(B)

	Project	Cost Estimate	Statutory Cite
	Total Municipal Project Costs:		
	First 20 years	$2,990,000/year $59,800,000 (total 20 years)	
	Last 10 years	$990,000/year $9,900,000 (total last 10 years)	
	Grand Total	$69,700,000 (total 30 years)	

~~Project~~	~~Cost Estimate~~	~~Statutory Cite~~
~~Road Improvements: The Town will use TIF funds to improve and maintain Town-owned roads and streets that form the transportation routes most directly impacted by the creation of the District and the redevelopment of the former NASB. Improvements to the designated portions of the roads and streets identified below are directly related to and made necessary by the redevelopment of the NASB and the creation of the District, which will significantly increase the amount of commercial traffic going to/from the District from the Town's Downtown and other locations throughout the Town. Local road/street reconstruction is estimated to cost $175,000/mile (approximately 36.55 miles), and individual projects are expected to have a 10-year lifespan.~~ ~~1. River Road (5.01 miles)~~ ~~1. Bath Road (4.75 miles)~~ ~~2. Federal Street (.59 miles)~~ ~~3. McKeen Street (1.59 miles)~~ ~~4. Maine Street (2.22 miles)~~ ~~5. Pleasant Hill Road (4.12 miles)~~ ~~6. Jordan Avenue (1.55 miles)~~ ~~7. Mere Point Road (5.46 miles)~~ ~~8. Middle Bay Road (1.16 miles)~~ ~~9. Durham Road (3.44 miles)~~ ~~10. Casco Road (1.92 miles)~~ ~~11. Union Street (.77 miles)~~ ~~12. Church Road (1.93 miles)~~ ~~13. Bunganuc Road (2.04 miles)~~	~~$640,000/year~~ ~~$19,200,000~~ ~~(total 30 years)~~	~~30-A M.R.S.A. § 5225(1)(B)(1)~~

~~Project~~	~~Cost Estimate~~	~~Statutory Cite~~
~~Public Safety Improvements: As a direct result of the redevelopment of the NASB and the creation of the District, the Town will now be required to replace public safety equipment in the form of fire trucks, police cars and ambulances at in increased frequency in order to provide public safety services to the businesses locating in the former NASB and the District. Prior to the closure of the NASB, these areas were under the jurisdiction of the federal government, and did not receive (or require) Town-provided police, fire and rescue services. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.~~	~~$130,000/year~~ ~~$3,900,000 (total 30 years)~~	~~30-A M.R.S.A. § 5225(1)(B)(2)~~
~~Downtown TIF Projects: The Town will use TIF funds to mitigate the impacts of the District on the Town's downtown area by funding projects described in the 2010 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program, as it may be amended from time to time; provided that the provisions of 30-A M.R.S.A. Sec. 5225(1)(B)(3) (Supp. 2011) must continue to be met, as is the case currently. Specifically any public facilities and improvements funded through the Downtown TIF must be located within the Downtown TIF District, and the entire tax increment from the Downtown TIF must be committed to the development program for the Downtown TIF.~~	~~$100,000/year~~ ~~$3,000,000 (total 30 years)~~	~~30-A M.R.S.A. § 5225(1)(B)(3)~~
~~Brunswick Downtown Association: The Town will be authorized to provide annual funding to the Brunswick Downtown Association to help fund economic development programs or events designed to foster economic development within the Town's Downtown, or to help fund the marketing of the Town as a business location.~~	~~$100,000/year~~ ~~$3,000,000 (total 30 years)~~	~~30-A M.R.S.A. § 5225(1)(C)(1)~~

~~Project~~	~~Cost Estimate~~	~~Statutory Cite~~
~~Professional & Administrative Costs: The Town will fund professional services costs and administrative costs (i.e., pro rata portions of the Town Assessor, Town Manager and Business Development Manager salaries) related to the negotiation and completion of this development program and any credit enhancement agreements related to this development program, and the ongoing administration of the Town's TIF programs.~~	~~$20,000/year~~ ~~$600,000 total 30 years)~~	~~30-A M.R.S.A. § 5225(1)(A)(4) and (5)~~
~~**Total Municipal Project Costs:**~~	~~**$990,000/year**~~ ~~**$29,700,000 (total 30 years)**~~	

2. Base Redevelopment Projects

MRRA has included $12 million of TIF Revenues in its business plan since the beginning of the Base redevelopment planning process, to be used for essential new physical infrastructure investment, repair and/or replacement of existing infrastructure, and related physical improvements necessary to maintain the property and attract businesses. The costs associated with these MRRA projects would be authorized project costs pursuant to 30-A M.R.S.A. § 5225(1)(A) for Tier I projects located within the District. It is the Town of Brunswick's intent to administer the Brunswick Landing and Brunswick Executive Airport Omnibus Development Programs together to facilitate MRRA's ability to fund these projects in whole or in part with TIF Revenues. While the Town is willing to make up to a cap of $12 million available to MRRA in combined new TIF Revenues from the fifty percent (50%) of TIF Revenues allocated for Base Redevelopment from the Brunswick Landing and Brunswick Executive Airport TIF districts, the Town expressly is not guaranteeing $12 million in TIF Revenues to MRRA.

In addition to any TIF appropriations the Town may make to MRRA, the Town also intends to consider other types of TIF agreements with businesses and other entities to facilitate further development and job growth at Brunswick Landing and the Brunswick Executive Airport. Any future TIF agreements of this type will be funded from the fifty percent (50%) of new TIF Revenues allocated for Base Redevelopment, and will be considered independently and as a separate use from any approved dollar appropriation for infrastructure needs of MRRA.

~~In~~ Thus in order to help foster the economic redevelopment of the Base, the Town intends to make up to fifty percent (50%) of the TIF Revenues available by application to MRRA and to future developers who may wish to locate within the District. In order to obtain TIF funding for its redevelopment projects, MRRA and any future developers that may wish to seek TIF funding for their development projects, will need to apply to the Town for funding for specific projects, which the Town Council will consider on a case-by-case basis.

C. Strategic Growth and Development

By creating the TIF District, the Town is able to capitalize on the momentum of MRRA's efforts and maximize the economic redevelopment potential of the District by streamlining the process for future businesses seeking to locate within the District. Rather than navigating the lengthy process and significant expense to designate a new TIF district each time a new developer investigates locating its business on the former NAS Brunswick, with the District already in place, the Town can immediately focus on negotiating and finalizing credit enhancement agreements ("CEAs") that meet the needs of individual developers and the Town, which CEAs may provide for reimbursement of up to fifty percent (50%) of taxes paid on captured assessed value created by such developer within the District. Having the District in place will greatly enhance the marketability and development potential for commercial and industrial use of properties within the District.

D. Improvements to the Public Infrastructure

As further set forth in Table 1, the Town will use certain TIF Revenues for road improvements that are directly related to and made necessary by the redevelopment of the former NASB.

E. Operational Components

1. Public Facilities

The Town plans to use a ~~percentage~~ portion of the TIF Revenues to fund certain projects approved within the existing Downtown TIF District and to fund school construction and/or renovations.

2. Commercial Improvements Financed Through Development Program

At this time, no commercial improvements will be financed through the Development Program. The Town may, in the future, share a percentage of the TIF Revenues with future developers pursuant to the terms of such CEAs that may be negotiated with such developers.

3. Relocation of Displaced Persons.

Not applicable.

4. Transportation Improvements

The Town will fund road improvements made necessary by the increased traffic to the District from other parts of the Town.

5. Environmental Controls

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the Town.

6. Plan of Operation

During the term of the District, the Town Manager or his designee will be responsible for all administrative matters within the purview of the Town concerning the implementation and operation of the District.

III. Physical Description

Note that the details in this Article III address the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 146-acre District is shown on Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

IV. Financial Plan

The collective original assessed value of the property in the District was zero dollars ($0) as of March 31, 2012 (April 1, 2011). The Town will capture one hundred percent (100%) of the increased assessed value of the real estate located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereof, which collectively increase the Town's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the TIF term.

Upon each payment of real property taxes for property located inside the District, the Town will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund will consist of a development sinking fund account (the "Sinking Fund Account"), and a project cost account (the "Project Cost Account") that will have subaccounts for the Town and for Base Redevelopment. From the Development Program Fund, the ~~The~~ Town will deposit: (a) fifty percent (50%) of the TIF Revenues into the Town's Sinking Fund Account and/or the Town's subaccount of the Project Cost Account to be used to fund the projects listed in Table 1; and (b) fifty percent (50%) of the TIF Revenues into the Base Redevelopment subaccount of the Project Cost Account to be used to fund payments to MRRA and/or individual developers within the District pursuant to any CEAs then in effect. Periodically, any TIF Revenues that remain deposited in the Base Redevelopment subaccount of the Project Cost Account that are not allocated to either MRRA or a developer will revert back to the Town's subaccount of the Project Cost Account.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibits D-1 and D-2, respectively.

A. Costs and Sources of Revenues

The current and future developers owning or leasing properties located within the District will pay for and/or finance all private improvements located in the District through private sources.

B. Indebtedness

None of the project costs will be met through public indebtedness, except for future school construction and/or renovations, as set forth in Table 1.

V. Financial Data

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit B.

VI. Tax Shifts

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax shifts that the Town estimates will result during the term of the District.

VII. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding adoption of the Development Program for the District, published in the *Times Record*, a newspaper of general circulation in the Town, on July __, 2013, a date at least ten (10) days prior to the public hearing. The public hearing on the Development Program was held on July __, 29, 2013, in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

B. Minutes of Public Hearing Held by Town Council

Attached as Exhibit F hereto is a certified copy of the minutes of the public hearing held on July __, 29, 2013, at which time this Development Program was discussed by the public.

C. Authorizing Votes

Attached as Exhibit G hereto is a copy of the Brunswick Town Council Resolution approving this Development Program, which Resolution was adopted by the Council at a meeting of the Council duly called and held on July ___, 29, 2013.

SCHEDULES AND EXHIBITS
[To Be Inserted]

Schedules:

1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Executive Airport II Municipal TIF District.

2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

Exhibits:

A TIF District Maps
B Statutory Requirements & Thresholds
C Assessor's Certificate of Original Assessed Value
D-1 TIF Revenue Projections
D-2 Tax Shift Projections
E Public Hearing Notice
F Public Hearing Minutes
G Town Council Resolution

EXHIBIT E

NOTICE OF PUBLIC HEARING
TOWN OF BRUNSWICK
Regarding

A Municipal Tax Increment Financing Development Program for the District Known As The "Brunswick Executive Airport Municipal Development and Tax Increment Financing District"

Notice is hereby given that the Brunswick Town Council will hold a public hearing on

July ~~,~~ 29, 2013,
at the
Brunswick Municipal Meeting Room at 16 Station Avenue, Brunswick, Maine,
The Public Hearing will be at 7:00 p.m.

The purpose of the public hearing is to receive public comments on the approval of the Development Program for the municipal tax increment financing district designated on March 29, 2013 and known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the "District") pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The designated municipal development and tax increment financing district consists of 146 acres of property located at the former Naval Air Station Brunswick.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard at that time.

EXHIBIT F

Minutes of Public Hearing and Town Council Meeting

EXHIBIT G

Town Council Resolution

ITEM 83
BACK UP MATERIALS

TOWN OF BRUNSWICK

TOWN MANAGERS OFFICE

MEMORANDUM

TO: Brunswick Council

FROM: Gary Brown, Town Manager

DATE: July 10, 2013

RE: Budget amendment options

As a result of the adopted State Budget, the Town of Brunswick expects to receive $316,000 less in State Revenues sharing than what was budgeted in the 2013-14 budget. In anticipation of a possible loss of State Revenues, the Council directed staff to return to the Council with recommendations prior to the tax commitment.

The Council is being asked to set a Public Hearing on July 29 to amend the budget. Attached to this memo are two documents that identify potential reductions to the budget that will offset the loss of State Revenues. In addition, an estimated increase in the tax rate is presented should the Council not choose to make some or all of the proposed reductions. As a result of the FY 2013 State Revenue sharing exceeding the budgeted amount, I am recommending that the budget amendment also include utilizing $20,000.00 from the balance.

The reductions that have been identified are an attempt to reduce the budget in a responsible manner but at the same time it needs to be acknowledged that there will be an impact on services in some Departments. These reductions represent an approximate 1.5% cut in each Departmental budget. Some of the reductions are short-term and will need to be re-instated in the FY 2014-15 budget.

Another option being presented reduces the road resurfacing budget, combined with some reductions to arrive at a total that keeps the tax rate where the adopted budget landed.

Lastly, an increase of the tax rate to 7%, combined with some identified reductions, is also presented for the Council's consideration. Each 1/10% increase in the rate results in an increase of $33,000 in tax revenue. Increasing the tax rate from 6.69% to 7% provides $102,000 in tax revenue. Combining this increase with the reduction of debt service and insurance leaves $142,000 remaining to be reduced.

If the Council identifies which of the options or combination of options are preferred, we will develop the proper resolution to amend the budget.

The recommendation from the Manager is to establish a tax increase of 7%, apply the savings in the debt service and insurance, and the additional $20,000 in State Revenue Sharing. (Option 3 in the attached memo.)

BUDGET AMENDMENT OPTIONS TO ADDRESS LOSS OF STATE REVENUE

OPTION 1: Reductions of Departmental budgets totaling $282,495.00, plus additional $20,000 in prior year revenue sharing for a combined total of $297,495. The remaining $20,000 is to be absorbed in the tax rate.

OPTION 2: Reduce paving budget by $250,000, plus combined reduction in debt service and insurance ($52,000) plus additional prior year revenue sharing to total $316,000.

OPTION 3: Increase tax rate to 7%, resulting in additional tax revenue of $102,000, combined with identified savings in debt service and insurance ($52,000) plus $20,000 from prior year revenue sharing totals $174,000. The remaining amount to be reduced from the budget ($142,000) would be from selected accounts identified Department budget reductions.

OPTION 4: An increase in the tax rate to provide the necessary amount, less the savings in debt service, insurance and prior year revenue sharing. This would result in an additional increase in the tax rate of .75%, resulting in a total tax increase of 7.4%.

Admin		
Professional Services	$	(5,000.00)
Training	$	(1,200.00)
Office supplies	$	(250.00)
Background checks	$	(250.00)
Training supplies	$	(250.00)
Parking stipend	$	(600.00)
total	$	(7,550.00)

Assessing		
Salaries	$	(4,500.00)

Municipal Officers		
Professional Services	$	(1,250.00)
Training	$	(500.00)
Supplies	$	(250.00)
total	$	(2,000.00)

Technology		
Capital	$	(5,000.00)

Clerk		
	$	(2,000.00)
Finance		
Part-time	$	(4,000.00)
Contractual Services	$	(3,500.00)
Registration by mail	$	(2,600.00)
total	$	(10,100.00)

Planning/Codes		
Slaries	$	(1,040.00)
Part-time salaries	$	(420.00)
Telephone	$	(480.00)
Training	$	(700.00)
Publications	$	(150.00)
Gas	$	(694.00)
Professional Servic es	$	(4,595.00)
Conservation Comm	$	(50.00)
Total	$	(8,129.00)

Visitor Center Subsidy	$	(10,000.00)
Library	$	(5,000.00)

Parks/Recreation		
R&M Facilities	$	(7,000.00)
R&M Vehicle	$	(2,550.00)
Plants and Flowers	$	(2,000.00)
Capital Facilities	$	(7,200.00)
Total	$	(18,750.00)

Fire Department		
Capital	$	(17,000.00)
Call Department	$	(18,000.00)
total	$	(35,000.00)

Police Department		
Salaries/Health Ins	$	(25,400.00)
Overtime	$	(8,500.00)
Cruiser replacement	$	(33,750.00)
Total	$	(67,650.00)

Public Works		
Reduction of truck rental (Snow removal)	$	(10,000.00)
defer tire mounting machine	$	(4,800.00)
defer repair to floor	$	(12,000.00)
defer replacement of grates	$	(8,000.00)
reduction of exhaust fan replacement	$	(12,000.00)
defer replacment of truck driver positions (1 month)	$	(8,879.00)
Total	$	(55,679.00)

Eco Dev		
Promotion	$	(500.00)
Travel	$	(250.00)
Training	$	(250.00)
Office supplies	$	(100.00)
total	$	(1,100.00)

Human Services		
Rent	$	2,000.00

Debt Service		
Police Station	$	(42,037.00)

Insurances		
Programs	$	(10,000.00)
Health Ins	$	-
Total	$	(10,000.00)

Grand Total	$	(282,495.00)

Proposed $250,000 Reduction in Resurfacing Capital Budget
Brunswick Public Works
41000-56000-100

Street to Eliminated	***From/To***	***Length***	***Total Cost Reduction***
Columbia Ave	Spring St to Barrows St (top course)	1,300 l.f.	$50,000
Belmont St	Maine St to Spring St	920 l.f.	$27,000
Oakland St	Belmont St to Columbia Ave	360 l.f.	$10,000
River Rd	CMP Power Lines to 1,300 ft E Lisbon Rd	4,300 l.f.	$163,000
Total Reduction By Eliminating the Above Street Paving:			**$250,000**

ITEM 84
BACK UP MATERIALS

TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT
28 FEDERAL STREET
BRUNSWICK, ME 04011

ANNA M. BREINICH, AICP
DIRECTOR OF PLANNING & DEVELOPMENT

PHONE: 207-725-6660
FAX: 207-725-6663

July 10, 2013

To: Brunswick Town Council
Gary Brown, Town Manager
From: Anna Breinich, AICP
Subject: Route 24 Corridor Study Endorsement Request by Midcoast Council of Governments

The Midcoast Council of Governments (MCOG) is requesting Town Council's endorsement of the attached final draft Route 24 Corridor Study, dated June 27, 2013. An earlier draft dated February February 14, 2013 was provided in your March 18, 2013 meeting packet.

As background, the Route 24 Corridor was previously identified by MaineDOT as one of 38 Corridors of Regional Economic Significance for Transportation (CREST) and included as such in the 2008-2030 long-range transportation plan, *Connecting Maine*. MaineDOT requested each regional council to convene an advisory committee to develop a Corridor Plan to include "a prioritized list of transportation and other strategies that will meet the regional objectives of each Corridor of Regional Economic Significance."

In the fall of 2012, MCOG organized the Route 24 Corridor Plan Advisory Committee comprised of municipal and private sector representatives for the study area from Harpswell to Richmond (see map of study area, Figure 1). Councilor Vice-Chair Margo Knight and I served as the municipal representatives for Brunswick. Other Brunswick residents on the committee included Richard Cromwell and William Wilkoff (Brunswick Bike and Pedestrian Advisory Committee Co-Chairs). Since its inception the plan advisory committee met several times and held two advertised public meetings to identify Route 24 issues and concerns, establish objectives for the corridor, develop strategies, and approve a regional plan for the corridor to submit to MaineDOT.

Included in the plan is a list of recommended corridor improvements or strategies by municipality for the following five regional objectives.

1. Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists;
2. Maintain the capacity of the corridor;
3. Provide coordinated signage and marketing;
4. Address storm surge and future inundation, particularly with regard to emergency routes; and
5. Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns.

The majority of the individual recommendations/strategies are intended to be implemented, as funding becomes available, at either the state and/or regional level. In addition many are recommended for local implementation for all towns. Those specific to Brunswick are related to Objective 5, working with MaineDOT and the Town of Topsham to re-route Route 24 from Maine Street and Bath Road with consideration given to establishing a Business Route 24 designation in its place. It is further

recommended that such changes should include a public process and the “filling-in” of any bicycle and pedestrian gaps created by the re-routing.

A Letter of Endorsement provided by MCOG is attached for your consideration, stating the Town’s support of the five previously mentioned objectives and willingness to work towards and support of plan implementation with MaineDOT, MCOG and participating Towns, as funding becomes available.

1 will be in attendance at your meeting to answer any questions.

Attachments

ROUTE 24 CORRIDOR MANAGEMENT PLAN

LETTER OF ENDORSEMENT

We support the findings and recommendations contained in the Route 24 Corridor Plan in order to:

1. Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists;
2. Maintain the capacity of the corridor;
3. Provide coordinated signage and marketing;
4. Address storm surge and future inundation, particularly with regard to emergency routes; and
5. Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns.

We will work with Maine DOT, the Midcoast Council of Governments and each other to support the plan's implementation as funding is available.

_____

Town of Harpswell

_____

Town of Brunswick

_____

Town of Topsham

_____

Town of Bowdoinham

_____

Town of Richmond

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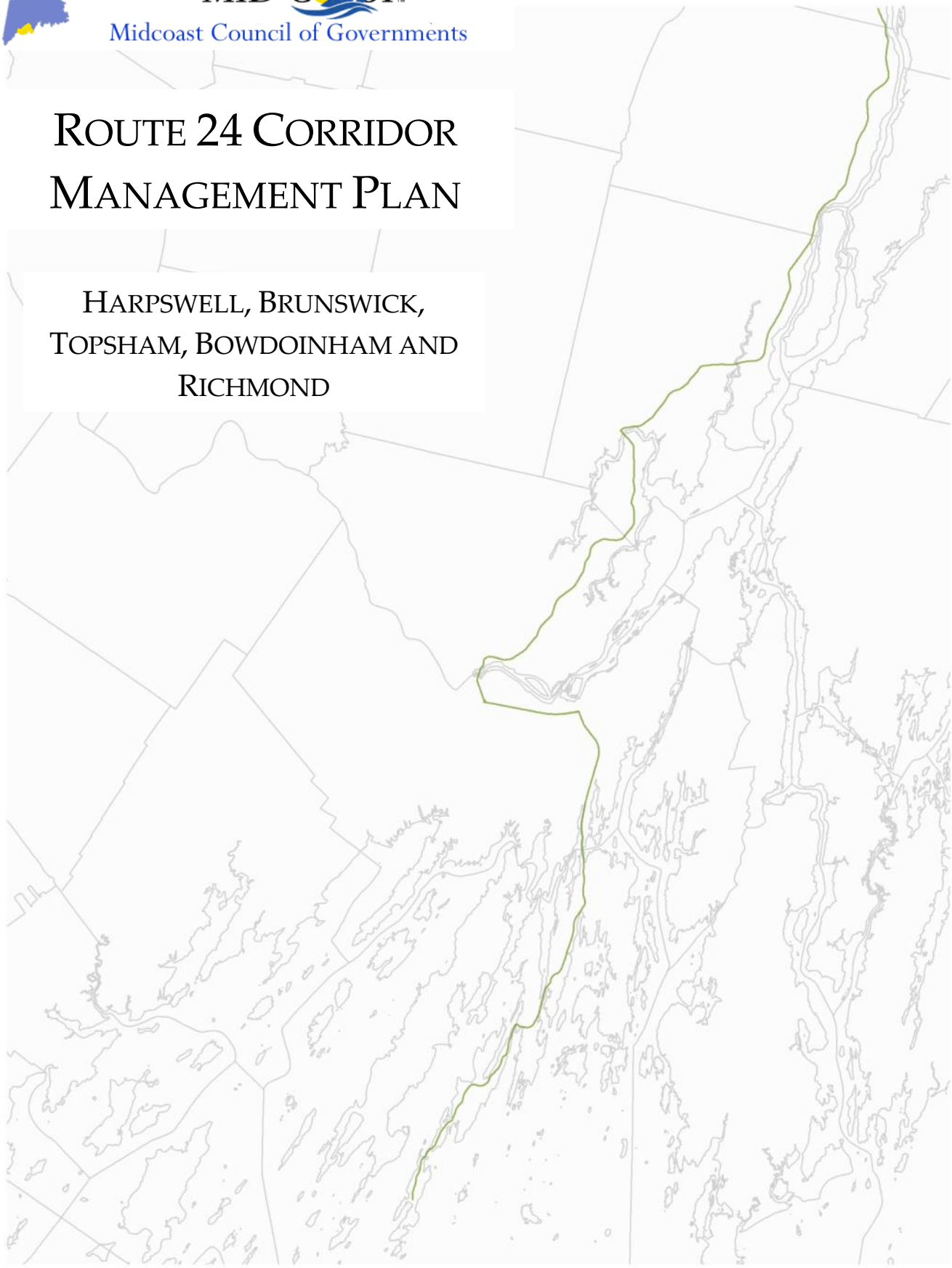
Midcoast Council of Governments

ROUTE 24 CORRIDOR MANAGEMENT PLAN

HARPSWELL, BRUNSWICK, TOPSHAM, BOWDOINHAM AND RICHMOND



June 27, 2013
FINAL DRAFT FOR
MUNICIPAL ENDORSEMENT

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I. Introduction

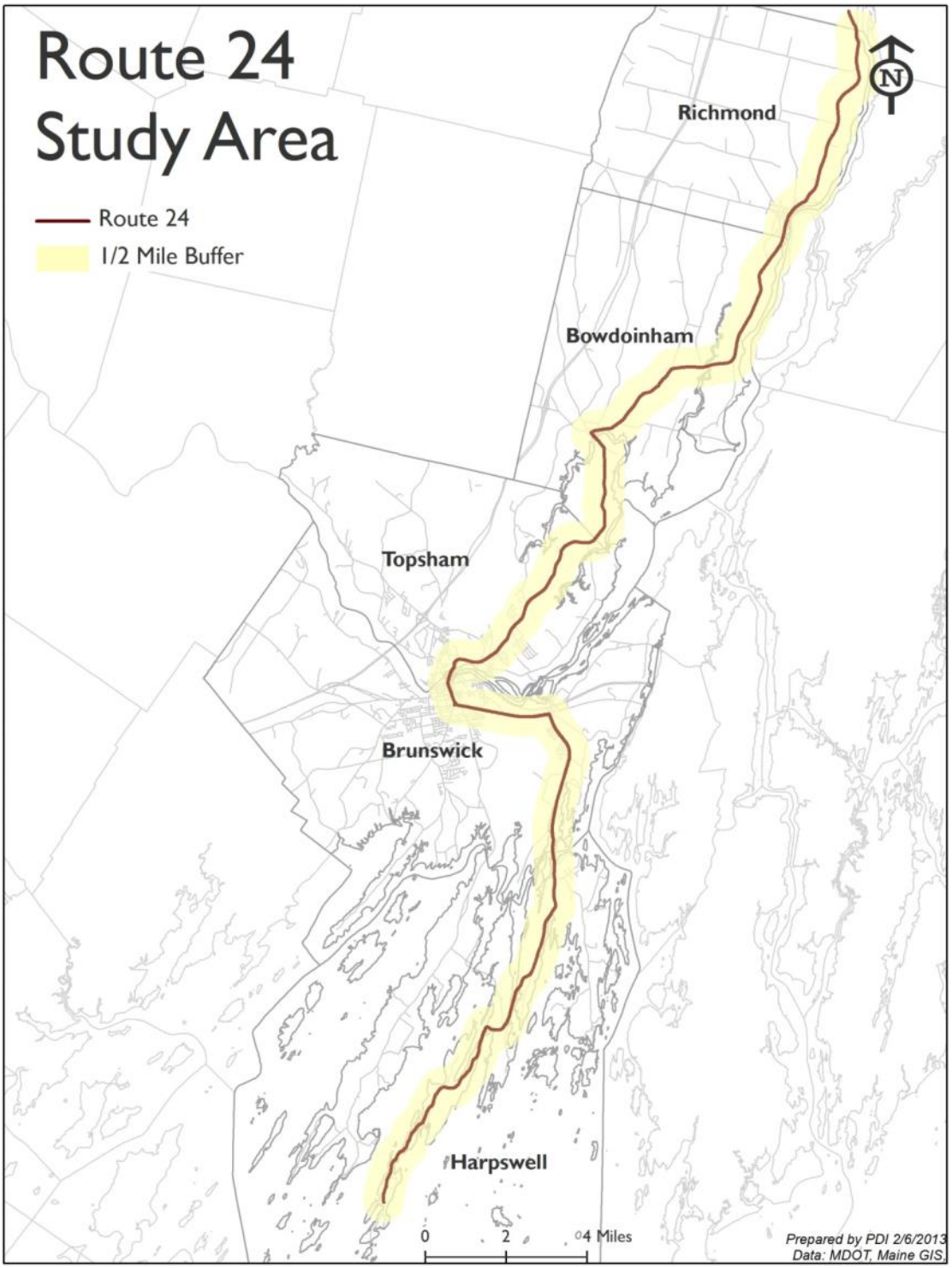
Connecting Maine, the state's long-range transportation plan (2008-2030), was developed by the Maine Department of Transportation (MaineDOT) with assistance from the 11 Regional Councils, including the Midcoast Council of Governments (MCOG). As part of the *Connecting Maine* planning process, the Regional Councils identified thirty-eight Corridors of Regional Economic Significance for Transportation (CRESTs). In the Midcoast region, Route 24 was identified as CREST Priority #2 (Route 1 was identified as Priority #1). The next step is to define "a prioritized list of transportation and other strategies that will meet the regional objectives of each Corridor of Regional Economic Significance."

