



**Town of Brunswick, Maine**

**COMPREHENSIVE PLAN UPDATE STEERING COMMITTEE**

85 UNION STREET, BRUNSWICK, ME 04011

**COMPREHENSIVE PLAN UPDATE STEERING COMMITTEE AGENDA**

**BRUNSWICK TOWN HALL**

**85 UNION STREET**

**COUNCIL CHAMBERS**

**THURSDAY, AUGUST 13, 2020, 6:30 PM**

- 1. Roll Call of Members**
- 2. Pledge of Allegiance**
- 3. Public Comment**
- 4. Subcommittee Report – 2008 Update**
- 5. Review Share Your Vision Community Workshop Draft Meeting Report**
- 6. Community Survey Update**
  - a. Mail Survey
  - b. Digital Survey
  - c. High School Survey
- 7. Ideas for Additional Public Outreach**
- 8. Inventories**
- 9. Meeting Summaries**
  - a. February 4, 2020 Meeting – Draft 2
  - b. March 3, 2020 Meeting – Draft 1
- 10. Other Business**



## Meeting Schedule 2020 - 2021

Regularly scheduled meetings are held on the 1<sup>st</sup> Tuesday of each month at 6:30pm

*(except for those marked by asterisk- \*)*

### 2020

\*Thursday, August 13<sup>th</sup>

Tuesday, September 1<sup>st</sup>

Tuesday, October 6<sup>th</sup>

Tuesday, November 3<sup>rd</sup>

Tuesday, December 1<sup>st</sup>

### 2021

Tuesday, January 5<sup>th</sup>

Tuesday, February 2<sup>nd</sup>

Tuesday, March 2<sup>nd</sup>

Tuesday, April 6<sup>th</sup>

Tuesday, May 4<sup>th</sup>

Tuesday, June 1<sup>st</sup>

Tuesday, July 6<sup>th</sup>

Tuesday, August 3<sup>rd</sup>

\*Tuesday, September 7<sup>th</sup> (tbd)

Tuesday, October 5<sup>th</sup>

\*Tuesday, November 2<sup>nd</sup> (tbd if needed)

Tuesday, December 7<sup>th</sup> (if needed)

2008 COMPREHENSIVE PLAN UPDATE REPORT

plan  
brunswick

JANUARY 2020 DRAFT



# EXECUTIVE SUMMARY

## 2008 COMPREHENSIVE PLAN UPDATE

To find where you are going, you must know where you are.

--- John Steinbeck

The State of Maine's Growth Management Act (GMA), M.R.S. Title 30-A, Chapter 187, is specific in what is required from a comprehensive plan:

1. Inventory and analysis addressing state goals and issues of regional or local significance that the municipality considers important.
2. Policies that relate the findings contained in the inventory and analysis section to the state's goals.
3. Implementation strategy with a timetable ensuring that the goals are met.
4. Regional coordination program.

~~Interestingly, in order for a comprehensive plan update to receive a finding of consistency from the State, a municipality is not required to report on, or even review, the status of efforts made to implement the existing comprehensive plan. The Comprehensive Plan Update Steering Committee ("Steering Committee") began their work in August 2019 with the belief that, as referenced in the above quote from the Nobel Prize winning American author John Steinbeck, to planning for the future of the Town of Brunswick would require an understanding of its past and current status is necessary. This report explores the objectives of the 2008 Comprehensive Plan and the progress made, or not made, relative to implementing the actions there were recommended in the 2008 Plan. The Steering Committee hopes that in order to update the 2008 Comprehensive Plan Update ("2008 Plan") the first step is to review the document to identify analysis of its successes and failures of the 2008 Plan along with an understanding of what conditions have changed since the 2008 Plan was conceived, will allow the incorporation of its successes and failures whether the objectives set forth by the plan were accomplished so that the lessons learned from previous experiences can be applied to the future into our future planning efforts.~~

Although adopted by the Town Council in 2008, work on the document began in 2003. ~~Little did anyone know in 2003 that the next five (5) to six (6) years would be some of the most transformative in the lengthy history of the Town. During this time period, the Town faced two (2) significant economic challenges setbacks so severe they may have been disastrous to a less resilient community. In 2005, the President of the United State and US Congress accepted the recommendation of As a result of the United States Department of Defense Base Realignment and Closure (BRAC) Commission process, it was announced in 2005 that Brunswick Naval Air Station (BNAS), now referred to as Brunswick Landing, was to be closed by 2011. BNAS was commissioned in 1943 and with the exception of a brief period of deactivation between 1947 and 1951, had operated continuously. At the time of the accounced closure, BNAS occupied a land base of approximately 3,300 acres and was the employment center for over 5,200 military and civilian personnel. Acting quickly, the Brunswick Local Redevelopment Authority (BLRA) took the lead to produce a BNAS Reuse Master Plan in December 2007. Second, The closure decision was followed in 2007 the nation and Brunswick would begin to experience by the worst national economic downturn, now referred to as the Great Recession, since the Great Depression, nearly 80 years prior. Although the full impact of these two economic events would not be felt until after the adoption of the 2008 Plan, the simultaneous experience of the BNAS closure and the Great Recession created a degree of uncertainty about the Town's long-term planning initiatives.~~

**Commented [MP1]:** Add explanation of finding of consistency and why it is important to the Town. (Alison Harris)

**Formatted:** Strikethrough

**Commented [MP2]:** Catherine Ferdinand

**Commented [MP3]:** Liz Kohler

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**Commented [MP7]:** Catherine Ferdinand

**Commented [MP8]:** Liz Kohler

**Commented [MP9]:** Liz Kohler

~~Although their full impact would not be felt until after the adoption of the 2008 Comprehensive Plan Update ("2008 Plan"), the simultaneous experience of the BNAS closure and Great Recession would not appear to be conducive to optimistic long-term planning for the Town.~~

Commented [MP10]: Liz Kohler

Despite the precarious economic situation at the time, the 2008 Plan ~~can be described as was~~ confident and ambitious. ~~Shortly after the base closure decision, the Brunswick Local Redevelopment Authority (BLRA) was established to create a BNAS Reuse Master Plan. In December 2007, within two years of the closure decision, the BLRA has a plan for the conversion of the military base to civilian reuse.~~ Incorporating the BNAS Reuse Master Plan into the 2008 Plan, the Town expressed a strong belief that the BNAS property would be reintegrated into the fabric of the community and would ultimately be a catalyst for long-term economic growth ~~while also provided for recreation and conservation areas~~. At a time when future housing needs were cloudy at best, the 2008 Plan was confident in a recovery of the housing market as it took a strong position in regards to the Town's desired pattern of development by recommending higher density development in some part of the Growth Area and limiting the rate of residential development allowed in the Rural Area. Furthermore, the 2008 Plan benefitted from the vision of other long-range planning documents that had been developed since the last comprehensive plan update in 1993. These documents included the 1997 Downtown Master Development Plan, 1998 Cook's Corner Master Plan, 2001 Downtown Brunswick Parking Study, 2003 Brunswick Housing Study, 2003 Rural Brunswick Smart Growth Study, 2004 Brunswick Bicycle and Pedestrian Improvement Plan, and 2005 Transportation Study.

Demonstrating its ambitious scope, the 2008 Plan established eight (8) key policy areas covering a broad spectrum of topics, refined the Town's land use policies in regards to growth management (which would later be used as a basis for the 2017 Zoning Ordinance Rewrite and Map Amendment), and provided an implementation and regional coordination strategy. The bulk of the 2008 Plan, and this analysis, focuses on the key policy areas. Each key policy area identified a vision, proposed objectives and actions necessary to achieve the objectives, and performance targets by which to evaluate progress. Specifically, the key policy areas ~~of the 2008 Plan~~ are:

1. Maintain and financially support a quality public education system.
2. Require long range planning for municipal facilities including replacement and expansion.
3. Promote the desired Growth/Rural pattern of development.
4. Support the development and maintenance of infrastructure that promotes livable neighborhoods and the desired pattern of residential and commercial growth.
5. Encourage a diversity of housing types in the designated Growth Area and facilitate preservation and development of affordable and workforce housing.
6. Provide clear mechanisms and incentives to protect significant open space and natural resources.
7. Promote an economically viable, attractive downtown.
8. Promote a diverse and healthy local economy.

Quantitative Analysis:

[INSERT STATISTICS AND PIE CHARTS]

Qualitative Analysis:

~~The Steering Committee reviewed and discussed the 2008 Plan as the central focus of the first three (3) Steering Committee meetings. In general, the Steering Committee viewed the 2008 Plan as a document that helped guide the Town through a difficult period, but it could have been improved through the following:~~

~~As the central focus of the first three (3) Steering Committee meetings, the 2008 Plan is generally viewed as a helpful document that helped guide the Town through a difficult period, but overall it could have been improved through the following: After a review of the 2008 Plan, the Steering Committee intends to incorporate the following approaches into the 2020 Plan.~~

**Commented [MP11]:** Liz Kohler.

### 1. Frequent Reviews and Updates

The 2008 Plan ~~does did~~ not require any type of annual or ~~even~~ biennial reporting to the Town Council in regards to the progress made toward meeting established goals. Periodic updates to inventories and other data such as housing data, economic data, and demographics are not required. The Town Council and other Town boards and commissions ~~are were~~ generally unaware of the status of the 2008 Plan's objectives and action items. Also, the 2008 Plan ~~is was~~ not always thoroughly reviewed in conjunction with the Town's annual Capital Improvement Program (CIP). Furthermore, ~~due to~~ the length of time between updates ~~coupled with and the~~ significant economic, environmental, and technological changes ~~that have occurred in just twelve (12) years, made~~ the 2008 Plan ~~is outdated~~ ~~in some areas and difficult to adpte to address emerging issues and fails to address issues~~ such as: an aging population; housing types such as "tiny houses," accessory dwelling units and homeless shelters; "sharing economy" uses such as short-term rentals; electric vehicles, Town-wide broadband, sustainability; and climate change.

**Commented [MP12]:** Liz Kohler

Regularly scheduled reviews and updates to the new Comprehensive Plan Update would prevent the document from becoming outdated and would reduce the amount of work needed for the next update. Reviewing the new Comprehensive Plan Update annually during the CIP development process would also ensure a close alignment between identified Town goals and project funding.

**Commented [MP13]:** Add train station redevelopment. (Alison Harris)

### 2. Refined Implementation Strategy

The implementation timeline ~~only~~ uses general terms such as short-, mid-, and long-term goals without identifying what those terms mean in regards to the number of years associated with the goal's completion. Accountability for implementing the 2008 Plan was identified only by the Town board or committee that was most closely associated with the topic. For example, the Bicycle and Pedestrian Advisory Committee (BPAC) was tasked with the action item, "continue implementing the improvements listed in the 2004 Brunswick Bicycle and Pedestrian Improvement Plan relating to Downtown, particularly regarding crosswalks and sidewalks, on a regular basis." Although most action items are clear in direction, many action items were not implemented because ~~the responsible boards and committee were simply unaware of their responsibility (see Item 1 above), do not have the resources to implement an action item, or there was a mismatch between the action item and the responsible board and committee.~~ For example, the Planning Board was identified as the responsible party for the installation of benches, information kiosks, trash receptacles, and public toilets when they do not have jurisdiction over such improvements.

**Commented [MP14]:** Liz Kohler

**Commented [MP15]:** Add information explaining that the boards and committees are volunteer, lack fiscal resources, and generally have no regulatory authority.

A stronger implementation strategy in the new Comprehensive Plan Update would provide an estimate for action item completion in months and/or years ~~versus vaguely defined periods~~, go beyond assigning boards and committees primary responsibility and identify relevant Town departments and staff to be accountable for implementation of action items, and provide a rough estimate as to potential costs of action items to ensure their ~~feasibility~~.

**Commented [MP16]:** Liz Kohler

**Commented [MP17]:** Add that the Town Council is ultimately responsible for funding.

### 3. Recognition of Interrelated Topics

~~There was no effort made to synthesize the common elements within each policy area. The document contains several redundant action items that did not reference the other policy areas and objectives to which they were related.~~ The new Comprehensive Plan Update should acknowledge the interrelatedness of many of the issues facing the community. For example, the Town Council recently approved a Climate Emergency Resolution. This climate emergency is the result of a myriad of policy decisions covering economics, energy, land use planning, and transportation.

Commented [MP18]: Liz Kohler

Identifying how community issues can be addressed more holistically would be a strength of the new Comprehensive Plan Update.

#### 4. ~~Sharper-Focus and Stronger-on~~ Connections Between Policy Areas and Land Use / Growth Management

Commented [MP19]: Liz Kohler

The 2008 Plan is overly broad at times and too narrowly focused at other times. For example, the inclusion of School Department and School Board academic, equity, and programming goals was found to be problematic in that they have no discernable relation to land use issues or growth management. Such topics are more appropriately discussed in the School Department's strategic planning documents, but topics such as growth projections and facilities planning are appropriate for the new Comprehensive Plan Update. Finally, growth projections and facilities planning are important not just for the Brunswick School Department, but for all municipal facilities and also for other educational institutions such as Bowdoin College and Southern Maine Community College. The needs of these institutions should be considered for incorporation into the new Comprehensive Plan Update.

Another example of the 2008 Plan focusing too broadly is the frequent grouping of open space, natural resources, outdoor recreation, and wildlife habitat as if ~~they-these varied categories~~ were a singular topic. Each topic is distinctly unique and would best be defined and reviewed individually in the new Comprehensive Plan Update.

On the other hand, infrastructure was conceived of narrowly as it primarily referenced only sewer, stormwater, and water service. ~~Topics-Other types of infrastructure~~, such as roads, sidewalks, and street lighting were given little, if any, consideration within the document. Also, there was minimal reference to the potential environmental impact of such infrastructure and no guidance for, "green infrastructure." Other infrastructure-related issues such as traffic and public transportation were given minimal attention in the 2008 Plan.

Consideration of the Town, Brunswick Sewer District, and Brunswick-Topsham Water District's financial planning and capacity should be included in infrastructure-related action items within the new Comprehensive Plan Update. Similar to Item 3, a focus on how recommendations are interrelated, particularly to land use and growth management, would produce clear and concise action items in the new Comprehensive Plan Update.

#### 5. Research-Based Quantitative Goals

Many action items and performance targets are tied to quantitative goals that are convenient for measuring progress. However, some of the goals associated with these items and targets do not provide any justification as to why the standard was selected and if it is reflective of best practices or other widely-accepted standards. For example, Policy Area 4, Performance Target 3 establishes a goal of a 50% reduction in vehicular and pedestrian accidents at high accident and injury locations, but how this target came to be is unknown as Patrol Commander Tom Garrepy has expressed his concern that this was an unreasonable expectation.

Ultimately, a review of the 2008 Plan has provided the Steering Committee with lessons that will guide the next step in the update process. Building on this analysis and understanding of our history with the 2008 Plan, the Steering Committee will seek as it seeks to create a holistic vision, objectives, and goals in the new Comprehensive Plan Update that are informed by extensive public outreach ~~and;~~ aspirational yet realistic,

| that will remain flexible and adaptable to dramatic physical and economic change; and this is respectful of future generations of Brunswick residents.

# POLICY AREA 1

## MAINTAIN AND FINANCIALLY SUPPORT A QUALITY PUBLIC EDUCATION SYSTEM

**Key Objective 1:** Renovate, replace, or construct schools as necessary to meet the long-term space and program needs identified by the School Board.

**Key Action 1:** Build new school facilities, end the use of modular classrooms, and consolidate and/or close outdated facilities to meet educational, program, health, and safety needs in a cost-effective way.

**Action Status:** Ongoing

**Summary:** The Harriet Beecher Stowe Elementary School (HBS) opened in the fall of 2011 on the site of the old Brunswick High School (BHS). Shortly thereafter, the Brunswick School Department (BSD) hired Harriman Architects to perform a Phase I Facilities Master Plan Study to evaluate: the elementary schools, Brunswick Junior High School (BJHS), Brunswick High School (BHS), and a possible consolidation and relocation of central offices and bus garage. In August of 2012 PDT Architects were hired to perform a Phase II Facilities Master Plan Study that included an analytical review of the sites and buildings under consideration, development of detailed program requirements for space needs, furnishing, equipment, floor plans, new site plan drawings, and general cost estimates.

A series of deliberations and meetings were held from 2013 through 2016. During this time period it was determined that there was no immediate need to move or renovate the bus garage. In early 2017 a decision was made to build a new elementary school (later named the Kate Furbish School) to replace the former Jordan Acres School. Kate Furbish School is intended to: address overcrowding; provide modern, code-compliant space; and allow for expanded programming, including pre-school.

Coffin School will be used throughout the Kate Furbish School construction process and possibly also used by BJHS while its existing facilities undergo repairs and renovations. Before the projects are complete, the BSD will decide to either raze Coffin School, turn it over to the Town, or determine other alternatives such as housing the Central Office and/or other District programs. If the Central Office moves to Coffin School, the Hawthorne School building may be turned over to the Town.

As of December 2019 construction continues on the new Kate Furbish School and it is anticipated that it will be open for the 2020-2021 academic year. Modular classrooms are still in use at BJHS, but repairs to the school began in 2019 and are anticipated to be completed in 2022. A final decision on the fate of the Coffin School is yet to be made.

**Key Action 2:** Continue to fund preventive maintenance and building improvements to continuously maintain the public investment in school facilities.

**Action Status:** Ongoing Commitment Required

**Summary:** Funding for facilities maintenance has remained in a consistent range of 11.3 - 13.1% of the BSD total operating budget since the 2007-2008 school year. Although some projects end up being deferred, the BSD Capital Improvement Plan (CIP) identifies planned facilities,

**Commented [MP20]:** Add reference to REAL School, including its possible relocation, and Region 10 Technical. (Fred Koerber)

Add reference to when Jordan Acres School was closed as a result of roof damage as it may have preceded the Harriman Study. (Catherine Ferdinand)

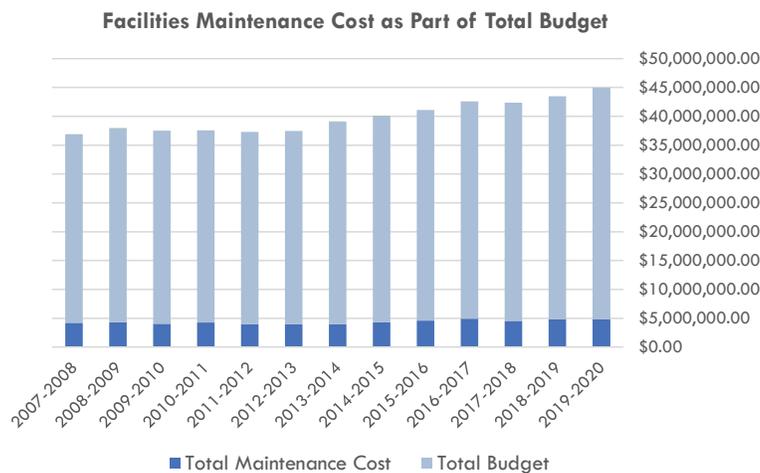
**Commented [MP21]:** Add that charter schools also became an option in this time period. (Subcommittee)

**Commented [MP22]:** Include reference to community's process for determining fate of old High School, not repurposing, but razing for HBS. (Alison Harris)

**Commented [MP23]:** At Coffin School also? (Catherine Ferdinand)

**Commented [MP24]:** How is this funded and does it related to the Town's CIP? (Catherine Ferdinand)

needs, and projects. Some maintenance and building improvement funding is provided by the Maine Department of Education's (DOE) School Revolving Renovation Fund (SRRF).



**Key Objective 2:** Ensure that existing and new academic programs meet or exceed state requirements and support students at all academic levels in the Brunswick public education system.

**Key Action 1:** Implement all state-mandated programs. In addition, implement programs comparable to and competitive with those offered in surrounding communities or comparably sized school systems.

Action Status: Ongoing

Summary: Curriculum is reviewed per established cycles (e.g., Math in Focus). Social and emotional learning (SEL) has been added through the DOE's Second Step program. State mandates addressed include the ~~Proficiency Based Education and Performance Evaluation and Professional Growth~~ systems. Federal mandates addressed include the Individuals with Disabilities Education Act (IDEA), English to Speakers of Other Languages (ESOL) program, and the McKinney-Vento Homeless Assistance Act. Additional programming implemented includes pre-kindergarten, full-day kindergarten, and Community Connections.

Commented [MP25]: Fred Koerber and Subcommittee

**Key Action 2:** Ensure class sizes that are appropriate for the grade level and the successful implementation of the desired teaching methodology.

Action Status: Ongoing

Summary: Class sizes are guided by BSD Policy IIB and personnel resources are shifted as necessary to maintain appropriate class sizes. Policy IIB class size guidelines include:

Early Kindergarten:	12-16 students
Kindergarten and Grade 1:	18-22 students
Grades 2 – 3:	20-24 students
Grades 4 – 5:	21-25 students
Grades 6 – 12 (academic classes):	21-25 students
High School (Advanced Placement):	Up to 15 students
High School (Science Laboratory):	16-20 students
Special Education Classrooms:	Staffed in accordance with needs as Determined by the I.E.P.

**Action 3:** Financially support the summer Reading, Writing, and Mathematics Camp Program.

**Action Status:** Ongoing Commitment Required

**Summary:** BSD financially supports summer Reading, Writing, and Mathematics Camp programs.

**Additional Objective 3:** Ensure that Brunswick’s public schools provide an equal opportunity to learn, an equitable environment, and appropriate expectations for students at all academic levels and aspirations.

**Action 1:** Work toward a balanced socioeconomic environment within each school. This includes equity in the programs, facilities and mix of students, as well as a learning environment that maximizes the ability of students of all socioeconomic backgrounds to reach their highest potential.

**Action Status:** Ongoing

**Summary:** The consolidation of elementary schools ensures all students have equal and consistent access to resources and programming. Districtwide wraparound programming such as Cub Camp at Coffin, Extended School Year classes, and the Math, Reading, and Writing Camps at BJHS provide additional support for at-risk students.

**Action 2:** Strongly support programs at the Vocational Region 10 School and recognize that these programs are a desirable and appropriate option for those students for whom college is not a goal.

**Action Status:** Ongoing Commitment Required

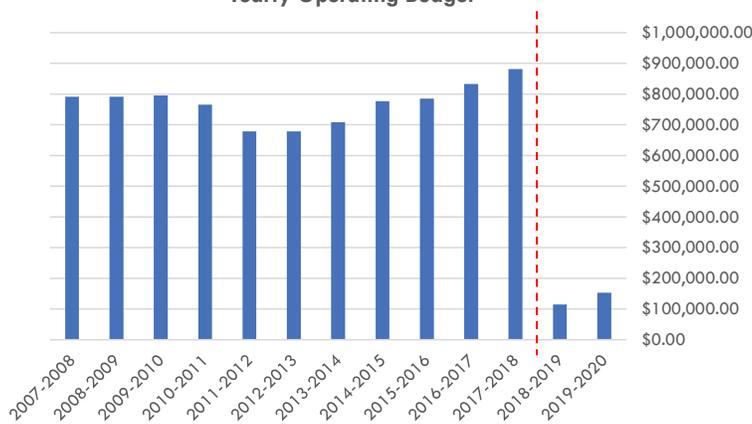
**Summary:** The Town is a member of a Cooperative Agreement for the Maine Region 10, Vocational 10 Technical High School (SAD 75 and RU5: Bowdoin, Freeport, Harpswell, Topsham). This

**Commented [MP26]:** Add information regarding plans for construction of a new facility and proposed change to full time enrollment status. (Fred Koerber)

**Commented [MP27]:** Identify other members. (Catherine Ferdinand and Subcommittee)

agreement requires the Town to share in the cost of operation and any other debts incurred by the Cooperative Board. The method of cost sharing is based on the most recent Federal Decennial Census data with each member paying in proportion to its percentage of the total Maine Region 10 Technical High School. The current agreement requires the Town share 38.29% of the cost through June 30, 2021. The graph below demonstrates Brunswick's total share of the school's operating budget. Please note that changes to State law prior to the 2018-2019 budget resulted in the DOE sending funding directly to career and technical education schools instead of providing the Town with a subsidy allocation that was previously included in the operating budgets.

**Total Brunswick Share of Maine Region 10 Technical High School  
Yearly Operating Budget**



Change in DOE funding process.

**Action 3:** Provide access to new technology for all students within the learning environment. An equitable school system provides all students with current technology training.