In the fall of 2012, the Midcoast Council of Governments (MCOG) convened an advisory committee to develop a Corridor Plan for Route 24 from Harpswell to Richmond (see map of study area, Figure 1). The plan advisory committee met several times over the next several months to identify Route 24 issues and concerns, establish objectives for the corridor, develop strategies, and approve a regional plan for the corridor to submit to MaineDOT.

Members of the public were encouraged to speak with the plan advisory committee, which included town staff and officials from each of the five Route 24 communities in the region as well as other stakeholders recommended by the towns. There were specific opportunities for public participation at each stage of the process, publicized in local newspapers as well as locally by each town office.

The Route 24 Corridor Plan will guide MaineDOT investments in the future, and it is important to have a plan in place as funding becomes available. There is currently no specific budget allocated for plan implementation.

Figure 1


Route 24
Study Area
Route 24
1/2 Mile Buffer
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
N
0
2
4 Miles
Prepared by PDI 2/6/2013
Data: MDOT, Maine GIS

II. Purpose

The purpose of this corridor management plan is to define a prioritized list of transportation and other strategies that will meet the following regional objectives for Route 24, from Harpswell to Richmond:

1. Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists;
2. Maintain the capacity of the corridor;
3. Provide coordinated signage and marketing;
4. Address storm surge and future inundation, particularly with regard to emergency routes; and
5. Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns.

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III. Process

In the fall of 2012, the Midcoast Council of Governments (MCOG) convened an advisory committee to develop a Corridor Plan for Route 24 from Harpswell to Richmond. Municipal officials from each of the five towns in the study area suggested potential committee members. The committee included the following community representatives:

Nicole Briand, Town Planner	Bowdoinham
Anna Breinich, Director of Planning and Development	Brunswick
Jim Howard, Route 24 Business Owner	Topsham
Richard Cromwell, Resident	Brunswick
William Wilkoff, Resident	Brunswick
Margo Knight, Town Councilor	Brunswick
Carol Eyerman, Town Planner	Harpswell
Kristi Eiane, Town Administrator	Harpswell
Ralph "Chip" Black, Route 24 Business Owner	Harpswell
Tony Barrett, Recreation Committee, Conservation Commission	Harpswell
Clarence ("Clancy") Cummins, Selectman	Richmond
Victoria Boundy, Dir. of Community and Business Development	Richmond
Tom Nugent, Planning Board	Richmond
Bruce Moore, Resident	Topsham
Wes Thames, Resident	Topsham
Cornell Knight, Town Manager	Topsham
Donald Russell, Selectman	Topsham
Richard Roedner, Planning Director	Topsham
Victor Langelo, Resident	Topsham
Bob Bruce, Merrymeeting Wheelers	Wiscasset

An initial public meeting to identify their issues and concerns was held on October 17, 2012 at Topsham Municipal Building. The meeting was publicized in local newspapers as well as locally by each town office.

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The plan advisory committee then met twice: first, to review data, further develop the list of issues and concerns that came out of the public meeting, and define a purpose and objectives for the plan; second, to identify potential strategies to meet the regional objectives. A third committee meeting was held in January to further refine the strategies and set short- and long-term priorities. A subsequent set of second public meetings was held in Spring 2013 for the public in each community to respond to the draft recommendations.

When the final plan has been approved by the advisory committee, it will be adopted by the Midcoast Council of Governments and submitted to MaineDOT for approval. The final plan will include endorsement by the municipalities, MCOG, and MaineDOT, and will outline how recommendations are to be implemented and establish a protocol for periodic review of progress.

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IV. Background: Demographics and Economic Data

A. Demographics

Between 2000 and 2010, the total population in the study area decreased slightly (Table IV-1). Most of this loss is likely due to the recent closure of the Brunswick Naval Air Station (BNAS). The BNAS closure resulted in a loss of approximately 3,400 jobs from 2006-2011.[1]

At the same time, Bowdoinham and Richmond both saw an increase in population.

Table IV-1: Total Population

	2000	2010	# Change	% Change
Brunswick, Cumberland County	21,172	20,278	-894	-4.2%
Harpswell, Cumberland County	5,239	4,740	-499	-9.5%
Bowdoinham, Sagadahoc County	2,612	2,889	277	10.6%
Richmond, Sagadahoc County	3,298	3,411	113	3.4%
Topsham, Sagadahoc County	9,100	8,784	-316	-3.5%
5 Towns combined	41,421	40,102	-1,319	-3.2%
Cumberland County, Maine	265,612	281,674	16,062	6.0%
Sagadahoc County, Maine	35,214	35,293	79	0.2%
Maine	1,274,923	1,328,361	53,438	4.2%

Source: US Census

There was a significant drop in working age (25-44) population in all five downs, possibly due to the BNAS closure (Table IV-2). There was an increase in the 45+ population, but not enough to make up for the loss of under 45 (Table IV-2).

Table IV-2: Population by Age

	Under 25			25-44			45-64			65 and over		
	2000	2010	*% Change*	2000	2010	*% Change*	2000	2010	*% Change*	2000	2010	*% Change*
Harpswell	1,280	932	*-27.2%*	1,315	800	*-39.2%*	1,659	1,778	*7.2%*	985	1,230	*24.9%*
Brunswick	7,864	6,763	*-14.0%*	5,702	4,224	*-25.9%*	4,334	5,606	*29.3%*	3,272	3,685	*12.6%*
Topsham	3,071	2,300	*-25.1%*	2,945	2,060	*-30.1%*	1,940	2,771	*42.8%*	1,144	1,653	*44.5%*
Bowdoinham	828	796	*-3.9%*	787	710	*-9.8%*	733	1,017	*38.7%*	264	366	*38.6%*
Richmond	1,105	969	*-12.3%*	1,014	876	*-13.6%*	834	1,089	*30.6%*	345	477	*38.3%*
5 Towns	*14,148*	*11,760*	*-16.9%*	*11,763*	*8,670*	*-26.3%*	*9,500*	*12,261*	*29.1%*	*6,010*	*7,411*	*23.3%*

Source: US Census

[1] http://www.mrra.us/images/Understanding_the_Impacts_SPO.pdf

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B. *Housing*

Despite the loss in total population, the number of housing units in the study area increased between 2000 and 2010 (Table IV-3.) The result was a decrease in average household size (Table IV-4).

Table IV-3: Housing Units

	2000	2010	# Change	# Change
Harpswell	3,701	4,208	507	13.7%
Brunswick	8,720	9,599	879	10.1%
Topsham	3,573	4,167	594	16.6%
Bowdoinham	1,107	1,279	172	15.5%
Richmond	1,475	1,629	154	10.4%
5 Towns combined	18,576	20,882	2,306	12.4%

Source: US Census

Table IV-4: Average Household Size

	2000	2010
Harpswell	2.24	2.13
Brunswick	2.34	2.19
Topsham	2.62	2.32
Bowdoinham	2.54	2.45
Richmond	2.54	2.39

Source: US Census

C. *Employment*

Total average employment in the study area is lower in 2011 than it was in 2001, although it is up in Richmond and Topsham (Table IV-5). Professional and technical services employment is down, as is administrative services. Employment in the health care and social assistance sector is up significantly, as well as retail trade.

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Table IV-5: Average Employment

	2001							2011						
	Bruns-wick	Harps-well	Bowdoin-ham	Rich-mond	Top-sham	5 Towns	% of Total	Bruns-wick	Harps-well	Bowdoin-ham	Rich-mond	Top-sham	5 Towns	% of Total
Total, All Industries	12,376	559	231	493	3,042	16,701		11,194	458	190	691	3,636	16,169	
Agriculture, Forestry, Fishing	17	14				31	*0.2%*		21	17			38	*0.2%*
Utilities	81					81	*0.5%*	69					69	*0.4%*
Construction	401	94	24	49	303	871	*5.2%*	291	57	26	155	266	795	*4.9%*
Manufacturing	724				160	884	*5.3%*	491			65	100	656	*4.1%*
Wholesale Trade	62	19			67	148	*0.9%*	72	13	15		33	133	*0.8%*
Retail Trade	2,242	58	31	70	446	2,847	*17.0%*	1,935	59	40	69	1,014	3,117	*19.3%*
Transportation and Warehousing	114				28	142	*0.9%*	129			20	36	185	*1.1%*
Information	279					279	*1.7%*	214					214	*1.3%*
Finance and Insurance	519			16	17	552	*3.3%*	376			14	59	449	*2.8%*
Real Estate	175	8			16	199	*1.2%*	177	20			27	224	*1.4%*
Professional & Technical Services	851	18	14	17	217	1,117	*6.7%*	364	14	13	37	259	687	*4.2%*
Management of Companies	15					15	*0.1%*	61					61	*0.4%*
Administrative & Waste Services	453			20	430	903	*5.4%*	430	23		15	88	556	*3.4%*
Educational Services	1,674					1,674	*10.0%*	1,727					1,727	*10.7%*
Health Care and Social Assistance	2,359	23		37	321	2,740	16.4%	2,922			65	450	3,437	21.3%
Arts, Entertainment, Recreation	389	19			68	476	2.9%	245	34			20	299	1.8%
Accommodation & Food Services	1,055	138			312	1,505	9.0%	1,119			45	443	1,607	9.9%
Other Services, Except Public Adm	434	10	17	5	101	567	3.4%	354	20	13		151	538	3.3%
Public Administration					76	76	0.5%							

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Tables IV-6 and IV-7 present the major employers in Sagadahoc and Cumberland Counties in 2012.

Table IV-6: Top 25 Employers in Sagadahoc County, 2012

Employer Name	City	Employment Range	Business Description
Bath Iron Works Corporation	Bath	5,001 to 5,500	Ship building and repairing
Seacoast Management	Various	1 to 500	Assisted living facilities for the elderly
Computer Sciences Corporation	Topsham/Bath	1 to 500	Computer facilities management services
Reed & Reed Inc	Woolwich	1 to 500	Highway, street, and bridge construction
Hannaford Bros Co		1 to 500	Supermarkets and other grocery stores
Target Corporation		1 to 500	Discount department stores
Harry C Crooker & Sons Inc	Topsham	1 to 500	Highway, street, and bridge construction
Home Depot Usa Inc		1 to 500	Home centers
Shaws Supermarkets Inc		1 to 500	Supermarkets and other grocery stores
Providence Service Corporation	Bath	1 to 500	Child and youth services
Hyde School	Bath	1 to 500	Elementary and secondary schools
Bath Area Family Y M C A	Bath	1 to 500	Civic and social organizations
Hillhouse Inc	Bath	1 to 500	Assisted living facilities for the elderly
Elmhurst Inc	Bath	1 to 500	Vocational rehabilitation services
Bath Savings Institution	Bath	1 to 500	Savings institutions
Independence Association Inc	Topsham	1 to 500	Vocational rehabilitation services
Wright Pierce	Topsham	1 to 500	Engineering services
Sebasco Harbor Resort Llc	Phippsburg	1 to 500	Hotels and motels, except casino hotels
F H C Inc	Bowdoin	1 to 500	Electromedical apparatus manufacturing
Acadia Auto Auctions	Richmond	1 to 500	Wholesale trade agents and brokers
Sea Dog Ventures Inc	Topsham	1 to 500	Full-service restaurants
Little Caesars		1 to 500	Limited-service restaurants
Waltz Long Term Care Pharmacy	Topsham	1 to 500	Pharmacies and drug stores
Kindred Nursing Centers West Llc	Bath	1 to 500	Nursing care facilities, skilled nursing
Advance Auto Sales Inc	Topsham	1 to 500	New car dealers

Source: Maine Department of Labor

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Table IV-7: Top 25 Employers in Cumberland County, 2012

Employer Name	City	Employment Range	Business Description
Maine Medical Center	Portland	6,001 to 6,500	General medical and surgical hospitals
Ll Bean Inc	Freeport	3,001 to 3,500	Retail sales
Unum Provident	Portland	2,501 to 3,000	Direct life insurance carriers
Hannaford Bros Co		2,501 to 3,000	Supermarkets and other grocery stores
Mercy Hospital	Portland	1,501 to 2,000	General medical and surgical hospitals
Wal Mart / Sam's Club		1,001 to 1,500	Discount department stores
T D Banknorth N A		1,001 to 1,500	Commercial banking
Bowdoin College	Brunswick	1,001 to 1,500	Colleges and universities
Mid Coast Hospital	Brunswick	1,001 to 1,500	General medical and surgical hospitals
Shaws Supermarkets Inc		501 to 1,000	Supermarkets and other grocery stores
Idexx Laboratories Inc	Westbrook	501 to 1,000	Pharmaceutical preparation manufacturing
Attendant Services Inc	So Portland	501 to 1,000	Services for the elderly and disabled
Martins Point Health Care Center	Portland	501 to 1,000	Offices of physicians, except mental health
Fairchild Semiconductor Corp	So Portland	501 to 1,000	Semiconductors and related device mfg
Family Practice Center		501 to 1,000	Offices of physicians, except mental health
Goodwill Industries Of Northern NE		501 to 1,000	Vocational rehabilitation services
Wright Express Corporation	So Portland	501 to 1,000	Financial transaction processing and clearing
Fairpoint Communications		501 to 1,000	Telemarketing and other contact centers
Time Warner Entertainment Co L P		501 to 1,000	Wired telecommunications carriers
Spurwink Services Incorporated	Portland	501 to 1,000	Other individual and family services
S D Warren	Westbrook	501 to 1,000	Paper, except newsprint, mills
Texas Instruments Incorporated	Portland	501 to 1,000	Semiconductors and related device mfg
Anthem Health Systems Inc		501 to 1,000	Direct health and medical insurance carriers
Lowes Home Centers Inc		501 to 1,000	Home centers
Idexx Operations Corp	Westbrook	1 to 500	Druggists' goods merchant wholesalers

Source: Maine Department of Labor

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D. Commute Data

35.8% of total employed residents of the study area (Harpswell, Brunswick, Topsham, Bowdoinham and Richmond) work in the study area (6,186 of 17,267) (Table IV-8).

Table IV-8: 2010 Commute Data

	Live in Harpswell, Work In…	Live in Brunswick, Work In…	Live in Topsham, Work In…	Live in Bowdoinham, Work In…	Live in Richmond, Work In…
Harpswell	174	41	29	5	11
Brunswick	395	2,592	861	236	148
Topsham	140	405	666	134	80
Bowdoinham	5	18	15	42	19
Richmond	0	9	11	21	129
Other	977	5,127	2,819	930	1,228
% 5 Towns	*42.2%*	*37.4%*	*35.9%*	*32.0%*	*24.0%*

In 2010 the vast majority of workers in the study area continue to drive alone to work, although an increased number walked or took a taxi, bicycle, motorcycle or other means compared to 2000 (Table IV-9). There was a decrease in people who took public transit from 2000 to 2010.

Table IV-9: Means of Transportation to Work (5 Town Study Area)

	2000*	*% of Total*	2010**	*% of Total*	# Change, 2000 -2010	% Change, 2000 -2010
Car, truck, or van - drove alone	15,441	*76.6%*	15,113	*74.6%*	-328	-2.1%
Car, truck, or van - carpooled	2,229	*11.1%*	2,197	*10.8%*	-32	-1.4%
Public transportation (excluding taxicab)	133	*0.7%*	60	*0.3%*	-73	-54.9%
Walked	1,235	*6.1%*	1,383	*6.8%*	148	12.0%
Taxicab, motorcycle, bicycle, or other means	198	*1.0%*	614	*3.0%*	416	210.1%
Worked at home	927	*4.6%*	898	*4.4%*	-29	-3.1%
Total	20,163		20,265		102	0.5%

*US Census
**ACS 5-Year Sample

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V. Transportation & Infrastructure

A. Traffic Counts and Crash Locations

Route 24 is a ***major urban collector*** (state aid road). Collectors link smaller towns and neighborhoods to the regional transportation network. A road's function is determined by MaineDOT based on a number of factors, including land use (business or residential or agricultural), annual average daily traffic (AADT), trip length, and how the road fits into the larger road network.

Harpswell and Bowdoinham have the most Route 24 road miles of the 5 towns in the study area (Table V-1).

Table V-1: Route 24 Road Length by Town (Study Area)

	Length (in miles)
Harpswell	10.57
Bowdoinham	10.43
Brunswick	7.18
Richmond	5.79
Topsham	5.16
Total	**39.13**

Traffic counts have been decreasing everywhere except Richmond (Table V-2, Figure 2). The steep drop-off in Brunswick may be attributable to the BNAS closure.

Table V-2: Historic Vehicle Traffic Counts, 2000-2011

	2000	**2005**	**2010**	**2011**	**% Change 2000-2011**
Harpswell	3,079	3,030	2,870	2,820	-8.4%
Brunswick	15,782	15,068	11,622	10,584	-32.9%
Topsham	7,153	7,158	7,068	6,768	-5.4%
Bowdoinham	1,745	1,527	1,434	1,397	-19.9%
Richmond	1,955	2,271	2,237	2,081	6.4%

Source: MDOT

High Crash Locations are locations where there have been eight or more accidents in a three-year time period. All three of the Route 24 High Vehicle Crash Locations in the study area are in Brunswick at two intersections: 1) the Corner of Bath Road and Gurnet

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Road (Cook's Corner) and 2) the intersection of Route 1 and Maine Street (Table V-3, Figure 3).

Table V-3: Vehicle High Crash Locations, 2009-2011 (see map)

Total Crashes	LOCATION
8	Int of BATH RD, THOMAS POINT RD
14	Int of US-1 NB TO COOKS COR, US-1 SB TO COOKS COR
13	Int of BOW ST, MAINE ST, US-1 SB OFF RAMP

Source: MDOT

Figure 4 presents the locations of known pedestrian and bicycle locations on Route 24 between 2003-2012. Figure 5 presents Route 24 speed limits.

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Figure 2

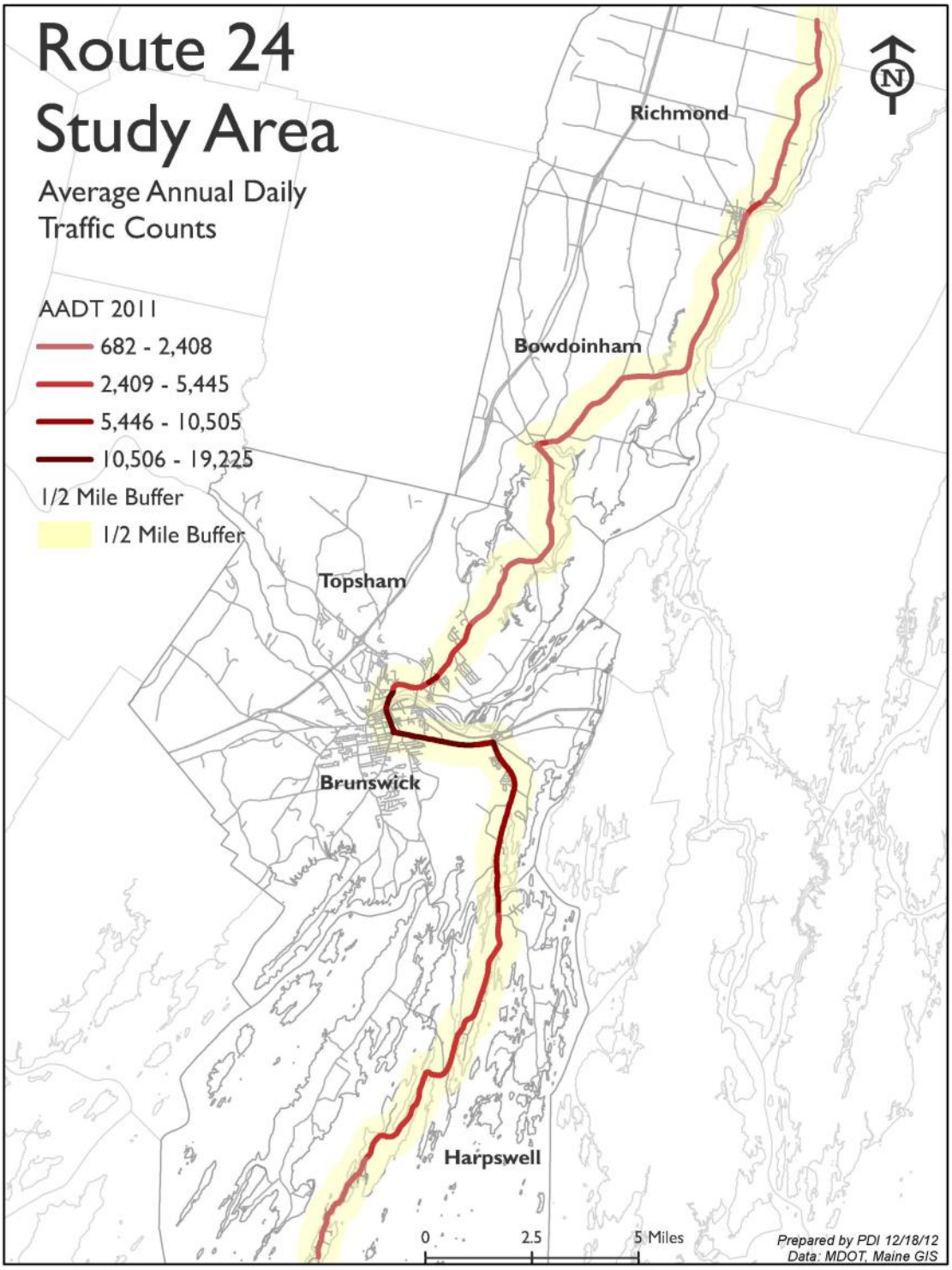

Route 24
Study Area
Average Annual Daily
Traffic Counts
AADT 2011
682 - 2,408
2,409 - 5,445
5,446 - 10,505
10,506 - 19,225
1/2 Mile Buffer
1/2 Mile Buffer
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
0
2.5
5 Miles
Prepared by PDI 12/18/12
Data: MDOT, Maine GIS