**Action Status:** Ongoing Commitment Required

**Summary:** A districtwide Technology Plan was adopted in June 2017 with the vision and mission:

*The Brunswick School Department is committed to providing students with a technology rich learning environment through the disciplinary curricula and the integration of with digital resources and multi-media. The Brunswick School Department incorporates technology as a natural part of education through an integrated, comprehensive framework to govern acquisitions, applications, and evaluation of technological resources to ensure that all students have the opportunity to develop the 21st century skills necessary to be productive citizens in our information-driven, global society.*

The Technology Plan established a short term goal to:

*Convince district decision makers to work with our teachers to develop one achievable, long-term (3 years) technology goal that focuses on the teaching/learning process and*

then allocate the necessary budget resources and set aside an appropriate amount of staff development time in order to assure success.

Also, the Technology Plan established a long range planning goal to:

*Develop a district plan that would carve out significant blocks of time for ongoing staff development on priority topics that focus on the teaching/learning process as they relate to the approved district curricula.*

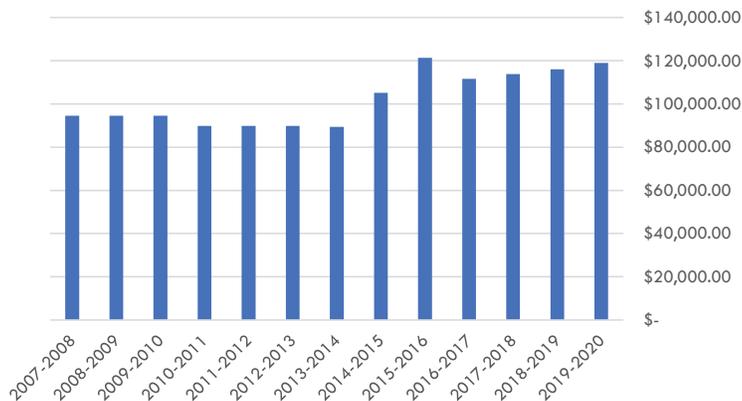
There is a one-to-one student to laptop ratio through the Maine Learning Technology Initiative (MLTI) in grades seven through eight at BJHS. Computer carts are available in the other schools and loanable computers and network hotspots are also available for students that do not have a computer or internet access at home.

**Action 4:** Continue to support programs such as Alternative Education and Merrymeeting Adult Education that offer the ability to obtain a high school degree for nontraditional students as well as programs focused on life-long learning.

**Action Status:** Ongoing Commitment Required

**Summary:** As demonstrated in the graph below, the Town continues to financially support Merrymeeting Adult Education by funding a portion of its operating budget every year.

**Total Brunswick Share of Merrymeeting Adult Education Yearly Operating Budget**



#### Performance Targets

**Performance Target 1:** Complete and implement the long-range facilities plan to address space needs as outlined by the School Board.

**Action Status:** Ongoing

Summary: See Policy Area 1, Key Objective 1, Key Action 1.

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Performance Target 2: Class sizes are established for each grade and reduced as necessary to achieve educational goals.

Action Status: Complete

Summary: Class sizes are maintained per BSD Policy IIB. See Policy Area 1, Key Objective 2, Key Action 2.

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Performance Target 3: Program offerings meet or exceed state requirements.

Action Status: Complete

Summary: Students have access to a multitude of program offerings including a nationally recognized music program, strong theatre program, multiple athletic opportunities, community-based internships, and career and technical training programs.

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Performance Target 4: Program offerings are comparable, where appropriate, to similarly sized as well as nearby school districts.

Action Status: Complete

Summary: See Policy Area 1, Performance Target 3 (immediately above).

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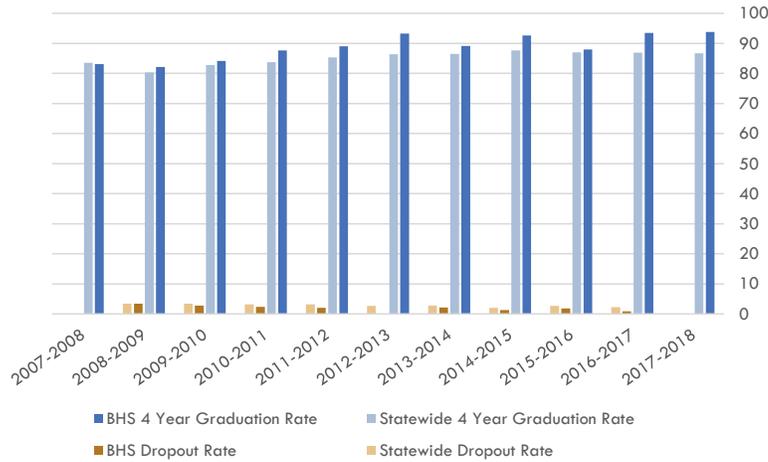
Performance Target 5: The graduation rate, high school dropout rate, college/technical school acceptance rate and the performance of Brunswick students on standardized tests all continue to meet or exceed the current levels.

Action Status: Ongoing Commitment Required

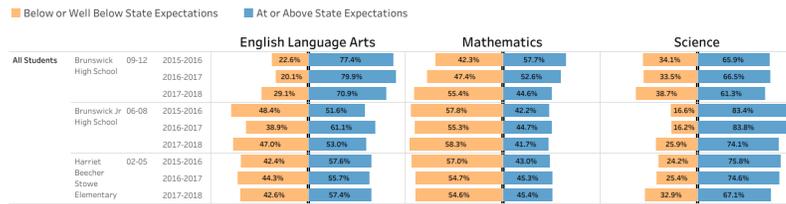
Summary: The BHS four-year graduation rates have exceeded the state average rates every year except for the 2007-2008 academic year. The college acceptance rate is 82%.

BHS also has had lower dropout rates (ranging from 1% to 4%) than the state average dropout rates every year since the 2008-2009 academic year. Please note that 2007-2008 dropout rates are unavailable and that the 2012-2013 dropout rate for BHS was unavailable due to too small of a sample size.

**Brunswick High School vs. State Graduation and Dropout Rates (%)**



In regards to performance of students on standardized tests, only the last three (3) academic years of data are available from the DOE. These results demonstrate that BHS, BJHS, and HBS are all at or above state expectations in English Language Arts and Science. BHS was above state expectations in Mathematics in the 2015-2016 and 2016-2017 academic years, but fell below the state expectations in 2017-2018. BJHS and HBS have consistently been below state expectations in Mathematics since 2015-2016. Please note that a significant number of parents opt their children out of this standardized testing.



**Performance Target 6:** Employee/teacher job satisfaction, parent satisfaction, and student satisfaction are benchmarked and examined regularly by the School Board.

**Action Status:** Ongoing Commitment Required

**Summary:** A BHS climate survey was completed in 2013 and a districtwide climate survey was completed in 2017. The Maine Integrated Youth Health Survey is completed regularly.

Performance Target 7: The rate of job placements from vocational education increases.

Action Status: Ongoing Commitment Required

Summary: ~~For the BHS Class of 2019, 16% indicated that they would be enrolling in a two-year college 11% indicated that they would be going directly to work and 5% indicated that they would be enlisting in the military.~~ Region 10 Technical High School surveys students one (1), three (3), and five (5) years after they complete a program, but the most recent response data is not yet available.

**Commented [MP28]:** One year of data is not enough data from which to base any conclusions. (Fred Koerber)

Add annual data from previous years. (Subcommittee)

**Commented [MP29]:** Add changes in enrollment data from 2008-2020. (Fred Koerber)

## POLICY AREA 2

### REQUIRE LONG RANGE PLANNING FOR MUNICIPAL FACILITIES INCLUDING REPLACEMENT AND EXPANSION

**Key Objective 1:** Through strong local leadership and collaboration, ensure that all opportunities for municipal facilities at the Brunswick Naval Air Station (BNAS) property are fully explored and that associated impacts of redevelopment on municipal facilities are considered.

**Key Action 1:** Elected officials and staff of Town continue to participate in Midcoast Regional Redevelopment Authority (MRRRA) planning and implementation process.

**Action Status:** Ongoing Commitment Required

**Summary:** Since the 2007 adoption of the BNAS Reuse Master Plan, elected officials and Town staff have been deeply involved in the MRRRA planning and implementation process. In fact, the Brunswick Local Redevelopment Authority (BLRA), the redevelopment authority appointed by the Governor and recognized by the United States Department of Defense to develop the BNAS Reuse Master Plan, adopted as a guiding principle, "The reuse plan will accommodate the needs and values of the community, the region and the State of Maine, and be consistent with the policies of the Brunswick Comprehensive Plan."

**Commented [MP30]:** Insert paragraph explaining how MRRRA was created and that it is a State Board. (Subcommittee)

In 2009, the Town adopted two (2) new zoning districts, the BNAS Reuse District (BRU) and the BNAS Conservation District (BCN). These new zoning districts included specific dimensional, parking, signage, street, and use standards by which the boards and committees, Town Council, and/or Town staff would have a continuous influence on MRRRA's planning and implementation process through development review. The lone exception is an exemption from development review for the initial non-military re-occupancy of a building in the BRU District that existed as of July 20, 2009, provided compliance with certain criteria. Over 60 applications for various projects within Brunswick Landing have been reviewed by either Town staff, SRC, or the Planning Board since 2009.

To further ensure cooperation and communication between MRRRA and Town staff, changes were made to the zoning ordinance to expand the Town's Staff Review Committee (SRC) to include one non-voting staff representative from MRRRA for projects located within Brunswick Landing. Also, as part of any application for development review within Brunswick Landing, all applicants must demonstrate that they have completed the MRRRA design review process.

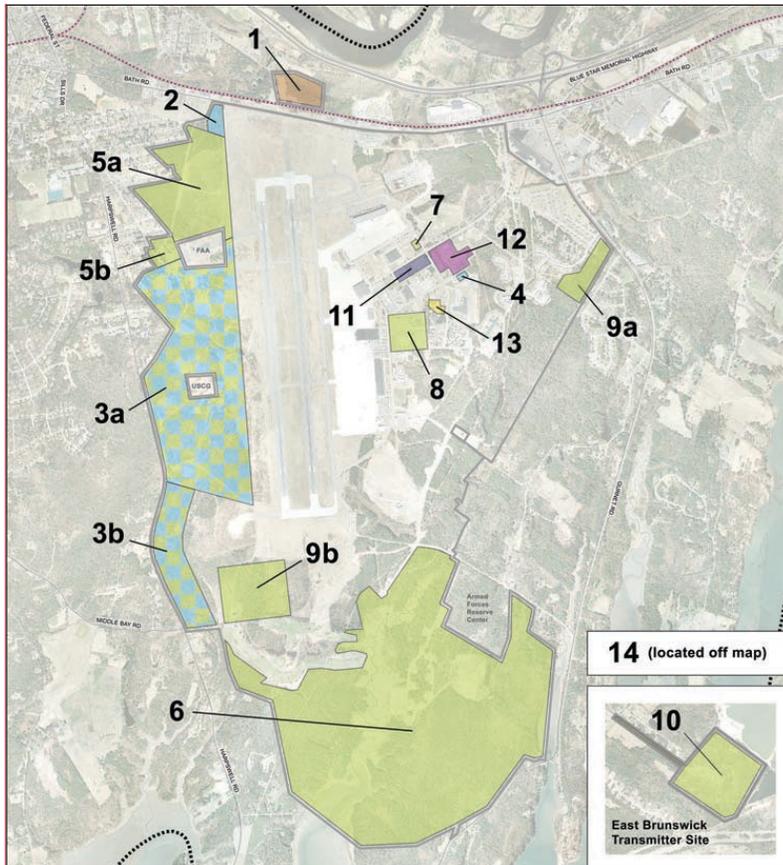
In addition to development review and annual reporting, elected officials and Town staff also communicate frequently with MRRRA regarding long range planning efforts and complex redevelopment scenarios, especially those pertaining to utilities and infrastructure. For example, the Town Council and representatives from MRRRA recently discussed the United States Navy's proposed stormwater management system cleanup plans for Brunswick Landing. ~~As a result, the Town Council submitted a letter to the Navy outlining their concerns about said plans.~~

**Commented [MP31]:** Catherine Ferdinand

Key Action 2: Identify opportunities for municipal facilities on BNAS property.

Action Status: Complete

Summary: Within the BNAS Reuse Master Plan, the Community Mixed Use District was identified as one of the land use districts suitable for civic and government uses and buildings, but no specific municipal facilities were proposed. A Facilities Reuse Workshop was held during the BNAS Reuse Master Plan process to identify potential future uses for 48 major buildings. Each facility was evaluated in terms of its adaptability for public/private-sector use in its existing capacity, or for other uses. Based on these evaluations and other assessments of Town needs, the Town could file a Notice of Interest (NOI) as part of the Federal Base Realignment and Closure (BRAC) process that allows various federal, state, and local agencies and other non-profit organizations to receive property within the subject area. The Town filed NOIs for and received approval for the following:



**Commented [MP32]:** Add note that this map reflects what the Town asked for, not necessarily what is on the ground today. (Subcommittee)

~~3a, 3b, 5a, 5b, 6:~~ Approximately 1,000 acres of land located in the northwestern and southern parts of the base ~~(labeled as #5a and #6 below)~~ plus land that is not developable or not required for Bowdoin College ~~(labeled as #3a and #3b)~~ for conservation purposes.

Commented [MP33]: Subcommittee

Commented [MP34]: Subcommittee

Commented [MP35]: Subcommittee

~~Items 5a and 5b are~~ now referred to as the Western Sawtooth Parcel and as of December 2019, the Conservation Commission is in the process of developing a Western Sawtooth Parcel Recreation, Trails and Open Space Management Plan. An open space management plan and new name for Item 6, Kate Furbish Preserve, were adopted in 2013.

Commented [MP36]: Subcommittee

7: Building 102 and approximately one (1) adjacent acre for public safety indoor small arms range use.

Other agencies that were anticipated to share in the use of the indoor shooting range indicated an unwillingness to participate in the cost of operating the facility. In 2011, the Navy was notified that the Town was no longer interested in acquiring the property. In 2016, an initial reuse request was approved by the Staff Review Committee (SRC) for Building 102 for use as a brewery.

8: Building 211 (former Neptune Hall) and approximately eighteen (18) adjacent acres for recreation purposes.

In 2013, Building 211 became the new home for the Parks and Recreation Department.

9a: Fifteen (15) acres located at the far eastern edge of the base for future active recreation uses (part of the 65-acre conveyance with #9b).

The Town still maintains possession of this property and it has been designated for public park or public recreation uses in perpetuity.

9b: Fifty (50) acres of land located north of existing golf course for future active recreation uses (part of 65-acre conveyance with #9a).

The Town maintains possession of thirty-two (32) acres of Item 9b, located immediately west of the Mere Creek Golf Course Clubhouse and east of Harpswell Road.

10: Approximately 66 acres at the East Brunswick transmitter site for conservation purposes.

Now named the Captain Fitzgerald Recreation and Conservation Area, this area is listed as an S1 (critically imperiled) community by the State of Maine Department of Agriculture, Conservation and Forestry Department Natural Areas Program because it is home to a rare natural community known as Little Bluestem Blueberry Sandplain Grassland.

Commented [MP37]: Add information as to when the property was acquired and made open to the public. (Catherine Ferdinand and Subcommittee)

Commented [MP38]: Better explain what this means. (Liz Kohler)

The Town also filed a NOI, but did not receive approval of the following:

Commented [MP39]: Explain why the Town did not receive approval. (Liz Kohler and Marcy McGuire)

- The Brunswick School Department's (BSD) request for Building 19 (workshop) and Building 590 (vehicle maintenance garage);

- The Parks and Recreation Department's request for an auto hobby shop, recreation mall, and miscellaneous athletic fields and courts; and
- The Conservation Commission's request for 171 acres on the eastern side of the base.

**Key Action 3: Identify and prioritize long and short-term actions Brunswick can take to ensure incorporation of needed municipal facilities in the reuse plan.**

Action Status: Complete

Summary: The Town filed Notices of Interest (NOI) for various properties for mostly recreation and open space needs (see Key Action 2 immediately above).

**Action 4: Explore cross-town public transportation options.**

Action Status: Ongoing

Summary: Emerging from the work of the Midcoast Collaborative for Access to Transportation (MCAT), the Brunswick Explorer is a public-private partnership with funding provided by the Federal Transit Administration (FTA), Maine Department of Transportation (MDOT), Community Transportation Association of America, the Town and other local partners including Bowdoin College, Sweetser, Mid Coast Hospital, United Way of Mid Coast Maine, and the Brunswick Housing Authority (BHA).

Operated by Western Maine Transportation Services (WMTS), a nonprofit public transportation corporation, the Explorer route services stops as far east as Mid Coast Hospital and as far west as Mallard Pond. Other popular destinations for Explorer riders include: Maine Street Station, Hannaford, People Plus, Bowdoin College, Cook's Corner Mall, Walmart, and several stops within Brunswick Landing.

**Commented [MP40]:** Add specific number of stops. (Catherine Ferdinand, Alison Harris, and Subcommittee)

**Key Objective 2:** Require the development of a comprehensive 10-year strategic facilities plan that identifies known future needs beyond the 10-year plan and that addresses the use, reuse, maintenance and/or disposition of all municipal buildings and facilities (including landfill) and anticipates additional new facilities required due to replacement, expansion or other known future needs. Implement this plan by closely linking it to the CIP.

**Key Action 1: Determine the optimal use of all municipal buildings and facilities including currently underutilized facilities such as the old High School.**

Action Status: Ongoing

Summary: Although there is no single document that serves as a 10-year strategic facilities plan, there are multiple documents and Town projects that can be pieced together to provide a framework for identifying the optimal use of all municipal buildings and facilities:

- The old Brunswick High School (BHS) was demolished in 2009 and replaced by the new Harriet Beecher Stowe Elementary School (HBS), which opened in 2011.
- The Brunswick School Department's Facilities Master Plan Study resulted in a decision to build a new elementary school (Kate Furbish School) to replace the former Jordan Acres School. Coffin School will be used throughout construction of the Kate Furbish School and will possibly also be used by Brunswick Junior High School (BJHS) while it undergoes repairs and renovations to its existing facilities. A final decision on the fate of the Coffin School is yet to be made.
- A report prepared by Gary Brown, former Town Manager, in March of 2011 provided information and recommendations on municipal facilities. The recommendations included:
  1. *New Police Station:*  

*Proceed with plan to construct a new Police Station at Pleasant and Stanwood Streets.*

Completed: A new 20,000 square foot Police Station at the southeast corner of Pleasant Street and Stanwood Street was completed in 2013.
  2. *Council Chambers at Maine Street Station:*  

*Relocate Council Chambers to McClellan Building as part of the property exchange with Bowdoin College.*

Completed: Town Hall, including Council Chambers, moved to the McClellan Building in 2014.
  3. *Town Office at 28 Federal Street:*  

*Develop a reuse plan (sale, parking facility, downtown park) for the property by July 1, 2014, in time for the functions to be relocated to the McClellan Building.*

Completed: With the relocation of the Recreation Center to Brunswick Landing (see Policy Area 2, Key Objective 1, Key Action 2, Item 8) and the relocation of Town Hall to the McClellan Building (see Item 2 immediately above), the building was demolished and replaced by a new office building for Coastal Enterprises, Inc. that was completed in 2015.
  4. *Longfellow School:*  

*This building should be conveyed to Bowdoin College as part of a facility exchange for the McClellan Building.*

Completed: The former Longfellow School became the Bowdoin College Edwards Center for Art and Dance in 2013.
  5. *Former Times Record Building:*  

*The Town Council should encourage the possible use of this facility as a school transportation facility.*

**Commented [MP41]:** Explain why it was not used for this purpose. (Alison Harris)

Explain that repairs and upgrades were cost prohibitive and the future use of the site is still to be determined. (Subcommittee)

The Times Record Building was demolished in 2012.

**Commented [MP42]:** Add information as to whether or not the Town still owns the property, how large it is, and any potential issues for potential reuse or disposition? (Catherine Ferdinand)

6. Indoor Shooting Range at BNAS:

The Town should notify appropriate Federal entities that the Town no longer has an interest in receiving this property.

Completed: See Policy Area 2, Key Objective 1, Key Action 2, Item 7.

7. Recreation Fieldhouse at BNAS:

Depending on the operating cost analysis, the Town should attempt to phase in the use of this facility over the next five (5) years. Simultaneously to this the recreation facility on Federal Street should be phased out.

Completed: See Policy Area 2, Key Objective 1, Key Action 2, Item 8.

8. Recreation Facility on Federal Street:

Consistent with recommendation regarding the fieldhouse at BNAS, this facility should be phased out.

Completed: See Item 7 immediately above.

9. Cook's Corner Fire Station:

No recommendation at this time.

Complete: No action required. A new fire station at Cook's Corner was constructed in XXXX. The new fire station was funded through...

**Commented [MP43]:** Catherine Ferdinand and Subcommittee

10. Central Fire Station:

Staff recommends a Council appointed committee to study rehabilitation/replacement as well as location of Central Fire Station.

Ongoing: Funding for a new Central Fire Station, to be located at the southwest corner of Pleasant Street and Webster Street, was approved in April 2019. Construction is anticipated to begin as early as May 2020.

**Commented [MP44]:** Add information regarding the fate of the Central Fire Station. (Alison Harris)  
Add reference to feasibility study prepared by Department of Economic Development. (Subcommittee)

11. Public Works Facilities:

If the warehouse is conveyed to the School Department as part of the transportation facility, this should be replaced to provide for seasonal vehicle storage and workspace for DPW.

Did Not Achieve: Once the building former Times Record Building was not conveyed to the School Department so no action was taken. Once the building was demolished (see Item 5 above), this item became irrelevant.

**Commented [MP45]:** Catherine Ferdinand

**Commented [MP46]:** Sande Updegraph

**Commented [MP47]:** Catherine Ferdinand

**Commented [MP48]:** Add information that DPW now uses the vacant lot seasonal vehicle storage and workspace without a structure. (Catherine Ferdinand)

12. 35 Union Street:

Ask Jay Astle if there are still plans for garage/storage area. (Subcommittee)

Monitor the building for future needs.

Ongoing: People Plus moved into the building at 35 Union Street in 2010. Parking lot improvements and roof maintenance and partial roof replacement are identified in the Town's CIP for 2020.

### 13. Curtis Memorial Library

Council should ask Library for a five (5) year plan of anticipated needs to be incorporated into CIP.

Ongoing: Curtis Memorial Library created a long range plan in 2008 and subsequently updated it in 2011 and 2015. Library needs are added to the CIP as necessary.

### 14. Visitor's Center:

The Town should determine the best long-term strategy for the Visitor's Center (lease or own) and negotiate accordingly with JHR prior to expiration of the current lease.

Complete: In June 2009, the Town entered into a five (5)-year agreement with JHR to lease approximately 2,125 square feet of space at Brunswick Station for a train station and the Visitor's Center. The lease was extended another five (5) years in 2014 and again in 2019.

### 15. Parking Facility:

The Town needs to resolve parking needs at Maine Street Station and lower Maine Street.

Ongoing: In July 2018, the Town Council approved the use of Tax Increment Finance (TIF) revenues to fund a site selection/feasibility study for a parking structure in downtown Brunswick. Becker Structural Engineers completed a feasibility study in October 2019 that recommended a parking garage be located at the current surface parking lot on Bank Street. The preliminary design indicated the potential for up to 449 parking spaces. Funding for such a project is yet to be determined.

**Commented [MP49]:** Add information regarding Cedar Street Parking Lot and long-term parking leased from Brooks. (Catherine Ferdinand and Subcommittee)

Action 2: Consolidate all studies of current and future building and facility needs including maintenance, renovation, replacement and expansion along with associated timelines and costs.

Action Status: Did Not Achieve

Summary: Although not fully comprehensive, the previously referenced report (See Policy Area 2, Key Objective 2, Key Action 1 immediately above) from Gary Brown, former Town Manager, is a document that comes close to consolidating all studies of current and future building and facility needs. The document contains estimated timelines and costs the identified maintenance needs for several of the previously listed facilities.

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**Action 3:** Increase recycling efforts throughout the Town including construction debris recycling in order to extend the life of the landfill.

**Action Status:** Ongoing

**Summary:** In 2007, just prior to the adoption of the 2008 Comprehensive Plan, the Town implemented two (2) programs, pay-per-bag trash disposal and single-stream recycling, in order to decrease the volume of solid waste delivered to the landfill.

In March 2016, the Town Council approved a ban on polystyrene foam in consumer packaging. One year later, in March 2017, the Town Council approved a ban on single-use plastic bags from most Town retailers. In 2019, the State of Maine approved legislation to ban single-use plastic bags and expanded polystyrene (EPS) foam food ware, making the Town's single-use foam container and single-use plastic bag bans redundant.

In 2019, the Town Recycling and Sustainability Committee was tasked with finding a solution to address increased recycling costs. The Committee recommended a comprehensive waste reduction and education program as well as a recommendation that the Town join the Natural Resource Council of Maine in supporting an Extended Producer Responsibility for Packaging ~~law initiative endorsed by the State legislature~~. The Town Council passed a Resolution Supporting Recycling Reform for Maine on October 21, 2019. Also, the Town will issue a Request for Proposals (RFP) for curbside collection and disposal of trash and recyclables to go into effect once the landfill closes in 2021.

Finally, the specific issue of recycling construction debris has not been formally addressed by the Town.

**Commented [MP50]:** Subcommittee

**Commented [MP51]:** Catherine Ferdinand

**Commented [MP52]:** Update Bill status, if any. (Subcommittee)

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**Action 4:** The Town will explore all options to ensure a smooth transition to the next solid waste disposal solution.

**Action Status:** Ongoing

**Summary:** A Solid Waste Task Force, established in 2014, was charged with making recommendations to the Town Council regarding solid waste disposal options. Working with its consultant, Woodard and Curran, and Maine Department of Environmental Protection (MDEP) the Town concluded that resolving the wastewater and groundwater issues at the landfill were cost prohibitive. In December 2016, the Town Council authorized the Town Manager to negotiate and execute documents related to the accelerated closure of the landfill. These included an agreement to accept out-of-town trash, and a Schedule of Compliance (SOC) with MDEP, establishing a schedule for cessation of use of the landfill and implementation of a MDEP approved alternative solid waste management plan. The Schedule of Compliance was executed in June 2017 and it establishes a task list and timeline to discontinue use of the landfill by April 2021.

The Town is currently proceeding with the schedule, has entered into a trash-brokerage agreement to fill the available landfill space, and is exploring options for the next solid waste solution. A solid waste alternative management plan is to be submitted to MDEP by August 2020.

**Action 5:** Establish special accounts to reserve funds for specific future capital needs funded annually at a percentage of the anticipated cost.

**Action Status:** Complete

**Summary:** In February 2013, the Town Council adopted a new Capital Improvement Program (CIP) policy intended to guide the development of the CIP document and its integration with the annual budget. Although a reserve fund was already in place for the replacement of fleet vehicles and equipment, the 2013 policy established reserve funds for substantial repair and/or replacement projects on municipal facilities and reserve funds for the replacement and/or upgrade of information technology (IT) and cable TV equipment.

**Action 6:** Once annual CIP expenditures are authorized, complete the purchases or projects approved.

**Action Status:** Ongoing Commitment Required

**Summary:** Unless unforeseen obstacles arise, it is always the Town's policy to follow through on all approved purchases or projects.

**Action 7:** Modify the CIP process so that new projects can be added if new opportunities for funding arise.

**Action Status:** Complete

**Summary:** The 2013 CIP policy specifically allows for projects to be added to the CIP that were not yet recommended for funding or in development if the projects are to be completed and funded solely by entities other than the Town.

**Commented [MP53]:** Add discussion of the process by which projects are added to the CIP. (Sande Updegraph)

Explain that annual CIP review includes shifting categories and changing anticipated years, as well as adding or deleting projects. (Alison Harris and Subcommittee)

**Action 8:** Implement the specific priority recommendations of the 2002 Parks, Recreation, and Open Space Plan for the improvement and expansion of indoor recreation facilities.

**Action Status:** ~~Did Not Achieve~~ The actions were achieved by different means.

**Commented [MP54]:** Catherine Ferdinand

**Summary:** Specific priority recommendations for the improvement and expansion of indoor recreation facilities that were established within the 2002 Parks, Recreation, and Open Space Plan focus on two (2) facilities: the existing Recreation Center and a proposed multigenerational community center.

The 2002 Plan recommended the Recreation Center be renovated to be compliant with Building Code. ~~The closure of BNAS presented other opportunities for addressing the Recreation Department's facility needs (see Policy Area 2, Key Objective 1, Key Action 2, Item 8). The Town pursued acquisition of the~~ ~~Instead, the Recreation Center located at 30 Federal Street was demolished and replaced with Coastal Enterprise, Inc.'s new building. The Recreation Center moved to the~~ former United States Navy Field House at 220 Neptune Drive, ~~(see Policy Area 2, Key Objective 1, Key Action 2, Item 8), and the Recreation Center moved into that facility in XXXX. The Recreation Center located at 30 Federal Street was demolished and replaced with Coastal Enterprise, Inc.'s new building in XXXX.~~

**Commented [MP55]:** Catherine Ferdinand

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**Commented [MP56]:** Catherine Ferdinand

The recommendations pertaining to a multigenerational community center would have required the Town to renovate and construct such a facility in phases at the old high school and the Armory site, ~~which the Town would have needed to acquire.~~ The Multi-Generational/Recreation Program Committee was assigned to hire an architect to prepare a feasibility study, develop a program, prepare preliminary designs, and develop an opinion of cost for a facility. ~~Specifically, the A-B wing of the old high school was to be renovated and expanded to house a community center that would include space for the 55+ Center. The C-D wing of the old high school was to be demolished and replaced with new recreational facilities. Finally, the Armory building would be acquired and incorporated into the old high school complex. In 2009, the Town selected the old high school site as the location for a new elementary school and the building was demolished in August 2009. In XXXX the Union Street school department building became available and People Plus and the Teen Center are now co-located in this facility at ADDRESS.~~

**Commented [MP57]:** Catherine Ferdinand and Subcommittee

~~Instead of following the recommendations listed above, the Town demolished the old high school in August 2009 and built a new facility, the Harriet Beecher Stowe Elementary School (HBS) in its place in 2011. To date, a multigenerational community center has not been established.~~

**Commented [MP58]:** Catherine Ferdinand and Subcommittee

**Commented [MP59]:** Catherine Ferdinand

**Commented [MP60]:** Is this still needed and/or being planned? (Marcy McGuire)

**Key Objective 3:** Ensure that, before new buildings or facilities are built and funded by local property taxes, alternative space solutions and financing options, such as regional partnerships, use of underutilized facilities, impact fees, and Tax Increment Financing (TIFs), have been fully explored.

**Key Action 1:** Adopt a procedure that requires staff and committees reviewing facility needs to investigate the feasibility of regional partnerships.

**Action Status:** Did Not Achieve

**Summary:** Although the possibility is generally considered when applicable, there is no formal procedure in place to require staff and committees to consider regional partnerships.

**Action 2:** Adopt a procedure that requires staff and committees reviewing facility needs to investigate the feasibility of using impact fees, grants, Tax Increment Financing (TIFs) or other creative financing methods.

**Action Status:** Partially Complete

**Summary:** Similar to Key Action 1 immediately above, staff and committees generally investigate the potential of using grants, TIFs, or other creative financing methods, but there is no formal procedure in place requiring such an investigation. The Zoning Ordinance does contain standards for a Recreation Impact Fee and a Solid Waste Impact Fee for qualifying projects.

**Additional Objective 4:** Educate the public about long range planning for community facilities including the backlog of needs, facility replacement and expansion and future needs due to growth.

Action 1: Publicize the prioritized 10-year capital needs budget and rationale/funding for future projects in an on-going effective public forum.

Action Status: ~~Did Not Achieve~~ Completed through a 5-year Capital Improvement Program

Summary: Although the Town has consistently maintained a five-year CIP, a ten-year capital needs budget was never created. The development process of the five-year CIP is conducted in open meetings in which the public can attend and comment.

**Commented [MP61]:** Add information as to what the Town does to publicize the CAFR and PAFR. (Subcommittee)

#### Performance Targets

Performance Target 1: The Town will have a comprehensive 10-year strategic facilities plan, which reflects the uncertainty created by the closure of BNAS.

Action Status: Did Not Achieve

Summary: See Policy Area 2, Key Objective 2, Key Action 1.

Performance Target 2: The percentage of funding for new capital facilities from public-private partnerships and other non-property tax sources will increase

Action Status: Did Not Achieve

Summary: Although formal public-private partnerships to fund new capital facilities have not occurred, the Town has worked with other government agencies such as Maine Department of Education (DOE), Maine Department of Environmental Protection (MDEP), and Maine Department of Transportation (MDOT) to help fund projects to reduce the overall amount of property tax funds committed to new capital facilities. For example, the proposed Cedar Street Parking Lot is the result of a grant from the State and a funding match from the Town. The Town also works with developers, as in the case of the construction of Landing Road, to offset the cost of a project. Finally, funding for capital projects through TIF has steadily increased. For example, the 2020 Maine Street Sidewalk Enhancement Program will be TIF-funded.

**Commented [MP62]:** Add simple comparison of how much was financed through bonds (and essentially taxes) in 2008 vs. today. (Catherine Ferdinand)

Add reference that records of non-property tax sourced capital facilities are insufficient to draw a conclusion. (Subcommittee)

Performance Target 3: At least 5% of the 10-year projected cost of facilities maintenance, renovation and replacement will be authorized and spent annually.

Action Status: Did Not Achieve

Summary: As no 10-year strategic facilities plan was ever developed, there is no projected cost by which to measure the percent spent annually on facilities maintenance, renovation, or replacement.

Performance Target 4: The backlog of facilities maintenance, renovation and replacement projects as determined in 2008-09 will be 75% completed by 2018-19.

Action Status: Did Not Achieve

Summary: Similar to Performance Target 3 above, as there is no record of a backlog of facilities maintenance, renovation, or replacement projects, there is no project cost by which to measure the percent completed.

**Commented [MP63]:** Add information as to who was in charge of this and why it was not done. (Marcy McGuire)

Add projects that were on the CIP and what projects have come off of it. (Catherine Ferdinand and Subcommittee)

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Performance Target 5: The useful life of the landfill will be extended by at least five years over current estimates.

Action Status: Complete

Summary: It is unclear what the estimated landfill closure date was in 2008, but the Town has entered into an agreement with MDEP to close the landfill by April 2021 (see Policy Area 2, Key Objective 2, Action 4).

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Performance Target 6: The publicly supported reuse plan for BNAS, which incorporates potential municipal uses of BNAS property, is implemented.

Action Status: Ongoing Commitment Required

Summary: See Policy Area 2, Key Objective 1, Key Action 2 for a list of the municipal facilities and uses that have been approved and implemented at Brunswick Landing. The implementation of other elements of the BNAS Reuse Master Plan are ongoing.

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Performance Target 7: The Town creates and implements a public education plan in support of Additional Objective 4 above prior to redevelopment of BNAS.

Action Status: Did Not Achieve

Summary: Although the Town's need for facility replacement and/or expansion appear to have been discussed in meetings and workshops, no formal public education plan in support of Additional Objective 4 was created.

## POLICY AREA 3

### PROMOTE THE DESIRED GROWTH/RURAL PATTERN OF DEVELOPMENT

**Key Objective 1:** Ensure that that Brunswick Naval Air Station (BNAS) rezoning occurs through the evaluation of potential opportunities as well as on and off-site impacts of redevelopment that integrates new and existing uses.

**Key Action 1:** Elected officials and staff of Town continue to participate in Midcoast Regional Redevelopment Authority (MRRA) planning and implementation process.

**Action Status:** Ongoing Commitment Required

**Summary:** See Policy Area 2, Key Objective 1, Key Action 1.

**Key Action 2:** Obtain natural resource inventories that exist for BNAS land. Identify and plan to ensure protection of significant natural resources and open space.

**Action Status:** Complete

**Summary:** As part of development of the Land Use Program within the BNAS Reuse Master Plan, the locations and characteristics of the following resources were reviewed:

- Deer wintering areas (as identified by the Maine Department of Inland Fisheries and Wildlife);
- Maine Natural Areas Program Rare (critically imperiled in Maine) Communities, including Pitch Pine – Heath Barren and Little Bluestem – Blueberry Sandplain Grassland;
- State of Maine Threatened or Endangered Species, including: Mountain Honeysuckle, Acadian Swordgrass Moth, Clothed Sedge, Dry Land Sedge, and Vesper Sparrow;

- Unfragmented areas (as identified by the Town of Brunswick);
- Vernal pools (as identified by the Town of Brunswick);
- Wetland conditions (as identified by the State of Maine and the United States Navy); and
- Wildlife Corridors (as identified by the Town of Brunswick).

Of the 3,200 acres within the BNAS Reuse Planning Area, The BNAS Reuse Master Plan Proposed Land Use Program designated 510 acres for as “Recreation/Open Space” and 1,060 acres as “Natural Areas.”

The intent of the “Recreation and Open Space” land use district is:

*to provide suitable areas for a variety of commercial and public outdoor active and passive recreational opportunities for the community. Recreational uses could include public parks, sports fields, golf courses, public gardens, bicycle trails, and equestrian facilities.*

The intent of the “Natural Areas” land use district is:

*to preserve, maintain and enhance existing natural areas for the long-term benefit of area residents and the surrounding community; as such, only those uses that will not significantly alter the environment and/or will provide opportunities to experience the environment will be considered. Pedestrian trails, nature and interpretive centers, environmental education, and other non-intrusive outdoor passive recreation and educational uses could also be included.*

~~In 2009, these designations were incorporated into the Town's Zoning Ordinance. Planning Areas were established for the BNAS Reuse District, which included a land use district for recreation and open space and the BNAS Conservation District. The 2017 Zoning Ordinance Rewrite used similar language in establishing the intent of the Growth Natural Resources (GN) District and the Rural Natural Resources (RN) District.~~

**Commented [MP64]:** Catherine Ferdinand and Subcommittee

~~The Town continues to work to ensure protection of significant natural resources. For example, the applicant of a recently proposed Zoning Map Amendment at Brunswick Landing was asked by Town Council to complete a Natural Areas Program review for the presence of Little Bluestem Blueberry Sandplain Grassland. Unfortunately, the review found that although many of the species characteristics of a sandplain grassland were present, the area had already been fragmented from the larger core area by development and transitioned into a low shrub-dominated condition that would not be mapped on its own as a sandplain grassland.~~

**Commented [MP65]:** Catherine Ferdinand and Subcommittee

**Key Action 3:** Participate in the evaluation of infrastructure needs for redevelopment of roads, storm water, sewer and water and other services.

Action Status: Ongoing

**Summary:** The ~~Rehabilitation~~ rehabilitation of existing and creation of new roads, water and sewer systems, and stormwater drainage ~~are~~ identified as three (3) of the top five (5) primary cost components to implement the BNAS Reuse Master Plan.

**Commented [MP66]:** Reword to reflect the Town's evaluation, not implementation of the goals of the BNAS Reuse Master Plan.

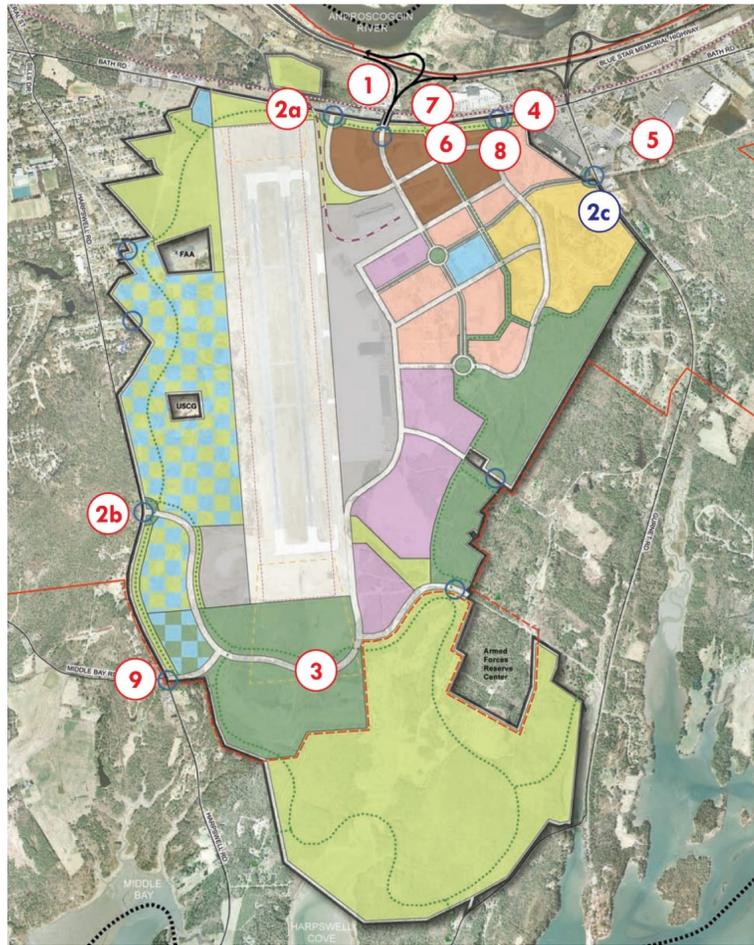
List only what has been completed. (Subcommittee)

**Commented [MP67]:** Subcommittee

**Commented [MP68]:** Subcommittee

Roads:

1. The creation of a new connector spur and interchange to connect to US Route 1 west of the existing interchange at Cook's Corner;
2. New secondary points-of-access onto the adjacent street systems at:
  - a. Bath Road
  - b. Gurnet Road
  - c. Harpswell Road;
3. New east/west connector linking Gurnet and Harpswell Roads;
4. The widening of Bath Road;
5. The creation of a through lane from Gurnet Road to Wal-Mart;
6. Convert the exclusive right turn lane into Brunswick Landing as a shared through-right turn lane;
7. Establish two (2) eastbound through lanes on Bath Road at Merrymeeting Plaza, plus the existing left into the Plaza. These lanes should extend westerly enough to store all the vehicles that can be moved for a typical peak hour green phase;
8. Relocate the Brunswick Landing access road to be aligned with Merrymeeting Plaza; and
9. Develop enhanced access to Middle Bay Road, in the vicinity of the existing Dyers Road gate.



Blue: Complete    Red: Did Not Achieve

Please note that the existing connection to Merrymeeting Plaza is not the relocated access road recommended by Item 8. The connection is a driveway for the adjacent commercial properties fronting Bath Road and is not built to be a formal entrance to Brunswick Landing.

Sewer:

- The BNAS Reuse Master Plan estimated the cost to upgrade the sanitary sewer system to Brunswick Sewer District (BSD) standards, without any expansion to address any future land use changes, is \$6.4 million (2007 dollars, not adjusted for inflation).

Stormwater:

- The Navy's Multi-Sector General Permit for Stormwater ~~had to be was~~ transferred to MRRRA and must be renewed every five (5) years.
- Redevelopment resulting in alterations to any existing impervious surface requires the stormwater management systems be reconstructed to comply with Maine Department of Environmental Protection (DEP) standards of Chapter 500.
- Site Location of Development Law permitted development requires the developer to comply with the Urban Impaired Stream Standards of Chapter 500. Therefore, the developer would need to mitigate any water quality impacts through an on-site or off-site project or pay a compensation fee.

Commented [MP69]: Catherine Ferdinand

Commented [MP70]: Are these essential tasks? Is there a timeline for these tasks? (Fred Koerber)

Water:

- The BNAS Reuse Master Plan estimated the cost to upgrade the water system to Brunswick-Topsham Water District (BTWD) standards, without any expansion to address any future land use changes, was \$9.1 million (2007 dollars, not adjusted for inflation).

Key Action 4: Using the information gathered from Key Actions 2 and 3 above confirm the proposed Rural/Growth Boundary and develop associated zoning consistent with Brunswick overall development policies.

Action Status: Complete

Summary: The Growth Area Boundary was established by the BNAS Reuse Master Plan and included in the Town's Zoning Ordinance and Zoning Map by amendment in July 2009. Zoning designations within Brunswick Landing are consistent in organization and language as zoning districts outside of the Landing. The 2017 Zoning Ordinance Rewrite and Zoning Map Update intended to maintain the consistency of Brunswick Landing development with the Town's overall development policies, focusing growth in the Growth Area and discouraging development in the Rural Area.

Commented [MP71]: Catherine Ferdinand

**Key Objective 2: Encourage dense new development in the Growth Area and limit development in the Rural Area.**

Key Action 1: Allow denser development in designated Growth Areas (particularly where water, sewer, and storm water systems exist) by drafting and adopting zoning ordinance amendments to permit increased housing density at all price levels. Denser development should be compatible with the existing, livable neighborhoods in the Growth Area.

Action Status: Complete

Summary: The 2017 Zoning Ordinance Rewrite eliminated minimum residential lot sizes in all Growth Area zoning districts and made the following changes to maximum allowed density:

Pre-2017 Zoning District	Pre-2017 Density (DUs/acre)	Post-ZORC Zoning District	Post-ZORC Density (DUs/acre)	% Change
CC	15	GM4	15	No Change
CU1	12	GC1	12	No Change
CU2	10	GC5	10	No Change
CU3		GC1		No Change
CU4	5	GC3	5	No Change
CU5	24	GC2	24	No Change
CU6	8			+200%
CU7 <sup>1</sup>	10	GC3	5	-50%
HC1	5	GM5	6	+20%
HC2				
I1	12	GM3	10	-17%
I2		GI	n/a	No Max.
I3		GM3	10	-17%
I4				
MU2	4.5	GM1	6	+33%
MU3	7	GM2	10	+43%
MU4	10	GM3		No Change
MU6		GM2		No Change
R-R	8	GR1	8	No Change
R1	3	GR2	4	+33%
R2	5	GR3	6	+20%
R3		GR4	6	+20%
R4				
R5				
R6		8	-25%	
R7		7	GR5	7
R8	3	GR10	4	+33%
TC1	n/a	GM6	n/a	No Change
TC2				
TC3				No Max.
TR1	10	GR6	10	No Change
TR2	4	GR7	5	+25%
TR3	5	GR8	6	+20%
TR4				
TR5		GR9		

1 Single-parcel zoning district

2 The former R6, now GR4, Zoning District includes an area along Thomas Point Road that is not generally served by the Brunswick Sewer District or the Brunswick Topsham Water District. Therefore, there is some logic in reducing the maximum allowable density in this area.

**Key Action 2:** Limit the number of residential building permits issued for new dwelling units in the Rural Area to no more than one-third of total permits issued each year.

Action Status: Did Not Achieve

Summary: The Town achieved this goal once, in 2012, between 2009 to 2019. Residential building permits for new dwelling units each year ranged from 32% (2012) to 71% (2019). Cumulatively, approximately 49% of residential building permits for new dwelling units were in the Rural Area between 2009 to 2019.

**Commented [MP72]:** Add comparison to what the growth projections were at the time. (Catherine Ferdinand and Subcommittee)

Add explanation as to how former Navy housing entering the market is accounted. (Catherine Ferdinand)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
<b>Growth</b>	3	10	9	30	18	18	16	14	31	38	15	202
<b>Rural</b>	2	11	9	14	10	24	11	24	25	30	36	196
<b>Total</b>	5	21	18	44	28	42	27	38	56	68	51	398
<b>% Rural</b>	40.0%	52.4%	50.0%	31.8%	35.7%	57.1%	40.7%	63.2%	44.6%	44.1%	70.6%	49.2%

**Key Objective 3: Maintain the character of the Rural Area.**

**Key Action 1: Continue implementation of the management strategies recommended in the 2003 Rural Brunswick Smart Growth Study as adopted by the Town Council.**

Action Status: Ongoing Commitment Required

Summary: As part of the 2017 Zoning Ordinance Rewrite, the Rural Brunswick Smart Growth Overlay (RBSGO) District was renamed the Wildlife Protection Overlay (WPO) District. The update maintained the existing protections of the RBSGO, but edited them to make it easier for the Town to monitor development within unfragmented forest blocks and corridors. Notable regulatory changes included:

- Making the WPO district applicable to new development, not just new subdivisions as was the case with the RBSGO;
- Exempting only the maintenance of agriculture clearings, not the enlargement of existing or creation of new agricultural clearings that were previously exempted within the RBSMGO; and
- Requiring an applicant to show the history of fragmentation before any disturbance is permitted to better track prior development of the parcel.

**Commented [MP73]:** In conflict with below Key Action 2. (Catherine Ferdinand and Subcommittee)

**Key Action 2: Continue to work toward the implementation of the strategies recommended in the 2002 Parks, Recreation and Open Space Plan as adopted by the Town Council.**

Action Status: Ongoing Commitment Required

Summary: Recommended strategies pertaining to maintaining the character of the rural area are located within Theme 1, "Maintain Brunswick's Natural Character," of the 2002 Parks, Recreation, and Open Space Plan. These recommendations include:

1. *Work to promote and maintain farming;*

A 2019 report titled, "Emphasizing and Preserving Working Rural Landscapes," prepared by the Town's Bowdoin Fellow, Cooper Dart, found the following conclusions:

- Mechanisms in place to support and preserve farms in Town include the Main Farm and Open Space Tax Law that requires the assessor to establish the 100% valuation per acre of farmland based on the current use of the land for agricultural or horticultural purposes and not the potential uses of the land, such as housing. The Town also has a "right-to-farm" law that absolves farmers from nuisance complaints as long as they are complying with established best management practices (BMPs);

- The majority of the 2002 Plan's agricultural initiatives such as the establishment of a Farm Advisory Committee, a Land for Brunswick's Future program, and working with local schools/students to participate in the local food system have not been implemented;
- Through personal interviews, local farmers expressed various levels of frustration with the Town's agricultural policies, or lack thereof. The Town has not yet established a policy presumption that agricultural land is worthwhile to protect; and
- The personal interviews with local farmers also suggested that those outside the local system do not view Brunswick as a farming-friendly community in which to relocate.