Figure 3

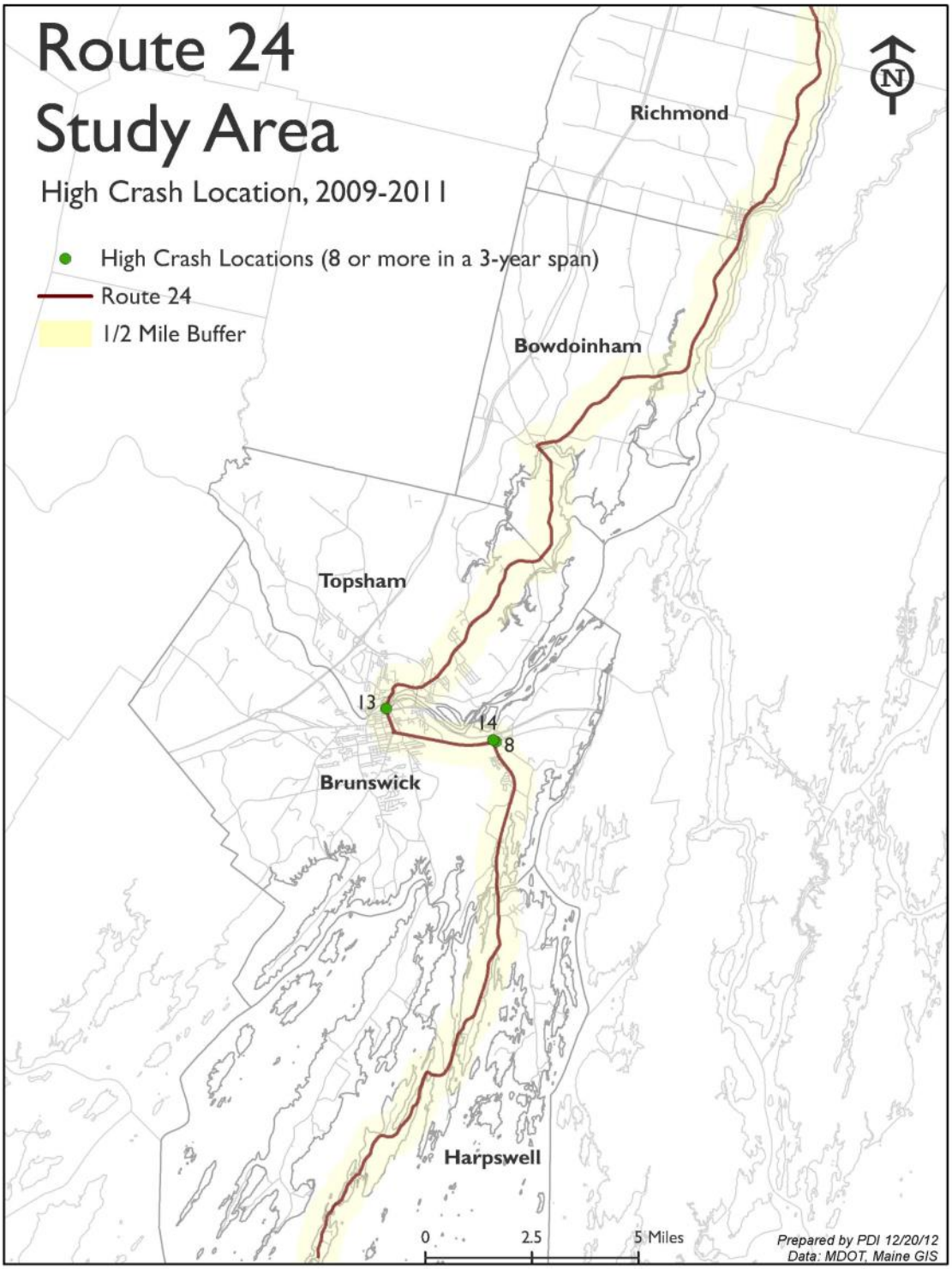

Route 24
Study Area
High Crash Location, 2009-2011
High Crash Locations (8 or more in a 3-year span)
Route 24
1/2 Mile Buffer
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
13
14
8
0
2.5
5 Miles
Prepared by PDI 12/20/12
Data: MDOT, Maine GIS

Figure 4

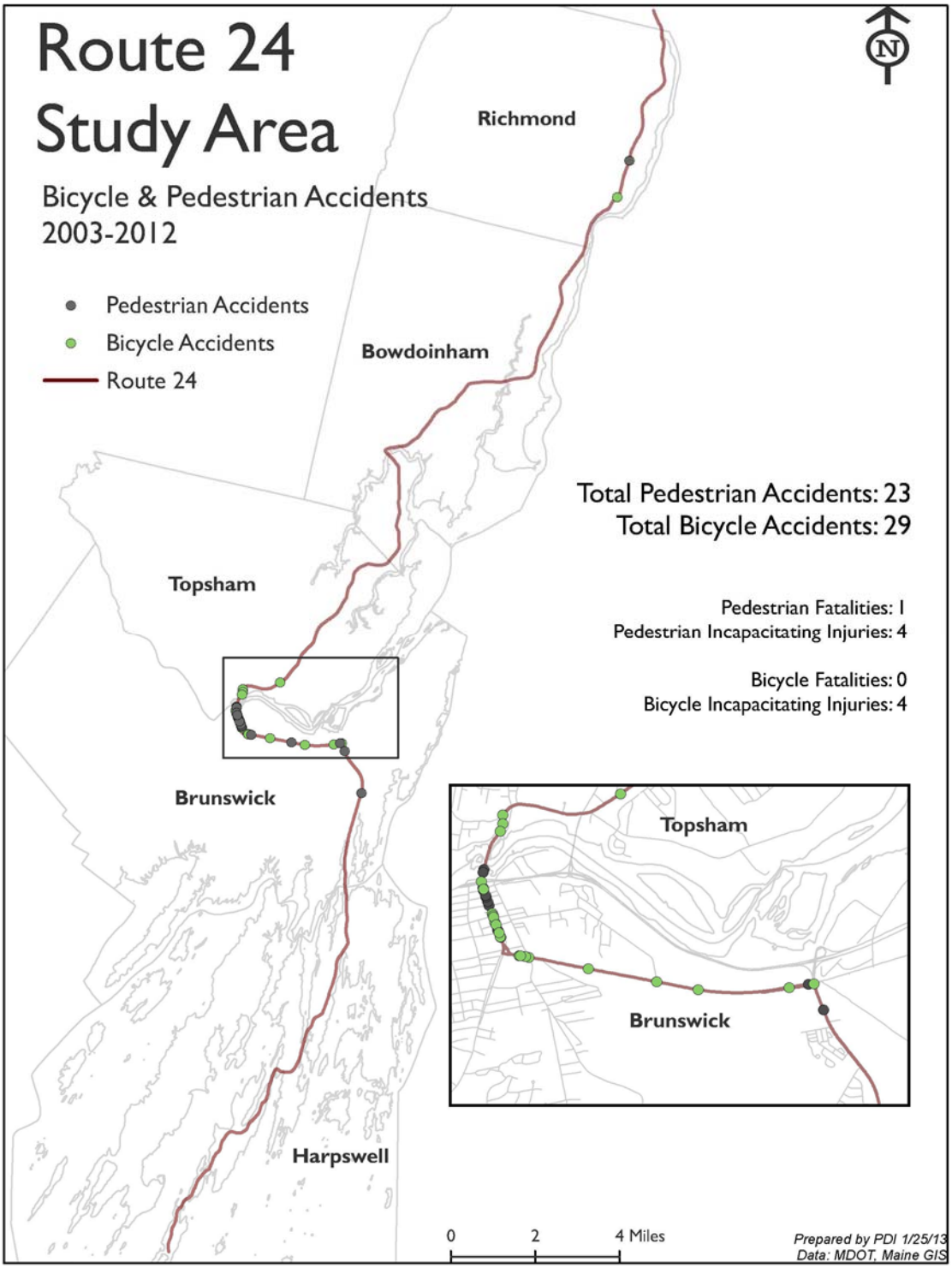
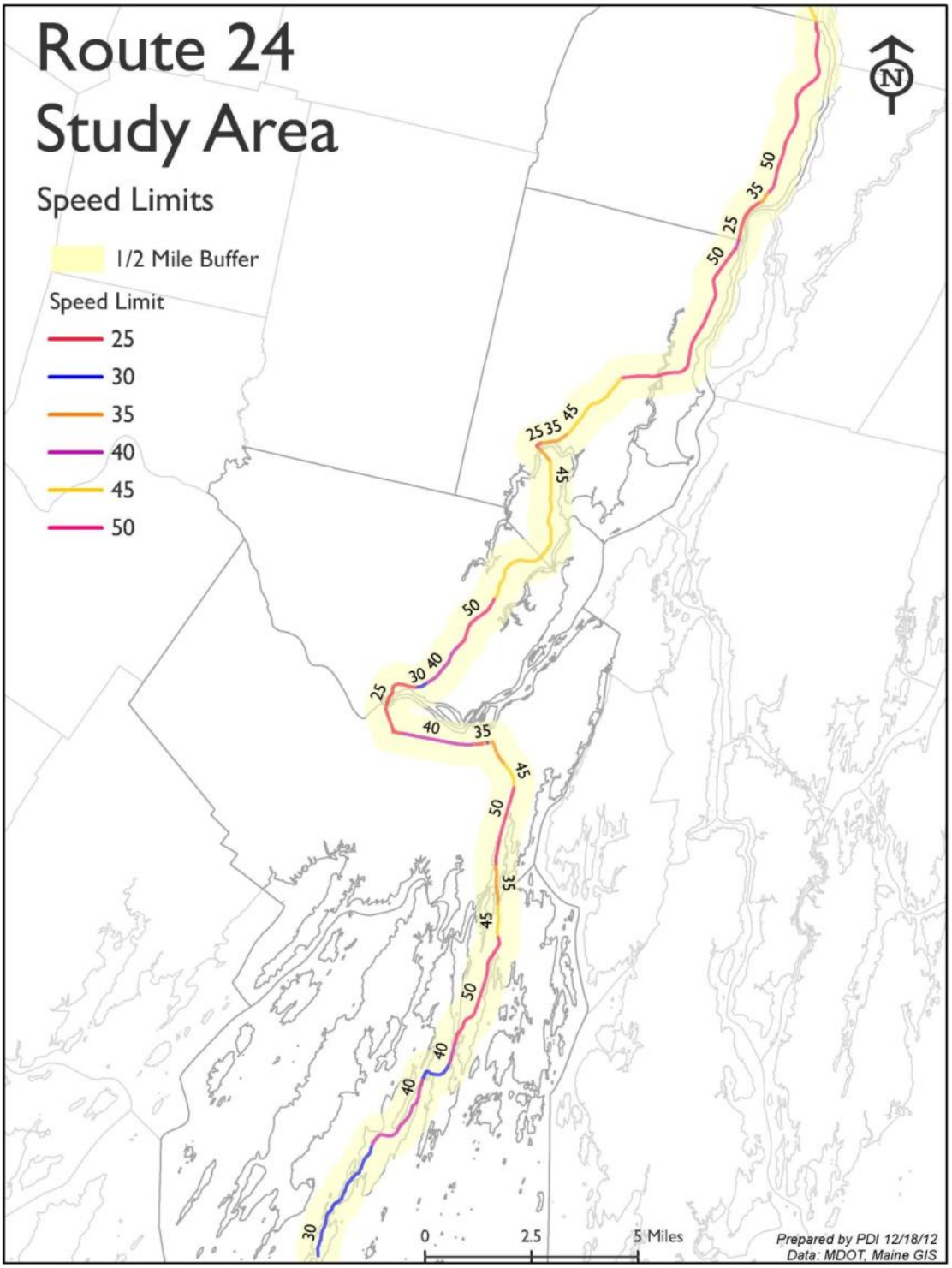

Route 24
Study Area
Bicycle & Pedestrian Accidents
2003-2012
Pedestrian Accidents
Bicycle Accidents
Route 24
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
Total Pedestrian Accidents: 23
Total Bicycle Accidents: 29
Pedestrian Fatalities: 1
Pedestrian Incapacitating Injuries: 4
Bicycle Fatalities: 0
Bicycle Incapacitating Injuries: 4
Topsham
Brunswick
0
2
4 Miles
Prepared by PDI 1/25/13
Data: MDOT, Maine GIS

Figure 5


Route 24
Study Area
Speed Limits
1/2 Mile Buffer
Speed Limit
25
30
35
40
45
50
N
0
2.5
5 Miles
Prepared by PDI 12/18/12
Data: MDOT, Maine GIS

B. MaineDOT Condition and Safety Scores

MaineDOT has adopted a "framework for managing Maine's highway system based on highway corridor priorities (HCP) and customer service levels (CSL)."

Route 24 is a priority 4 corridor.

Table V-4: MaineDOT Priority Levels

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

Source: MaineDOT

The customer service level includes three considerations: safety, condition and serviceability, and grades them similar to a report card (A – F). Table V-5 below defines the measures that make up the overall service level grade. Route 24 Customer Service Level Scores (safety, condition and service) in the study area are presented in Figures 6-

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11 on the following pages. Figure 12 presents Route 24 safety scores and high crash location together.

Table V-5: MaineDOT Customer Service Levels

Customer Service Level	Category	Definition
Crash History	Safety	This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-offroad crashes. The A-F scale compares these crash rates with the statewide average.
Paved Roadway Width	Safety	This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by Highway Corridor Priority (not new design standards). If a highway segment fails this minimum, the Safety Customer Service Levels for that segment is decreased one letter grade.
Pavement Rutting	Safety	This measure looks at wheelpath rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.
Bridge Reliability	Safety	This measure is pass/fail. If a highway segment contains a bridge with a Condition Rating of 3 or less (excluding non-overpass decks), the Safety Customer Service Level is decreased one letter grade. These bridges are safe, but may require increased inspection or remedial work that could affect traffic flow.
Pavement Condition	Condition	This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of International Roughness Index, rutting, and two basic types of cracking. The A-F scale varies by Highway Corridor Priority.
Roadway Strength	Condition	This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A-F scale is uniform across Highway Corridor Priority, since even low-priority roads must support heavy loads in Maine's natural resource-based economy.

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Bridge Condition	Condition	This measure converts the 0-9 national bridge inventory (NBI) condition ratings to pass or fail; it is uniform across Highway Corridor Priority.
Ride Quality	Condition	This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A-F scale varies by Highway Corridor Priority.
Posted Road	Service	Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine's economy. Road segments that are permanently posted get a D, those with seasonal postings get a C.
Posted Bridge	Service	This measure uses load weight restrictions to arrive at an A-F score that varies by Highway Corridor Priority.
Congestion	Service	This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.

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Figure 6

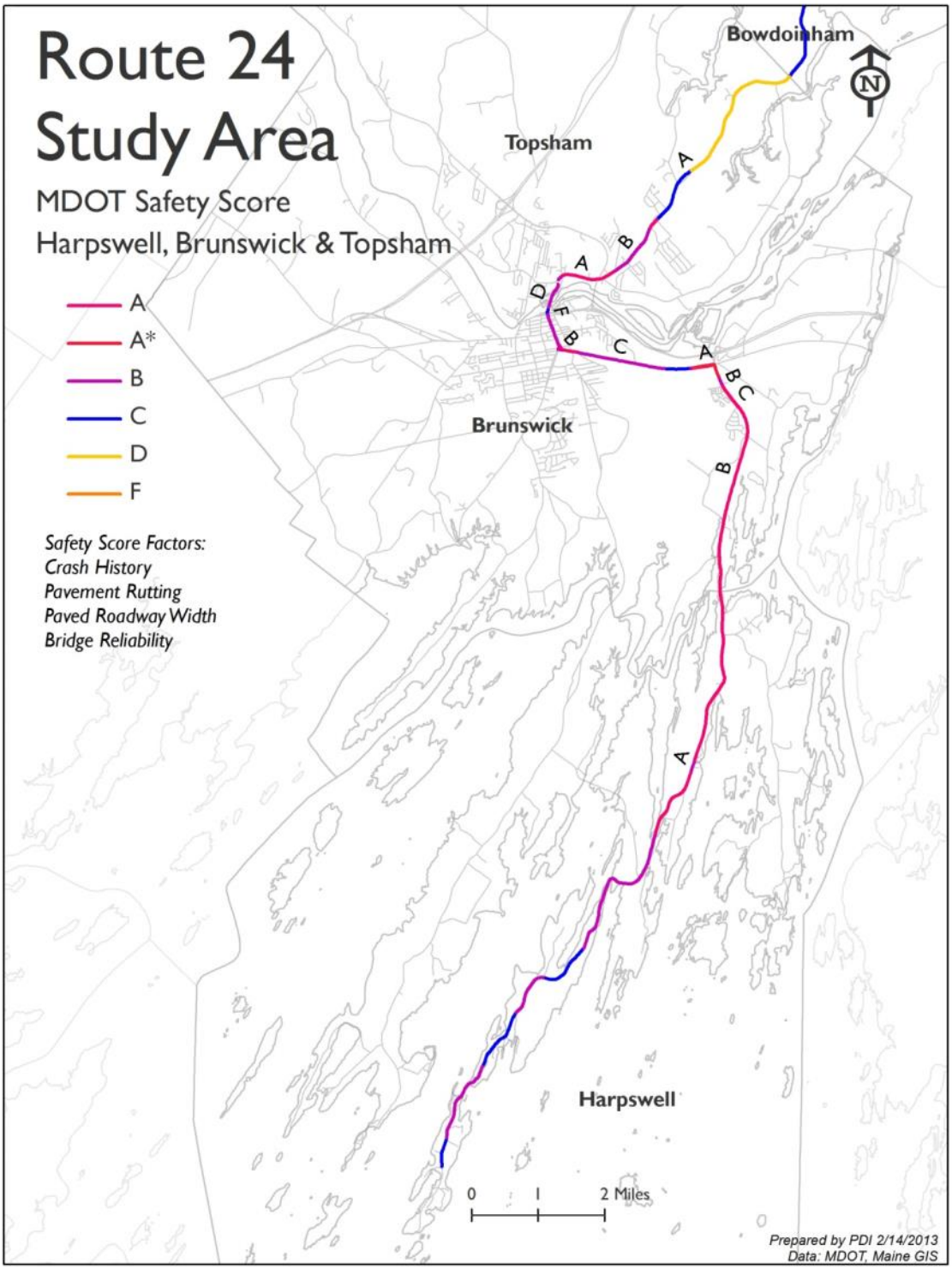

Route 24
Study Area
MDOT Safety Score
Harpswell, Brunswick & Topsham
A
A*
B
C
D
F
Safety Score Factors:
Crash History
Pavement Rutting
Paved Roadway Width
Bridge Reliability
Bowdoinham
Topsham
Brunswick
Harpswell
N
0
1
2 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 7

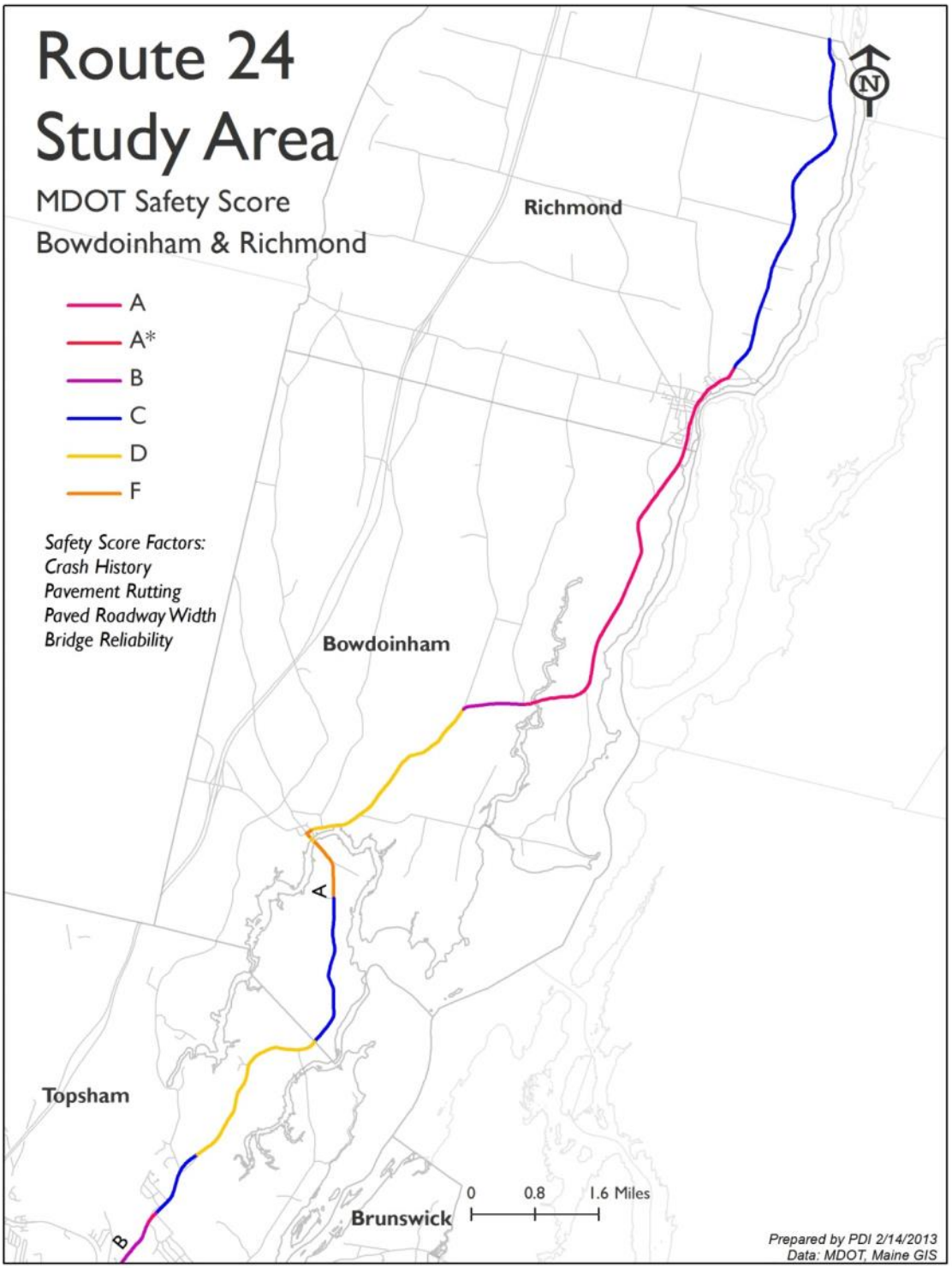

Route 24
Study Area
MDOT Safety Score
Bowdoinham & Richmond
A
A*
B
C
D
F
Safety Score Factors:
Crash History
Pavement Rutting
Paved Roadway Width
Bridge Reliability
Richmond
Bowdoinham
Topsham
Brunswick
A
B
0
0.8
1.6 Miles
N
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 8

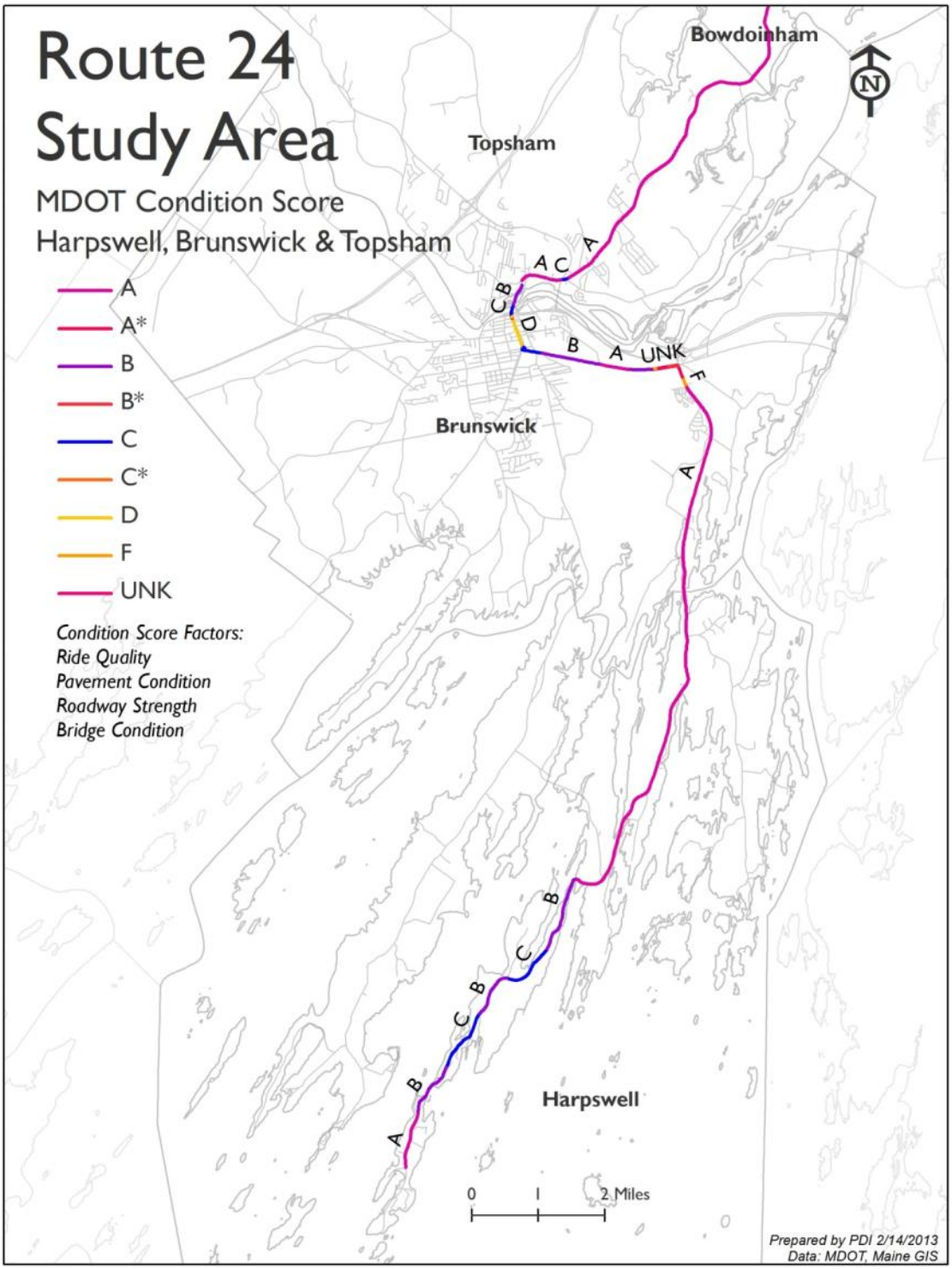

Route 24
Study Area
MDOT Condition Score
Harpswell, Brunswick & Topsham
A
A*
B
B*
C
C*
D
F
UNK
Condition Score Factors:
Ride Quality
Pavement Condition
Roadway Strength
Bridge Condition
Bowdoinham
Topsham
Brunswick
Harpswell
N
0
1
2 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 9