2. *Recognize scenic areas such as community gateways, scenic roads, and vistas;*

Appendix D, Section 7 of the 2002 Plan is an inventory of scenic areas. The Town of Brunswick Zoning Ordinance protects the scenic areas through the following:

- The Rural Farm and Forest (RF), Rural Residential (RR), and the Rural Protection 1 and 2 (RP1 and RP2) Districts all cite the protection of, "natural and scenic resources, including wetlands, unfragmented wildlife habitats, and scenic roads" as reasons for the regulations established in each district. Similarly, the Rural Mixed Use (RM) Districts established supplemental standards, "to protect the area's natural resources and scenic values, minimizing disturbance of existing features and vegetation during development;"
- Scenic assets are one of the criteria that can be included within the protected conservation lands required for approval of an Open Space Development; and
- Developments within Scenic Areas as identified within the 2002 Plan are required to:

*maintain an existing vegetated buffer of at least 25 feet along existing roads/rights-of-way except where doing so conflicts with the protection of other protected natural resources. The buffers may be broken only for driveways, streets, and stormwater infrastructure where it is impracticable to locate them elsewhere.*

3. *Create a Comprehensive Plan Advisory Committee and assign it to look at recreation impact fees, trails, the open space development process, landscaping and tree protection in subdivisions, ways to incorporate cultural features, such as ancient burial grounds and their historic context, into the site analysis process, wildlife habitat protection, farmland protection, and protection of scenic resources;*

Although not named the Comprehensive Plan Advisory Committee, shortly after the adoption of the 2002 Plan a Comprehensive Plan Review Committee was appointed by the Town Council to assess the 1993 Comprehensive Plan. The Review Committee report served as the basis for the 2008 Comprehensive Plan Update. A new Comprehensive Plan Update Committee was appointed and work began on the update in 2004 and the final document was adopted in 2008.

4. *Protect and enhance the Town's tree resources;*

**Commented [MP74]:** Add information regarding which topics were discussed and implemented through ZORC. (Catherine Ferdinand and Subcommittee)

Adopted in December 2016, the Town's Tree Care Ordinance established a Tree Committee to:

- a. Assist the Town and its citizens in the dissemination of news and information regarding the selection, planting, and maintenance of trees and shrubs;
- b. Study and determine, within input from the Town Arborist, the needs of the Town in connection with its public tree care program; and
- c. Plan, coordinate, and administer an annual Arbor Day celebration.

The Tree Care Ordinance also established standards that:

- a. Prohibits people from planting, fertilizing, preserving, pruning, spraying, cutting above ground, remove, or otherwise disturb any tree on public property without written permission from the Town Arborist;
  - b. Provides a list of recommended tree species, with preference given to native species;
  - c. Identify tree spacing standards;
  - d. Require protection of trees during excavation or construction; and
  - e. Allow for penalties for any person who violates the ordinance.
5. *Perform natural-resource studies to foster an awareness of Brunswick's unique natural heritage; and*

Natural resource-based or related reports and studies that have been completed since the adoption of the 2008 Comprehensive Plan Update include:

- a. Annual Shellfish Report, prepared by Town Coastal Resources Manager/Harbor Master;
- b. Final Sediment Feasibility Study, Former Picnic Pond Stormwater Retention System, Former Naval Air Station (NAS) Brunswick, commissioned by the United States Navy in 2019;
- c. Mare Brook Baseline and Best Management Practices Report, prepared by FB Environmental Associates in 2016;
- d. Mare Brook Microinvertebrate Enclosure Study, prepared by unknown author in 2016;
- e. Mare Brook Watershed Assessment and Community Engagement Project included: Fish Passage Assessment, Geomorphic Assessment, and Riparian Habitat Assessment Studies, prepared by Stantec Consulting Services, Inc. in 2016;
- f. Merepoint Boat Launch Facility Eelgrass Mitigation Measures: 2012 Monitoring Report, prepared by MER Assessment Corporation in 2012;

- g. Potential Vernal Pool Survey, prepared by Vanessa Levesque, Town Natural Resource Planner, conducted from 2008 to 2010; and
  - h. Sea Level Rise and Casco Bay's Wetlands: A Look at Potential Impacts, prepared by Casco Bay Estuary Partnership in 2013.
6. Address policy issues that may affect open space preservation and management.

Within the recommendation were suggestions to coordinate habitat protection activities with abutting Towns and coordinate a regional plan to preserve scenic resources. These recommendations have not been implemented.

**Key Action 3: Promote ways to protect important open space and habitats in the Rural Area through Open Space Developments, Rural Brunswick Smart Growth developments or other mechanisms that protect important open space and habitat.**

Action Status: ~~Did Not Achieve~~ **Partially Complete**

**Summary:** Although Open Space and Rural Brunswick Smart Growth Developments, with potential for a density bonus, were an available option for developers prior to the 2008 Comprehensive Plan Update, it is not clear that these options were actively "promoted" by the Town. The 2017 Zoning Ordinance Rewrite made an effort to make such developments more attractive to developers by increasing the existing density bonus for Rural Area Open Space Developments from 15% to 25%.

**Commented [MP75]:** Subcommittee

**Commented [MP76]:** Add data regarding any open space or density bonuses granted in the last ten years. (Catherine Ferdinand)

Add discussion that they are encouraged during development review (Subcommittee).

**Action 4: Work with private landowners who are interested in conserving the habitat, natural resource, and agricultural value of their property on a voluntary basis.**

Action Status: Ongoing Commitment Required

**Summary:** General guidance is provided to landowners interested in conserving their property pursuant to M.R.S. Title 33, Chapter 7, Subchapter 8-A, Section 477). The 2017 Zoning Ordinance also allows private landowners to create open space developments as an alternative to traditional developments with no conservation wherever residential uses are permitted in Brunswick.

**Commented [MP77]:** Confusing sentence needs to be reworded. (Catherine Ferdinand)

Add data as to how much land is conserved and identify specific projects (Subcommittee).

**Action 5: Work with local and regional land trusts and conservation organizations to identify important parcels of land in the Rural Area for acquisition.**

Action Status: Ongoing Commitment Required ~~Did Not Achieve~~

**Summary:** Some priority recommendations for conservation are detailed in Brunswick's 2002 Parks, Recreation, and Open Space Plan. Opportunities for acquisition are sometimes discussed between the Town and land trusts when triggered by public interest. However, staff is not aware of a coordinated effort to identify important parcels of land in the Rural Area for acquisition that fulfills this action item.

**Commented [MP78]:** Include reference to acquiring Kate Furbish and Fitzgerald properties, Cox Pinnacle, area off of Bunganuc Road. (Catherine Ferdinand and Subcommittee)

**Action 6:** Coordinate future decisions regarding train service, maintenance, and operations to minimize noise and other negative impacts to surrounding neighborhoods.

**Action Status:** Ongoing Commitment Required

**Summary:** A quiet zone, stretching from Brunswick's Park Row to the Freeport Station, was created in the fall of 2018 after the Town installed required lane barriers on Stanwood Street. The Town is currently pursuing federal funding for quad gates on Stanwood Street that would allow for the continuation of the quiet zone.

**Commented [MP79]:** Add information regarding NNEPRA layover facility that was construction in 2016, MERR service to Rockland ending in 2015, train service established. Emphasize the public process for this. (Catherine Ferdinand)

### Performance Targets

**Performance Target 1:** Not more than one-third of new residential dwelling units shall be built outside the Growth Boundary by 2015 and not more than one-quarter of the total between 2015 and 2020.

**Action Status:** Did Not Achieve

**Summary:** See Policy Area 3, Key Objective 2, Key Action 2.

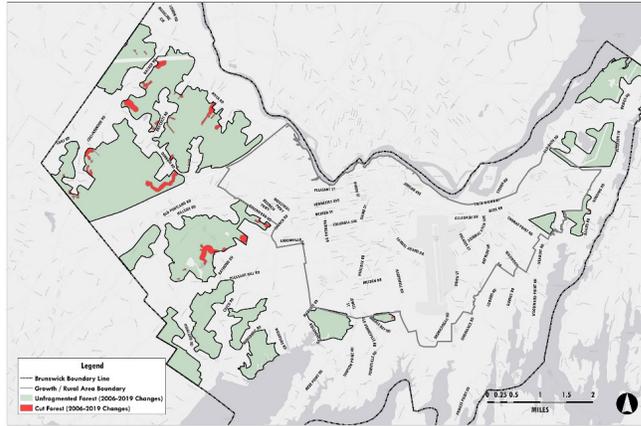
**Performance Target 2:** Fragmentation of identified unfragmented habitat blocks in the Rural Area will not exceed 2% (based on Rural Area fragmentation experienced in the last decade).

**Action Status:** Did Not Achieve

**Summary:** The 2017 Zoning Ordinance Rewrite changed the name of the Rural Brunswick Smart Growth Overlay (RBSGO) to the Wildlife Protection Overlay (WPO) District. Based on available data, this area was reduced by approximately 3% since 2006.

RBSGO/WPO Area	Unfragmented Forest Area	Cut Forest	Total
6,530 acres	6,089 acres	210 acres	210 / 6,089 = 3.4%

\* Please note that this is considered a conservative estimate as the area identified as cut forest includes area around existing developed areas and areas that appear to have been prepared for development in a 2019 aerial photograph.



**Performance Target 3:** The density of new residential development within the Growth Area will be greater than the density of development that occurred between 1990 and 2005.

Action Status: Unknown

**Summary:** Unfortunately, the Town does not have data regarding new residential development within the Growth Area going back to 1990. The density of new residential development within the Growth Area since the 2008 Comprehensive Plan Update was adopted is approximately 2.05 dwelling units per acre.

- Commented [MP80]:** Review Assessor's data for any helpful information (Subcommittee)
- Commented [MP81]:** Catherine Ferdinand
- Commented [MP82]:** Is it possible to get any data from this time period? (Catherine Ferdinand and Marcy McGuire)

**Performance Target 4:** The percentage of developed acreage that is developed as a Rural Brunswick Smart Growth development, Open Space Development or by some other mechanism that protects important open space or habitat will increase.

Action Status: Complete

**Summary:** Although the percentage of developed acreage has increased, four (4) of a total of thirteen (13) subdivisions that have been approved in the Rural Area since the 2008 Comprehensive Plan Update was adopted were not designated as Rural Brunswick Smart Growth or Open Space Development.

Open Space	Rural Smart Growth	Traditional
Douglas Ridge (2017)	Highlands (2009)	Franchetti (2017)*
Insley Meadows (2019)	Meadow Rose Farm (2015)	Hawkins Lane (2014)*
Ridgewood Estates (2017)	Moody Road, Phase II (2008)	Oak Hill (2010)**
Rolling Meadow (2017)		Rosewood Estates (2017)
Rose Douglas Village (2015)		
Spruce Meadow (2015)		

\* Three-lot subdivision

\*\* Two-lot subdivision

It is worth noting that with the exception of Rosewood Estates, a ten-lot subdivision, the other non-Rural Smart Growth or Open Space subdivisions were limited to two- or three-lot subdivisions.

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Performance Target 5: A mechanism exists to allow a willing private landowner to conserve their property by placing conservation easements on the property, which offset offsite development impacts.

Action Status: Did Not Achieve

**Summary:** The mechanism referenced in this performance target is commonly called a Transfer of Development Rights (TDR) program. TDR is a land use that enables the transfer of development rights, hence the name, from a "preservation zone" to a "development zone." Property owners in the preservation zone are compensated from payments made by property owners in the development zone. This gives property owners in the development zone regulatory flexibility, such as increased density, that was previously unavailable to them. The land from which the development rights are purchased is then permanently protected through a conservation easement or some other form of restrictive covenant.

**Commented [MP83]:** Explain that a TDR program has not been implemented.

# POLICY AREA 4

## SUPPORT THE DEVELOPMENT AND MAINTENANCE OF INFRASTRUCTURE THAT PROMOTES LIVABLE NEIGHBORHOODS AND THE DESIRED PATTERN OF RESIDENTIAL AND COMMERCIAL GROWTH

**Key Objective 1:** Utilize the water, sewer, and stormwater systems to promote the desired pattern of growth.

**Key Action 1:** Align Brunswick-Topsham Water District (BTWD) and Brunswick Sewer District (BSD) and Town planning efforts to achieve the Town's broad planning objectives.

**Action Status:** Ongoing Commitment Required

**Summary:** BSD:

The BSD adopted its first Strategic Plan in 2016. The Strategic Plan is in close alignment with the Town's planning objectives. Examples of goals and objectives from the BSD Strategic Plan demonstrating alignment with the Town's broad planning objectives include:

- Work with the Town to implement the goals of the Town's 2008 Comprehensive Plan;
- Sewer existing developed residential areas;
- Develop capitalization plan for sewer extensions;
- Larger role in town-wide water quality planning/implementation;
- Greater environmental stewardship role in town;
- Collection System Infrastructure Replacement; and
- Continued reduction of non-sanitary infiltration and inflow sources.

BTWD:

The BTWD adopted a Master Plan in November 2009. An update to the Master Plan is anticipated by the end of the 2019 calendar year. When available, the updated document should be reviewed and consulted as the Comprehensive Plan Update process continues. The existing BTWD Master Plan includes an analysis of historical water use patterns and population projections that were used to help understand future growth of water demands through the year 2050. It is worth noting that the analysis relied on the Town's 1997 Zoning Ordinance and Zoning Map to guide predictions as to where growth would occur within the Town. Guidance from the BTWD 2009 Master Plan and its forthcoming update should be reexamined for consistency with the changes resulting from the Town's 2017 Zoning Ordinance Rewrite.

The growth areas identified in the BTWD 2009 Master Plan include:

**Commented [MP84]:** Is this available yet? (Fred Koerber)

**Commented [MP85]:** Confirm that growth boundary has not changed since 2009. (Catherine Ferdinand)

- Commercial Growth: Cook's Corner, particularly along Route 24, and Bath Road in the vicinity of Mid-Coast Hospital.
- Industrial Growth: Church Road and Bath Road in the vicinity of Mid-Coast Hospital.
- Residential Growth: Most residential areas were expected to develop at a similar rate, with the exception of slow growth projected for the northwest (River Road and Durham Road area) and outer Pleasant Street areas.

Although it is not stated as clearly as within the Brunswick Sewer District Strategic Plan, the BTWD Master Plan aligns with the BSD and Town planning efforts in that a prevailing priority is to be able to provide services within the Growth Area. The Town, BSD, and BTWD also share a belief that development, both new and existing, within the Growth Area should be connected to sewer and water services. However, there is not a consensus as to if connections should be required, and if so, who should pay for the cost of such connections.

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**Key Action 2:** Actively plan for, and explore the capitalization of water and sewer extensions into areas where the Town is particularly encouraging development (as defined in the Future Land Use Plan).

Action Status: Ongoing

Summary: BSD:

Through a variety of state and local legislative changes since the writing of the 2008 Plan, the BSD now has authority to implement a readiness to serve charge and required sewer extensions for new development within the Growth Area. However, a Capitalization Plan to determine how sewer extensions will be paid and a Readiness to Charge policy to determine how the charge will be administered is not yet in place. Options for capitalization include the creation of an impact fee or other assessment in order to recover some or all of sewer extension costs.

The BSD has an extensive and complex history in regards to exploring the capitalization of sewer extensions into the Town's Growth Areas. Section 8 of the original 1947 Charter of the Brunswick Sewer District allowed for a "readiness to serve" charge for property owners:

*abutting on or accessible to sewers or drains of the district, but not actually connected thereunto; and shall be so established as to provide revenue for the following purposes:*

1. *To pay the current running expenses for maintaining the sewer system.*
2. *To pay for such extensions and renewals as may become necessary.*

The 1947 Charter was completely replaced in 1982. The 1982 Charter no longer allowed for a readiness to serve charge. Instead, the BSD could only make an assessment under the following conditions:

1. *Upon those lots and parcels of land on which the owners have agreed to participate;*
2. *If within 10 years after completion of the sewer, owners, tenants, lessees or agents of such exempted parcels undertake development, through sale of individual lots or*

parcels, or by filing subdivision plans with the Town planning Board or country register of deeds; or

3. *Nonusers shall not be assessed until they avail themselves of service.*

In 2001, the BSD reaffirmed this position when it established a Facilities Extension Policy stating, “any and all costs of facilities extension will be borne by those immediately benefitting from the extension.” Subsequent State legislation (LD 1532 – An Act to Provide Model Language for Standard Sewer District Charters) enacted in 2014 authorized sewer districts to implement a readiness to serve charge. The legislation also required sewer districts to coordinate with municipalities to ensure that any sewer extension is consistent with adopted municipal plans and ordinances regulating land use.

The BSD, having started a strategic planning process in 2013, suggested reestablishing a readiness to serve charge. The BSD also suggested a change that would require new development built in the Growth Area to connect to the sewer system. Adopted in 2016, the BSD Strategic Plan includes the following:

*Goal 2: Work with the Town to implement the goals of the Town’s 2008 Comprehensive Plan*

*Objective: Develop capitalization plan for sewer extensions.*

*Goal 8: Charter Changes.*

*Objective a: Requirement for connection to public sewer.*

*Objective b: Authority for cost recovery assessment (sewer extensions).*

Shortly after the BSD Strategic Plan was adopted, the Brunswick Town Council created a Sewer Extension Task Force to review the implementation of Goals 2 and 8. As a result of the Task Force meetings, language was introduced as part of the 2017 Zoning Ordinance Rewrite in which the Town delegated sewer extension decision authority to the BSD:

*Section 4.5.1 Sewage Disposal*

*B. Specific Standards: Municipal Sewer*

- (1) Sewer lines that connect to the municipal sewer shall not extend beyond the Growth Area designated in the Comprehensive Plan.*
- (2) The Brunswick Sewer District may require the owners of property or developers of subdivisions and site plans located within the designated Growth Area to connect to the public sewer system.*
- (3) The sewerage system shall conform to all standards of the Brunswick Sewer District.*

LD 346 – An Act to Amend the Brunswick Sewer District Charter was approved in the spring of 2019. The legislation allows the BSD to implement readiness to serve charges. The BSD is currently developing a policy and procedure for the application of the readiness to serve charge.

**BTWD:**

As recently as May 2017 the BTWD Board decided to maintain their 1987 policy not to invest in main extensions.

**Key Action 3:** Implement zoning changes that encourage denser, infill development in the Growth Area where water, sewer, and stormwater systems exist.

Action Status: Complete

Summary: See Policy Area 3, Key Objective 2, Key Action 1

**Commented [PD86]:** See chart on Page "X" (PA 3, KO 2, KA 1)

**Key Action 4:** Implement zoning on BNAS property that is consistent with overall Town policies encouraging denser development in Growth Areas with appropriate infrastructure, and preserving the rural character outside of Growth Areas.

Action Status: Complete

Summary: The Brunswick Landing property spans both the Growth and Rural Areas. Therefore, the Reuse Master Plan, the Town Zoning Ordinance, and Town Zoning Map reflect a variety of land uses ranging from open space conservation to residential to large scale business/industrial. The higher intensity uses are located to the east of the airstrip and are now served by the Brunswick Sewer District. There are two (2) noticeable areas within the Growth Area where sewer infrastructure is lacking:

1. The portion of the Growth Industrial (GI) District south of Purinton Road; and
2. A large parcel currently designated Growth College 4 (GC4).

The old Naval water supply system is now owned and managed by the Midcoast Regional Redevelopment Authority (MRRA). The water supply source is the Brunswick-Topsham Water District. As of March 2020, there are land use controls in place at Brunswick Landing that restrict the use of groundwater.

In regards to energy infrastructure, there is a significant amount of alternative energy produced onsite via solar panels and an anaerobic digester. The southern end of Brunswick Landing is within the Rural Area and designated as Rural Natural Resources (RN) on the Town's Zoning Map. There is minimal infrastructure in this part of Brunswick Landing.

**Commented [PD87]:** Include reference to contaminated soils and development restrictions in Executive Summary / Preamble. (Subcommittee)

**Key Objective 2:** Use initiatives in dealing with the Town's roads, sidewalks, pathways, and public transportation to promote Brunswick's desired pattern of growth and safely carry automobile, pedestrian, and bicycle traffic.

**Key Action 1:** Develop a Master Traffic Plan and prioritize solutions for the most congested and least safe areas. In particular, plan for changes by the reuse of BNAS.

Action Status: Did Not Achieve

**Commented [MP88]:** Partially Complete? Add initiatives such as MetroBreez, rail service, Brunswick Explorer, pool table changes, speed bumps on crosswalks downtown. (Catherine Ferdinand)

Town is in early stages of Pleasant Street and Bath Road traffic studies.

Summary: Although there have been traffic control efforts through small area plans and the adoption of the Complete Streets policy, no overall Master Traffic Plan has been developed.

Action 2: Explore state and regional collaboration and funding to complete the Action item noted above.

Action Status: Did Not Achieve

Summary: It is unclear if any effort was taken to pursue funding opportunities for a Master Traffic Plan, but if any efforts were made they were unsuccessful.

**Commented [PD89]:** Add information regarding Brunswick Explorer and MetroBreez

Action 3: Work with MDOT on the Gateway 1 Corridor Study to seek Pleasant Street and Mill Street Improvements.

Action Status: Did Not Achieve

Summary: In September 2009 the Town signed the Start-up Agreement for the Implementation of the Gateway 1 Corridor Action Plan. In 2010 the Town received a \$29,500 grant to partially fund the Downtown and Outer Pleasant Street Master Plan. In January 2011 the Town signed the Gateway 1 Corridor Coalition Interlocal Agreement. [At the direction of the Governor, in March 2011 the](#) Maine Department of Transportation (MDOT) suspended the Gateway 1 program. [In March 2011.](#)

**Commented [MP90]:** Add explanation as to why it was suspended.

Action 4: Continue to improve existing roads and sidewalks, per the 2004 Bicycle and Pedestrian Improvement Plan, to make them fully accessible and safe. Consideration should be given to traffic calming measures (such as curb extensions, gateways, landscaping and specific paving treatments) to maintain and improve the character of neighborhoods.

Action Status: Ongoing Commitment Required

Summary: Maintenance of existing roads and sidewalks is ongoing. It is unclear if the 2004 Bicycle and Pedestrian Improvement Plan influences capital improvement planning for roads and sidewalks as improvements for accessibility and safety appear to be complaint-driven. As of January 2020, the Brunswick Bicycle and Pedestrian Advisory Committee (BBPAC) is working on an update the 2004 Plan.

**Commented [MP91]:** Include reference to improvements that have been accomplished such as sharrows on Federal Street, bike path to Brunswick Landing, BPAC weighing in on development review, and Androscoggin bike path (if completed during this time period). (Catherine Ferdinand). Check with Jared for specific information regarding BPAC-recommended improvements. Add discussion pertaining to Streetscape Enhancement Project.

Action 5: Adopt new road standards for new streets within the Growth Area that require interconnectivity and sidewalks as appropriate.

Action Status: Complete

Summary: In 2016 the Town Council adopted a Complete Streets Policy that includes a directive that, "special attention should be given to projects that enhance the overall transportation system and its connectivity."

Sidewalks are a required element of a Complete Street, unless located in, “areas falling outside those identified as appropriate for sidewalks on the basis of an adopted sidewalk policy or other plans.”

**Action 6:** Support the efforts of the Midcoast Collaborative for Access to Transportation to determine the feasibility of a limited fixed/flex public transportation route/system in Brunswick.

**Action Status:** Ongoing

**Summary:** See [Page X](#) (Policy Area 2, Key Objective 1, Action 4).

**Action 7:** Have Town officials meet with neighboring community officials to coordinate regional projects and planning.

**Action Status:** Ongoing Commitment Required

**Summary:** Regional projects planning effort pertaining to roads, sidewalks, pathways, and public transportation in which Town officials participated or still participate include:

- *Androscoggin Brunswick-Topsham Riverwalk Advisory Committee:* Topsham

- *Brunswick Explorer:*

- *Brunswick-Topsham Bridge Design Advisory Committee:* Topsham

- *Brunswick-Topsham Trail Alliance:* Topsham

- *East Coast Greenway Alliance:* A 15 state, 450 city alliance from Maine to Florida.