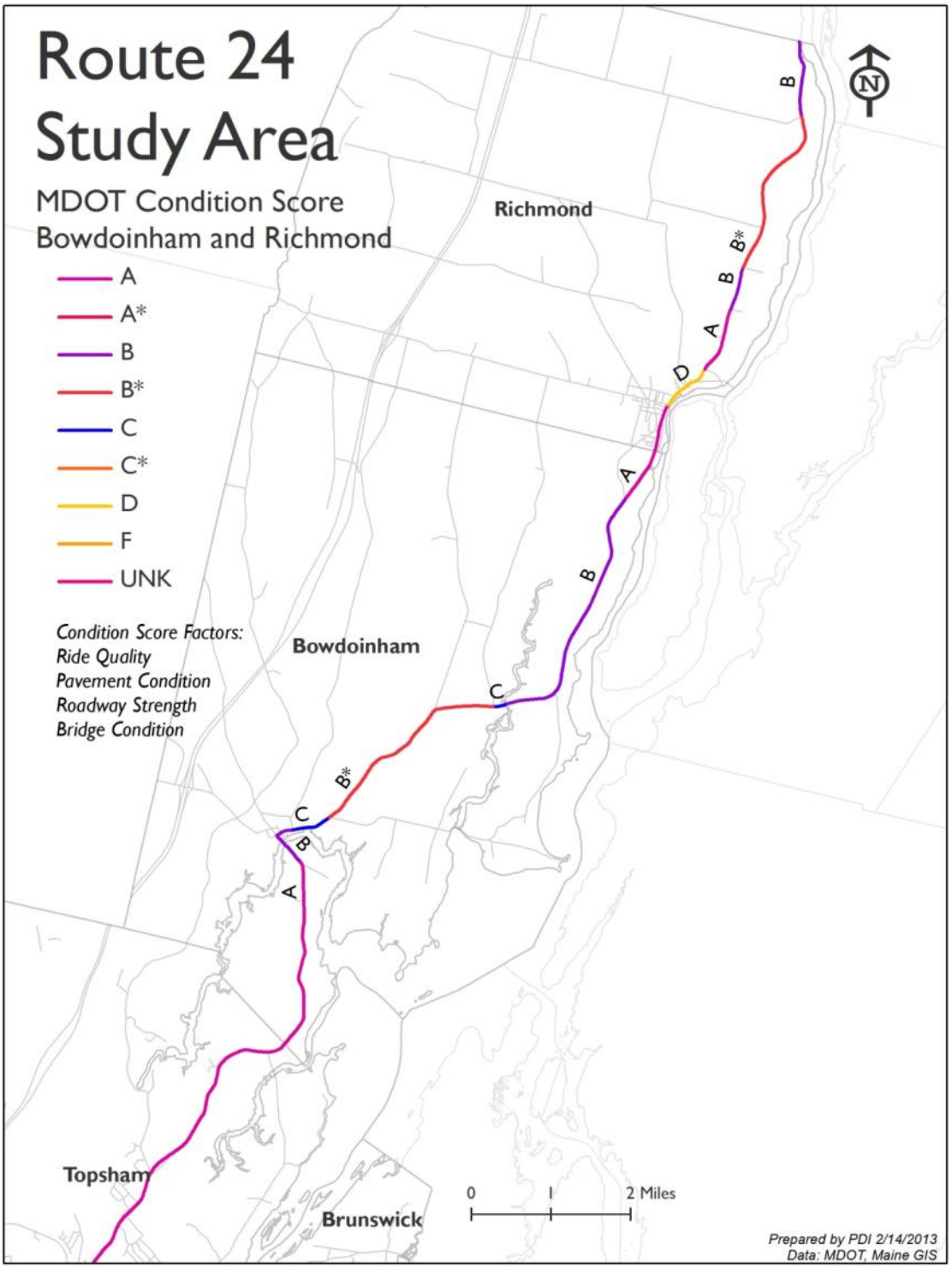

Route 24
Study Area
MDOT Condition Score
Bowdoinham and Richmond
A
A*
B
B*
C
C*
D
F
UNK
Condition Score Factors:
Ride Quality
Pavement Condition
Roadway Strength
Bridge Condition
Richmond
Bowdoinham
Topsham
Brunswick
0
1
2 Miles
N
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 10

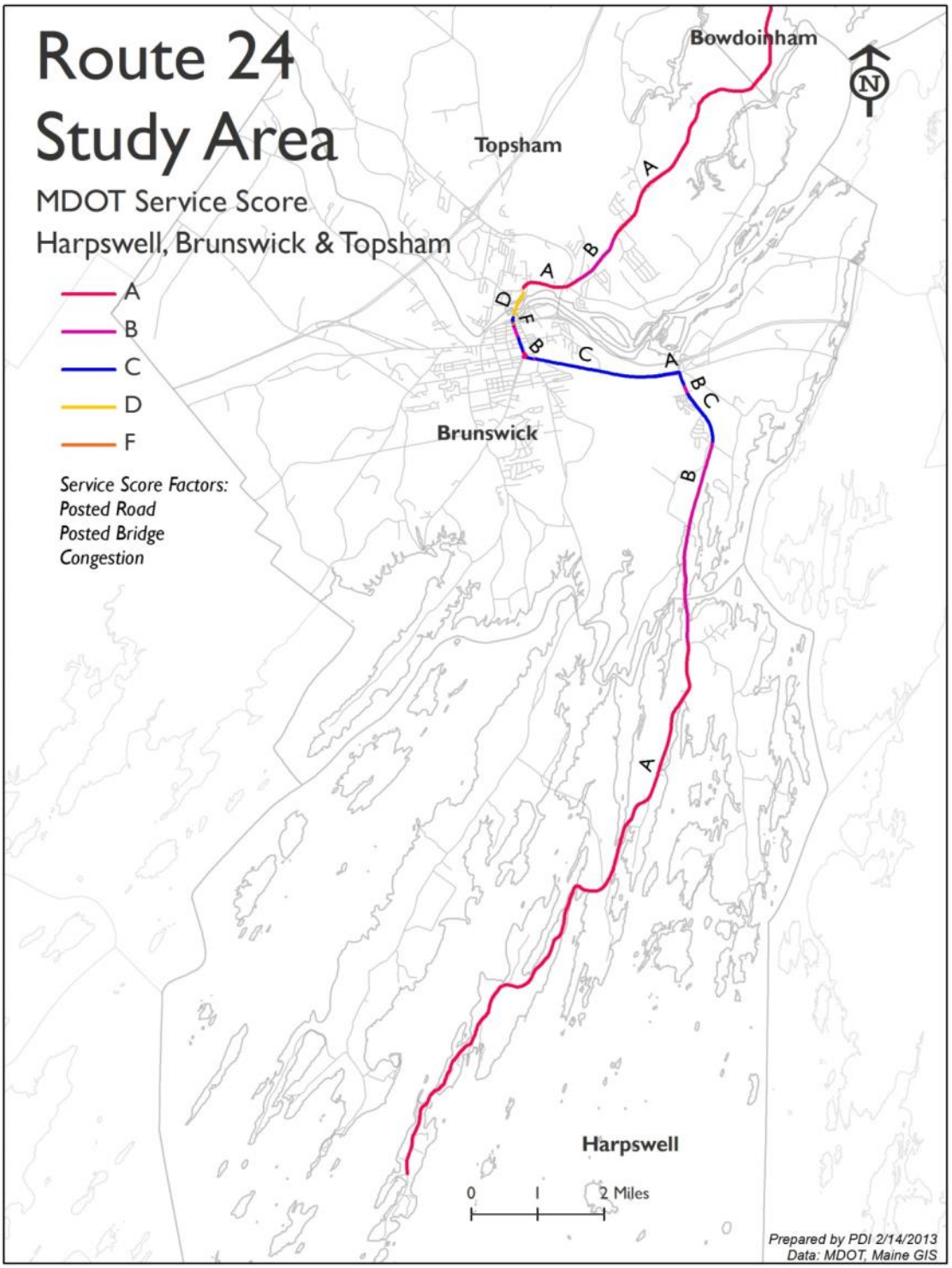

Route 24
Study Area
MDOT Service Score
Harpswell, Brunswick & Topsham
A
B
C
D
F
Service Score Factors:
Posted Road
Posted Bridge
Congestion
Bowdoinham
Topsham
Brunswick
Harpswell
N
0
1
2 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 11

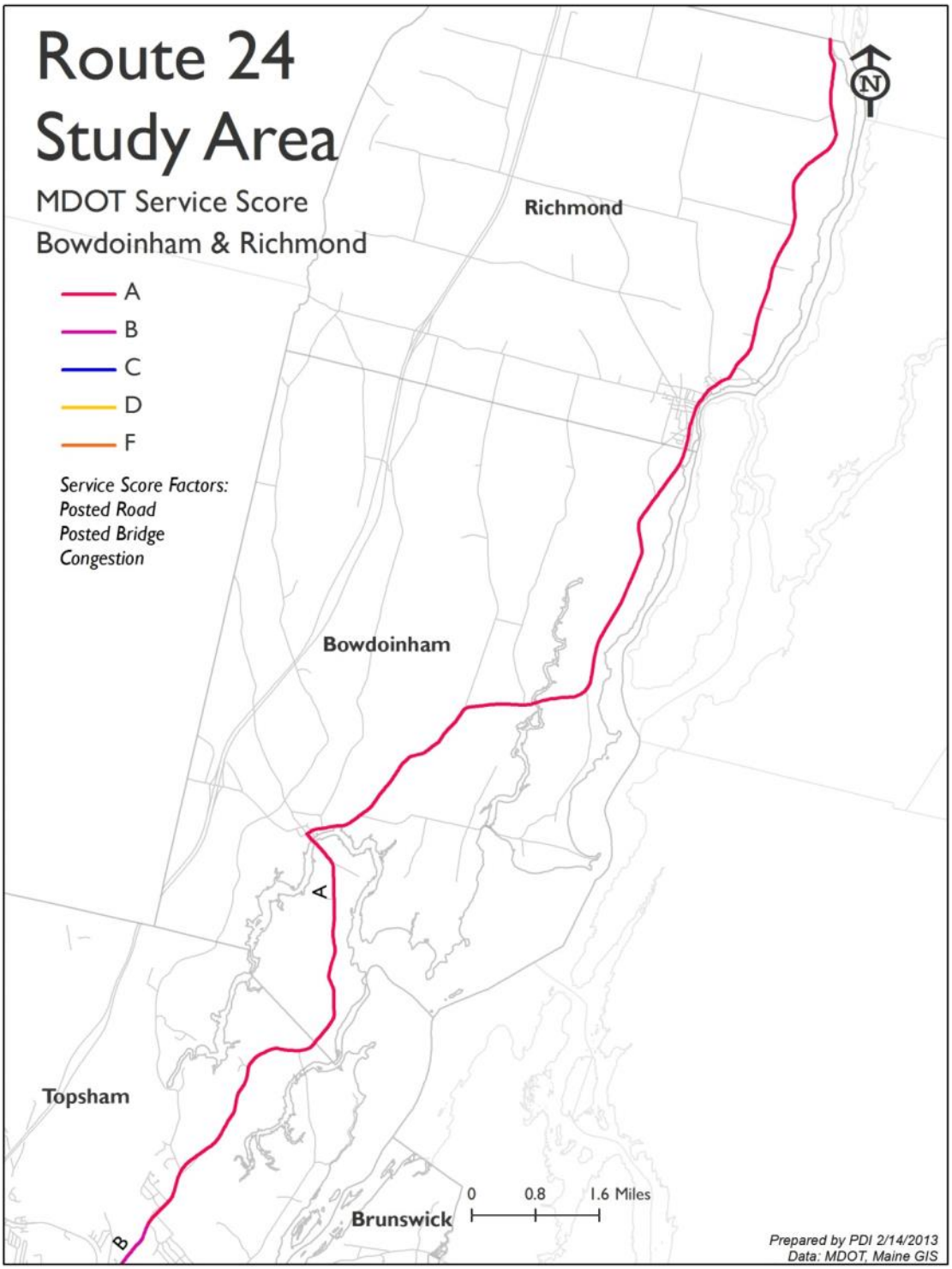
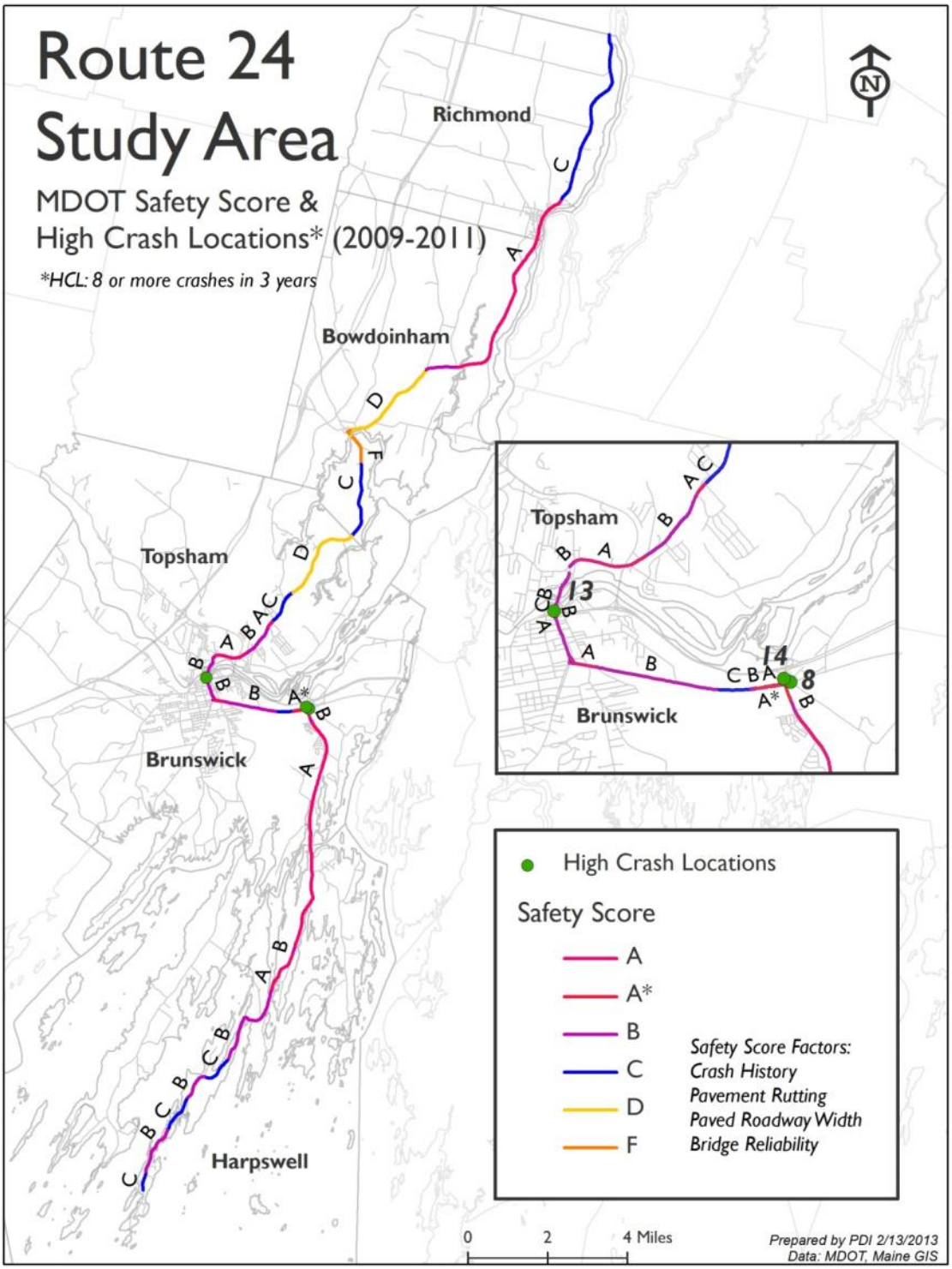

Route 24
Study Area
MDOT Service Score
Bowdoinham & Richmond
A
B
C
D
F
Service Score Factors:
Posted Road
Posted Bridge
Congestion
Richmond
Bowdoinham
Topsham
Brunswick
A
B
N
0
0.8
1.6 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 12


Route 24
Study Area
MDOT Safety Score &
High Crash Locations* (2009-2011)
*HCL: 8 or more crashes in 3 years
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
13
14
8
High Crash Locations
Safety Score
A
A*
B
C
D
F
Safety Score Factors:
Crash History
Pavement Rutting
Paved Roadway Width
Bridge Reliability
0
2
4 Miles
Prepared by PDI 2/13/2013
Data: MDOT, Maine GIS

C. Transit, Bicycling and Walking

Public transit in the study area includes bus and rail service as well as two Park and Ride facilities (Figure 13).

Bus

The Brunswick Explorer is a local bus service. The Explorer route includes Route 24 to Cook's Corner, as well as Brunswick Station on Maine Street.

Concord Coach is regional private carrier which stops at Brunswick Station and Bowdoin College.

Greyhound is a private carrier which stops at the 7-Eleven on Maine Street in Brunswick.

Train

Amtrak provides service to Portland and south three times per day from the Brunswick Station.

Maine Eastern provides seasonal passenger excursion rail, departing from Brunswick Station north to Rockland.

The Lower Road Branch north to Augusta is not currently active.

Park and Ride

There are two Park and Ride facilities in the study area: one at Brunswick Station and one at the Home Depot in Topsham (which is not on Route 24).

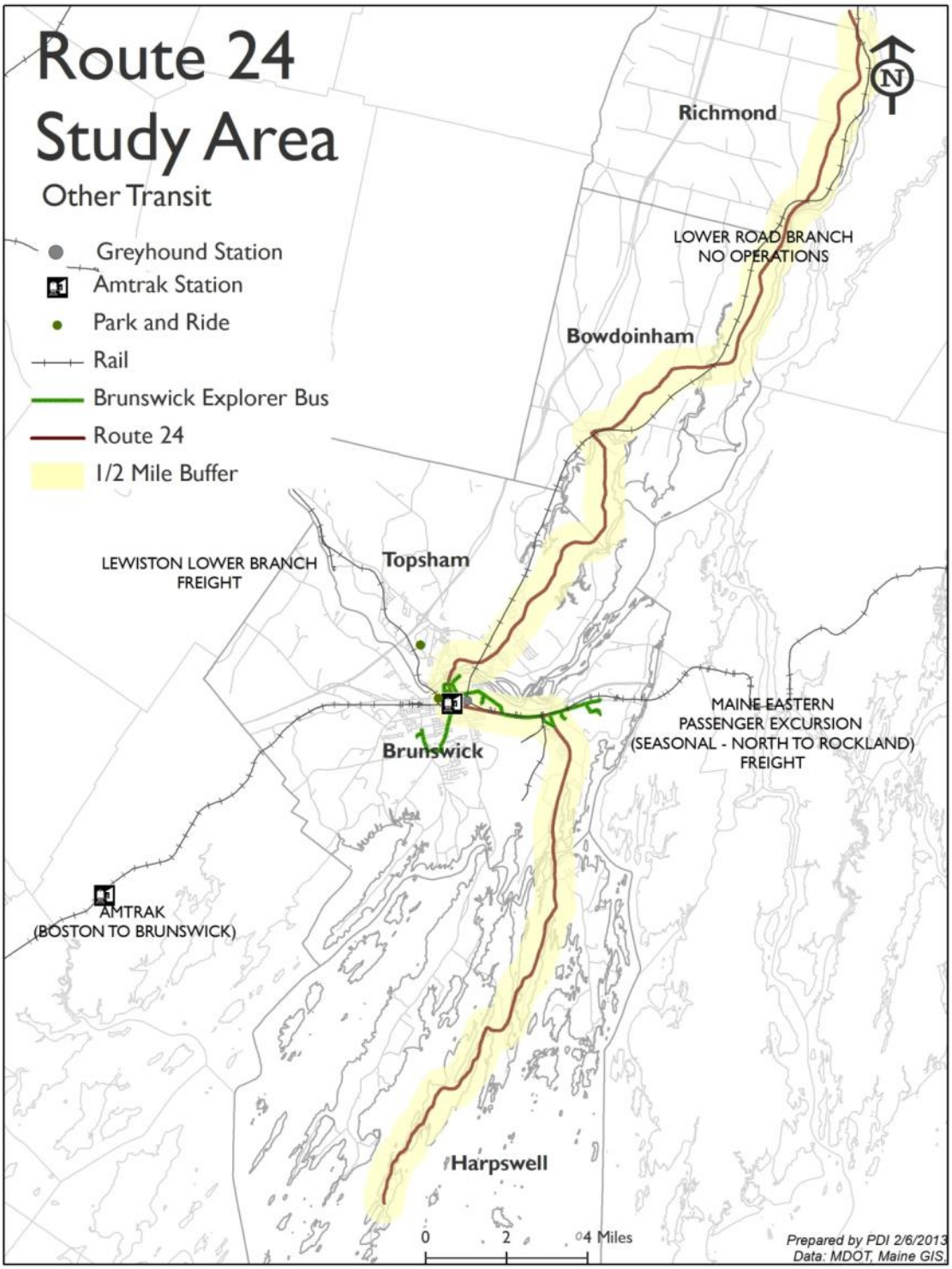
Bicycling and Walking

Many individuals use Route 24 for bicycling and walking transportation trips, especially in village areas. In rural areas, Route 24 is often the only place for people to walk in their neighborhoods.

Route 24 is the interim route for the Merrymeeting Trail, a planned bike-pedestrian trail that would extend from Topsham to Gardiner along the Merrymeeting Bay and Kennebec River.[2] Local and regional bicycle groups, including the Merrymeeting Wheelers, often use Route 24 for group rides.

[2] http://merrymeetingtrail.org/planning.html

Figure 13


Route 24
Study Area
Other Transit
Greyhound Station
Amtrak Station
Park and Ride
Rail
Brunswick Explorer Bus
Route 24
1/2 Mile Buffer
Richmond
LOWER ROAD BRANCH
NO OPERATIONS
Bowdoinham
LEWISTON LOWER BRANCH
FREIGHT
Topsham
Brunswick
MAINE EASTERN
PASSENGER EXCURSION
(SEASONAL - NORTH TO ROCKLAND)
FREIGHT
AMTRAK
(BOSTON TO BRUNSWICK)
Harpswell
0
2
4 Miles
Prepared by PDI 2/6/2013
Data: MDOT, Maine GIS

D. Corridor Capacity

Access Management is the planned location and design of driveways and entrances to public roads. According to MaineDOT, the goals of access management are to increase safety, enhance mobility, and avoid future construction costs by preserving the capacity of the existing highway system.

As a major urban collector, Route 24 is subject to MaineDOT Access Management rules. On portions of the highway that are outside of Urban Compact Areas (Figure 14), anyone installing a new driveway or entrance along a state highway, or changing the use of an existing driveway (for example, from residential to business) must get a permit from MaineDOT. On portions of Route 24 that are within Urban Compact Areas, the municipality holds jurisdiction. When local rules differ from state rules, the stricter of the two applies.

Most of the five towns in the study area have either 1) suggested policies, or 2) policies based on motorized vehicle speed limit and sight distance. The policies in Table V-6 below may be summaries of town codes, and not exact language.

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Figure 14

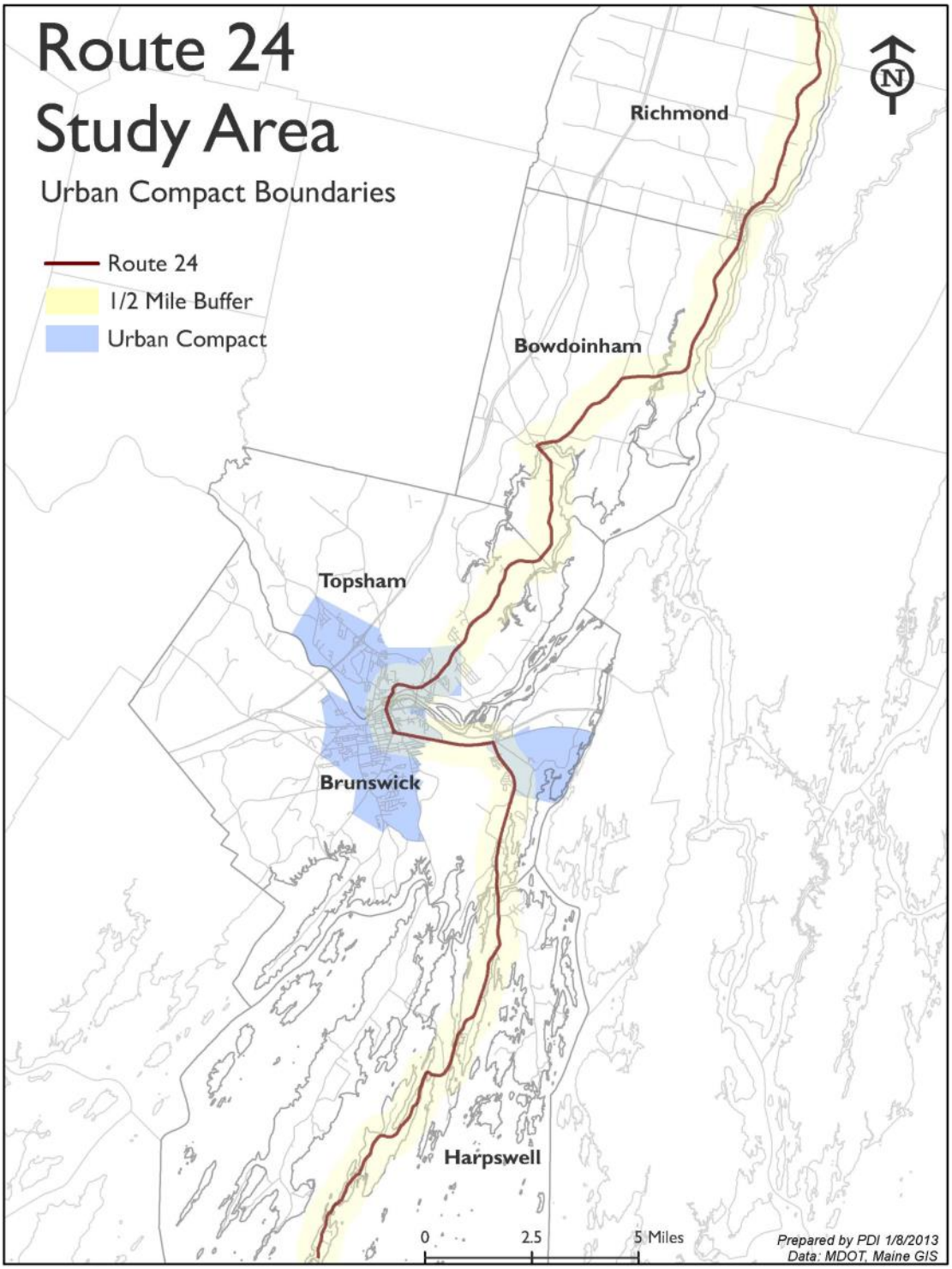
Route 24
Study Area
Urban Compact Boundaries
Route 24
1/2 Mile Buffer
Urban Compact
Richmond
Bowdoinham
Topsham
Brunswick
Harpswell
N
0
2.5
5 Miles
Prepared by PDI 1/8/2013
Data: MDOT, Maine GIS

Table V-6: Local Access Management Policy by Town

Town	Access Management Policy
Harpswell	Subdivisions with roads connecting directly to State arterial roads shall obtain entrance permits from Maine DOT. Any owners of lots fronting on State Route 123, State Route 24, the Cundy's Harbor Road or the Mountain Road are encouraged to share driveways to reduce curb cuts and improve safety. A curb cut must be approved by the Maine DOT and the Town Road Commissioner. (Harpswell Road Ordinance)
Brunswick	Any development review proposal that will generate over 500 vehicle trips per days, as determined by Institute of Traffic Engineers (ITE) standards, shall comply with the standards in the code (based on speed of road and sight distance). (Town of Brunswick Zoning Ordinance)
Topsham	Safe access shall be assured by providing an adequate number and location of access/egress points with respect to sight distances, intersections and other traffic generators. The proposed development shall not have an unreasonable impact on local roads by degrading the levels of service and shall assure safe interior circulation patterns by separating vehicular and pedestrian traffic within the site. Access/egress points shall be designed in accordance with sight distance: (specific site distances in code) (Topsham Municipal Code)
Bowdoinham	MaineDOT has jurisdiction over access management in Bowdoinham. Driveway placement based on unobstructed sight distance (based on speed of road and sight distance). (Town of Bowdoinham Land Use Ordinance)
Richmond	Private access ways must be at least 50 feet from nearest intersection; Public streets must be at least 150 feet from the closes intersection; Private accessways into a development shall be separated by at least 75 feet. (Town of Richmond Land Use Ordinance)

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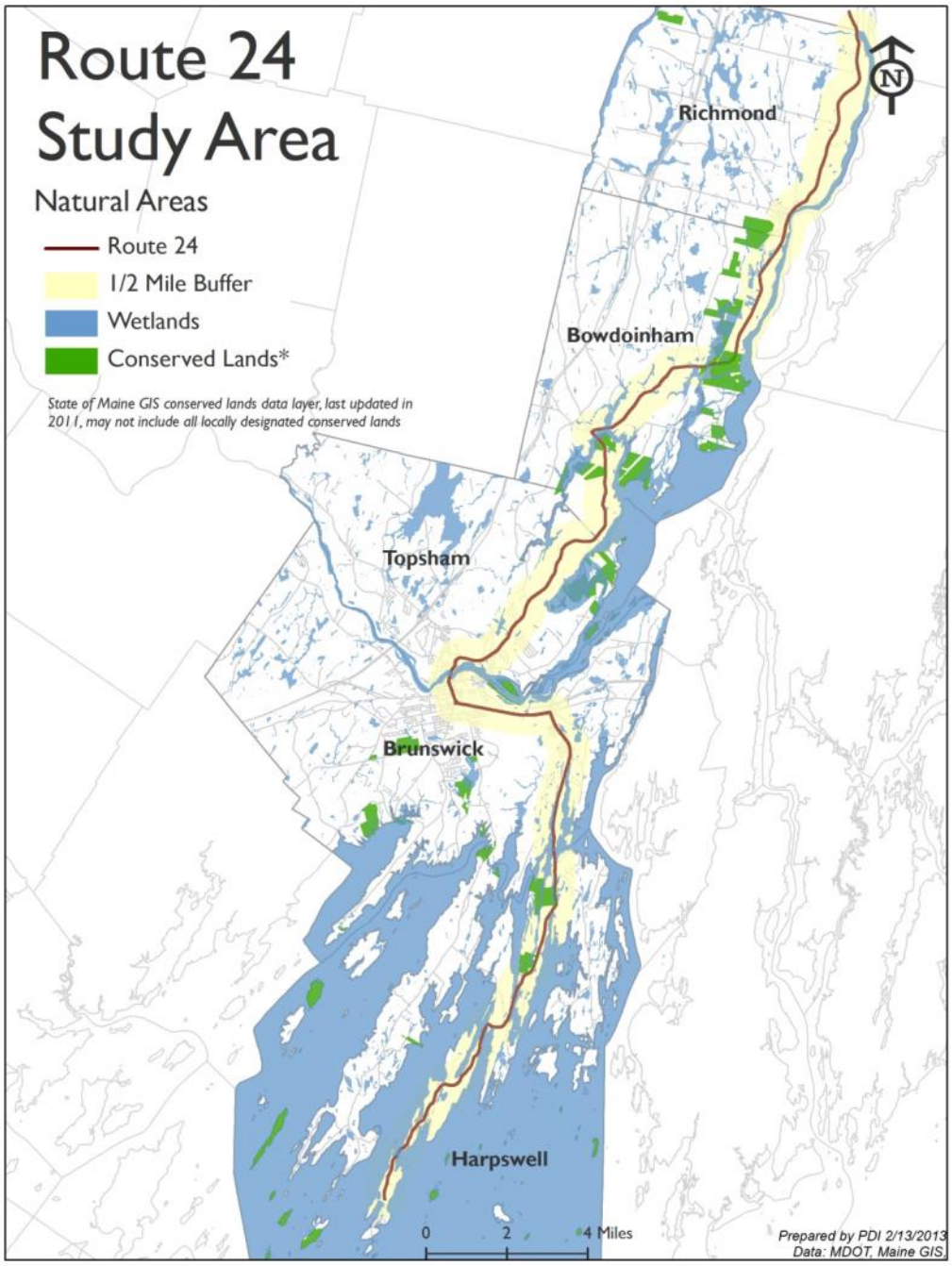
Figure 15 presents Route 24 natural areas and possible development constraints.

Figure 15



VII. Existing Plans & Land Use Regulations

A. Harpswell

Harpswell's 2005 Comprehensive Plan describes Route 24 as one of the four principal roads in town, passing by "the open spaces, forests, bays, coves, villages, and harbors that define, in part, Harpswell's unique rural character."

The plan states that Route 24, "should be preserved as an open, winding, beautiful entrance to Town – curb cuts for new developments restricted, street lights discouraged, and bike trails set alongside. This is an area where marine-related and home-based businesses can develop – but not strip malls."

There are three zoning districts in Harpwell: Shoreland, Interior, and Tower. Shoreland Zoning applies to all land within 250 feet of the water in Harpswell. It includes Business, Residential, Resource Protection, Eagle Island Historic, and Commercial Fishing (Figure 16).

Devil's Back is a town-owned property on both sides of Route 24, just past the Orr's Island bridge from Great Island, which includes a hiking trail and parking improvements.

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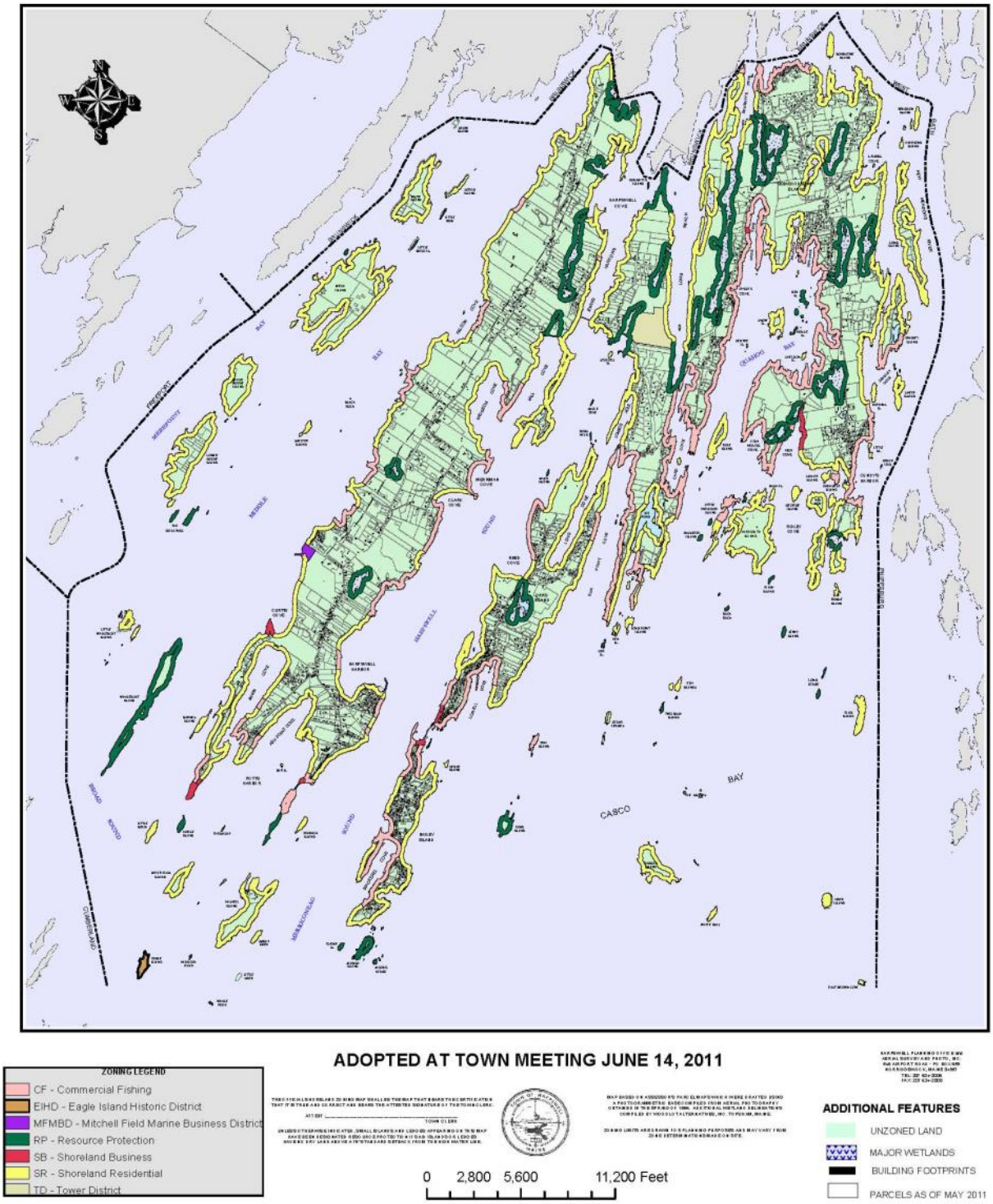
Figure 16

TOWN OF HARPSWELL
SHORELAND ZONING MAP



B. Brunswick

Route 24 in Brunswick includes Maine Street downtown and along the Old Bath Road to Cook's Corner.

Brunswick's 2011 Downtown Master Plan vision statement describes how sidewalks and landscaping will create a unified, pedestrian friendly whole, and the sides of Maine Street will be connected with well-landscaped islands or pedestrian refuges. "Downtown is a pedestrian- and bike-friendly area with ample, easy-to-find parking, improved pedestrian crossings, and traffic-calming mechanisms. Together these create a roadway with fewer driver distractions. Through-traffic is minimized by directing it to appropriate alternative streets and highways."

The 2011-2012 Brunswick Downtown Walkability plan states that "In order to increase comfort for all modes, enhance the commercial environment, foster placemaking while still accommodating automobile travel, emergency service and snow storage, Brunswick should rebalance the level of service on Maine Street to better accommodate all road users, including shop owners." It recommends the Town:

1) Make changes to the travel-way of Maine Street (curb to curb) to increase space for pedestrians and streetscape amenities and encourage slower vehicular travel speeds.
2) Establish designated space in the travel-way for cyclists, encouraging cycling but discouraging cycling on the sidewalk.
3) Improve intersections to enhance pedestrian comfort, safety and efficiency as well as improving vehicular traffic flow.
4) Encourage sidewalk, building and amenity design and layout that support a continuous and vibrant sidewalk space that is welcoming, comfortable, and usable for pedestrians.
5) Ensure that changes enhance the street's function and experience in all seasons.
6) Create several gathering places along Maine Street; capitalizing on opportunities to build off of existing destinations and create new destinations of a variety of types along Maine Street.

The 1998 Cook's Corner Master Plan envisions a diversification of uses at Cook's Corner, including the introduction of housing, light industrial, and office development, at a scale that accommodates pedestrian and bicyclists. The plans recommendations include creating additional travels routes to alleviate congestion and provide increased frontage for new development; making improvements along existing roads to ease

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travel for automobiles as well as bicyclists and pedestrians; implementing design guidelines to make a people oriented place; and enlarging the area zoned for big box development and distinguishing between areas suitable for big box development and those more suitable for small-scale, mixed use development.

The Midcoast Regional Redevelopment Authority's (MRRA) Brunswick Naval Air Station Reuse Master Plan describes the nature and magnitude of transportation demands associated with redevelopment of the facility, as well as the ability of the existing transportation systems to accommodate these demands, as paramount considerations. "A recurring theme from the public was the desire to provide viable alternatives to single passenger automobile travel, and sensitivity to other uses in the vicinity of the base." The transportation framework plan element of the Reuse Master Plan addresses both off-site and on-site capacity-related improvements, including:

- The creation of a new connector spur and interchange that will connect to US Route 1 west of the present interchange at Cook's Corner
- New secondary points-of-access onto the adjacent street systems at Bath Road / Gurnet Road / Harpswell Road
- New east / west connector linking Gurnet and Harpswell Roads
- The widening of Bath Road
- The creation of a new network of pedestrian / bicycle trails.

The purpose of the 2010 Naval Air Station Traffic Feasibility Study is to recommend improvements to improve mobility and access in support of the redevelopment of NASB (Naval Air Station Brunswick). Strategies evaluated in the plan include providing direct access to US Route 1 from the NASB; improving mobility along the Coastal Connector (Route 196) and Route 201; improving mobility along Pleasant and Mills Streets; and extending the existing rail spur to the NASB.

Route 24 in Brunswick runs through the following types of zones: BNAS Reuse (multi-use, including aviation, office and residential), College Use (Bowdoin), Cook's Corner (Residential and Commercial), Town Residential (with limited other uses), Town Center (mixed use), and Highway Commercial (existing strip development) (Figure 15).

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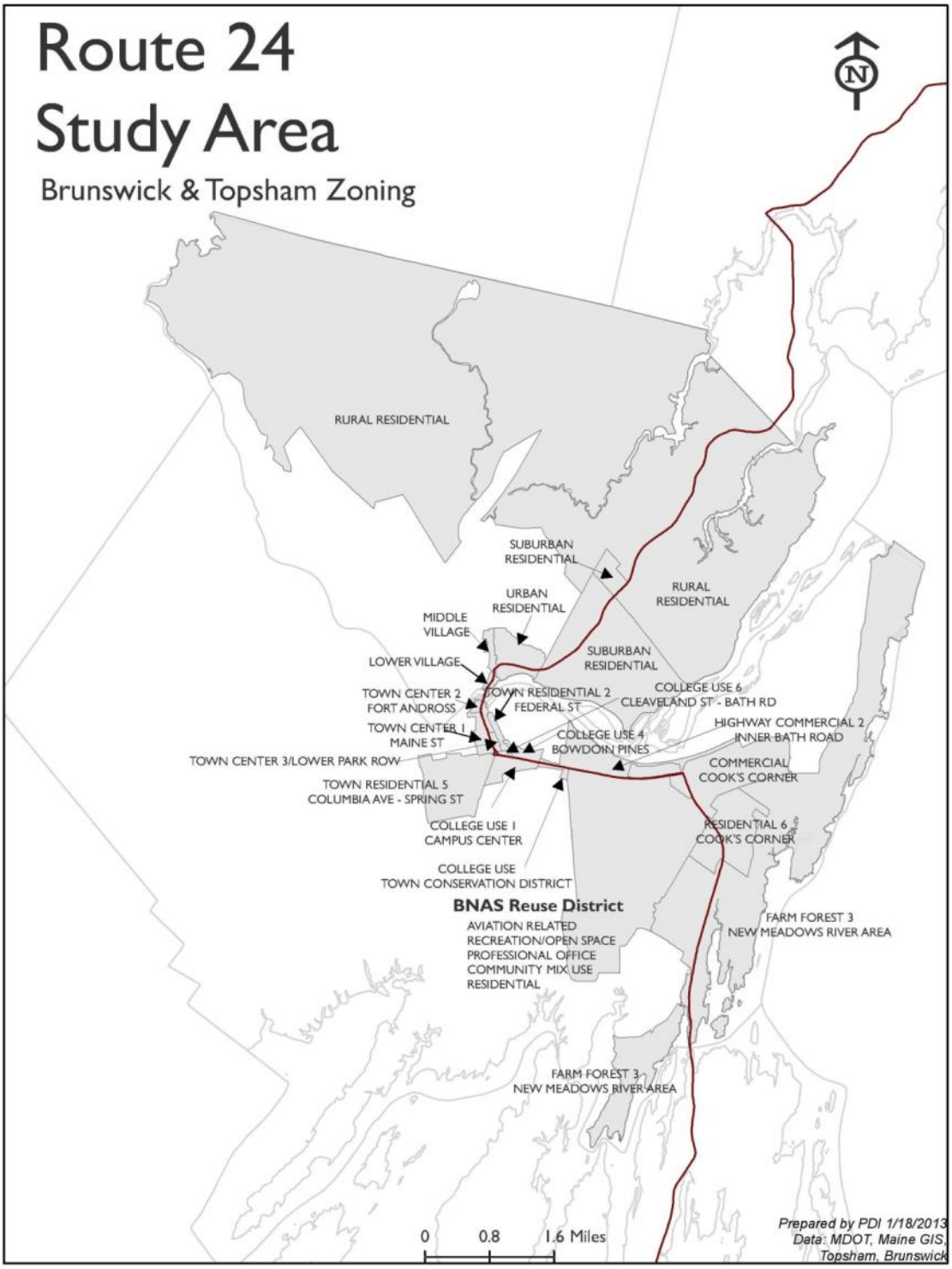
Figure 17


Route 24
Study Area
Brunswick & Topsham Zoning
N
RURAL RESIDENTIAL
SUBURBAN RESIDENTIAL
URBAN RESIDENTIAL
RURAL RESIDENTIAL
MIDDLE VILLAGE
SUBURBAN RESIDENTIAL
LOWER VILLAGE
TOWN CENTER 2 FORT ANDROSS
TOWN RESIDENTIAL 2 FEDERAL ST
COLLEGE USE 6 CLEAVELAND ST - BATH RD
TOWN CENTER 1 MAINE ST
COLLEGE USE 4 BOWDOIN PINES
HIGHWAY COMMERCIAL 2 INNER BATH ROAD
TOWN CENTER 3/LOWER PARK ROW
COMMERCIAL COOK'S CORNER
TOWN RESIDENTIAL 5 COLUMBIA AVE - SPRING ST
COLLEGE USE 1 CAMPUS CENTER
RESIDENTIAL 6 COOK'S CORNER
COLLEGE USE TOWN CONSERVATION DISTRICT
BNAS Reuse District
AVIATION RELATED
RECREATION/OPEN SPACE
PROFESSIONAL OFFICE
COMMUNITY MIX USE
RESIDENTIAL
FARM FOREST 3 NEW MEADOWS RIVER AREA
FARM FOREST 3 NEW MEADOWS RIVER AREA
0 0.8 1.6 Miles
Prepared by PDI 1/18/2013
Data: MDOT, Maine GIS, Topsham, Brunswick

C. Topsham

Route 24 in Topsham includes the lower portion of Main Street, historic Elm Street, and Middlesex Road.

Topsham's 2005 Comprehensive Plan envisions the village area (which includes Main Street) as the core of the community, with small-scale businesses, historic homes, public services such as police, schools and post office, and a waterfront park. "Pedestrians will be able to move about in safety and with ease, thanks to more sidewalks, better traffic flow, more parking, more bike trails, and safe crosswalks. More of the Village's historic buildings will be renovated and improved." High design standards, landscaping, and infill development that complements the existing character of the area will help the village retain its historic New England character.

The plan envisions that the Foreside Road/Middlesex Road area will not change significantly in the next two decades, except that recreational opportunities will expand. "Scenic views of the rivers, farms, and Merrymeeting Bay will be protected, and a limited amount of residential development will occur to the north (in clustered developments). In towards the Downtown there will be more infill development on expanded public utilities. More bicycle and pedestrian paths (including a connection across the Androscoggin to the bike path), hiking trails, water access points, sidewalks, and recreation opportunities at the recreation complex will make this a regional recreation center."

The comprehensive plan proposes that redevelopment in the lower and middle village areas complement the existing dense, mixed-use pedestrian scaled village, and that the Town ensure traffic along Main Street is not harmful to the pedestrian-oriented businesses in the Lower, Middle, and Upper Villages.

Route 24 in Topsham goes through residential zones (Urban, Suburban and Residential), as well as mixed use, pedestrian scale areas (Lower Village and Middle Village (Figure 12).

The proposed Merrymeeting Trail is a multi-use trail planned as a "rail with trail" that would link the communities of Topsham, Bowdoinham, Richmond, and Gardiner (Figure 16). The 25 miles trail would connect to the 6.5 mile long Kennebec River Rail Trail from Augusta to Gardiner in the north, and the 2.6 mile long Androscoggin River Bicycle and Pedestrian Path in Brunswick and Topsham to the south. It would parallel portions of the Kennebec River, cross the Cathance and Adagadassett Rivers and their

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network of trails connecting publicly owned land, and parallel the western side of the Merrymeeting Bay.

According to the 2012 Merrymeeting Trail Feasibility Study, Route 24 will serve as the interim route connecting Topsham Village and Bowdoinham Village, until such time as sections A1 and A2 are constructed.

Figure 18

There is a plan to extend the Androscoggin River Bike Path that currently terminates at Elm Street (Route 24) over Elm Street and on to Main Street. This will also serve as the last leg of the Merrymeeting Trail as it approaches Topsham at Tedford Road.

D. Bowdoinham

The Bowdoinham Walkable Village Plan states that "crossing Route 24 either at the intersection of Main Street or at the intersection of Ridge Road is currently dangerous.

Sidewalks, crosswalks and added signage would help reduce speed and allow pedestrians to safely cross."

The plan also describes Route 24 as an important highway corridor linking Bowdoinham to Topsham (south) and Richmond (north). "This road is used by many bicyclists, but is somewhat dangerous due to limited shoulders. There are numerous scenic views along the road that could be more accessible to pedestrians and bicyclists if there were sidewalks in the village as well as shoulders, where appropriate."

The plan calls for a number of Route 24 pedestrian improvements. Priority 1 investments have been completed.

Road	ID #	Location	Description	Feet
Priority 1 Investments				
River Road (Route 24)	5	Main Street to Ridge Rd	Minimum 4-foot wide sidewalk, paved shoulder	760
	6	Main Street to Cathance River bridge	Minimum 4-foot wide sidewalk, paved shoulder	880
Priority 2 Investments				
River Road	15	Ridge Road to Brown's Point Road	Minimum 4-foot wide sidewalk with shoulder or paved shoulder	2,700
Bay Road	8	Wallentine Road to Cathance Bridge	Minimum 4-foot wide sidewalk, 2-foot wide shoulder	1,720
Priority 3 Investments				
River Road	21	Browns Point Road to Elloit Lane	Minimum 4-foot wide sidewalk with shoulder or paved shoulder	1,400

5. Main Street to Ridge Road: Connects Main Street and the Ridge Road, which serves to connect Bowdoinham Community School, Municipal Recreation Complex the Country Store and Town Landing Restaurant. 6. Cathance River to Main Street: Connects residents to Main Street.8. Connects residents to the Village. 15. Ridge Road to Browns Point Road: Connects residents to the Village. 21. Browns Point Road to Elloit Lane: Connects the River Road, the Town Landing and the Country Store to the Mailly Waterfront Park.