- *Gateway 1 Corridor Action Plan (suspended in March 2011):* Bath, Belfast, Camden, Damariscotta, Edgecomb, Lincolnville, Newcastle, Nobleboro, Northport, Rockland, Rockport, Searsport, Stockton Springs, Thomaston, Waldoboro, Warren, West Bath, Wiscasset, and Woolwich

- *Merrymeeting Trail Project:* Bowdoinham, Gardner, Richmond, Topsham

- *METRO BREEZ:* Falmouth, Freeport, Portland, and Yarmouth

- *Route 24 Corridor Management Plan (2013):* Bowdoinham, Harpswell, Richmond, and Topsham

**Commented [PD92]:** Add Brunswick Explorer.

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**Additional Objective 3:** Reduce the environmental impacts from existing development as well as new growth.

**Action 1:** Plan and incorporate stormwater management systems that are consistent with achieving the Town’s water quality goals into Brunswick’s CIP.

**Action Status:** Ongoing Commitment Required

**Summary:** At the time the 2008 Comprehensive Plan Update was adopted, there were several zoning standards and other policies in place to protect water quality such as: Aquifer Protection Overlay (APO) Districts, Coastal Protection 1 and 2 (now Rural Protection 1 and Rural Protection 2) Zoning Districts, and Natural Resource Protection Zone (NPRZ) (now Shoreland Protection Overlay District). However, these protections apply to stormwater management on private property and do not speak to water quality goals for the Town's stormwater management system.

**Commented [MP93]:** Add information regarding the new Rural Protection Stormwater Management Overlay District.

Since the adoption of the 2008 Comprehensive Plan Update, each CIP has regularly funded stormwater management system projects. Projects such as the recently completed Union Street storm drain reconstruction and new outfall are intended to reduce flooding and its associated negative impacts, but there has been no quantitative water quality goal by which such projects are evaluated.

**Commented [PD94]:** Add, "Unlike many coastal Maine communities, Brunswick does not have combined sewer and stormwater systems." Add qualifier that this is good for Brunswick.

The 2020-2024 CIP (adopted May 13, 2019) included for the first time as a proposed project the establishment of a Municipal Separate Stormwater System (MS4) permit because, "based on the most recent census data it is anticipated that a portion of Brunswick will be designated as an MS4 community and be required to operate under a National Pollutant Discharge Elimination System (NPDES) MS4 permit." [This means that if Brunswick is expected to have a surface water pollution problem for some of its streams and brooks.](#) Said permit would require the town to develop and implement a comprehensive Stormwater Management Plan that must include, "pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains and thence to waters of the United States."

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**Action 2:** Work with the Sewer District to provide incentives to encourage current septic system users within the Growth Area to connect to the Sewer District where the sewer line is reasonably close and particularly when an existing septic system is failing.

**Action Status:** Did Not Achieve

**Summary:** Although the owner of a property with a septic system within the Growth Area is required to connect to the sewer system once the septic system has failed, neither the BSD nor the Town currently offer any financial incentives to connect to the sewer system.

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**Action 3:** Explore the impact of requiring sizable new Growth Area developments to connect to sewer lines beyond current connection requirements. Town land use regulations and planning should be used to minimize the impact on individual developers.

**Action Status:** Ongoing

**Summary:** See [Page #.](#) (Policy Area 4, Key Objective 1, Key Action 2).

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**Action 4:** Coordinate infrastructure improvements between the water and sewer districts, and public works department.

Action Status: Ongoing [Commitment Required](#)

Summary: [BSD, BTWD, and the Town Department of Public Works coordinate infrastructure improvements well ahead of construction.](#) ~~There are multiple examples of coordination include between the water and sewer districts and the Department of Public Works.~~ These examples include:

**Commented [PD95]:** Add statement that they meet ahead of time to coordinate infrastructure improvements.

1. Lincoln Street: In 2011, BSD, BTWD, and the Town coordinated the replacement of the sewer line, water line, and road on Lincoln Street.
2. Union Street: In 2017, BSD, BTWD, and the Town coordinated to upgrade 1,500 feet of sewer line, water line, storm drain and road on Union Street.
3. Landing Road: Completed in 2019, Landing Road involved extensive coordination Between the BSD, BTWD, and the Department of Public Works.

Action 5: [Coordinate with the Sewer District to segregate stormwater from sewer effluent.](#)

Action Status: Ongoing

Summary: In 2013, BSD installed twelve (12) groundwater monitoring wells to record the depth to the groundwater. A 2013 report, "Draft Assessment of Groundwater Table Conditions Relative to Sewer Infrastructure" concluded, "it is apparent that infiltration to the system is strongly influenced by the shallow groundwater system rising and falling in response to precipitation events, including rainfall and snowmelt." The report also identified areas within the system where the infiltration problem is most pronounced. The data helped to identify their most vulnerable areas for groundwater infiltration. In 2017 BSD hosted its first public informational meeting regarding a program that will work with property owners to implement solutions for the discharge of sump pump and roof drain flow into their system.

**Commented [PD96]:** Add data as to how much groundwater has fallen.

**Commented [MP97]:** What is/was the outcome of this program? (Marcy McGuire)

### Performance Targets

Performance Target 1: [The number of existing households in the Growth Area that are currently not served by public water and sewer will decrease by 5% by 2015.](#)

Action Status: BSD: Did Not Achieve  
BTWD: Did Not Achieve

Summary: [Neither BSD or BTWD record if a new connection is based on the conversion of an existing building or new construction.](#) Based on BSD staff experience it is estimated that only approximately one (1) to two (2) residential dwelling units are converted from septic to sewer service per year. BTWD staff also stated that a strong majority of the new connections are from new construction.

**Commented [PD98]:** Add statement that data needs to be better collected moving forward.

Performance Target 2: [The percentage of new residential units served by public water and sewer will increase to two-thirds of the town-wide total by 2015 and to three-quarters after 2015.](#)

Action Status: BSD: Partially Complete  
BTWD: Partially Complete

**Summary:** As referenced in Performance Target 1 above, neither BSD or BTWD record if a new connection is the result of the conversion of an existing building or new construction.

**Commented [PD99]:** Check with Rob P. regarding data for number of meters in 2008. Estimate based on new units in growth area since 2008.

According to BTWD there are a total of 4,711 active residential meters in Brunswick. As the Town has approximately 6,919 total residential dwelling units, this means that slightly over two-thirds (68%) of the Town's residential units are served by public water.

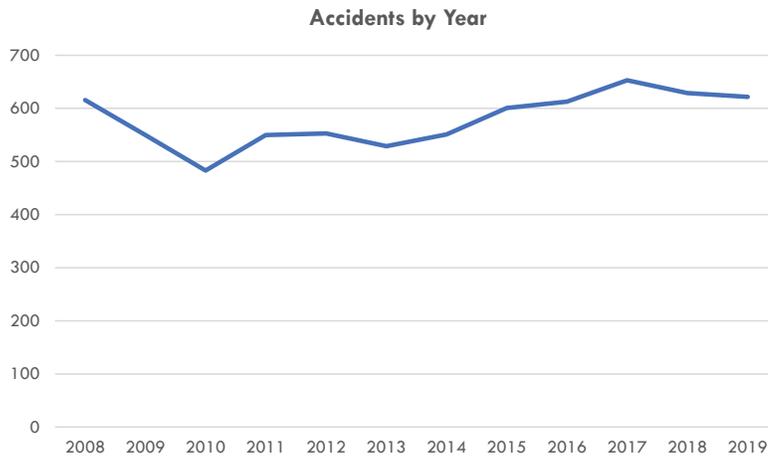
According to BSD, there are approximately 4,500 active residential connections in Brunswick. This means 65% of the Town's residential units are served by public sewer.

**Performance Target 3:** Reduce the number of pedestrian and vehicular accidents by 50% at the eight "Highest Accident and Injury Locations" currently identified by the Brunswick Police Department.

Action Status: Ongoing Commitment Required

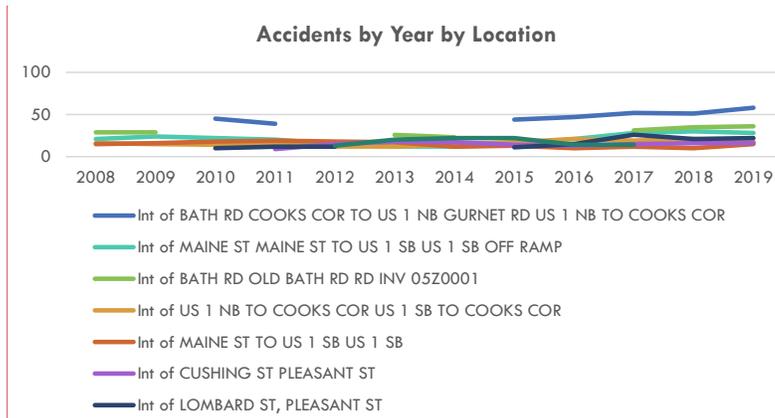
**Summary:** According to the Maine Department of Transportation (MDOT) Crash Data, the overall crash data for the Town between 2008 and 2019 (as of December 2019) shows a disappointing increase in accidents. The last three years (2017, 2018, and 2019) have had the highest amount of accidents in that time frame.

**Commented [PD100]:** Just vehicle/pedestrian crashes.



Of the eight highest accident and injury locations in Town, none of them experienced any permanent downward trend between 2008 and 2019. There was oscillation over the years, but most of the locations had more accidents in 2019 than in 2008.

**Commented [PD101]:** Insert discussion about any traffic calming measures that were implemented.



**Commented [MP102]:** Any explanation as to why this is occurring? Is there any plan to reverse this? (Marcy McGuire)  
 Item references 8 locations, but data only shows 7. (Catherine Ferdinand)

Please note that breaks in the line reflect a lack of data for the number of accidents in a given year.

**Performance Target 4:** Decrease the average length of road frontage for new residential units by 20%.

**Action Status:** Partially Complete

**Summary:** The 2017 Zoning Ordinance Rewrite reduced the minimum lot widths for Growth Residential 3 (GR3) and Growth Residential 4 (GR4) by 25% (from 100' to 75'). The minimum lot width for Growth Residential 5 (GR5) was reduced by 35% (from 100' to 65'). No other residential zoning district minimum lot widths were altered.

**Performance Target 5:** Reduce inflow of unpolluted water that is intentionally introduced to the sanitary sewer system by 5% annually.

**Action Status:** Unknown

**Summary:** Although the BSD continuously works to reduce the inflow (water entering the system from unapproved connections) of unpolluted water intentionally introduced to the sanitary sewer system, annual percentage reductions are unavailable. It is important to note that Performance Target #5 only stipulates a reduction in inflow, but the more common standard for unpolluted water that enters the sanitary sewer includes inflow and infiltration (groundwater entering the system through cracked or broken pipes).

A 2013 Draft Assessment of Groundwater Table Conditions Relative to Sewer Infrastructure concluded, "it is apparent that infiltration to the system is strongly influenced by the shallow groundwater system rising and falling in response to precipitation events, including rainfall and snowmelt." The assessment also identified areas within the system where infiltration is most pronounced and therefore would be focus areas for inflow and infiltration reduction.

In 2015, BSD Trustees established a goal to have staff prepare a program plan in which BSD and customers work together to develop removal solution. Components of the program include:

Commented [MP103]: Catherine Ferdinand

- *BSD Groundwater Level Monitoring Wells*

Data will help determine the most vulnerable areas in the sewer system for groundwater infiltration.

- *Sump Pump Removal Program at Bowdoin Park*

This included the installation of twelve (12) groundwater monitoring wells that will have their levels recorded monthly.

- *Basement Sump Pump Redirection Campaign for MacMillan Drive*

This project included the relocation of seven (7) sump pump discharges from the sanitary sewer system to the Town's stormwater system.

Finally, after taking over BNAS, MRRA established a goal of achieving a 40% reduction in inflow and infiltration at Brunswick Landing by the end of 2013. Although it did not achieve this goal by 2013, it reached 39% in 2016 and 40% in 2017.

# POLICY AREA 5

## ENCOURAGE A DIVERSITY OF HOUSING TYPES IN THE DESIGNATED GROWTH AREA AND FACILITATE THE PRESERVATION AND DEVELOPMENT OF AFFORDABLE AND WORKFORCE HOUSING

**Key Objective 1:** Support the transition of BNAS associated housing to meet the workforce and affordable housing needs of the community.

**Key Action 1:** Research federal regulations relating to affordable housing of decommissioned Navy housing and position Town to ensure the availability and affordability of those units.

**Action Status:** Complete

**Summary:** The Town, in cooperation with Tedford Housing, completed this action during the transfer of title to BNAS lands to the Midcoast Regional Redevelopment Agency (MRRRA). The research is included in the BNAS Reuse Master Plan.

**Commented [MP104]:** Include reference to Homeless Assistance Fund. (Catherine Ferdinand)  
 Ask Steve L. if there were any restrictions on units to remain affordable.  
**Commented [MP105]:** Add explanation as to how affordability was determined and if it is tracked on an ongoing basis. (Alison Harris)

**Key Action 2:** Create zoning for BNAS property that allows for increased density and flexibility to promote private development of affordable and workforce housing.

**Action Status:** Complete

**Summary:** Upon BNAS closing, the initial zoning for Brunswick Landing was a combination of BNAS Reuse District (BRU), BNAS Conservation District (BCN), and College Use / Town Conservation District (CU/TC). The maximum density for each district, and the subsequent new zoning district and density resulting from the 2017 Zoning Ordinance Rewrite and Zoning Map Update are below:

**Commented [MP106]:** Add information that homeless shelters are also permitted with a CUP in some of the Brunswick Landing zoning districts. (Alison Harris)

Initial Zoning	Initial Density	2017 Zoning	2017 Density	Change
BCN, R-R&OS	N/A	GN/GO/RN	N/A	No Change
BRU, R-CMU	24 DUs/acre	GM7	24 DUs/acre	No Change
BRU, R-R	8 DUs/acre	GR1	8 DUs/acre	No Change
CU/TC	24 DUs/acre	GC4	24 DUs/acre	No Change

A density of 24 dwelling units per acre is consistent with closely placed row houses/townhouses and/or three-story apartment/condo complexes and is a density that is capable of supporting a wide variety of commercial uses and public transportation. However, no development has approached this maximum density.

In regards to flexibility, multi-family housing was a permitted use under the initial zoning and remains as a permitted use under the 2017 Zoning Ordinance Rewrite.

**Key Objective 2: Preserve the current stock of affordable and rental housing.**

**Key Action 1:** Actively pursue state and federal housing subsidy programs, such as Community Development Block Grant (CDBG) housing rehabilitation funds, Federal Home Loan Bank subsidies, and Maine State Housing Authority Home Rehabilitation program funds. Explore reuse of no-longer needed municipal and school facilities as sites for redevelopment.

**Action Status:** Ongoing Commitment Required

**Summary:** The 2017 Zoning Ordinance Rewrite updated the Affordable Housing Developments section to be consistent with state and federal housing program.

The Department of Economic Development is continually pursuing funding for projects as opportunities arise. For example, the current redevelopment of the Wylers Building involves an application for CDBG funds.

**Commented [MP107]:** Sande Updegraph

It is unclear ~~how seriously, if at all,~~ the reuse of no-longer needed municipal and school facilities was considered ~~as a location for affordable or rental housing. With the influx of the housing units coming into the rental market from the decommissioned BNAS housing, municipal buildings either remained in commercial or municipal use or were demolished.~~ Longfellow School became the Bowdoin College Edwards Center for Art and Dance in 2013 (see Policy Area 2, Key Objective 2, Key Action 1, Item 4) and Hawthorne School became the School Department's administrative offices. The former Recreation Center was demolished and replaced with the Coastal Enterprises, Inc. building. Finally, housing has not yet been mentioned as a potential reuse for Coffin School, scheduled to close in the near future (see Policy Area 1, Key Objective 1, Key Action 1).

**Commented [MP108]:** Catherine Ferdinand

**Commented [MP109]:** Add explanation that the old high school was razed for BHS and the old Times Record building was razed to an empty lot. (Alison Harris)

**Commented [MP110]:** Catherine Ferdinand

**Action 2:** Partner with funders where possible to encourage owner-occupied multi-unit housing.

**Action Status:** ~~Ongoing Commitment Required~~ Did Not Achieve

**Summary:** The Department of Economic Development looks to partner with private funders when possible and has recently met with developers interested in building affordable housing in Town. ~~The Growth Area's lack of available land, particularly in the Downtown area, makes site identification difficult. A lack of buildable land is a significant obstacle in such plans.~~

**Key Objective 3: Create an environment that supports the development of new affordable housing by both the public and private sectors.**

**Key Action 1:** Allow denser development in the Growth Area by drafting and adopting zoning ordinance revisions to permit increased housing density at all price levels.

**Action Status:** Complete

**Summary:** [See Page #.](#) (See Policy Area 3, Key Objective 2, Key Action 1.)

**Commented [MP111]:** Include discussion that standards were only lightly changed. (Catherine Ferdinand) Although density was increased, building height remained relatively stable.

**Additional Objective 4: Facilitate the development of affordable housing.**

**Action 1:** Use the new Affordable Housing Tax Increment Financing (TIF) program to encourage suitable projects.

**Action Status:** Did Not Achieve

**Summary:** The Town has not implemented an Affordable Housing Tax Increment Financing (AHTIF) program.

**Action 2:** Identify partners to work collaboratively with the Town on housing projects that are focused on rental apartments, moderately priced workforce housing, and low to moderate income elderly housing.

**Action Status:** Ongoing Commitment Required

**Summary:** The Department of Economic Development looks to work collaboratively on housing projects that are focused on rental apartments, moderately priced workforce housing, and low to moderate income elderly housing, ~~but a lack of buildable lots and height limits and parking standards hinder potential redevelopment.~~ The recently constructed Brunswick Station Apartments provide rental apartments for elderly residents in the Downtown area, but they are not considered moderately priced workforce housing and therefore are not accessible to low to moderate income residents.

**Commented [MP112]:** Not necessarily. (Catherine Ferdinand)  
Is there a list of developers/partners the Town works with?  
Worked with MRRA on affordable housing program.

**Action 3:** Support development of workforce housing for Town employees.

**Action Status:** Did Not Achieve

**Summary:** The Town continues to encourage the development of a variety of types of housing, but there is not demonstrable success in the development of workforce housing in general, let alone workforce housing specifically intended for Town employees.

**Additional Objective 5: Educate the public about housing issues.**

**Action 1:** Support informational and educational efforts of the Mid Coast Community Housing Coalition.

**Action Status:** Did Not Achieve

**Summary:** There is no knowledge of any Town collaboration with the Mid Coast Community Housing Coalition.

**Action 2:** Prepare education materials and programs that help residents visualize denser development patterns.

Action Status: Did Not Achieve

Summary: No known effort was made to achieve this action.

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Action 3: Distribute education and program materials with property tax bills.

Action Status: ~~Complete~~Did Not Achieve

Summary: Although a one-page informational document is included with each property tax bill, it does not provide information pertaining to affordable housing.

### Performance Targets

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Performance Target 1: At least 5% of new housing units constructed in each five-year period (2010-2015, 2015-2020, etc.) will be affordable to lower income households with incomes of less than 80% of the median area-wide household income.

**Commented [MP113]:** Add discussion regarding BNAS units. (Catherine Ferdinand)

Action Status: Partially Complete

Summary: A family earning 80% of Brunswick's median household income can afford a home that costs up to \$166,534.

2009-2014: 13.6% of new housing units were affordable ( $\leq$ \$166,534) to families earning less than 80% of the Town's median household income.

2015-2019: 3.4% of new housing units were affordable.

Please note that all but two of the new affordable housing units constructed in between 2009 and 2019 were mobile homes.

**Commented [MP114]:** Add date and source for median household income data. (Sande Updegraph)  
Add median household income. (Fred Koerber)

Add chart and show median for each year and then calculate housing units for each year. (Subcommittee)

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Performance Target 2: At least 10% of new housing units constructed in each five-year period (2010-2015, 2015-2020, etc.) will be affordable to moderate income households with incomes of less than 150% of the median area-wide household income.

Action Status: Complete

Summary: A family earning up to 150% of Brunswick's median income can afford a home that costs up to \$312,252.

2009-2014: 25% of new housing units were affordable ( $\leq$ \$312,252) to families earning 150% of the Town's median household income.

2015-2019: 27% of new housing units were affordable.

\* This calculation excludes the housing units that were affordable to families earning less than 80% of the Town's median household income. Although this data reflects that the Town has met this performance target, it is worth noting that the majority of new housing units are

unaffordable to most of the Town's population. Further analysis of the data demonstrates that only 30% of new housing units created between 2009-2019 were affordable to approximately 80% of the Town's population. Conversely, 70% of new housing units were affordable to only 20% of the Town's population.

**Performance Target 3:** The ratio of the median single-family home sales price to the median household income (or affordability index) will be lower in 2015 than it is today and will continue to decrease.

Action Status: Did Not Achieve

**Summary:** The median household income to median owner-occupied housing unit (single-family home data is not available) has increased 3.1% (2010-2017).

**Commented [PD115]:** Show yearly data.

**Performance Target 4:** Not more than 80% of new housing units constructed in each five-year period (2010-2015, 2015-2020, etc.) will be single-family homes.

Action Status: Did Not Achieve

**Summary:** Approximately 98% of new housing units constructed between 2009 to 2019 were single-family homes.

**Commented [MP116]:** Provide actual number. (Catherine Ferdinand)

**Performance Target 5:** At least 20% of new housing units constructed in each five-year period (2010-2015, 2015-2020, etc.) will be rental housing.

Action Status: ~~Did Not Achieve~~ Not Measurable

**Summary:** Although information on whether new housing units are rented or owner-occupied is not publicly available, overall data on rental and homeownership in Town demonstrates that renter-occupied rates are declining. American Community Survey (ACS) data for 2009 indicated 37.9% of dwelling units were renter-occupied in comparison to 30.9% of dwelling units that were renter-occupied in 2017.

**Commented [MP117]:** Figure out how to include BNAS units. Did ACS data include Navy personnel? (Catherine Ferdinand)

**Commented [PD118]:** Not Measurable

**Performance Target 6:** At least 20% of new housing units constructed in each five-year period (2010-2015, 2015-2020, etc.) will be rental housing. The number of affordable and rental housing units available will not decrease below the number available in 2005.

Action Status: Did Not Achieve

**Summary:** The number of rental units has decreased since 2005. Maine State Housing Authority data shows that the affordability index in Town has dropped from 1.16 in 2014 to 0.83 in 2018. American Community Survey data shows that the percentage of housing that costs less than \$150,000 has decreased from 31.4% in 2009 to 27.6% in 2017. The percentage of housing that costs between \$150,000-\$300,000 has remained steady over the same time period.

**Commented [MP119]:** From what year to what year? Provide the actual number of units. (Catherine Ferdinand)

Insert yearly chart.

# POLICY AREA 6

## PROTECT SIGNIFICANT OPEN SPACE AND NATURAL RESOURCES AND PROVIDE OUTDOOR RECREATIONAL OPPORTUNITIES

**Key Objective 1:** Ensure that the reuse of BNAS is consistent with Brunswick’s overall natural resource values.

**Key Action 1:** Work with Redevelopment Authority and Navy-hired environmental consultants to identify and inventory natural resources on BNAS property to coordinate the protection of significant local and regional natural resources.

**Action Status:** Complete

**Summary:** See Policy Area 3, Key Objective 1, Key Action 2.

**Commented [PD120]:** Add language from PA 3, KO 1, KA 2  
Add that the FEIS had even more inventories post Reuse Master Plan approval.

**Key Objective 2:** Limit growth outside the growth boundary relative to growth inside the boundary.

**Key Action 1:** Limit the number of residential building permits issued for new dwelling units in the Rural Area to one-third of total permits issued town-wide.

**Action Status:** Did Not Achieve

**Summary:** See Page #Policy Area 3, Key Objective 2, Key Action 2.

**Commented [MP121]:** More useful to provide the numbers. (Catherine Ferdinand)

**Key Objective 3:** Improve mechanisms for protecting high value open space and natural resources.

**Key Action 1:** Provide assistance to the newly established Land for Brunswick’s Future Board to oversee identification and prioritization of high value open space and natural resources to be protected.

**Action Status:** Did Not Achieve

**Summary:** Although the Town Council established it as a standing advisory committee in May 2007, the Land for Brunswick’s Future Board is no longer active and, to date, has not been funded by the Town Council. However, an item for Land for Brunswick’s Future remains in the 2019-2023 Capital Improvement Program (CIP) with an annual expenditure of \$50,000.