All of Bowdoinham is zoned Residential-Agricultural, with Shoreland Zoning overlays. Route 24 goes through the following Shoreland zones: Resource Protection, Limited Commercial & General Development (Figure 19).

The proposed Merrymeeting Trail uses Route 24 as an interim route in Bowdoinham (Figure 18, above).

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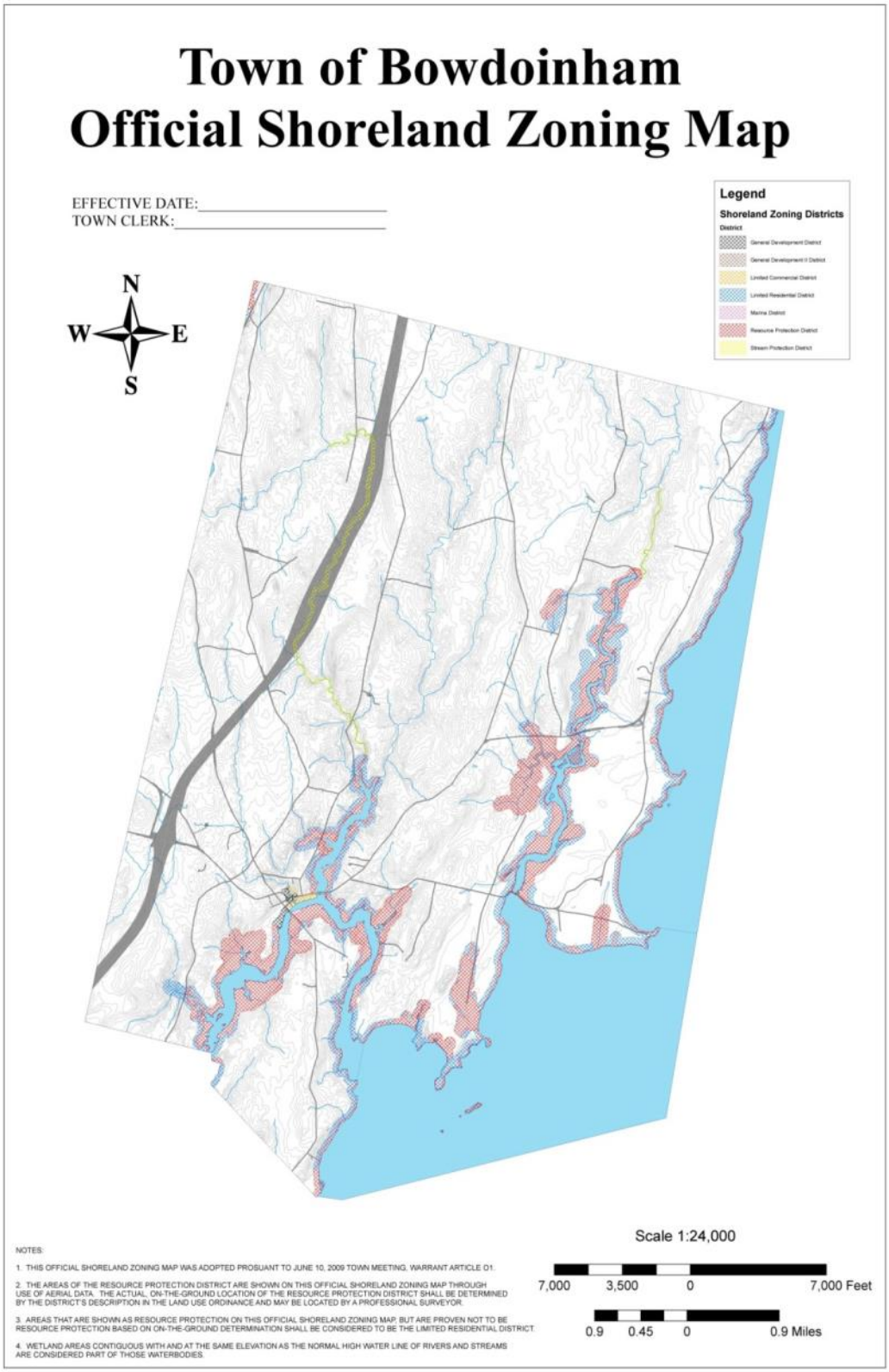
Figure 19


Town of Bowdoinham
Official Shoreland Zoning Map
EFFECTIVE DATE:
TOWN CLERK:
Legend
Shoreland Zoning Districts
District
General Development District
General Development II District
Limited Commercial District
Limited Residential District
Marina District
Resource Protection District
Stream Protection District
N
W
E
S
Scale 1:24,000
7,000
3,500
0
7,000 Feet
0.9
0.45
0
0.9 Miles
NOTES:
1. THIS OFFICIAL SHORELAND ZONING MAP WAS ADOPTED PROSUANT TO JUNE 10, 2009 TOWN MEETING, WARRANT ARTICLE 01.
2. THE AREAS OF THE RESOURCE PROTECTION DISTRICT ARE SHOWN ON THIS OFFICIAL SHORELAND ZONING MAP THROUGH USE OF AERIAL DATA. THE ACTUAL, ON-THE-GROUND LOCATION OF THE RESOURCE PROTECTION DISTRICT SHALL BE DETERMINED BY THE DISTRICT'S DESCRIPTION IN THE LAND USE ORDINANCE AND MAY BE LOCATED BY A PROFESSIONAL SURVEYOR.
3. AREAS THAT ARE SHOWN AS RESOURCE PROTECTION ON THIS OFFICIAL SHORELAND ZONING MAP, BUT ARE PROVEN NOT TO BE RESOURCE PROTECTION BASED ON ON-THE-GROUND DETERMINATION SHALL BE CONSIDERED TO BE THE LIMITED RESIDENTIAL DISTRICT.
4. WETLAND AREAS CONTIGUOUS WITH AND AT THE SAME ELEVATION AS THE NORMAL HIGH WATER LINE OF RIVERS AND STREAMS ARE CONSIDERED PART OF THOSE WATERBODIES.

E. Richmond

Richmond's Comprehensive Plan recommends improving the village as a pedestrian environment by improving sidewalks.

The Richmond Village Downtown Revitalization recommends encouraging pedestrian activity on Main Street as key to maintaining the historic character and quality of life in the community. It recommends sidewalk improvements as well as crosswalks and pedestrian bump-outs at several locations along Main Street and Front Street (Route 24) in the village.

The Richmond Waterfront Improvement Report makes recommendations regarding improvements to Fort Richmond Park, a town-owned parcel at the intersection of Maine Street and Front Street, including restrooms, identification of erosion issues and solutions, expansion of the existing floating dock system, creation of boat trailer parking spaces, and a mooring field evaluation to address mooring needs.

Route 24 in Richmond goes through Village (mixed use), Residential, Agriculture and Shoreland Zoning. Shoreland zones: Limited Residential, Resource Protection, Stream Protection and Commercial Fisheries/Marine Activities (Figure 20).

As in Topsham and Bowdoinham, the proposed Merrymeeting Trail uses Route 24 (River Road) as an interim route in Richmond.

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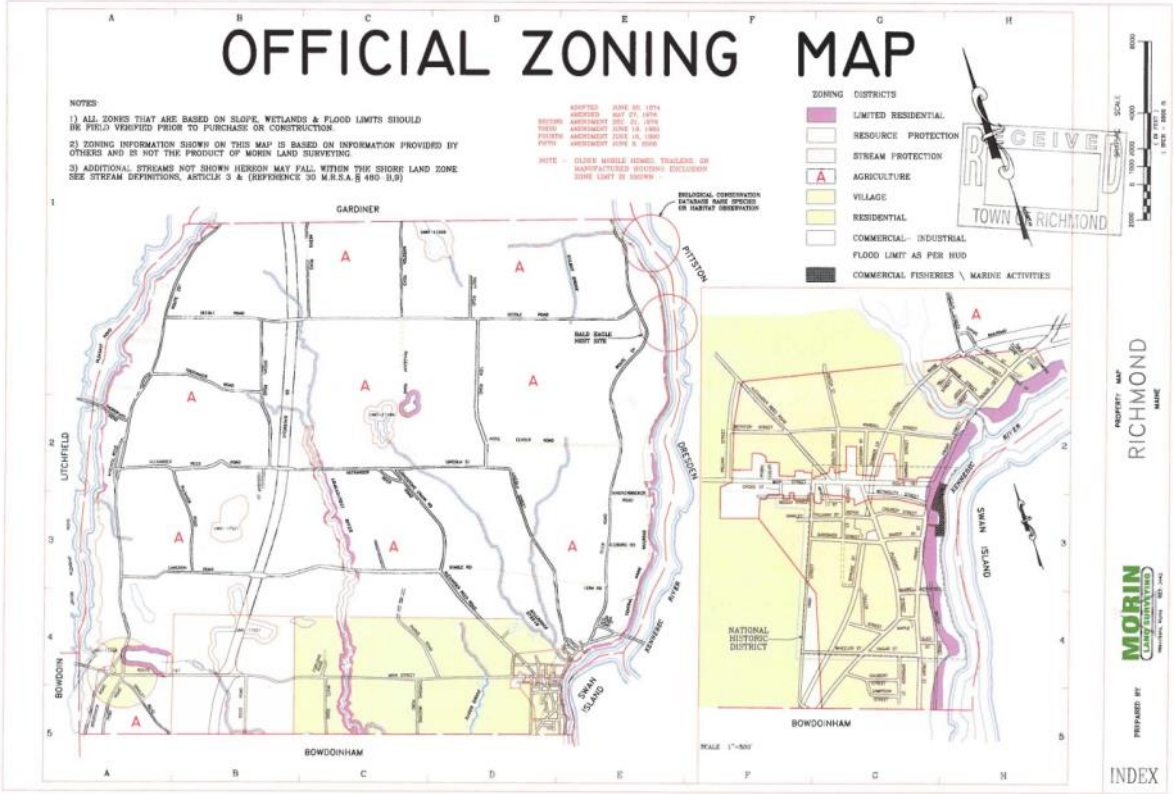
Figure 20



F. *"Connecting Maine" Route 24 Objectives*

As part of the state's long-range (2008-2030) transportation planning effort, the Midcoast Council of Governments (MCOG) identified the following Route 24 regional objectives in 2008. Some of these objectives have already been achieved, some are on-going; others were incorporated into the Route 24 regional objectives identified for this plan. The objectives presented at the beginning of this plan update the 2008 objectives presented below.

2008 Long-Range Plan Route 24 Objectives

<u>Transportation Objectives</u>

• Consider a major rehabilitation or replacement of the Frank Woods Bridge.
• Re-establish left turn onto Maine Street in Brunswick from the Route 1 off-ramp *(complete)*

• Improve the condition and safety of the rail crossing on Maine Street, Brunswick *(complete)*
• Improve the Maine Street/Bath Road intersection.
• Improve traffic flow on the Bath Road portion of Rte. 24.
• Explore ways of improving pedestrian and bicycle facilities along the Bath Road portion of Rte. 24 *(ongoing)*
• Support transit service *(ongoing)*
• Make improvements that will allow the sidewalk under the rail crossing in Topsham to be widened.
• Support safe, inter-connected bike and pedestrian facilities in Brunswick and Topsham *(ongoing)*
• Consider ways of improving access to private land that is cut off by the railroad in Topsham.

Land Use Objectives
• Slow traffic in downtown areas and improve mobility as additional growth takes place.
• Improve pedestrian and bike facilities.
• Develop impact fee systems similar to Brunswick's in other communities to fund road improvements necessitated by new development.

Economic Objectives
• Ensure mobility along Rte. 24 as well as safe access to businesses and residences.
• Ensure that transportation improvements preserve the vitality of downtown areas as important locations for civic, housing, retail and commercial growth.
• Invest in track upgrades and safety improvements to support passenger rail service between Portland and Brunswick as well as Brunswick and Rockland.
• Provide for enhanced utility crossings along selected sections of rail line.

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VIII. Issues & Concerns

Table VIII-1 provides by town the Route 24 issues and concerns identified through a review of existing plans, interviews with town officials, comments made at a public meeting, and plan advisory committee meetings.

Table VIII-1: Issues and Concerns

Harpswell			
Existing Plans	**Town Staff Interviews**	**Public Meeting #1 Comments**	**Committee Meeting #1**
Harpswell Comprehensive Plan (2005) • Preserve Rt 24 scenic resources, open spaces, no strip commercial development	• Need shoulders on Bailey's, Orr's Island • Unsafe for bike/ped south of mountain road – but a lot of bicyclists and pedestrians in the area • Work with property owners on ROW • Signage to public access points • Erosion	**Existing Conditions** • Route 24 uses – mix of tourism, trucking and construction (incl. timber harvests, commercial fishing and boat hauling) • *Route 24 is the only road in and out of Harpswell – critical* for bikes, pedestrians, cars • Route 24 in Harpswell is the (possible) longest segment in the region • Residential complaints about speed limits **Suggested Changes** • Look at doing capital improvements beyond basic maintenance, especially creating paved shoulders south of Mountain Road • Paved shoulders can help extend the life of the road (for cars) – a secondary benefit is a safer location for bicyclists and pedestrians • Scenic/Historic Promotion - including the cribstone bridge • Need permission of property owners to extend the ROW for paved shoulders • Lots of scenic views, but very few places to pull off – people still do, which can be hazardous	• Signage to Harpswell from I-295 not clear • bicyclists – afraid to bike because of speed, broken shoulder • Narrow, limited visibility south of Mountain Road • Emergency evacuation route • People walk along Rt 24, can be dangerous • Town evaluation of street lights resulted in elimination and addition of some lights

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Brunswick			
Existing Plans	**Town Staff Interviews**	**Public Meeting #1 Comments**	**Committee Meeting #1**

Downtown Master Plan
Downtown Walkability (2011-2012)
Naval Air Station Transportation Feasibility Study, *Cook's Corner Master Plan*
 	
• Sidewalks, landscaping, pedestrian and bike friendly
 	
• Minimize through traffic
 	
• Traffic Calming
	• Re-routing Rte 24 away from DT Brunswick – across coastal connector (trying to make downtown more walkable – see DT Master Plan + Walkability)
	• Change Route 24 directional signs within Brunswick to route away from residential streets
		Existing Conditions
		• Cook's Corner Area
		  o Shoulder varies with gaps (south of Ward Rd, marked on map) – makes it harder for less experienced cyclists
		  o Access Management – a lot of parking lots/driveways
		  o Possible redevelopment locations (owned by Schott and several others – marked on map)
		• Bikeability audit – will collect
		• Maine St - Brunswick downtown plan is working on "Right-Sizing" Maine St – adding medians, sidewalks, bike lanes, etc.
		• Check daily traffic counts for Route 24
		• Local residents going from Harpswell to Richmond will skip Brunswick, take Route 1/Route 196 (Route 24 not the most efficient route)
		• Look at MRRA Base Redevelopment study for alternative transportation options and development impact
		• GPS Devices direct people through Rte 24, inefficient routes – how do we influence them? (more traditional GPS, not Google Maps)
		Changes
		• Town of Brunswick would like to redirect Route 24 traffic off Maine St
		  o Should not have a negative financial impact, re: MDOT
		  o Goal: make Brunswick a destination, not a pass through
		  o Send traffic to Route 1 – Coastal Connector
			• Existing Route 24 – not efficient
			• Get rid of signs on Mill St, Cushing, directing people to residential neighborhoods
			• Downeaster impact – likely not much
			• Lights at intersection at Federal St/Rte 24 don't respond to bikes (same situation at Cabot St turning left onto Maine St @ Ft Andross)
			• If Route 24 is re-routed, need to maintain bike routes/access (maybe through signage)

Topsham			
Existing Plans	**Town Staff Interviews**	**Public Meeting #1 Comments**	**Committee Meeting #1**
Comprehensive Plan (2005) *Merrymeeting Trail* • More sidewalks, safe crosswalks	• Rerouting Rte 24 out of historic district (Elm St) • alter RR trestle over Elm St – too narrow	**Existing Conditions** • Paved shoulders are very narrow (see map) • Narrow, poor visibility under railroad tracks • Regional bicyclists ride on Foreside, not Route 24 (local cyclists still use it)	• Get bicycle/ped accident data • Get Road LOS/designations from MDOT • Cleaning of bridge – road is

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• Pedestrian scale • Rt 24 as interim Merrymeeting trail route	for bikes/peds	• New convenience store at Tedford Rd and Route 24 • Look for data on bike-ped accidents – ask local police departments • Green Bridge/Frank Wood Bridge – it's hard to bike on walkway, look at 2012 study for maintenance **Changes** • Town of Topsham wants to re-route out Rte 24 out of Topsham Historic District - Bypass over Merrymeeting to Route 1 • Create signage to direct cyclists to Foreside - also proposed to use Foreside for Merrymeeting Trail • Access control – preplan for future development • Shrubs extending into road – need more maintenance	filled with debris, needs sweeping • Maintenance – who cleans the bridge during the summer? –DPWs or MDOT? • Status of Frank Wood bridge?
Bowdoinham			
Existing Plans	**Town Staff Interviews**	**Public Meeting #1 Comments**	**Committee Meeting #1**
Walkable Village Plan Merrymeeting Trail, Transportation Vision Statement, Route 24 MDOT Scoping Statement • sidewalks in the village • paved shoulders • Rt 24 as interim Merrymeeting trail route	• Dangerous intersections (Ridge Rd, White Rd, Carding Machine Rd) • Scenic Byway? • Rte 24 is interim Merrymeeting Trail – a lot of bike tours • Shoulders end at Topsham town line	**Existing Conditions** • Paved shoulder ends at Bowdoinham line • Speed limit high, narrow road – 50-60 mph • Trees in road – trucks hit them • Route 24 is interim route for Merrymeeting Trail (see map) • Intown road – recently resurfaced • A lot of truck traffic – logging, etc. - not posted-keep heavy weights trucks off the road **Changes** • Need better signage for tourist destinations– will find people in Bowdoinham, looking for Bailey's Island • Maintenance – brush extending into road	• Drivers complain about bikes, low visibility • How to make safe for both cars and bike/ped users? Shoulders can increase car speed • Needs to be rebuilt • Difference between shoulder and designated bike routes • Increased traffic from construction/CNP project

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Richmond			
Existing Plans	**Town Staff Interviews**	**Public Meeting #1 Comments**	**Committee Meeting #1**
Comprehensive Plan Richmond Village Downtown Revitalization, Waterfront Plan • Pedestrian friendly village • Sidewalk improvements and bumpouts • Rt 24 as interim Merrymeeting Trail	• Crumbling sidewalks on Front St • Need shoulder • Dangerous RR trestle – on a curve, hill, too narrow for cars + bikes • Merrymeeting Bay bicyclists	**Existing Conditions** • Town of Richmond is beginning a comp plan update • Speed diminishes as you come into Richmond – not a problem, people are able to slow down • Community of walkers • Interim route for Merrymeeting Trail • Railroad trestle safety – top priority for town (narrow, on hill) • Town will check on sidewalks • Route 24 has better shoulders north of railroad trestle **Changes** • Look at how the Dresden Bridge will interact with Route 24 (DOT study) • Need shoulders going into the village	• RR trestle is too low (shaves off the top of trucks), in addition to being narrow • Look at impact of Dresden Bridge Traffic • Motorcycle traffic

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IX. Objectives & Strategies

The regional objectives identified by this plan for Route 24, from Harpswell to Richmond, are:

1. Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists;
2. Maintain the capacity of the corridor;
3. Provide coordinated signage and marketing;
4. Address storm surge and future inundation, particularly with regard to emergency routes; and
5. Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route through these towns.

Table IX-1 summarizes the strategies proposed to achieve those objectives, described in detail below.

Table IX-1: Objectives and Strategies

Objective	Strategies
1. Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists	• Adopt a Complete Streets-style approach • Make improvements in paved shoulders and bike lanes • Ensure road maintenance to address poor conditions • Widen and lift dangerous railroad trestles in Topsham and Richmond • Review maintenance activities in environmentally sensitive areas
2. Maintain the capacity of the corridor	• Use access management to manage development impacts on the corridor
3. Provide coordinated signage and marketing	• Improve regional and local signage • Capitalize on ocean and water views as assets with value to tourism marketing efforts
4. Address storm surge and future inundation, particularly	• Identify inundation threats to emergency routes, identify alternative routes,

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with regard to emergency routes	adaptation strategies
5. Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns	• Re-route the corridor out of downtown and historic Brunswick and Topsham • Designate existing Route 24 as "Business 24" in Brunswick and Topsham.

Objective 1: Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists.

Strategy 1: Adopt a Complete Streets-style approach

The "Complete Streets" method of planning designs streets so that they work for all users – pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.[3] Communities that adopt complete streets policies often ask planners or engineers to design or change the right-of-way with all users in mind.[4] While complete streets policies are often adopted by a municipality or a state, the Route 24 plan recommends that MaineDOT adopt a Complete Streets-style approach for the corridor, including providing sidewalks and paved shoulders for pedestrians and bicyclists as appropriate (see Strategy 2, below).

Strategy 2: Make improvements in paved shoulders and bike lanes

Paved road shoulders can provide a number of important functions, including:

- space for emergency storage of disabled vehicles
- space for law enforcement activities
- space for maintenance activities

[3] Complete Streets Resources:
Implementing Complete Streets: Rural Communities and Small Towns
http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural-2.pdf

Sample Complete Streets Resolution (Pipestone, MN)
http://www.mncompletestreets.org/gfx/Pipestone%20Policy.pdf

Federal Highway Administration: Street Design Part 1 – Complete Streets
http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm

[4] http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural-2.pdf

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- an area for drivers to maneuver to avoid crashes
- an alternative for cyclists to ride with some separation from vehicular traffic
- structural support for the road and moving water away from the road, increasing the life expectancy of the road.

AASHTO (the American Association of State Highway and Transportation Officials) recommends 4 feet of paved shoulder for bicyclists, 5 feet with a curb (in village areas). According to MaineDOT, the department tries to achieve an 11 foot travel lane and 3 foot paved shoulder on Route 24. MaineDOT policy is to repair crumbling shoulders where they already exist as part of any repair work, and to add paved shoulders whenever the road base is strengthened or reconstructed. MaineDOT should be encouraged to improve shoulders to provide space outside the travel way for pedestrians and bicyclists—this could be wider sidewalks, bike lanes, or sidewalks.

Members of the Merrymeeting Wheelers Bicycle Club have conducted a Bikeability Audit of Route 24 in Harpswell and Brunswick (Figure 19). A similar effort undertaken for all of Route 24 in the study area by local organizations would help identify key locations in need of safety improvement for bicyclist.

Table IX-2 presents the specific locations of Route 24 that need bicycle and pedestrian improvements, as identified by each of the towns.

Table IX-2: Route 24 Bicycle and Pedestrian Issues, Identified by Towns

	Location	Issue	Location	Issue
Harpswell	South of Mountain Road	No shoulders to ride/walk on	Cook's Corner (as service center for Harpswell)	Dangerous for bicyclists and pedestrians
Brunswick	Cook's Corner	Dangerous for bicyclists and pedestrians		
Topsham	Railroad trestle			
Bowdoinham	To Eliot Lane and Wallentine Road	Extend existing sidewalks, per Walkable Village Plan	All of Route 24 in Bowdoinham	Add a 3-foot shoulder

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Richmond	Railroad trestle			

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Figure 21

BIKEABILITY AUDIT INFO

October 2012

Mountain Road to Gurnet Bridge

Discussion:
Medium lane width with fog lines and 1' to 3' shoulder.
Narrow shoulder ¼ mile north of Mountain Road.
Recommended Action: Minor improvements on shoulder needed.

Gurnet Road to Cook's Corner

Discussion:
- heading south from Rt. 1 to Mariner's Landing a wider shoulder and additional striping required;
- paved shoulder gap. At Coombs Rd. Southbound, paved shoulder disappears forcing vehicles passing to the right of left-turning vehicles onto gravel shoulder which is often rutted;
- Southbound from Coombs Road only a 12" paved shoulder, which then expands to 3';
- Paved shoulder gap. Northbound south of Board Road the paved shoulder abruptly ends at DOT Compact Line and then resumes ½-mile further north;

Recommended Action: Minor improvements to shoulder as needed.

Cook's Corner to Federal Street via State Road

Discussion:
- No dedicated bike or pedestrian accommodations at Cook's Corner – an abomination/dangerous
- Federal Street lights are non-responsive to bicycles. An issue that has been addressed with MDOT to no avail.

Recommended Action:
- Major changes to Cook's Corner interchange needed.
- MDOT changes to lights at Federal Street needed.

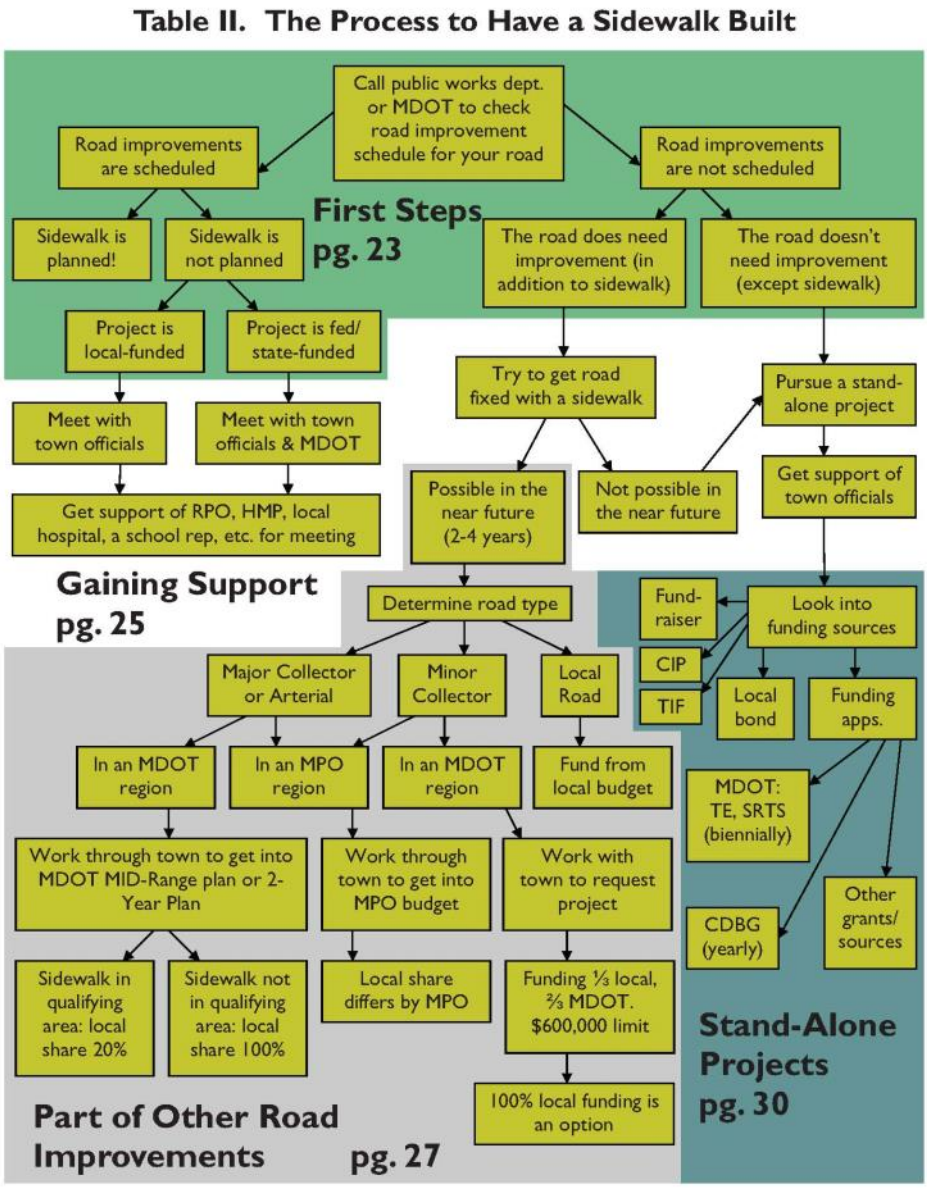
Federal Street to Androscoggin River

Discussion:
Route 24 at newly engineered intersection (Maine Street/US1) does not accommodate bicycles. We must 'take the lane' to be safe and that creates animosity with motorists who do not understand the laws as they apply to cyclists.

Recommended Action:
MDOT changes to lights at Maine Street/US1 interchange needed, in particular Cabot Street.

Figure 22 presents a diagram from MaineDOT about the process to have a sidewalk built, including funding opportunities. In general, pedestrian and bicycle improvements could be funded as part of MaineDOT's Biennial Capital Work Plan (formerly the Biennial Transportation Improvement Program, or BTIP). There are also grant opportunities specifically for pedestrian and bicycle facilities, particularly near schools. A new program at MaineDOT, the Municipal Partnership Initiative, provides a 50% state/50% local cost share. The MPI program is competitive.

Figure 22



Strategy 3: Ensure road maintenance to address poor conditions

The MaineDOT Biennial Capital Work Plan for Fiscal Years 2012-2013 included 18 projects in the study area. None were located on Route 24.

Harpswell: 0
Brunswick: 8
Topsham: 4
Bowdoinham: 1
Richmond: 5

According to MaineDOT, funding for road maintenance is diminishing. Road maintenance is funded by a tax on gasoline, which has been flat at the federal level since 1993. More fuel efficient vehicles also reduce gas tax revenues. At the same time, the cost of road maintenance and improvements is rising, due to increases in the prices of materials (asphalt, etc.) and diesel for equipment and trucks.

Route 24 is a priority 4 road, which means that projects on priority 1, 2, and 3 roads are funded first. The regional engineer estimates that work on Route 24 in the study area will be limited to light paving on a few stretches in the next few years.

Strategy 4: Maine DOT should widen and lift dangerous railroad trestles in Topsham and Richmond.

The Route 24 railroad trestles in Topsham and Richmond are unsafe. In Topsham, the trestle is so narrow that it forces a 5 foot wide sidewalk down to a 2 foot wide sidewalk, and frequently causes people to step into the travel way if passing another pedestrian or bicycle. In Richmond, it is also so low that trucks routinely crash into it.

Both trestles are owned and controlled by MaineDOT. The rail is not currently in use.

Strategy 5: Maine DOT and Route 24 towns should review road maintenance activities in environmentally sensitive areas.

Route 24 towns and Maine DOT should review road maintenance activities – especially winter activities, like salting and sanding – for effects on environmentally sensitive areas, with a focus on stormwater runoff.

Objective 2: Maintain the capacity of the corridor

Strategy 1: Use access management and other tools to manage development impacts on the corridor.

Portions of Route 24 that are outside of Urban Compact Areas (Figure 14) are subject to MaineDOT Access Management rules. On portions of Route 24 that are within Urban Compact Areas, the municipality holds jurisdiction.

Towns along Route 24 could use other tools, such as site plan review, limiting access points, impact fees, and acceleration/deceleration lanes as appropriate to help maintain the capacity of the road and prevent unnecessary congestion.

Objective 3: Provide coordinated signage and marketing

Strategy 1: Improve regional and local signage

According to MaineDOT, MaineDOT is responsible for traffic signs on state and state aid roads. In urban compact areas, the municipality is responsible for all traffic signs except destination and route markers, and speed limit signs where the limit changes. Outside the urban compact areas on state and state aid roads, MaineDOT is responsible for traffic signs and road markings. Municipalities should apply to a Region Traffic Engineer, outlining the problem that the traffic control device would address. In an urban compact area, the municipality is responsible for providing, installing, and maintaining all traffic signs and road markings. However, a proposed "Stop" or "Yield" sign on a state road in a compact area must be reviewed by MaineDOT Traffic Engineer.

Destination and Route Signs "are the sole responsibility of the MaineDOT. They are installed and maintained by MaineDOT. Requests for additional signs or re-signing should be directed to the Division Traffic Engineer. Requests to replace existing signs that have deteriorated, been damaged, or have fallen should be directed to the local MaineDOT Maintenance Division."

Table IX-3 presents Route 24 signage issues, as identified by each of the towns.

Examples of wayfinding plans:

- Wayfinding plan for Hillsborough, NC: http://www.ci.hillsborough.nc.us/sites/default/files/Final%20Wayfinding%20Signage%20Plan_2011.pdf

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- Wayfinding plan for Southlake, TX (won a planning award in 2010): http://www.cityofsouthlake.com/DocumentCenter/Home/View/711

- Wayfinding plan for Bethel, ME: http://www.bethelmaine.org/Pages/BethelME_News/I039EE10D.0/Bethel%20Wayfinding.pdf

- City of Portland Wayfinding System Study: http://www.portlandmaine.gov/planning/wayfindingreport.pdf

Table IX-3: Route 24 Signage Issues, Identified by Towns

	Location	**Issue**	**Location**	**Issue**
Harpswell	I-295	Not clear how to get to Harpswell. Legislative bill to put signs on I-295 has been submitted.	Route 24, especially Orr's and Bailey Island, including the Cribstone Bridge, Mackeral Cove, and the Lobsterman's Statue/Land's End.	Lack of signs for public access and points of interest. Need to be consistent with Manual on Uniform Traffic Control Devices (MUTCD), for example, white on brown signs
Brunswick	Route 24 directional signs at the corner of Mill and Cushing	Directs people to residential neighborhoods – needs to change		
Topsham	Route 196/ Route 24	Need to better direct regional traffic to use the bypass and local traffic to use Main Street/Route 24		

Bowdoinham		Need better signage for tourism destinations throughout region		
Richmond		Need better signage for tourism destinations throughout Richmond		

Strategy 2: Capitalize on ocean and water views as assets with value to tourism marketing efforts.

Designation of a Scenic Byway has a marketing value and can help a region increase tourism. The application process is rigorous and competitive, requiring a region to identify unique regional attributes and value, whether historic, cultural, scenic, or recreational. There are 14 scenic byways in the state, 4 of which are nationally recognized, including in Schoodic, Rangeley, and Acadia. Designation used to include funding, but according to MaineDOT, there is currently no funding for the program.

This could change in the future. In the meantime, the region could capitalize on the unique scenic and recreational assets of the Route 24 corridor to help market the area to potential visitors. Figure 23 presents a draft corridor asset map, including historic downtowns, numerous scenic water viewsheds and boat access points, and recreation opportunities. Numerous additional assets could be added.

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Figure 23

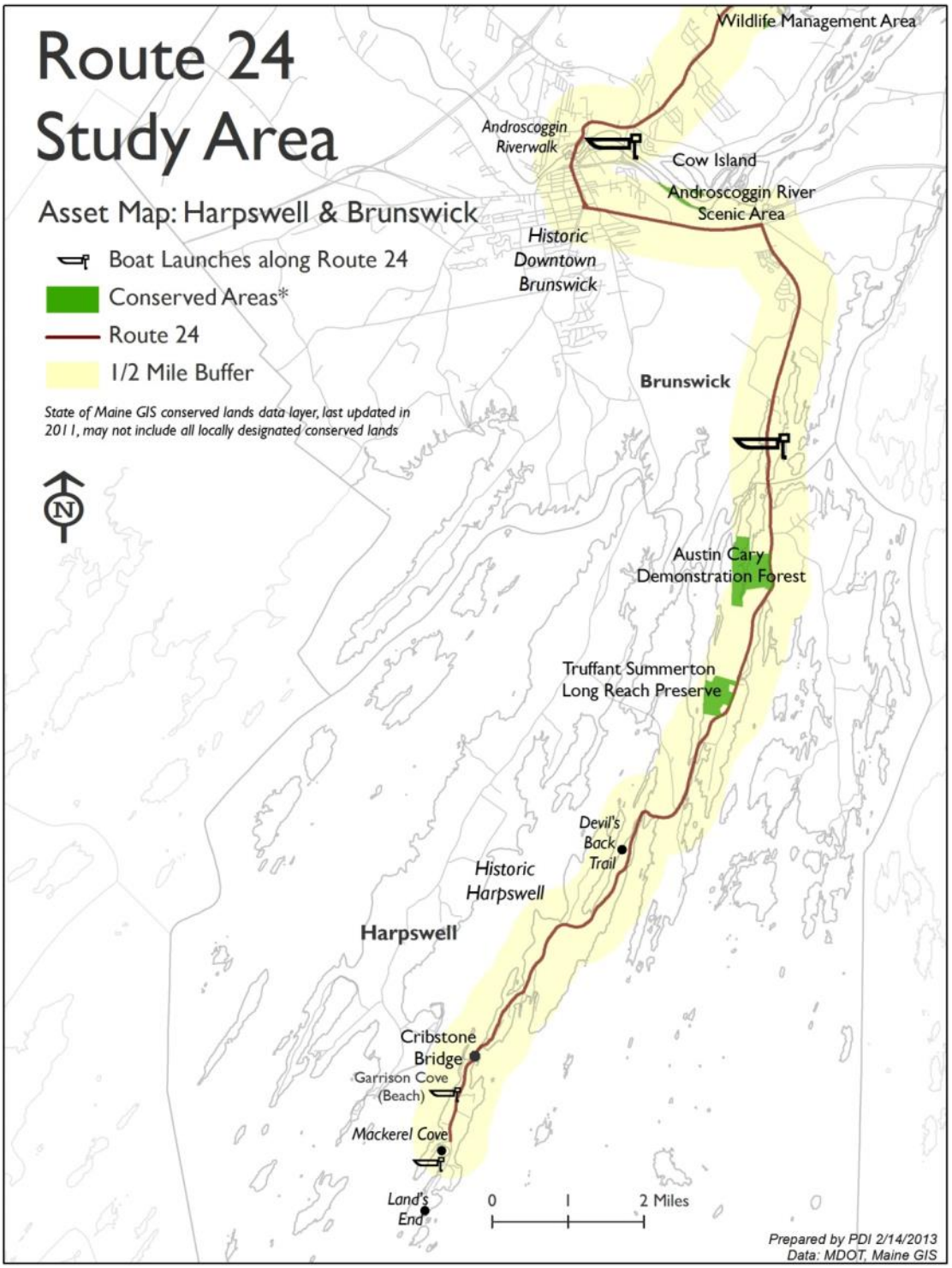
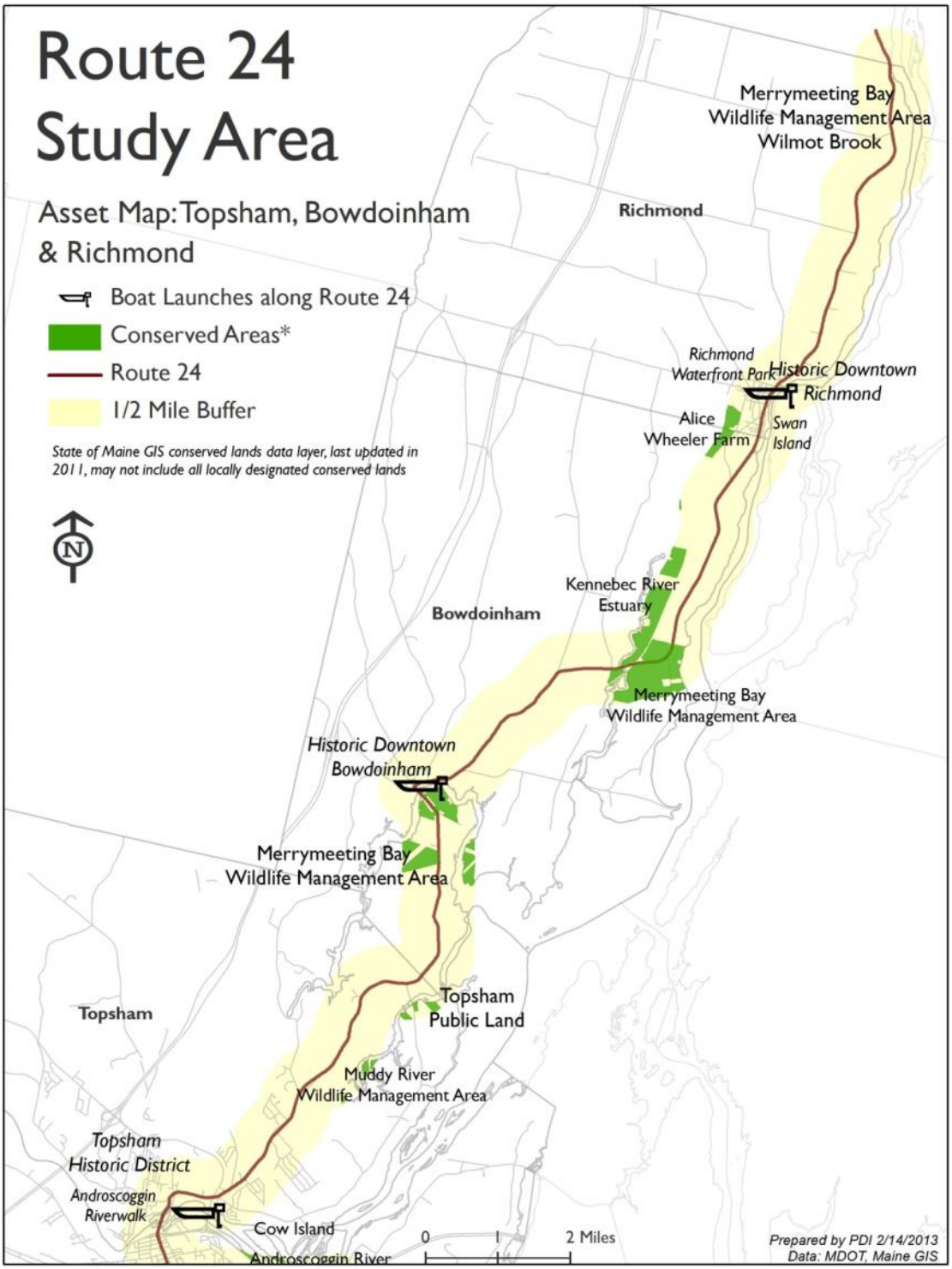

Route 24
Study Area
Asset Map: Harpswell & Brunswick
Boat Launches along Route 24
Conserved Areas*
Route 24
1/2 Mile Buffer
State of Maine GIS conserved lands data layer, last updated in 2011, may not include all locally designated conserved lands
N
Wildlife Management Area
Androscoggin Riverwalk
Cow Island
Androscoggin River Scenic Area
Historic Downtown Brunswick
Brunswick
Austin Cary Demonstration Forest
Truffant Summerton Long Reach Preserve
Devil's Back Trail
Historic Harpswell
Harpswell
Cribstone Bridge
Garrison Cove (Beach)
Mackerel Cove
Land's End
0
1
2 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Figure 24


Route 24
Study Area
Asset Map: Topsham, Bowdoinham & Richmond
Boat Launches along Route 24
Conserved Areas*
Route 24
1/2 Mile Buffer
State of Maine GIS conserved lands data layer, last updated in 2011, may not include all locally designated conserved lands
N
Merrymeeting Bay Wildlife Management Area Wilmot Brook
Richmond
Richmond Waterfront Park
Historic Downtown Richmond
Alice Wheeler Farm
Swan Island
Kennebec River Estuary
Bowdoinham
Merrymeeting Bay Wildlife Management Area
Historic Downtown Bowdoinham
Merrymeeting Bay Wildlife Management Area
Topsham
Topsham Public Land
Muddy River Wildlife Management Area
Topsham Historic District
Androscoggin Riverwalk
Cow Island
Androscoggin River
0
1
2 Miles
Prepared by PDI 2/14/2013
Data: MDOT, Maine GIS

Objective 4: Address storm surge and future inundation, particularly with regard to emergency routes.

Strategy 1: Identify and respond to inundation threats to emergency routes

Route 24 from Bailey Island (Harpswell) to Route 1 in Brunswick is designated as a "critical evacuation roadway segment" in case of a hurricane or storm event.[5]

Figure 25 compares the Hurricane Surge Evacuation Route (as identified by the Army Corps of Engineers) with a 1 meter sea level rise scenario developed by Professor Eileen Johnson and her students at Bowdoin College. The hurricane surge evacuation route would be inundated at the following Route 24 locations:

- Harpswell: Area around the Cribstone Bridge
- Harpswell: Area around the bridge to Orr's Island
- Brunswick: Gurnet Road, just over the Harpswell line.

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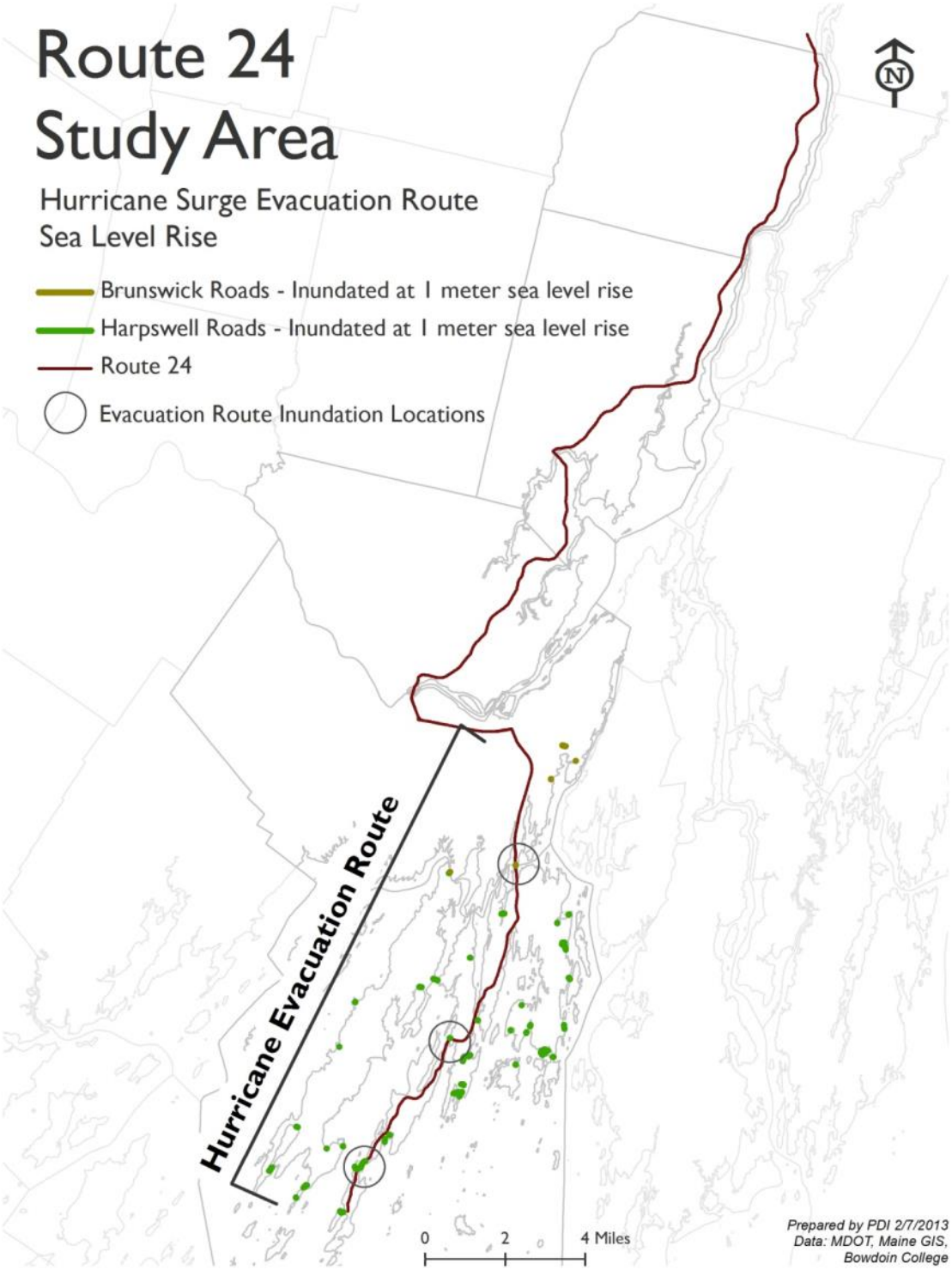
[5] Maine Hurricane Evacuation Study Transportation Analysis – 2007. Prepared for the U.S. Army Corps of Engineers and Battelle Memorial Institute

Figure 25


Route 24
Study Area
Hurricane Surge Evacuation Route
Sea Level Rise
Brunswick Roads - Inundated at 1 meter sea level rise
Harpswell Roads - Inundated at 1 meter sea level rise
Route 24
Evacuation Route Inundation Locations
Hurricane Evacuation Route
0
2
4 Miles
Prepared by PDI 2/7/2013
Data: MDOT, Maine GIS,
Bowdoin College

Objective 5: Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns.

Strategy 1: Re-route the corridor out of downtown and historic Brunswick and Topsham.

The proposed relocated Route 24 would avoid downtown Brunswick and historic Topsham, instead following the Route 196 bypass (Coastal Connector) from Route 1 in Brunswick to Middlesex Road in Topsham (Figure 26). This would reduce through vehicle traffic in areas with lots of pedestrians.

According to MaineDOT, the process involves the towns conducting a public process whereby anyone affected by a route number change has an opportunity for input, and providing information to meet the following state criteria[6]:

"Route number assignments in general are made in a manner to guide the unfamiliar traveler to desired destinations. These assignments have developed into a network of routes that connect major and minor centers of population, industry, recreation, commerce, and government. The basic criteria used to determine the need and location of routes are traffic demand, directness of the highway connections, highway conditions, shortest length, and safety factors.