**Commented [MP122]:** Discuss other mechanisms that were incorporated to protect high value open space, etc. (Catherine Ferdinand)

**Key Action 2:** Promote ways to protect important open space and habitats in the Rural Area through Open Space Developments, Rural Brunswick Smart Growth developments or other mechanisms that protect important open space and habitat.

**Action Status:** Did Not Achieve

**Commented [MP123]:** Partially Complete. There has been some progress made through zoning and private/public efforts. (Catherine Ferdinand)

Summary: See Policy Area 3, Key Objective 3, Key Action 3.

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Key Action 3: Revise the zoning ordinance to ensure that land with high resource value is preserved in development process.

Action Status: Complete

Summary: Between the adoption of the 2008 Comprehensive Plan Update and the 2017 Zoning Ordinance Rewrite, the Zoning Ordinance was amended twice to further protect land with high resource value:

- June 2009: Several amendments were approved, at the recommendation of the Maine Department of Environmental Protection (DEP), to ensure that the Town's Natural Resource Protection Zone (NRPZ) complied with the State's Shoreland Zoning Requirements; and
- June 2016: The Zoning Ordinance was amended to be consistent with State's requirement that the Town review activities involving filling and earthmoving within the NRPZ.

The 2017 Zoning Ordinance Rewrite established additional protections for land with high resource value through the following:

- The Open Space Density Bonus in the Rural Area was increased from 15% to 25%;
- Proposed development in the Wildlife Protection Overlay (WPO) District requires an applicant to show the history of fragmentation before any disturbance is permitted in order to better track prior development of the parcel;
- Stronger standards pertaining to pollution (Section 4.3.2), protection of natural vegetation (Section 4.3.3), protection of significant plant and animal habitat (Section 4.3.4), and protection of surface waters, wetlands, and marine resources (Section 4.3.8) were established;
- The protective standards contained in the Coastal Protection 1 (CP1) and Coastal Protection 2 (CP2) Zoning Districts (now Rural Protection 1 (RP1) and Rural Protection 2 (RP2)) were extended along the New Meadows River shoreline;
- Shoreland Protection Overlay (SPO) District standards were updated to comply with the most recent State language that allow for the enforcement of resource protection requirements; and
- Significant vernal pool habitats are now excluded from the calculation of net site area for the purpose of determining density, reducing the incentive to develop in these sensitive areas.

Post 2017 Zoning Ordinance Rewrite, two (2) other amendments have been adopted to further protect lands with high resource value:

- August 2018: Upon recognizing a few errors in the Aquifer Protection Overlay (APO) and SPO standards that were not identified by Maine DEP, Town staff prepared an amendment to fix the following:
  1. Errors regarding restricted activities in the APO2 District;
  2. The effective date for non-conforming lot standards within the SPO;
  3. Change non-conforming building expansions from percent volume increase to percent building footprint increase;
  4. Limit non-vegetated lot surfaces within the SPO to 20%; and
  5. Adopt the State's definition of "tributary stream."
- October 2019: A new Rural Protection Stormwater Management Overlay (RPSMO) District was established to replace previous regulations prohibiting development within 75 feet of slopes exceeding 15%. The RPSMO District allows for a various range of mitigation measures to be implemented for development within 200 feet of inland streams and 250 feet of coastal wetlands.

**Action 4:** Obtain funding for the Land for Brunswick's Future Board to protect high value parcels.

**Action Status:** Did Not Achieve

**Summary:** See Policy Area 6, Key Objective 3, Key Action 1.

**Commented [MP124]:** Identify how much land has been conserved through all number of means since 2008. (Catherine Ferdinand)

**Action 5:** Enact an open space impact fee that reflects the impact of new development and the associated need for protected open space.

**Action Status:** Did Not Achieve

**Summary:** As recently as January 2014, the idea of an open space impact fee was still being discussed in the Town of Brunswick, Maine Harbor Management Plan and was listed as a short-term goal at a Conservation Commission Workshop in February 2015.

**Action 6:** Plan for open space and parks in both the Growth and Rural areas.

**Action Status:** Ongoing Commitment Required

**Summary:** See Policy Area 2, Key Objective 1, Key Action 2, Items 6, 9a, and 9b for information regarding planned parks and open space in Brunswick Landing.

**Key Objective 4:** Protect natural resources from harmful development activities.

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**Key Action 1:** Continue to monitor the quality of waters – rivers, streams, coastal, and aquifers. Consider adding additional water quality monitoring as necessary to assess the drinking water and marine resource condition of these waters and adopt policies to ensure their protection.

**Action Status:** Ongoing Commitment Required / Did Not Achieve

**Summary:** The Coastal Resources Officer collects water quality samples for the State for testing on a monthly basis. However, the water quality testing is specific to shellfish growing conditions. Every spring the Brunswick-Topsham Water District (BTWD) produces an annual water quality report per United States Environmental Protection Agency requirements.

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**Action 2:** Continue to protect unfragmented forested blocks from development through a comprehensive effort to work with landowners on a voluntary basis and by adopting ordinance standards for mitigation as needed.

**Action Status:** Ongoing Commitment Required

**Summary:** See Policy Area 3, Key Objective 3, Key Action 1 for updates to ordinance standards adopted as part of the 2017 Zoning Ordinance Rewrite. See Policy Area 3, Performance Target 2 for a quantitative analysis of the Town's effort to protect unfragmented forested blocks.

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**Action 3:** Consider adopting ordinance provisions stricter than current state regulations to protect vernal pools and wetlands including provisions that require in-kind or fee-based mitigation as part of the development process where these resources are harmed.

**Action Status:** Did Not Achieve

**Summary:** The Town has not adopted ordinance provisions to protect vernal pools except for excluding them from the calculation of net site area for the purpose of determining density (see Policy Area 6, Key Objective 3, Key Action 3).

Some estuaries in Town continue to be mapped as "high" to "moderate" value waterfowl habitat in the Shoreland Protection Overlay (SPO) District per DEP Rule Ch. 1000. These areas are not required to be protected in the SPO, but they are protected by a 250-foot SPO-RP (Resource Protection) setback.

**Commented [MP125]:** Add discussion of any State law changes since 2008.

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**Action 4:** Require long-term protection of streams, wetlands and vernal pools, contiguous to new development, as part of the development process by requiring effective notification of protected status of these resources to homeowners through deed and covenant provisions.

**Action Status:** Did Not Achieve

Summary: Although deed restrictions and covenant provisions may be used to protect streams, wetlands, and vernal pools contiguous to new development in some instances, it is not a requirement.

Action 5: Include the cumulative effects of light pollution along with the other factors considered as part of the development process.

Action Status: Ongoing

Summary: The cumulative effects of light pollution produce artificial skyglow, defined as, “the brightness of the night sky caused by the cumulative impact of reflected radiation (usually visible light), scattered from the constituents of the atmosphere in the direction of observation.” The lighting standards within the Town’s Zoning Ordinance, both at the time of the adoption of the 2008 Comprehensive Plan Update and after the 2017 Zoning Ordinance Rewrite, are only site-specific and do not account for a development’s overall contribution to light pollution. Property owners not limited to the amount of outdoor lighting they can install provided any lighting emitting brightness over 2,600 lumens (approximately 150 watts) conforms to the Illumination Engineering Society (IES) specification for “full cutoff,” avoid disability glare, and, “be directed away from adjacent properties and streets.”

As of November 2019, the Town Planning Board began a review of the existing lighting standards and the potential need for zoning ordinance amendments that would include addressing the cumulative effects of light pollution and associated negative health impacts on plants, animals, and humans.

**Commented [MP126]:** When will changes be finished?  
(Marcy McGuire)

**Key Objective 5: Provide adequate recreational facilities for current and future needs.**

Key Action 1: Amend the existing recreation impact fee methodology for new residential development that reflects the impact of such development and costs associated with providing additional recreational facilities.

Action Status: Complete

Summary: Revised in 2016, and incorporated into the 2017 Zoning Ordinance Rewrite, the current Recreation Facilities Impact Fee is based on an effort to, at minimum, maintain the existing level of 0.010 acres of park and recreation land per capita. An estimated cost of \$100,000 per acre was calculated to balance the various cost levels for sports fields, multi-use paths, and other trail development. The ongoing trend of a decrease in household size was considered and the impact fee was established at two-thirds of the fee that would apply using the per capita basis and estimated costs, or \$650 per capita. For new residential development projects, the impact fee is then calculated on the expected population of a project considering its typical occupancy rates, including single- and two-household dwelling units not part of a subdivision, conversions of non-residential buildings to residential use, and modifications to existing buildings that increase the number of dwelling units.

**Key Action 2:** Identify and obtain facilities for recreation on BNAS property that can best meet the needs of the community. Update the 2004 Brunswick Bicycle and Pedestrian Improvement Plan to incorporate access to BNAS.

**Action Status:** Ongoing

**Summary:** See Policy Area 2, Key Objective 1, Key Action 2, Items 5a, 5b, 6, 8, 9a, 9b, and 10. The Brunswick Bicycle and Pedestrian Advisory Committee (BBPAC) is working on an update to the Bicycle and Pedestrian Improvement Plan that is anticipated to be completed in 2020. The updated plan will address accessibility and other issues associated with Brunswick Landing.

**Commented [MP127]:** Consider simply spelling out what the Town acquired. (Catherine Ferdinand)

**Action 3:** Implement the specific priority recommendations of the 2002 Parks, Recreation and Open Space Plan for the expansion of recreational facilities.

**Action Status:** Ongoing

**Summary:** The 2002 Parks, Recreation and Open Space Plan Task Force concluded that the outdoor and indoor recreational facilities were inadequate to meet the Town's needs and that the development of new indoor recreation space should be a high community priority. Specific priority recommendations established in Theme 4, "Improve and Expand for Tomorrow" include:

1. *Build a community park in east Brunswick on a 50+ acre tract of land that is to be acquired. This park could feature playing fields, basketball, tennis, a playground, and passive recreation.*

**Ongoing:** The 66-acre Captain Fitzgerald Recreation and Conservation Area (see Policy Area 2, Key Objective 1, Key Action 2, Item 10) in east Brunswick currently provides opportunities for passive recreation, but amenities such as playing fields and playgrounds have yet to be provided. The newly acquired 163-acre properties, donated from Gravel Services, Inc., will offer additional recreation opportunities in east Brunswick.

2. *Install new playgrounds at Lishness Field, Androscoggin River Bicycle and Pedestrian Path, and the Old High School.*

**Ongoing:** New playground equipment for Lishness Field has been obtained, but not yet installed. It is anticipated that the equipment will be installed in the summer of 2020 with the cooperation of the Brunswick Sewer District. New playground equipment for the Androscoggin River Bicycle and Pedestrian Path has not been installed, but remains an item of interest for the Parks and Recreation Department.

3. *Build five (5) new in-town tennis courts at location to be determined.*

**Did Not Achieve:** New tennis courts within the Growth Area remain an item of interest for the Parks and Recreation Department.

**Commented [MP128]:** Add information that tennis courts were relocated to BHS when HBS was constructed. (Catherine Ferdinand)

4. *Create a second community garden for Brunswick citizens.*

Ongoing: The Parks and Recreation Department is actively seeking a potential location for a second community garden.

5. *Create a wayfinding system for the parks.*

Complete: The Parks and Recreation Department created a document titled, "A – Z Guide to Parks and Facilities in Brunswick." Also, the Parks and Recreation Department assists the Brunswick-Topsham Land Trust in producing the "Brunswick Outdoors Points of Interest" map (see Performance Target 1 below).

6. *Develop an interpretive park on the Androscoggin River at the site of the former Merrymeeting Park.*

Did Not Achieve: This item remains of interest to the Parks and Recreation Department.

7. *Create an all-tide access point at Mere Point.*

Complete: Mere Point Boat Launch, completed in 2008, provides all-tide deep-water access onto Northern Casco Bay.

8. *Develop new water access facilities at several locations throughout the community.*

Ongoing: Mere Point Boat Launch (see Item 7 above) was completed in 2008. Although no new water access facilities have been constructed since this time, the Town continues to invest and make improvements to existing water access facilities such as the Water Street Boat Landings and Wharton Point.

**Commented [MP129]:** If this item was just referring to general access, provide a list of access locations. (Catherine Ferdinand)

9. *Renovate and construct a multigenerational community center in phases at the site of the old High School, including space for the 55+ Center. Acquire the Armory site and building adjacent to the old High School and incorporate it into the center complex.*

Did Not Achieve: See Policy Area 2, Key Objective 2, Action 8

**Commented [MP130]:** Refer to co-location of People Plus and the Teen Center. (Catherine Ferdinand)

10. *Establish a town-wide trail system that connects neighborhoods, schools, parks and open space, and commercial centers.*

Ongoing: Trail development is an ongoing process for the Parks and Recreation Department (see Performance Target 4 below) for trail development progress since 2008.

11. *Develop a master plan for trails, sidewalks, and bicycles facilities throughout the community.*

Did Not Achieve: This item significantly overlaps and is considered redundant to the Brunswick Bicycle and Pedestrian Advisory Committee's (BBPAC) 2004 Bicycle and Pedestrian Improvement Plan.

12. *Establish a volunteer maintenance corps for the trails.*

Did Not Achieve: Although there is no centrally managed volunteer maintenance corps for the trails, there is an informal network of volunteers that assist in trail maintenance.

13. *Extend the Androscoggin River Bicycle and Pedestrian Path to Bath to create an Androscoggin to the Kennebec river link.*

Did Not Achieve: With a cost estimate of \$11-12 million the path extension to path requires significant funding for completion. According to the Parks and Recreation Department, completion of the path through the rest of Brunswick is a realistic objective, but completing the trail through West Bath could be prove to be problematic.

14. *Extend the path to Topsham via islands in the Androscoggin River.*

Did Not Achieve: Achieving this item requires the acquisition of Merrymeeting Park (see Item 6 above).

15. *Further develop and improve access to the Brunswick-to-the-Ocean Trail, and other trail linkages throughout the community.*

Ongoing: The Town is working on acquiring additional access rights that would allow for trail improvements.

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Action 4: Support and implement the 2004 Bicycle and Pedestrian Improvement Plan for a system of interconnected trails and pathways through public/private partnerships.

Action Status: Ongoing Commitment Required

Summary: Several new trail connections (named Neptune Woods) within Brunswick Landing off of Neptune Drive were built by the Brunswick-Topsham Land Trust.

Most trail systems in Brunswick are isolated parcels that do not provide off-road interconnections. As of January 2020, four (4) public stakeholder meetings are scheduled from January to February 2020 to update the 2004 Bicycle and Pedestrian Improvement Plan. One draft action item in the 2020 Improvement Plan update to address trail fragmentation is to explore feasibility of a better connected trail and pathway system via paper streets.

Additional Objective 6: Provide adequate recreational facilities for current and future needs.

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Key Action 1: Protect and maintain our cultural and scenic open space resources.

Action Status: Did Not Achieve

Summary: The 2002 Parks, Recreation and Open Space Plan did not identify any archaeological sites. Most of the historically and culturally significant sites have not been disturbed. However, some farms have decreased in size due to subdivision or are no longer being cultivated. For example, Granite Farm is substantially subdivided and is no longer a working farm. The cemeteries listed in the 2002 Plan remain, but some are unidentifiable.

**Commented [MP131]:** Add data from the complete list of cemeteries maintained by the Pejepscot Historical Society. (Fred Koerber)

**Action 2: Identify and preserve scenic assets including gateways to Brunswick.**

Action Status: Partially Complete

**Summary:** See Policy Area 3, Key Objective 3, Key Action 2. Scenic assets were identified in the 2002 Parks, Recreation and Open Space Plan. Specific gateway recommendations were also included in: 2004 Bicycle and Pedestrian Improvement Plan; 2011 Master Plan for Downtown Brunswick and the Outer Pleasant Street Corridor; and the 2011-2012 Downtown Walkability Study. The creation of a gateway overlay district was recommended in the 2008 Comprehensive Plan Update and revisited during the 2017 Zoning Ordinance Rewrite. Despite all this, there is no formal process in place to require the preservation of such assets.

**Commented [MP132]:** Add information regarding gateways from the 2008 Plan. (Fred Koerber)

**Commented [MP133]:** Add information regarding the outcome of the discussions during the rewrite. What was rationale not to pursue the overlay?

Even without standards or a formal procedure to establish and preserve scenic assets, there are four (4) gateway areas at which the Parks and Recreation Department maintains attractive landscaped areas: Cooks Corner Gateway, the median at Maine Street and Mason Street, the Mill Street Lot, and the Pleasant Street Gateway.

**Action 3: Maintain existing public water access points and acquire new water access when feasible.**

Action Status: Ongoing Commitment Required

**Summary:** See Policy Area 6, Key Objective 5, Key Action 3, Item 8

**Commented [MP134]:** Identify the access points and what's been acquired since 2008. (Catherine Ferdinand)

**Action 4: Prepare a concept plan for the Androscoggin River Corridor for recreational purposes.**

Action Status: Ongoing

**Summary:** Although a concept plan has not been prepared, the Town continues to work on acquiring access rights to accommodate such an amenity prior to the development of a concept plan.

**Additional Objective 7: Set protection goals for identified significant natural resources.**

**Action 1: Continue to inventory these resources so as to be scientifically accurate and appropriate for long-term planning with appropriate public review.**

Action Status: Ongoing Commitment Required / Did Not Achieve

**Summary:** Natural resources including unfragmented forests, streams, and some vernal pools on private property were assessed by the Natural Resources Planner. However, the Natural Resources Planner position was deleted from the Department budget and much of this planning work was halted.

Marine areas are evaluated by the Police Department and the Department of Planning and Development for commercial fishing potential and the presence or absence of important

marine plant communities including eel grass beds and salt marshes. A high level assessment of significant natural resources was completed as part of the BNAS Reuse Master Plan. The environmental assessment revealed several protected natural resources including S1 rare plant communities and significant wildlife habitats at Brunswick Landing. However, the natural resource inventory was not comprehensive of the entire former BNAS parcels. Natural resources for most parcels at Brunswick Landing are typically evaluated for the first time during development review. The Department of Parks and Recreation prepared a comprehensive inventory of natural resources at the Kate Furbish Conservation Area for the creation of a passive trail system to avoid and minimize impacts to natural areas.

An evaluation of the Mare Brook urban impaired stream watershed is ongoing by the Department of Planning and Development, in conjunction with Cumberland County Soil and Water Conservation District, with grant funds.

The New Meadows river watershed partnership still exists. However, this partnership seldom meets to consider long-term planning goals to improve or enhance natural resources (shellfish habitat, eutrophication from poor tidal flushing, etc.). At the time of review, the US Army Corps of Engineers (USACE) is evaluating the New Meadows river road crossings (New Meadows lakes) for restorative work feasibility.

The Conservation Commission has completed several reviews of town conservation easements including open space parcels under the supervision of the Recreation Commission. Recent inventory and long-rang planning efforts includes the Western Sawtooth parcel at the western side of the Brunswick Landing airport and the Captain Fitzgerald parcel off of Old Bath Road.

As of December 26, 2019, the Town is in receipt of a donated parcel of land adjacent to the Captain Fitzgerald parcel for recreation purposes (See Policy Area 6, Key Objective 5, Key Action 3 above).

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**Action 2:** Cooperate with adjoining towns to place prioritization process in a regional context.

Action Status: Did Not Achieve

**Summary:** Although the Town has cooperated with adjacent and nearby towns on other projects (see Policy Area 4, Key Objective 2, Action 7), there is no record of the Town cooperating with adjacent towns for the purposes of establishing goals for the protection of identified significant natural resources.

**Commented [MP135]:** Add information that BTL spans two communities and has been active where the Towns have lacked resources or will.

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**Action 3:** Inform the public about these resources using the Town website and other means.

Action Status: Ongoing Commitment Required

**Summary:** Mapped natural areas for planning consideration and zoned natural areas are available on the public GIS map. These mapped areas are evaluated from time to time for changes in the land.

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**Action 4:** Develop management standards for each significant resource.

Action Status: Ongoing

Summary: The Mare Brook Watershed Stormwater Management Plan and the New Meadows watershed planning efforts are not complete. These areas require further evaluation for management standards. The Conservation Commission has developed management standards for some S1 plant communities and a final draft of the Western Sawtooth Management Plan was completed in December 2019.

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Action 5: Continue to monitor populations of indicator wildlife species for the significant terrestrial and aquatic habitats.

Action Status: Did Not Achieve / Ongoing Commitment Required

Summary: The Coastal Resource Officer monitors for the presence of invasive species in conjunction with a Brunswick High School program and receives reports from commercial fisherman, but does not specifically monitor for aquatic indicator wildlife species. In regards to terrestrial monitoring of indicator wildlife species see the first paragraph of the above item for Policy Area 6, Additional Objective 7, Action 1.

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Action 6: Continue to actively manage town-owned forest and other natural resources.

Action Status: Ongoing Commitment Required

Summary: The Town Commons committee oversees some forest areas with support from the Town Arborist. The Conservation Commission oversees some natural areas in town-owned forested areas. However, these areas are primarily the responsibility of the Recreation Commission.

#### Performance Targets

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Performance Target 1: A website or publication is available to identify all Town high value open space areas by 2009

Action Status: Did Not Achieve

Summary: Except for a scenic inventory included in the 2002 Parks, Recreation and Open Space Plan, there is no publicly accessible Town-produced inventory of high value open space. However, the Brunswick-Topsham Land Trust (BTLT) provides a well-produced "Brunswick Outdoors Points of Interest" map that identifies BTLT-owned, privately-owned, and Town-owned outdoor recreation and open spaces. The map differentiates between sites with public access and no public access as well as identifying bicycle routes, birding sites, and water access sites.

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Performance Target 2: All new subdivisions in the Rural Area are Open Space or Rural Smart Growth Developments or use some other mechanism that protects important open space or habitat by 2012.

Action Status: Did Not Achieve

**Commented [MP136]:** Partially achieved. 9 out of 13 subdivisions were either Open Space or Smart Growth.

Summary: See Policy Area 3, Performance Target 4.

Performance Target 3: Not more than one-third of new residential dwelling units shall be built outside the Growth Boundary by 2015 and not more than one-quarter of the total between 2015 and 2020.

Action Status: Did Not Achieve

Summary: Approximately 44% of new residential dwelling units were built in the Rural District between 2009 to 2014. Approximately 53% of new residential dwelling units were built in the Rural Area between 2015-2019 (see Policy Area 3, Key Objective 2, Key Action 2).

Performance Target 4: The number of miles of public, interconnected trails will increase by 20% by 2015.

Action Status: Unknown

Summary: The Parks and Recreation Department does not have available the number of miles of public, interconnected trails that existed prior to 2008. As of January 2020, the Parks and Recreation Department is working on calculating the number of overall total miles of trails that have been added since 2008.

Commented [MP137]: When will this data be available? (Catherine Ferdinand and Marcy McGuire)

Performance Target 5: Wildlife surveys will show positive gains or will remain the same when compared to base-line data.

Action Status: Did Not Achieve

Summary: The Natural Resource Planner previously performed wildlife surveys for the former Rural Brunswick Smart Growth Overlay Zoning District. While these areas continue to be protected today as part of the renamed Wildlife Protection Overlay, no wildlife surveys have been performed in recent years to measure change from the original surveyed areas. Marine areas are routinely surveyed for commercial shellfish and natural plant communities such as salt marshes and eel grass.

Commented [MP138]: When was the last survey conducted? (Catherine Ferdinand)

Performance Target 6: Water quality in streams, rivers, and coastal waters will remain the same or improve.

Action Status: Ongoing Commitment Required

Summary: The data from the samples collected by the Coastal Resource Officer and tested by the State has demonstrated an overall improvement for shellfish growing conditions since 2008 that has allowed for the reopening of previously closed clam flats. The overall water quality in streams, rivers, and coastal water is not known.

The most recent available BTWD water report (2018) shows that there were no instances of regulated substances exceeding the maximum contaminant level (MCL). A comparison between 2008 and 2018 shows that contaminant levels have decreased in tested substances except for chlorine, haloacetic acids, and nitrate.

Commented [MP139]: Is there a plan in place to fix this? (Marcy McGuire)

Substance	MCL	2008	2018	Change
Arsenic (ppb)	10	5	3	Reduction
Barium (ppm)	2	0.006	0.00066	Reduction
Chlorine (ppm)	4	0.68	0.87	Increase
Chromium (ppb)	100	2.2	1.4	Reduction
Combined Uranium (ppb)	30	N/A	1.2	N/A
Fluoride (ppm)	4	1.31	0.62	Reduction
Haloacetic Acids (ppb)	60	31.3	40.25	Increase
Nitrate (ppm)	10	1.5	2.25	Increase
Total Trihalomethanes (ppb)	80	58.7	59	Minimal Increase
Total Coliform Bacteria (positive samples)	TT	N/A	24-85	N/A
Uranium (ppb)	30	N/A	0.89	Reduction
Copper (ppm)	1.3	0.57	0.439 (MCLG)	Reduction
Lead (ppb)	0	1	0 (MCLG)	Reduction

\* MCLG: Maximum Contaminant Level Goal: The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.

Performance Target 7: The Land for Brunswick's Future Board will have secured acreage and/or easements to protect resources.

Action Status: Did Not Achieve

Summary: See Policy Area 6, Key Objective 3, Key Action 1

**Commented [MP140]:** Discuss how many conservation easements have been obtained through different means. (Catherine Ferdinand)

# POLICY AREA 7

## PROMOTE AN ECONOMICALLY VIABLE, ATTRACTIVE DOWNTOWN

**Key Objective 1:** Use the redevelopment of the Maine Street Station site as a catalyst for Downtown improvements.

**Key Action 1:** Ensure that the design of the Maine Street Station site and the proposed uses, including passenger rail service by Amtrak and Maine Eastern Railroad, complement the mixed-use nature of the existing Downtown.

**Action Status:** Complete

**Summary:** Key components of the 2007 Brunswick Station Master Plan included: retail space, office space, restaurants, hotel, and multi-family dwelling units. All of these elements have been realized and all but one of the buildings depicted the Master Plan have been completed. Amtrak passenger rail service to and from Brunswick Station began in 2012.

**Key Objective 2:** Make the Downtown district safer and more pedestrian friendly.

**Key Action 1:** Evaluate and implement measures and physical improvements, including traffic calming mechanisms, for improving pedestrian safety and comfort on Maine Street.

**Action Status:** Ongoing

**Summary:** Raised crosswalks were installed on Maine Street at Lincoln Street to Bank Street and Cumberland Street to Center Street. "Bumpouts" were also installed to shorten the distance between the raised crosswalks at these locations. The added maintenance and difficulty plowing the raised crosswalks has resulted in them being looked upon unfavorably and there are no plans for new raised crosswalks.

**Key Action 2:** Continue implementing the improvements listed in the 2004 Brunswick Bicycle and Pedestrian Improvement Plan relating to Downtown, particularly regarding crosswalks and sidewalks, on a regular basis.

**Action Status:** Complete

**Summary:** Specific recommendation in the 2004 Brunswick Bicycle and Pedestrian Improvement Plan regarding crosswalks and sidewalks in Downtown include:

- Crosswalk on Maine Street in the vicinity of "Spanish Square"  
Completed
- Crosswalk on Maine Street from Fort Andross to Anniversary Park  
Completed

- Sidewalk on Cumberland Street from Cushing Street to Mill Street  
Complete
- Sidewalk on Mill Street from Pleasant Street to Bow / Union Streets  
Complete

**Key Objective 3: Increase the number of housing options in the Downtown district.**

**Key Action 1:** Re-evaluate dimensional standards and conduct an inventory of neighborhood features as part of a revision of the Town's zoning ordinance to allow denser residential infill development throughout the Downtown while preserving valued features.

**Action Status:** Complete

**Summary:** The 2017 Zoning Ordinance Rewrite combined three (3) previously existing zoning districts: Town Center 1 (TC1 - Maine Street), Town Center 2 (TC2 - Fort Andross), and Town Center 3 (TC3 - Lower Park Row) districts into one (1) new district titled, Growth Mixed-Use 6 (GM6). The GM6 District standards are the same as the TC1 District standards with the exception of replacing a 30,000 SF maximum building footprint with a no maximum building footprint standard. The 60' maximum building height standard in the TC2 District was also eliminated and replaced with a maximum 40' building height standard.

**Action 2:** Coordinate the development of a building rehabilitation code to facilitate renovations of existing Downtown buildings with the Town's building code, the State's Life Safety Code, and other state efforts to accomplish the same.

**Action Status:** Did Not Achieve

**Summary:** The purpose of this action is unclear as the Town follows the Maine Uniform Building and Energy Code (MUBEC) and cannot adopt a separate, less stringent, building code for a limited geographic area.

**Key Objective 4: In partnership with local organizations, make the Downtown more attractive, inviting and the "hub" of community activity.**

**Key Action 1:** Development a new Master Plan for the Downtown relating economic, housing and infrastructure improvements. Considerations for such a plan include traffic, bicycle and pedestrian patterns, alternatives to diverting thru-traffic away from Maine Street, enhancing use of upper story space, preserving historic architecture, and making new construction and renovations fit the character of the historic Downtown.

**Action Status:** Complete

Summary: The Town Council adopted the Master Plan for Downtown Brunswick and Outer Pleasant Street Corridor on January 24, 2011.

Key Action 2: Expand the geographic limits of the Village Review Zone to include an area west of Maine Street to Union Street from the Androscoggin River to the Joshua L. Chamberlain Museum. Consider the development and application of commercial design standards.

Action Status: Complete

Summary: The Town Council approved the proposed expansion of the Village Review Overlay Zone on July 1, 2013.

Action 3: Install benches, information kiosks, trash receptacles, public restrooms and other amenities as needed.

Action Status: Ongoing

Summary: The Brunswick Downtown Association (BDA) has gradually added and updated public amenities since the adoption of the 2008 Comprehensive Plan Update. A solar powered trash compactor was installed in 2014. New benches were purchased in 2015. Also in 2015, flower pots were installed at the bumpouts at the intersection of Maine and Lincoln Street. An informational kiosk was added to the Town Mall in 2017. A new Veterans Plaza at the north end of the mall has been approved and construction will begin in 2020. As of December 2019 the Town was working with a consultant on a Downtown Streetscape Enhancement Project that will provide replacement recommendations for the Maine Street sidewalks and will also provide preliminary recommendations for new and updated amenities such as sandwich board signs, benches, trash and recycling receptacles, etc. To date, public restrooms have not been provided.

**Commented [MP141]:** Add information regarding amenities provided by the Village Improvement Association. (Marcy McGuire)

Action 4: Encourage development on the side streets of Maine Street to attract pedestrian traffic and new businesses.

Action Status: Did Not Achieve

Summary: Although there are many successful businesses on various side streets of Maine Street, there was no specific program or other effort to encourage their development. The success of businesses on side streets is mostly the result of the success of business on Maine Street, leaving minimal, if any, vacant space for new businesses. Potential obstacles to success of other businesses on side streets have been identified as:

- Side streets with sidewalks in very poor condition, which might be discouraging to pedestrian use. (Parking Audit Workshop, Next Steps Memorandum, dated April 3-4, 2013); and

- Side streets do not share the same streetscape (decorative lighting and pavers) elements as Maine Street, visually disconnecting them from the Downtown area (Brunswick Downtown Association Resource Team Visit Draft Report, dated April 29, 2013).

**Action 5:** Support the concept of the north end of Brunswick’s Downtown as a recreational “hub” along the Androscoggin River corridor, including the bike/path walkway to Cook’s Corner, the canoe/kayak portage area, the swinging bridge, the waterfront park, the fish way, the boat launch site on Water Street, and the rowing club.

**Action Status:** Ongoing

**Summary:** The Master Plan for Downtown Brunswick and the Outer Pleasant Street Corridor, adopted in 2011, recognizes the north end of Downtown as a recreational hub:

*The location on the riverfront provides access to wildlife through bird-watching from the riverside or from inside Fort Andross, and fish-watching in the spring at the FPL Energy’s Brunswick Hydroelectric Dam Fish Ladder. The Swinging Bridge, listed on the National Register of Historic Places, offers enjoyable, scenic pedestrian access to Topsham, and the proposed Riverwalk will make it part of a recreational loop. The canoe portage areas on Mill Street and at 250th Anniversary Park makes Fort Andross the center of a recreational hub on the edge of Downtown.*

Continued investment in the area, including improvements to the “pool-table” and the Riverwalk, will only make the area more accessible and inviting as a recreational hub.

**Action 6:** Support efforts to develop and promote a local creative economy.

**Action Status:** Partially Complete

**Summary:** Although minimal, several efforts were made to support and promote a local creative economy:

- A community discussion regarding the Town’s local creative economy was held on August 2, 2009;
- The potential conversion of hangar space at Brunswick Landing into a community arts center was mentioned in the Brunswick Naval Air Station (BNAS) Reuse Master Plan; and
- The 2017 Zoning Ordinance Rewrite included within its purpose, “Promote an economically viable, pedestrian-friendly, and attractive downtown that serves as the community’s social center, the focus of the community’s creative economy, and home to a variety of small businesses while accommodating increased housing opportunities.” (Section 1.2.2.F)

**Commented [MP142]:** Add information regarding BDA’s Friday Night Artwalks. (Catherine Ferdinand and Alison Harris)

**Commented [MP143]:** Add reference to the addition of artisanal industrial use to the Zoning Ordinance as part of the 2017 rewrite.  
Add reference to collaborative efforts with MSMT. (Catherine Ferdinand)

**Action 7:** Continue to support the Village Review Board’s ongoing efforts to work with landlords who voluntarily want to maintain the historic character of the Downtown.

Support the VRB's recent efforts to establish a non-regulatory Brunswick Town Landmark and Landmark District Designation Program.

**Commented [MP144]:** Add information regarding new Design Guidelines and the Maine Street Historic District. (Alison Harris)

Action Status: Ongoing Commitment Required / Did Not Achieve

Summary: The VRB continues to support landlords who voluntarily want to maintain the historic character of the Downtown. However, a non-regulatory Brunswick Town Landmark and Landmark District Designation Program has not been established. An effort was made, but in February 2013, the Planning and Development Director and Chair of the VRB stated that the voluntary landmarks program, "has been pushed to the side due to manpower."

**Additional Objective 5:** Increase both the public's awareness of and supply of public parking in the Downtown.

**Action 1:** Follow the Downtown Parking Committee's recommendation and implement the 2001 Brunswick Downtown Parking Study.

Action Status: Did Not Achieve

Summary: The 2001 Downtown Parking Study prescribed various ideas to alleviate the parking shortage in Brunswick. However, the only suggestion implemented from the study is an effort to educate the public on alternative or underutilized parking in Downtown. The Brunswick Downtown Association's map of the Downtown includes parking, but omits many spots. A parking study completed in the summer of 2016 resulted in the publication of a guide to underutilized parking in Downtown that is available to the public. Despite these resources, parking is still a source of complaint in Brunswick. Brunswick has gained parking since the 2001 study around Brunswick Station for train passengers and in front of the new Town Hall, but the gain has been small. Additionally, the plan considered a parking garage unnecessary, but today a parking garage is being considered.

#### Performance Targets

**Performance Target 1:** Complete the planning and design of Maine Street Station by 2010.

Action Status: Complete

**Summary:** Construction of Maine Street Station was completed in 2011.

**Commented [MP145]:** Include explanation that it was not constructed exactly to plan. (Alison Harris)

**Performance Target 2:** Substantially reduce the number of pedestrian accidents in Downtown each year.

Action Status: Did Not Achieve

Summary: There is no discernable trend to the number of pedestrian accidents from 2003-2019. MaineDOT data shows that accident numbers fluctuated from over the 16-year period from a low of 2 accidents in 2009 to a high of 9 accidents in 2011 and 2012. 2018 and 2019 (through November) have both had 3 accidents involving pedestrians.

Performance Target 3: Increase the number of residential units in the Downtown area by 50 units by 2015.

Action Status: Did Not Achieve

Summary: Between 2009 and 2015 only three (3) new dwelling units were built in the Downtown area. By 2019, that number increased to 31.

Performance Target 4: The Town partners in various events designed to promote a creative economy.

Action Status: Ongoing Commitment Required

Summary: The Department of Economic Development is continually working on this target. One current project is the partnership with Brunswick Public Art to bring student art into Merrymeeting Plaza. Brunswick Public Art was founded in 2010 with the purpose of bringing art into Downtown Brunswick. The 2nd Friday ArtWalks, ~~revived by the Brunswick Downtown Association in 2016, feature open studios and galleries with outdoor performances through the downtown monthly allow artists to sell work and gain exposure on Maine Street once a month~~ from June to September.

Commented [MP146]: Not in downtown. (Alison Harris)

Commented [MP147]: Alison Harris

Performance Target 5: Increase the number of all types of parking spaces available for customer use in Downtown by 10% by 2015.

Action Status: Did Not Achieve

Summary: The number of parking spaces in Brunswick has increased since 2008, but not by the amount prescribed. There were 4,200 parking spots of all types in 2001, meaning a 10% increase by 2015 would be 420 new parking spaces. The Brunswick Station development and the addition of a long-term train passenger parking lot next to Brooks Feed & Farm have added approximately 100 parking spots for public and private use, well short of 420.

Commented [MP148]: Add information regarding the planned Cedar Street Parking Lot. (Alison Harris)

Add the current number of parking spaces available now. Define the downtown area. (Catherine Ferdinand)

# POLICY AREA 8

## PROMOTE A DIVERSE AND HEALTHY LOCAL ECONOMY

**Key Objective 1:** Redevelop infill sites within the Growth Area.

**Key Action 1:** Prepare and implement a feasibility analysis of all potential infill sites that includes a fiscal analysis, details the costs necessary to make the sites attractive to prospective businesses, outlines anticipated business interest, and models an analysis of the number and types of jobs potentially created.

**Action Status:** Partially Complete

**Summary:** MRRRA's NASB Reuse Master Plan outlines the redevelopment of Brunswick Landing, and Brunswick Landing has successfully attracted and continues to attract businesses in research and development, medical, and aviation sectors.

The Downtown Master Plan does not include a detailed analysis of redevelopment sites, but it does suggest that the redevelopment of sites that have an existing building set back from the property line should have a minimal setback for new construction in order to be consistent with the traditional character of Maine Street. The plan uses the example of the former Dunkin' Donuts site (now Asian Garden) as a prime candidate for redevelopment with a larger, multi-tenant space with no setback.

**Key Action 2:** Explore and actively pursue 3rd party funding and/or transitional funding made available through BNAS closure process to support in-fill.

**Action Status:** Ongoing

**Summary:** There are a number of funding and financial assistance opportunities available through MRRRA, the State of Maine, and/or federal government to support infill development within Brunswick Landing. Examples include, but are not limited to:

- Community Development Block Grants (CDBG)
- Foreign Trade Zone No. 282
- HUBZone
- Maine Apprenticeship Program
- Maine New Markets Capital Investment Program
- Maine Quality Centers Program
- Military Redevelopment Zone
- MRRRA Growth Fund Loan Program
- New Market Tax Credits
- Opportunity Zone
- Pine Tree Development Zone
- Technology Occupations Pathways Strategy (TOPS)

**Commented [MP149]:** Explain functions of these funding and financial assistance programs.

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**Key Action 3:** Promote development of in-fill sites that are financially feasible, beneficial to the community, and have the potential to bring commercial development and jobs paying a living wage to a currently underutilized site. Identify the needs of specifically targeted businesses and provide incentives to attract them to Brunswick.

**Action Status:** Ongoing

**Summary:** This was largely achieved with the redevelopment of Brunswick Landing, which continues. Brunswick Landing has brought jobs and new business sectors to Town. Activity in promoting infill is ongoing and tax incentives were used to help Wild Oats Bakery relocate to Brunswick Landing. There is little land available for building infill in the Town's business areas. Therefore, infill development focuses on matching businesses with existing spaces. For example, another reuse/infill development project will be the redevelopment of the Central Fire Station.

**Key Objective 2:** Ensure that BNAS rezoning occurs through the evaluation of potential opportunities as well as on and off-site impacts of redevelopment that integrates new and existing uses.

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**Key Action 1:** Elected officials and staff of Town participate in MRRRA planning process.

**Action Status:** Ongoing Commitment Required

**Summary:** See Policy Area 2, Key Objective 1, Key Action 1

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**Key Action 2:** The Town encourages MRRRA to actively explore the potential for early transfer of BNAS land suitable for businesses, developed cost effectively to the Town and attracts the types of business and jobs identified as being beneficial to the Town as in Key Objective 1 above.

**Action Status:** Ongoing

**Summary:** As part of the Navy's disposition process, the Department of Defense (DOD), MRRRA, and the State may reach consensus on responsibility for completing remaining environmental restoration activities for each parcel. If environmental cleanup or remediation is implemented by either the DOD or the property recipient and the recipient accepts responsibility for environmental restoration activities, a covenant deferral request and a Finding of Suitability for Early Transfer (FOST) is signed by the Governor. According to MRRRA, as of December 31, 2018, they have received a total of 985.62 acres of airfield property and 19 building containing 627, 516 square feet through the FOST process.

**Commented [MP150]:** Provide updated data. (Alison Harris)

**Key Objective 3:** Prior to the closure of BNAS, the Town shall develop and implement opportunities to attract businesses to Brunswick that will provide jobs paying a livable wage to help offset the anticipated loss of jobs leading up to the closure of the base.

Key Action 1: Identify the types and number of jobs the Town wants to attract and use available zoning, tax incentives, and third-party mechanisms to draw identified businesses and jobs.

Action Status: Complete

Summary: The development of Brunswick Landing has focused on the sectors of “composites and advanced materials, light manufacturing, aviation/aerospace, biotech/biomed, information technology and renewable energy businesses.” The goals for the rest of Brunswick include a fully leased downtown and retaining small businesses. Although there are not many tools to encourage specific types of development, the Department of Economic Development uses BDC funding, TIFs, and partnerships with the State through the Pine Tree Zone to support businesses and encourage growth.

Commented [MP151]: Add that FOST process accelerated transfers, without it the process would be longer. (Catherine Ferdinand)

Key Objective 4: Ensure that as Bowdoin College grows and changes, its facilities fit into the community.

Key Action 1: Facilitate communication between the College and town citizens and businesses especially when the College needs to add new buildings, parking areas or other improvements.

Action Status: Ongoing Commitment Required

Summary: Bowdoin College and Town staff meet ~~twice-three to four times~~ a year for a “Town and Gown” meeting ~~in which to share~~ information ~~is shared~~ regarding upcoming College projects and events that may have an impact on the Town and vice versa. This information is then relayed to elected officials and ultimately the public for a greater understanding of scheduled improvements. Since the adoption of the 2008 Comprehensive Plan Update, Bowdoin College has independently hosted public meetings prior to review by the Planning Board and/or Town Council for the following projects:

Commented [MP152]: Catherine Ferdinand

- Administrative office building at 216-218 Maine Street;
- Certificate of Demolition for the structure at the southwest corner of the intersection of Cleveland and Federal Streets;
- Coffin Parking Lot;
- Harpswell Apartments;
- Longfellow School Conversion to the Bowdoin College Edwards Center for Art and Dance;
- Park Row Residence Halls;
- Whittier Field Phase I and Phase II and Pine Street Relocation; and
- Zoning Ordinance amendment to allow residence halls in the Mixed-Use 3 / Upper Harpswell Road (MU3) Zoning District.

**Key Objective 5: Enhance the economic viability of small, locally owned businesses.**

**Key Action 1: Develop a marketing plan and strategy for “new economy” businesses to encourage locating in Brunswick.**

Action Status: Did Not Achieve

**Summary:** No known efforts were made by the Town to achieve this action. The phrase “new economy” was not specifically defined within the 2008 Comprehensive Plan Update, but it is generally understood as the shift from an economy based on heavy industry and manufacturing to a service- and technology-based economy.

**Commented [MP153]:** Add reference to Tech Place (Catherine Ferdinand)

**Action 2: Work with regional economic development organizations to provide funding for local businesses for expansion, modernization, and working capital.**

Action Status: Ongoing Commitment Required

**Summary:** The Board of the Brunswick Development Corporation is currently working on restructuring their loan/grant system in order to increase the funds available to small businesses looking to improve their systems and increase their working capital. The Town also partners with Coastal Enterprises, Inc. which provides loans and advising services to businesses across Maine.

**Commented [MP154]:** Add information regarding the funding for façade improvements downtown and upgraded taxi fleet. (Alison Harris)

Add how much money has been given out since 2008, for what purpose, and how has the structure changed.

**Action 3: Develop an ongoing business assistance program in coordination with regional organizations to enhance the skills of local business people and improve their ability to compete.**

Action Status: Ongoing

**Summary:** The Town leverages partnerships with CEI, MCEDD, and the Southern Midcoast Maine Chamber of Commerce to provide business assistance. Also in the works is a public forum hosted by the Department of Economic Development and Department of Finance to educate business owners on the use of personal property tax exemptions which are frequently underutilized.

**Commented [MP155]:** Add information regarding licensing terms for student shellfish harvesters to encourage more youth to consider fishing as a long-term vocation.

Add information regarding the Town’s efforts to balance accommodating the Tues/Fri downtown market while protection the mall.

Add information regarding BTLT’s Saturday market at Crystal Spring Farm.

Add information regarding year-round market on Friday at Brunswick Landing.

Add information regarding Waterfront Maine’s Winter Market at Fort Andross. (Alison Harris)

Add the number of farmer’s in Brunswick.

Add information regarding farming, agriculture, shellfish harvesting (and worming), fishing and agriculture. (Catherine Ferdinand)

**Action 4: Support Brunswick’s natural resources economy, including marine harvesting and farming.**

Action Status: Ongoing Commitment Required

**Summary:** Brunswick farmers generally feel that the Brunswick community supports them but that the Town has not actively supported them. Farmers have reported issues with taxes on solar panels and only 9% of rural land is used for farming. Suggestions to improve support mechanisms for farmers include a permanent place for a year-round farmers’ market, and the establishment of a Farm Advisory Committee to advise the Town Council. The Town has been working on expanding green energy business in Brunswick including expanding solar and exploring projects including solar arrays on public buildings and the old landfill.

**Objective 6: Promote expansion of passenger and freight rail service in Brunswick.**

**Key Action 1:** Coordinate with MDOT, the Northern New England Passenger Rail Authority and federal authorities to implement the infrastructure improvements needed for rail service.

Action Status: Complete

**Summary:** Passenger rail service has reached Brunswick in the form of the Amtrak Downeaster with service at Brunswick Station. Although the improvements to bring passenger rail service to have been completed, more improvements could improve the service and allow for expanded freight service.

**Commented [MP156]:** Add information that service to Boston began in November 2012, Layover facility constructed in 2016, seasonal service to Rockland may begin as soon as 2020.

**Performance Targets**

**Performance Target 1:** Feasibility study for in-fill sites completed in 2006.

Action Status: Complete

**Summary:** This target was created in 2005 and was completed in 2007, prior to the adoption of the 2008 Comprehensive Plan Update.

**Performance Target 2:** Feasibility study for the business park completed in 2006.

Action Status: Complete

**Summary:** This target was created in 2005 and was completed in 2007, prior to the adoption of the 2008 Comprehensive Plan Update.

**Performance Target 3:** Feasibility study of early conveyance of BNAS transfer completed in 2006 (Completed, but ongoing monitoring encouraged).

Action Status: Complete

**Summary:** This target was created in 2005 and was completed in 2006, prior to the adoption of the 2008 Comprehensive Plan Update.

**Performance Target 4:** Initial application made for grants to finance infill and potential business park site by end of 2006.

Action Status: Complete

**Summary:** This target was created in 2005 and was completed in 2006, prior to the adoption of the 2008 Comprehensive Plan Update.

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Performance Target 5: Complete marketing plan for attraction of creative economy businesses by 2012.

Action Status: Did Not Achieve

Summary: Although there have been discussions and referenced to the Town's creative economy, there is no specific marketing plan for such businesses.

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Performance Target 6: Substantially fill sites at existing business park and growth area sites before transfer of BNAS site in 2011.

Action Status: Unknown

Summary: The Town does not have data as to the vacancy rate at the existing business park when the 2008 Comprehensive Plan Update was adopted. As of December 2019 there was 118,920 square feet of a total 642,928 square feet (18.5%) available to purchase or lease within the Industrial Parkway business park. There are three (3) developable lots: Map 17, Lot 46; Map 17, Lot 66; and Map 17, Lot 67 that are currently vacant. Finally, there are eleven (11) lots within the Industrial Parkway business park that are also within the Growth Industrial (GI) Zoning District. The GI District is the only zoning district in which marijuana uses are permitted (via conditional use permit) within the Town. There has been increased interest in GI properties since the Town adopted its marijuana use land use control and licensing policies in the fall of 2018.

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Performance Target 7: 500 jobs are created in Brunswick in the categories of jobs identified in Key Objective 3, Key Action 1 above.