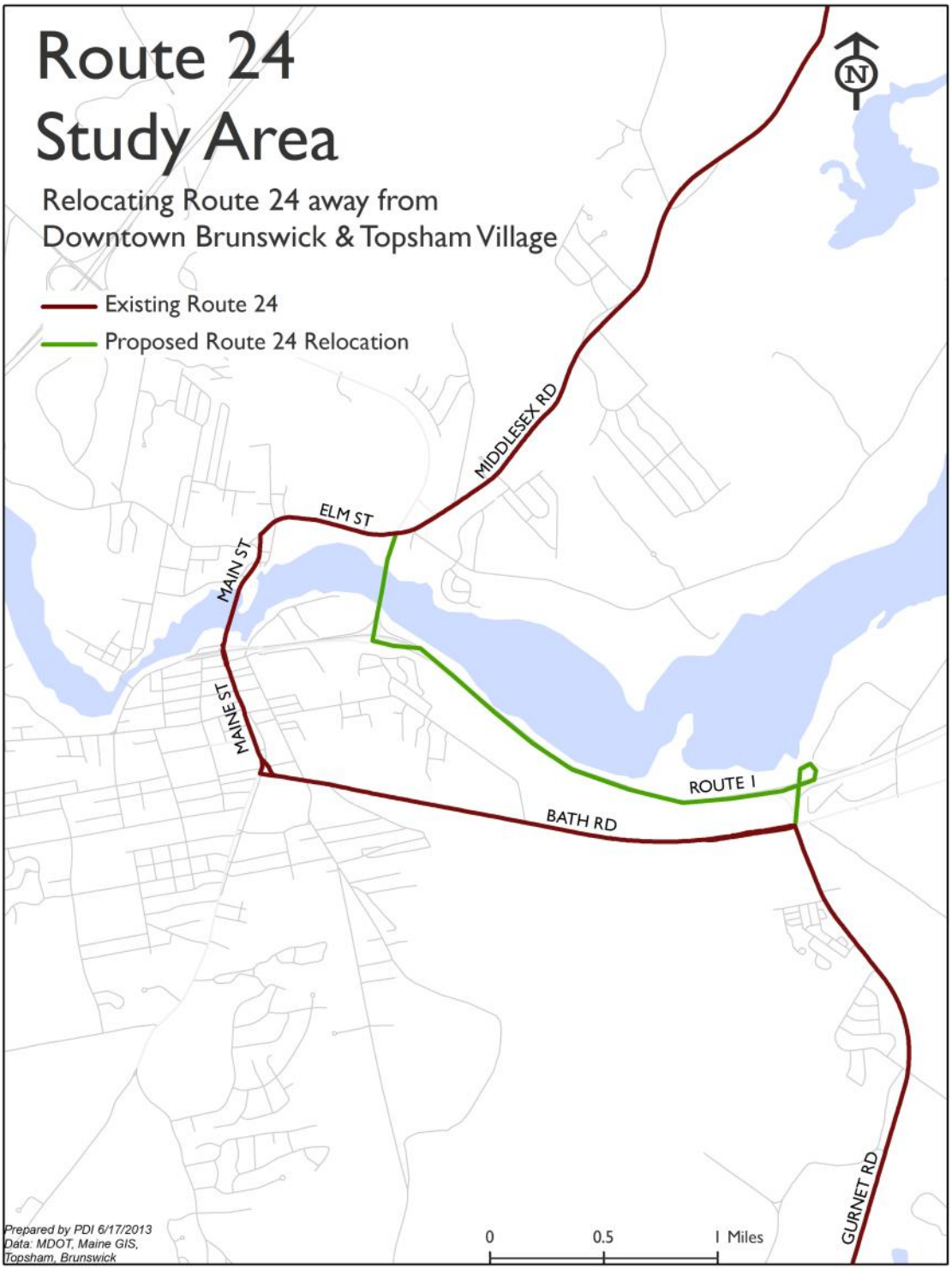
- Traffic Demand: Compare traffic on proposed route to traffic on existing routes in the same area.
- Highway Conditions: Compare pavement widths and shoulder widths on proposed route to conditions on existing routes in the same area.
- Directness: Compare mileage and speed on proposed route to produce an estimated travel time. Compare travel time on proposed route to travel time on existing route in the same area.
- Safety: Request and review accident summaries. Field review to look for hazards.
- Other Items: Look at density of routes already present in the area. Look at present configuration of signs in the area."

The re-routing can be done through Commissioner Record. Signs will then be changed and internal systems will be updated.

Strategy 2: Designate existing Route 24 as "Business 24" in Brunswick and Topsham.

[6] http://www.maine.gov/mdot/csd/mts/routenumbers.htm

Figure 26


Route 24
Study Area
Relocating Route 24 away from
Downtown Brunswick & Topsham Village
Existing Route 24
Proposed Route 24 Relocation
N
MIDDLESEX RD
ELM ST
MAIN ST
MAINE ST
ROUTE 1
BATH RD
GURNET RD
Prepared by PDI 6/17/2013
Data: MDOT, Maine GIS,
Topsham, Brunswick
0
0.5
1 Miles

X. Implementation

The following table identifies the action that will be taken to implement the strategies and objectives outlined above, as well as who is responsible and a time frame.

Table X-I: Route 24 Implementation Table

Objective 1: Ensure safe travel for all corridor users, including vehicle drivers, pedestrians and bicyclists		
Strategy 1: Adopt a "Complete Street"-style approach		
Action	**Who**	**Short-term/Long-term**
Future MaineDOT improvements on Route 24 should be targeted toward all users – including vehicle drivers, bicyclists and pedestrians.	MaineDOT	Long-Term
MaineDOT should work with interested organization to promote Complete Streets-style policies along Route 24.	MaineDOT	Long-Term
Route 24 towns should support efforts of the Bicycle Coalition of Maine, GrowSmart Maine and other organizations to promote Complete Streets-style policies in Maine.	Route 24 Towns	Long-Term
Strategy 2: Make improvements in paved shoulders and bike lanes		
Action	**Who**	**Short-term/Long-term**
The Merrymeeting Wheelers or other local organizations should extend the bikeability audit of Harpswell and	Local bicycle/pedestrian organizations	Short-Term

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Brunswick to all of the towns in the Route 24 study area – and include walkability audits in urban areas and village centers.		
Towns along Route 24 should create lists of targeted improvement areas for MDOT.	Route 24 Towns, MaineDOT	Short-Term
MaineDOT should stripe a fog line along Route 24 in locations where there is an 11-foot travel lane.	MaineDOT	Short-Term
MaineDOT should maintain existing shoulders and travel lane width along Route 24.	MaineDOT	Long-Term
Strategy 3: Ensure road maintenance to address poor conditions		
Action	**Who**	**Short-term/Long-term**
MaineDOT should sweep Route 24 shoulders every spring. The Merrymeeting Bridge should be swept in April (earlier than usual) because of the barriers.	MaineDOT	Short-Term
MaineDOT should repair Route 24 shoulders as part of other maintenance projects.	MaineDOT	Long-Term
Towns along Route 24 should meet every two years to discuss regional transportation priorities (in conjunction with MaineDOT biennial plan).	Route 24 Towns, Midcoast Council of Governments	Long-Term
Strategy 4: MaineDOT should widen and lift dangerous railroad trestles in Topsham and Richmond		
Action	**Who**	**Short-term/Long-term**
MaineDOT should work with Topsham and Richmond to	Topsham and Richmond,	Short-Term

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increase width and clearance of Route 24 under railroad trestles, making the road safer for vehicle drivers, pedestrians and bicyclists.	MaineDOT	
Strategy 5: Maine DOT and Route 24 towns should review road maintenance activities in environmentally sensitive areas.		
Route 24 towns and Maine DOT should review road maintenance activities – especially winter activities, like salting and sanding – for effects on environmentally sensitive areas, with a focus on stormwater runoff.	Route 24 Towns, MaineDOT	Short-Term/Long-term

Objective 2: Maintain the capacity of the corridor		
Strategy 1: Use access management and other tools to manage development impacts on the corridor		
Action	**Who**	**Short-term/Long-term**
Towns along Route 24 should explore using site plan review and other tools such as limiting access points, impact fees, and acceleration/deceleration lanes as appropriate to help maintain the capacity of the road and prevent unnecessary congestion.	Route 24 Towns	Long-term

Objective 3: Provide coordinated signage and marketing

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Strategy 1: Improve regional and local signage		
Action	**Who**	**Short-term/Long-term**
Towns along Route 24 should support Harpswell's legislative efforts to change signs along I-295.	Route 24 Towns	Short-Term
MaineDOT should use appropriate signage to encourage traffic to use appropriate roads - i.e., regional and through traffic should use Route 196, and local traffic should use Maine Street and Route 24.	MaineDOT	Short-Term
MaineDOT should maintain existing Route 24 road signs, ensuring their long-term legibility and providing a clear process by which towns can request sign replacements.	MaineDOT	Long-Term
Towns along Route 24 should work together to establish a shared format for regional wayfinding signs, including color, font, and logo.	Route 24 Towns	Long-Term
Strategy 2: Capitalize on ocean and water views as assets with value to tourism marketing efforts		
Action	**Who**	**Short-term/Long-term**
Towns along Route 24 should work together to promote common tourism efforts.	Route 24 Towns	Long-term
Towns along Route 24 should work with Chambers of Commerce and business associations on existing marketing efforts for the Route 24 area– including Allure of the Coast and Maine Invites You.	Route 24 Towns, Chambers of Commerce, Business Associations	Short-Term

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Towns along Route 24 should work together to create a common assets map that can be distributed to tourism and travel organizations, building on the draft created for this plan (Figure 23).	Route 24 Towns	Short-Term
Towns along Route 24 should consider pursuing a Scenic Byway designation for the road.	Route 24 Towns, Midcoast Council of Governments	Short-term

Objective 4: Address storm surge and future inundation, particularly with regard to emergency routes		
Strategy 1: Identify and respond to inundation threats to emergency routes		
Action	**Who**	**Short-term/Long-term**
MaineDOT should consider the impact of storm surge flooding on when making Route 24 road improvements, using models that show future inundation levels.	MaineDOT	Long-Term

Objective 5: Re-route Route 24 out of the downtowns of Brunswick and Topsham to remedy high traffic impacts, with consideration for Business 24 designation of the existing route in those towns.		
Strategy 1: Re-route the corridor out of downtown and historic Brunswick and Topsham		
Action	**Who**	**Short-term/Long-term**
The towns of Tospham and Brunswick, working with	Towns of Topsham and	Short-term

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Maine DOT, should undertake the public process necessary to start re-routing Route 24.	Brunswick	
The towns of Topsham and Brunswick, working with MaineDOT, should fill in any bicycle and pedestrian path gaps created by this re-routing.	Towns of Topsham and Brunswick, MaineDOT	Long-term
Strategy 2: Designate existing Route 24 as "Business 24" in Brunswick and Topsham.		
The towns of Topsham and Brunswick should work with MaineDOT to designate existing Route 24 as "Business 24" in their towns after the corridor is re-routed.	Towns of Topsham and Brunswick, MaineDOT	Long-term

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CONSENT AGENDA - A BACK UP MATERIALS

Draft
BRUNSWICK TOWN COUNCIL
Minutes
July 1, 2013
7:00 P.M. – Regular Meeting
Municipal Meeting Room
16 Station Avenue

Councilors Present: Chair Suzan Wilson, W. David Watson, Benjamin J. Tucker, John M. Perreault, Gerald E. Favreau, Margo H. Knight, Sarah E. Brayman, John Richardson, Jr., and Benet Pols

Councilors Absent: None

Town Staff Present: Gary Brown, Town Manager; Elin M. Gould, Deputy Town Clerk; Tom Farrell, Parks and Recreation Director; Anna Breinich, Director of Planning and Development; Jeremy Doxsee, Town Planner; Tristan VanKote, Bowdoin Fellow; Terry Goan, Police Officer; and TV video crew

Chair Wilson called the meeting to order, led the Pledge of Allegiance, and asked the Clerk for Roll Call.

Public Comment: None.

Correspondence:

At the request of Councilor Knight, Manager Brown gave a reminder that the sale and discharge of fireworks in Brunswick is not permitted.

Councilor Brayman spoke about the new art work on the walls of the Council Chamber, by young artists in Allison Price's Brunswick High School Art 2 class, and the issue of lack of notice of the previous Council meeting, which Manager Brown explained.

Councilor Perreault asked Manager Brown to contact the appropriate entity to inquire why the trains are still idling for four hours each day as he was under the impression that would only occur when the temperature was under forty five degrees.

Councilor Favreau said the Councilors have the opportunity to tour the Brunswick Sewer District facilities and to please contact him if they are interested.

Councilor Perreault commented on the first Movie in the Park of the season, held at Nathaniel Davis Park, with an attendance of over two hundred people.

Adjustments to the Agenda:

There are three additions to the Manager's Report.

MANAGER'S REPORT:

(a) Council Committee Updates

Reports were given regarding the Downtown and Outer Pleasant Street Master Plan Implementation Committee and the McLellan Building Renovation Committee.

(b) Update on State budget

Manager Brown gave this update and responded to questions and comments from Councilor Tucker, Councilor Pols, Councilor Perreault, and Councilor Brayman. More detailed information will be forthcoming at the July 15, 2013 Town Council meeting.

(A copy of a memo from Manager Brown is attached to the official minutes.)

(c) Nomination Papers availability

Manager Brown provided information on this item.

Councilor Tucker announced he will not be seeking re-election.

(d) Report regarding Civil War Memorial Tablets from the Pejepscot Historical Society (Councilor Pols) *(action required)*

Councilor Pols introduced this item.

Jennifer Blanchard, Pejepscot Historical Society, spoke on this item and upcoming summer events surrounding the 125th anniversary of the Pejepscot Historical Society and 150th anniversary of the Battle of Gettysburg.

Councilor Favreau, Councilor Knight, and Councilor Watson spoke on this item.

Councilor Pols moved, Councilor Favreau seconded, to accept the return of the Civil War Memorial Tablets from the Pejepscot Historical Society and commit to displaying them in a prominent public place, possibly in the McLellan Building upon the town's move to McLellan. The motion carried with nine (9) yeas.

(e) (ADDED) Trash/Recycling collection Holiday schedule

Manager Brown provided this information.

(f) (ADDED) Donation for bench on bike path *(action required)*

Tom Farrell, Director of Parks and Recreation, announced a donation from Dr. Rudy Winkelbauer to place a bench on the waterfront along the bike path.

Chair Wilson asked that a letter of thanks be sent to Dr. Winkelbauer.

Councilor Brayman moved, Councilor Favreau seconded, to accept a donation in the amount of $873 to place a bench on the bike path. The motion carried with nine (9) yeas.

(A copy of Dr. Winkelbauer's letter will be attached to the official minutes.)

(g) (ADDED) Maine Conservation Corp grant application

Mr. Farrell spoke regarding this item.

Councilor Tucker moved, Councilor Watson seconded, to apply for a Maine Conservation Corp grant. The motion carried with nine (9) yeas.

(Information regarding the grant will be attached to the official minutes.)

PUBLIC HEARINGS

71. The Town Council will hold a public hearing on an application for an alcohol license, and will take any appropriate action. (Manager)

Full-Time Spirituous, Vinous & Malt

Yankee Lanes 276 Bath Road	Nelson Moody

Chair Wilson opened the public hearing; hearing no comments, she closed the public hearing.

Councilor Watson moved, Councilor Tucker seconded, to approve an alcohol license for Yankee Lanes located at 276 Bath Road. The motion carried with nine (9) yeas.

72. The Town Council will hold a public hearing on applications for special amusement licenses, and will take any appropriate action. (Manager)

Special Amusement

1337 Beer LLC D/B/A: Lion's Pride 110 Pleasant Street	Christopher & Jennifer Lively
The Raven's Roost D/B/A: The Raven's Roost 103 Pleasant Street	Raven O'Brien/Ronald Wing Sr. & II

Chair Wilson opened the public hearing; hearing no comments, she closed the public hearing.

Councilor Favreau moved, Councilor Knight seconded, to approve special amusement licenses for Lions Pride, located at 110 Pleasant Street, and The Raven's Roost, located at 103 Pleasant Street.

Councilor Perreault and Councilor Watson spoke on this item.

Amendment:
Councilor Favreau moved, Councilor Watson seconded, to approve the special amusement license for The Raven's Roost with the condition that the back door be closed during special amusement events in the summer months, if such a condition is not already in place.

Councilor Tucker moved, Councilor Brayman seconded, to table both applications for special amusement licenses until information can be obtained as to a possibly existing condition on the current special amusement license for The Raven's Roost. The motion carried with nine (9) yeas.

THIS ITEM WAS RECALLED FROM THE TABLE AFTER ITEM 79. THE NEXT SECTIONS OF THIS ITEM OCCURRED AFTER ITEM 79 DISCUSSION AND ACTION.

Ronald Wing, co-owner of Raven's Roost, addressed the Council.

Councilor Favreau and Councilor Knight withdrew their original motion.

Councilor Tucker moved, Councilor Watson seconded, to approve a special amusement license for Lions Pride, located at 110 Pleasant Street. The motion carried with nine (9) yeas.

Councilor Tucker moved, Councilor Watson seconded, to approve a temporary conditional special amusement license for Raven's Roost, until the next Council meeting, and to include an outside barbecue.

Councilor Perreault moved, Councilor Favreau seconded, to require the outside barbecue at Raven's Roost end by 9:00 p.m. The motion carried with nine (9) yeas.

Vote on main motion, as amended:
Councilor Tucker moved, Councilor Watson seconded, to approve a temporary conditional special amusement license for Raven's Roost, until the next Council meeting, and to include an outside barbecue that must end by 9:00 p.m. The motion carried with nine (9) yeas.

73. The Town Council will hear public comments on changes to the Zoning Ordinance relative to the Village Review Zone, and will take any appropriate action. (Manager)

Chair Wilson opened the public hearing.

The following people spoke on this item:
David Chittim, owner of 11 Potter Street
Margaret Wilson, current Planning Board member and previously a member of the Comprehensive Plan Committee

Councilor Richardson, Councilor Perreault, Councilor Brayman, Councilor Perreault, Councilor Favreau, and Councilor Pols spoke on this item and asked questions of Mr. Chittim and Ms. Wilson, to which they responded.

Chair Wilson closed the public hearing.

Councilor Brayman, Councilor Perreault, Councilor Knight, Councilor Richardson, Council Tucker, Councilor Watson, and Councilor Favreau asked questions of Anna Breinich, Director of Planning and Development, to which Ms. Breinich responded.

Emily Swan, Village Review Board, spoke on this item.

Councilor Tucker moved, Councilor Knight seconded, to adopt the proposed amendment to the Brunswick Zoning Ordinance as recommended by the Brunswick Planning Board on May 21, 2013, Section 216, without any proposed expansion of the VRZ at this time.

Councilor Brayman moved, Councilor Favreau seconded, `to amend the motion to include the language under the application review process that the applicant can consult with Maine Preservation or the State Historic Preservation office. The motion carried with nine (9) yeas.

Chair Wilson, Councilor Perreault, Councilor Richardson, and Councilor Brayman spoke on the item and asked questions, to which Ms. Breinich responded.

Vote on main motion, as amended:
Councilor Tucker moved, Councilor Knight seconded, to adopt amendments to the Zoning Ordinance relative to the Village Review Zone, excluding the boundary map, as amended to include the option of consultation with the Maine Historical Preservation Commission as well as Maine Preservation. The motion carried with nine (9) yeas.

(Copies of a memo from the Director of Planning and Development, the proposed amendments, administrative corrections to the Comprehensive Plan, a memo from Manager Brown with supporting back-up, and a letter from Bowdoin College, will be attached to the official minutes.)

NEW BUSINESS

74. The Town Council will consider adopting a "Resolution Commemorating the 60th Anniversary of the Cease-Fire that Ended the Korean War," and will take any appropriate action. (Councilor Watson and Councilor Favreau)

Councilor Watson, Councilor Favreau, Councilor Tucker, Councilor Pols, and Councilor Richardson spoke on this item.

Councilor Tucker moved, Councilor Watson seconded, to adopt a "Resolution Commemorating the 60th Anniversary of the Cease Fire that Ended the Korean War." The motion carried with nine (9) yeas.

(A copy of the resolution is attached to the official minutes.)

75. The Town Council will discuss the status of the Black Bridge, and will take any appropriate action. (Councilor Perreault)

Councilor Perreault introduced this item.

Councilor Tucker spoke on this item.

Councilor Watson asked a question, to which Councilor Perreault responded.

No action was taken.

(A copy of a letter from MDOT and a MDOT presentation will be attached to the official minutes.)

76. The Town Council will discuss moving the voting location to Building 211 from Brunswick Junior High School, and will take any appropriate action. (Manager)

Manager Brown introduced this item.

All nine Councilors gave their initial thoughts on the subject.

Councilor Tucker moved, Councilor Watson seconded, to set a public hearing for July 15, 2013, regarding moving the voting location to Building 211 from Brunswick Junior High School. The motion carried with eight (8) yeas. Councilor Brayman was opposed.

(A copy of a memo from the Town Clerk is attached to the official minutes.)

77. The Town Council will consider a request from the Mid Coast Hunger Prevention Program to use Town sidewalks and the gazebo for their "Singing for their Supper" benefit on September 28, 2013, and to waive the event fee, and will take any appropriate action. (Councilor Knight)

Councilor Knight moved, Councilor Favreau seconded, to approve the request from the Mid Coast Hunger Prevention Program for their "Singing for their Supper" event on September 28, 2013, and to waive the $500 fee, except for the $25 application fee to hold the event, as allowed under Chapter 10 Section 26(b)(14). The motion carried with nine (9) yeas.

(A copy of the request letter will be attached to the official minutes.)

78. The Town Council will consider appointments to the Town's Boards and Committees, and will take any appropriate action. (Appointments Committee)

Councilor Watson made the following nominations:

John Donovan to the Davis Fund Committee
Anne George to the Brunswick Housing Authority

The Council appointed John Donovan to the Davis Fund Committee and Anne George to the Brunswick Housing Authority with nine (9) yeas.

Councilor Watson nominated John Blood to the Bicycle and Pedestrian Advisory Committee.

Councilor Perreault nominated Kathy Wilson to the Bicycle and Pedestrian Advisory Committee.

The Council appointed John Blood to the Bicycle and Pedestrian Advisory Committee with seven (7) yeas.

79. The Town Council will consider approving the AFSCME Union Contract, and will take any appropriate action. (Manager)

Manager Brown presented the terms of the three year contract.

Councilor Perreault, Councilor Tucker, Councilor Brayman, Councilor Pols, and Councilor Favreau spoke on this item.

Councilor Tucker moved, Councilor Watson seconded, to approve the AFSCME Union Contract. The motion carried with eight (8) yeas. Councilor Perreault was opposed.

(A copy of the contract will be attached to the official minutes.)

CONSENT AGENDA

(a) Approval of the Minutes of June 17, 2013

There will be an addition of the names of the Class A Championship Girls Tennis team members mentioned in the Manager's report (a) and a spelling correction in Manager's report (d).

Councilor Watson moved, Councilor Favreau seconded, to approve the Consent Agenda, as amended. The motion carried with nine (9) yeas.

Executive session – Economic Development to discuss the MRRA TIF per 1 M.R.S.A. §405(6)(C)

Councilor Tucker moved, Councilor Wilson seconded, to go into executive session to discuss economic development regarding the MRRA TIF per M.R.S.A. §405(6)(C). The motion carried with nine (9) yeas.

Councilor Watson moved, Councilor Tucker seconded, to adjourn the meeting. The motion carried with nine (9) yeas.

The meeting adjourned at 10:15 p.m.

PLEASE NOTE: THESE MINUTES ARE ACTION MINUTES. THE ENTIRE MEETING CAN BE VIEWED AT WWW.BRUNSWICKME.ORG.

Elin M. Gould
Deputy Town Clerk
July 3, 2013

July 15, 2013
Date of Approval

_____
Council Chair

CONSENT AGENDA - B
BACK UP MATERIALS

Draft
BRUNSWICK TOWN COUNCIL
Special Meeting
June 27, 2013
5:00 P.M.
Municipal Meeting Room
16 Station Avenue

Councilors Present: Chair Suzan Wilson, W. David Watson, Benjamin J. Tucker, John M. Perreault, Gerald E. Favreau, Margo H. Knight, Sarah E. Brayman, John G. Richardson, Jr., and Benet Pols

Councilors Absent: None

Town Staff Present: Gary Brown, Town Manager; Elin M. Gould, Deputy Town Clerk; John Eldridge, Finance Director; and TV video crew

Chair Wilson called the meeting to order, asked the Clerk for roll call, and led the Pledge of Allegiance.

Councilor Richardson arrived.

ACTION ITEMS:

68. The Town Council will consider adopting "A Resolution Authorizing the Transfer of Funds Between Municipal Departments, Offices, and Agencies," and will take any appropriate action. (Manager)

John Eldridge, Finance Director, addressed this item.

Councilor Brayman requested an explanation of the transfers, which Mr. Eldridge provided.

Councilor Tucker moved, Councilor Watson seconded, to adopt "A Resolution Authorizing the Transfer of Funds Between Municipal Departments, Offices, and Agencies. The motion carried with nine (9) yeas.

(A copy of the adopted resolution will be attached to the official minutes.)

69. The Town Council will consider adopting "A Resolution Authorizing the Overexpenditure of Certain Accounts for the Fiscal Year Ending June 30, 2013," and will take any appropriate action. (Manager)

John Eldridge explained the intent of this item.

Councilor Favreau moved, Councilor Watson seconded, to adopt "A Resolution Authorizing the Overexpenditure of Certain Accounts for the Fiscal Year Ending June 30, 2013." The motion passed with nine (9) yeas.

(A copy of the adopted resolution will be attached to the official minutes.)

70. The Town Council will consider any other action necessary to close the 2012-13 fiscal year, and will take any appropriate action. (Manager)

No other action is necessary.

In response to questions from Councilors Favreau and Richardson, Manager Brown spoke about the loss of municipal revenues and costs to the School Department anticipated as a result of the adoption of the state budget. More information will be forthcoming at the July 1, 2013 Town Council meeting.

CONSENT AGENDA

(a) Abatement of certain uncollectable outstanding real and personal property taxes
(b) Abatement of personal property taxes that were assessed in error

Councilor Favreau moved, Councilor Watson seconded, to approve the Consent Agenda. The motion carried with nine (9) yeas.

(A copy of materials for CA-a, CA-b will be attached to the official minutes.)

Councilor Watson moved, Councilor Brayman seconded, to adjourn the meeting. The motion carried with nine (9) yeas.

The meeting adjourned at 5:09 p.m.

PLEASE NOTE: THESE MINUTES ARE ACTION MINUTES. THE ENTIRE MEETING CAN BE VIEWED AT WWW.BRUNSWICKME.ORG.

Elin M. Gould
Deputy Town Clerk
June 28, 2013

July 15, 2013
Date of Approval

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Council Chair