Action Status: Partially Complete

Summary: This goal was set before the 2008 recession combined with the final closure of the Naval Air Station to cause Brunswick to lose 1,300 jobs between 2008 and 2011. The number of jobs in Brunswick is up by 330 from 2008 to 2018, but the Town has actually managed to add 1,600 jobs back since 2011. However, if measured from 2005, Brunswick has gained a total of 860 jobs, reaching the target.



Community Vision Forums  
Draft Meeting Report

Saturday, February 8th, 2020  
Saint John Community Center  
&  
Wednesday, February 12<sup>th</sup>, 2020  
Brunswick Jr. High School



Good Group Decisions

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## About the Meetings

On February 8, 2020 and February 12, 2020, the Town of Brunswick held meetings which provided residents an opportunity to voice their opinions about the future of the town. Both meetings covered the same topics and were open to the public. The following three questions were addressed:

- What should Brunswick look like in 10 years?
- Where should we put new development?
- How do we keep Brunswick affordable and livable?

Follow this link to find a video of the meeting held on February 8, 2020:

<http://tv3hd.brunswickme.org/Cablecast/Public/Show.aspx?ChannelID=1&ShowID=4348>

Follow this link to find a video of the meeting held on February 12, 2020:

<http://tv3hd.brunswickme.org/Cablecast/Public/Show.aspx?ChannelID=1&ShowID=4351>

## Planned Agenda

SAT <u>Feb 8</u>	WED <u>Feb 12</u>
9:00	6:00 <b>Welcome</b> - Opening remarks and how the Forum will work
9:10	6:10 <b>Why Plan?</b> – The purpose and rationale for Comprehensive Planning
9:20	6:20 <b>About Brunswick</b> – A presentation about current demographics, land use patterns, and trends. We will also hear the results of our recent community survey.
9:40	6:40 <b>The Big Questions</b> – Using a variety of techniques including putting ideas on the wall and drawing on maps, we will share ideas and discuss the three questions at the top of this page.
10:20	7:20 <b>Special Topics</b> – Here’s an opportunity to discuss the following topics in more detail. Choose what you want to discuss most. <ul style="list-style-type: none"><li>▪ Transportation</li><li>▪ Affordable Housing</li><li>▪ Public Infrastructure</li><li>▪ Sustainability and Climate Adaptation</li></ul>

- Economic Development
- Public Buildings
- Cultural and Historic Landscape
- Natural Resources

11:00      8:00      **Adjourn** – This ends the formal program but we hope you will stay as long as you like afterwards to continue discussions with Town Staff and members of the Comprehensive Plan Update Steering Committee.

## Opening Remarks

Comprehensive Plan Update Committee Chair, Larissa Darcy, opened both meetings by welcoming everyone, introducing herself, and thanking everyone on behalf of the committee and staff for attending. She stated that the meetings were community forums to envision a future for Brunswick. She presented the following three questions which would be covered in the meetings:

- What do we want Brunswick to look like in 10-20 years?
- Where do we see development?
- How do we keep Brunswick affordable and livable?

Larissa introduced Craig Freshley, author of *“The Wisdom of Group Decisions”*, and recent award winner of the 2019 American Civic Collaboration Award. She noted that the Good Group Decisions office is located in Brunswick.

Facilitator Craig Freshley noted that Marlene Flaherty of Good Group Decisions would serve as note-taker for both meetings. Craig then began to outline the Agenda with the following comments:

- We are here for a couple hours, but we invite you to stay longer to make additional comments, answer questions and continue conversations.
- We will start with a presentation on “why have a comprehensive plan” by Matt Panfil and he will share survey results.
- The bulk of our meeting will be hearing from you and answering The Three Big Questions outlined on the Agenda.
- For question one, we will ask you to write your answers on the colored pieces of paper, and then we will put them on the Green Wall to organize ideas. There may be some chaos, but that’s what we want. We want the ideas to come from you.
- For question two, we will ask you to draw on the maps on your table where you think development should be and should not be.
- For question three about affordability, we will take shout outs and address your feedback.

- Then we will break into table topics. For each topic we have a specific question for you to answer.
- We will end at 11:00 am on February 8 and 8:00 pm on February 12. Between now and then we have a jam-packed process.

## Ground Rules

Craig explained the following ground rules; things to keep in mind for an effective meeting:

- **All views welcome** - We want to hear from everyone. Raise hands and let Craig call on people. In small groups, make room for everyone. Let's try hard to give everyone a chance. We want to hear all views. Use a microphone when addressing the whole group, write on materials, and you can follow up with comments via email. We don't have to agree. Speak up or submit written comments.
- **Let Craig call on people** - A reminder to raise hands. Craig might not call on you in order. Everyone gets to speak once before anyone speaks twice.
- **No decisions now** - We will not walk out of here with a decision. Agreement is for later in the process. Don't be bashful. Be creative and give wild ideas. We want to hear it all. We are just collecting ideas. We are here to learn and share ideas, not make decisions. Even if it sounds like we agree on something, nothing is final. Decisions and agreement will come later, with the town council.
- **Neutral facilitation and notes** – Craig and Marlene are neutral facilitators. They may live here, but today they are here for you. A facilitator's role is to serve the process, and of course, take notes!

## Why Plan?

In both meetings, Matt Panfil began his portion of the presentation by thanking people for their time. He added that he is always impressed with townspeople's willingness to give their time and thoughts. He asked Steering Committee Members to raise their hands, and he stated the Committee and staff were excited about this process. He then began his slide show and presentation.

## *The Purpose and Rationale for Comprehensive Planning*

Matt began by asking “What is a comprehensive plan?” He asked the group “Who here knows what a comprehensive plan is?” There was a show of hands. Matt then referenced his slide, and offered a more digestible definition.

*“A comprehensive plan is a statement of a community’s vision for the future, a base for capital improvement, and a legally defensible foundation for community actions, policies, and regulations, especially those associated with land use.”*

He noted that this process is in place so that if there is an issue, planners can refer to the comprehensive plan. Planners want this document to use as a reference. He added that the Committee wanted to come up with some action items to reach the goals. This will provide guidance for town council in how they spend their money. He encouraged the group to tell the Committee what they wanted to see.

Matt then asked the group “Why are we planning?” Matt then shared that this process is a State requirement (required every 8 years). He pointed out that there are many more reasons for planning. He added that just like community members would plan and budget for home improvements, this process would serve to identify and plan for changes that the town needs. Community character shapes identity and defines how the people of Brunswick live, work, and play. He explained the process was about refining and preparing for growth. Things change and this provided a way to work on it.

He then gave some history and background of comprehensive planning in the United States.

- Washington DC 1791 was the first comprehensive community plan.
- New York City street grid - a rigid grid was established in 1811.
- Chicago - first modern plan, known for pretty drawings that helped to market and sell.
- Riverside Illinois - first suburb in the country.

He asked what these plans all have in common?

- These are all physical plans.
- Framework for managing physical growth.

He noted that our plans now address MORE issues that just the physical structure.

- Comprehensive planning is in growth management.
- Origins in the State and elsewhere are within growth management.
- Guide Use and Protection of Resources
  - Protect our resources; natural resources, finite resources like land, and financial resources.
- Align the public and local government’s vision and expectations.
  - This plan helps us prepare our Capital Improvement Plan.

- Who is writing this plan? The public.
- The Committee and staff are translators. We want your help refining this.
- The more input we have from the public the better, and your ideas are highly valued.

Matt added that comprehensive planning is becoming MORE comprehensive. Additions include marine resources, the economy, demographic changes, and others.

He also added that for Plan Brunswick, this will be a straightforward process, and outlined the following:

1. Develop a vision, goals, and objectives.
  - The Committee has been looking backward; analyzing the 2012 plan.
    - We wanted to look back, to look forward.
    - This process developed lessons to apply to the new plan.
  - We are thinking big, and then refining our ideas into action items to accomplish our objectives.
2. Review and update the Future Land Use Plan.
  - This will include Zoning Ordinances.
    - We will review, but the 2017 Zoning Ordinance Committee has done a lot of this work.
3. Develop strategies to implement the vision.
  - One of the most important things is that this becomes action.
    - We don't want it to sit on a shelf and collect dust.
  - We really want to make this plan as implementable as possible.
  - We are not there yet, but we want your help to get there.
4. Implement the plan.
  - We are just getting started with writing this new plan.
  - We appreciate your involvement as this will impact town for the next 20 years.

## About Brunswick

Matt gave a presentation about current demographics, land use patterns, and trends. This presentation incorporated the results of a recent community survey.

Matt covered some interesting information about Brunswick. He added the comments below while referencing informational slides, graphics, graphs, and maps:

- The Base closing impacted population, but now we are back on track at 1% stable annual growth.
- The map notes where we have lost and gained residents.
  - Lost at Base, but gained on edges.
  - Northeast and southern rural regions, also near west-side neighborhoods.
  - We have had a net gain, after the Base set-back.
- Population projection may look dramatic, but it is not (anticipated dip is only about 20-40 people.) We may lose people but we will get them back. Projections are pretty stable.
- Household size is declining.
  - This is a national trend since the 1960's.
  - We are down now to 2.25 per household.
  - As households get smaller, how will housing need to change?
- Age distribution.
  - The older you are the more likely you are to live in coastal or rural areas.
  - Younger residents are in areas near the base.
- Interesting to note that North East and North West corners are where the population is the youngest.
- Median income: most recent from 2017 was \$58,125:
  - A 16% increase since 2010.
  - This is below Cumberland County, but above the rest of the state.
- Growth is occurring. New construction, since 2017 has seen a trend that we are going more toward the rural areas, building single family homes.

Matt then presented a series of maps showing growth areas, rural areas, and areas outside of town. He asked the group to look for pink which noted new developments since 2009. There was not much development in 2009-2010, due to recession. The town started to see some more development in 2015, and continues to see more now. Most projects have been in rural areas. Rural development has accounted for half of all development since 2009.

Matt then asked the group about the Community Survey, "Did anyone get this?" Several people raised their hands to indicate they had received the survey. Matt shared that 1500 random households were selected to receive a paper survey. Matt added that there is also an online version available. It is a lengthy survey, but input is encouraged and welcomed.

Matt then began to show survey data, noting that it was not the final data.

## Survey Results

- Why do you live in Brunswick?
  - Proximity to shopping and other needs.
  - Proximity to natural views.

- Biggest threat to maintaining quality of life in Brunswick?
  - Property Taxes.
  - Lack of affordable housing.
  - Economic concerns (local).
  
- What type of housing do you live in?
  - Single family home.
  - Mobile home.
  - Condo.
  
- Perception of change in vehicular traffic:
  - More traffic, but it is not too much of a problem.
  - More traffic, and it is a noticeable inconvenience.
  
- How do you get to work?
  - Car (major leading response).
  - Walking.
  - Brunswick Explorer.
  
- Pedestrian Safety perception:
  - Pedestrians feel safer in urban areas than rural.
  
- Brunswick Explorer:
  - People are heavily in support of this service.
  
- Local Measures to reduce impact of climate change:
  - People are heavily in support of this initiative.
  
- Do you live in a multi-generational household?
  - “No” was the majority answer, but there are a good number of people in these households.
  
- Support of Affordable Housing for homeless and marginal income populations:
  - People are heavily in support of this initiative.
  
- Perception of redevelopment at Brunswick Landing:
  - Positive reaction to what is happening at Brunswick Landing.
  - Visitation rate isn’t super high.
  
- Priority if creating “Land for Brunswick’s Future Fund”:
  - Split between high and low priority.
  
- Support for providing services for new Mainers:
  - People are heavily in support of this initiative.

- Accessibility for physically disabled:
  - Most respondents do not think it is accessible, and there is a lot of room for improvement.

## *Discussion*

- How many respondents were there?
  - There were 360 at the point of this data, but now we are up to almost 500 responses.
  - New data will be posted on the website.
  - A pretty good response rate.
- General boundary of growth area versus rural area?
  - (Matt will show on slide, and references the map in the back of the room).
  - The growth boundary is not static, it can change.
- Housing permits, are we counting total acreage on lots? Do you have numbers of units available?
  - 187 units over a 10-year period (in growth area) and 176 in rural areas.
  - The same number of units in each type of area, but the acreage was larger in the rural parcels

## *What should Brunswick look like in 10 years?*

### *Explanation*

What should we be known for? What do we want people from away to think about/relate to our town? How would we like things to look or feel? How would we like specific parts of town to look or feel? What kinds of people are there, more new Mainers, younger or older populations, more affluent, less affluent, or more diverse? What about the economy? Do we want the economy to bring more people here? Do we want manufacturing, tourism, or other things to bring more people here?

Craig stated that these ARE big questions. He asked community members to provide three answers total. Using a slide, he explained that the top question was the prompt and the questions below could help shape their thinking. He noted that the number of responses were limited so he could hear the top ideas.

## *All Ideas – February 8*

Using a highly visual and interactive technique, participants were invited to write their ideas on pieces of paper regarding what Brunswick should look like in 10 years. The ideas were then discussed and organized on the wall. Results were as follows:

- Commerce
  - NO bedroom community, more businesses in the landing.
  - Diversity of business, housing & population.
  - More small businesses.
  - Fewer empty strip malls.
  - Diverse commerce strengthens tax base (to fund everything we want).
  
- Downtown
  - Beautiful downtown.
  - Known for: arts for all, music, art literature, public art, artists in residence.
  - A place for people to meet/greet each other.
  - Combination/balance of locally owned businesses downtown.
  - Known for: vibrant down-town.
  - Respecting history but welcoming change/modernization.
  - Accessible and safe downtown.
  - Denser development around Mall-Maine Street area.
  - Updating older strip malls/clean lines – ‘New England feel’ of commercial community centers.
  - Historic preservation of downtown buildings.
  - A charming well-maintained vibrant (economically) downtown.
  - In the next 10 years, most development should occur downtown and at Brunswick Landing.
  - Brunswick should conserve more land in the rural areas.
  
- Distinction between downtown/rural
  - Create a vibe/brand for each part of the town and celebrate the differences.
  - Clear distinction between growth and rural areas (in terms of character & development).
  - More centralized, less rural expansion.
  - Less development in rural areas.
  - Balanced growth.
  - A better-defined landscape.
  
- Environment
  - Healthy environment.
  - Known for: progressive climate programs.
  - Known for: conservation of natural resources.
  - Known for: being green.

- Public access to the coast and nature preserves (cross country ski trails).
  - Beautiful natural resources.
  - Healthy (people, economy, environment).
  - Beautiful balance for all humans and all (native) animals and plants.
  - Known for: access to natural resources.
  - Known as the town that cut car dependency in half in 10 years.
  - Known for taking real action to cut carbon emissions and become a sustainable community.
  - More alternative power.
  - Climate adaption leader.
  - Open spaces, parks, clean sidewalks, playing fields.
  - Recreation centers.
- Bike/Pet friendly and mixed-transportation
    - More public transportation.
    - Improved/increased public transport.
    - Walkable downtown with good public transportation.
    - Better pedestrian and bike infrastructure for non-recreational use to connect residential, commercial, and rural areas.
    - Narrow roads, lower speed limit.
    - Accessible: affordable, good transportation (local and inter city).
    - Pedestrian and bike friendly downtown.
    - Look or feel... bicycle friendly.
    - Brunswick should be known as a place where most people can walk or bike to most things.
    - Strong services – public transportation.
    - Known for being the best place to walk and bike on the East Coast (inspiration: Davis, California; Flagstaff, Arizona; Bend, Oregon).
    - A softening of the Base property – the central placement of that u. industrial property and airstrip at the heart of Brunswick is tough to build cohesive community plans.
    - Greener transit systems (more walking, biking, changing stations).
    - Pedestrian friendly neighborhoods.
- Civic Engagement
    - More civic participation.
    - Engage citizens.
    - Representative government.
- Affordable housing
    - Affordable to live in downtown Brunswick.
    - Community friendlier to people lacking housing.
    - Housing available for high, medium, and low income households.
    - Diverse populations with more affordable housing.

- More local jobs paying a living wage.
- More housing for low/middle income.
- Affordability.
- Maintain outside of historical homes downtown but divide inside into affordable apartments.
- Other
  - A hub of creative culture.
  - Good schools.
  - Integrate Landing into community.
  - Community oriented.
  - Vision not reaction.
  - Known for more than just Bowdoin.
- Diversity
  - Diverse: age, ethnicity.
  - More opportunity to live and work in Brunswick.
  - Known for a diverse and rich community culture.
  - Become a cultural center-increase diversity.
  - Diversity.
  - More diverse.
  - More ethnically diverse.
  - Known for: Diverse livable neighborhoods.
  - People focused.
  - Welcoming: diverse population (age, socio-economic ethnicity), mix of businesses, visitors/tourists.
  - Diverse and welcoming people economy, opinion.
  - Increased cultural and economic diversity.
  - A socially welcoming community with a mixed-use economy to bolster the inclusive growth.
  - A diverse culture.
  - Diversity in all parts of town.
  - More young people and families.
  - Younger/families.
- Welcoming
  - Welcoming to all.
  - A 4-season intelligent community, summer, fall, winter, spring.
  - Fun place to live/visit.
  - The location, quality, and appearance of “low income” housing is a huge part of the perception of being a welcoming community.
  - Friendliness.
  - Being a welcoming community.

## *Discussion of Ideas – February 8*

Craig took comments and questions from the group that included the following:

- Would like to see kids walking and biking more to school, and less busing.
- Craig asked for a show of hands for bike friendly/pedestrian as a top 3 focus area.
  - Large show of hands - 90% felt strongly about this.
- This is tied to everything else. If there isn't affordable housing in Brunswick, it is difficult for them to walk.
- We have the topics separated, but they are VERY connected as we talk about these ideas and solutions.
- Pleased to see confirmation that the downtown is extremely important to the community.
- Looking forward to the street-scape project that will create a better lit, safer, more attractive downtown.
- This is not the time for us to sit back and bask in having a downtown full of businesses, because things change rapidly.
- Can you please read the "Other Column", so that the group can see them?
  - Craig noted that there would be time later for those observations, but offered that a volunteer could go up and move those items into the various categories.
- Interested and wondering about Brunswick being a service community for the communities around us. How does this impact this discussion? People shop here and access social services here. What are the implications of this in our plan? We are a service community:
  - This is a great point. Leads into transportation and infrastructure. Figuring out ways that people can come to Brunswick through regional transportation methods.
    - Example: it is easier for my child to take the bus to school in Portland, than it would be for him to get to Brunswick High School.
  - I was on the council in the late 2000's, and we discussed how we could be funded by other communities, because we are providing so many social services in the non-profit sector. There was some effort from the State, but not a lot of collaboration/funding. We don't collaborate well between towns, so costs are put on the locality.

## *All Ideas – February 12*

Using a highly visual and interactive technique, participants were invited to write their ideas on pieces of paper regarding what Brunswick should look like in 10 years. The ideas were then discussed and organized on the wall. Results were as follows:

- Jobs and commerce
  - A busier airport with quality aerospace jobs.
  - Vibrant economy, strong workforce, well-paying (and plentiful) jobs.
  - Thriving small businesses.
  - Strengthen tax base via thoughtful development.
  - It should be Maine's center for Innovation and Tech Hub (Maine's Cambridge).
  - More local businesses less big corporations in Cook's Corner area.
  - Strong economy, job growth.
  
- Housing
  - Mixed housing development.
  - Diverse housing: low income housing, starter affordable houses, more affordable houses.
  - Tiny houses.
  - Senior housing downtown – walkable.
  - Well-designed, higher density, affordable, attractive housing developments.
  - Housing downtown more dense.
  - Work force housing.
  - Housing opportunities for all social strata and class including the marginal folks.
  - Diverse population: age, family, retirees, challenged, more non-Caucasians.
  - Diverse housing available.
  
- Transportation
  - Known for better managed traffic.
  - Easy to get around (public transportation).
  - Good transportation, better traffic than Cook's Corner.
  - Less traffic.
  - Traffic patterns and one-ways more user friendly and less confusing.
  - Improved public transit (Amtrak).
  
- Landing
  - At Brunswick Landing: less fencing, open space, nature trails.
  - More businesses, restaurants, and a recreation park at Brunswick Landing.
  - Less separation of Brunswick Landing.
  - Where are the unsafe/toxic areas? What is plan?
  
- Bike and PED Access
  - Walkable, easy to get around.
  - Pedestrian/bike trail connectivity in Growth area.
  - Strong bike and pedestrian infrastructure.
  - Green/sustainable community – pedestrian friendly, green spaces, sustainable solutions.

- Green space and trails (hiking & bike).
- Dedicated bike lanes connected bike paths.
- Close Maine Street to traffic (walking only).
  
- Arts and Culture
  - More art galleries and programs to draw visitors and benefit residences.
  
- Affordability
  - Known for: college, more affordability, access to trails, nature.
  - Affordable.
  - Everyone that works here can live here.
  - Less economic disparity, poverty.
  
- Other
  - Science-based decisions.
  - More beautification with trees, gardens structures, Rt. 1, downtown, parks.
  - Arts and health center.
  - Maintain/increasing own cultural resources/Bowdoin, MSMT, music Fest, senior college, movie theaters, etc. More music (like Frontier).
  - Not a bedroom community for Portland.
  - Utilize more of upper mall for community events, market to reduce congestion along lower mall.
  - Make a second Maine Street on Old Bath Road leading to and past village-like Base.
  - High quality public schools.
  
- Downtown
  - Vibrant commercial core.
  - A vibrant, people-friendly downtown. Walkable, open, traffic-free etc.
  - Historic college town with active Maine Street.
  - Downtown (Maine Street) should be closed to cars except parking on peripheral. Growth to be in this 'growth area' primarily not 176 units on 400 acres in rural area. Commercial development should occur at Cook's Corner and Landing primarily with more housing (affordable) within walking of CC and downtown.
  - Look feel different – more varied downtown.
  - Densely settled in town neighborhoods.
  - Beautify the downtown.
  - Vibrant downtown.
  - Vibrant downtown.
  
- Services
  - Regional service center, commercial, etc.
  - All services/health; shopping; working; living available within community.

- Well maintained services, infrastructure and well run.
- Compassionate
  - Compassionate community.
  - Welcoming, diverse, compassionate community.
  - Tight knit community.
  - Welcoming community.
- Diversity
  - Diverse: ages, socio-economic, education, race/ethnicity.
  - Economic equality.
  - A diverse, integrated, vibrant place.
  - Mixed used development.
  - Diversity: age background, interests.
  - Racial diversity.
- Environment and climate
  - Prepared for a changing climate.
  - Environmentally friendly.
  - An incubator for town, college, and businesses to create innovative and sustainable industries/arts/jobs.
  - No more sprawl.
  - Outdoor recreation destination.
  - Fully intact nature resources.
  - Intact biodiversity and livable human habitat.
  - Significant tracts of preserved land.
  - No sprawl.
  - People, businesses, well-being → aligned with planetary boundaries → welcoming all.
- Parking
  - Improve parking downtown.

## *Discussion of Ideas – February 12*

Craig took comments and questions from the group that included the following:

- Ideas for sustainable development that create a place where the earth is not degraded at the cost of our economic and societal development.
- Add importance of quality public schools.
- More varied development and businesses downtown. (Bath Main Street has more variety than our Maine Street- thinking retail.)
- Traffic as a big issue, make downtown walkable!

- Happy to see comments about the Landing. We need better access to the Landing.
- Does the Explorer go to Brunswick Landing?
  - Yes, 4 trips daily.
- Encourage anyone with interest about Public Transit to join that topic table.
- We may have different ideas of what growth is and what growth should look like; we did a study in 1997 about the “cost of sprawl:”
  - Note that growth does not always have positive impacts on community as there are cost factors.
  - So we should make decisions with this in mind.
  - Offer to share this study and report.
- Parking downtown, if we want to increase retail varieties downtown we will need more parking.
- Difficulty going downtown in the summer due to traffic and parking.
- Maine Street should be closed to thru traffic.
- What is the relationship between the Landing (MidCoast Regional Redevelopment Authority) and the Town of Brunswick? Who decides what happens at the Landing?
  - The town decides a lot about zoning and what can be conducted on site.
  - There are 21 property owners there currently, including the Navy.
  - A separate re-use master plan exists that was developed after the Base closed.
  - This relationship has shifted as the economy has improved and is worth revisiting.

## Where should we put new development?

### *Explanation*

Craig told the group that they would show their ideas regarding “Where do we want to encourage/discourage growth” by physically drawing bubbles on maps.

He asked the group to generally designate areas noting the following:

- They could mark two areas:
  - Green for development.
  - Red for no more development.
- This included BOTH commercial and residential development.
- Smaller markers were used to make notes and explanations.
- The group did NOT have to agree. There could be multiple views on the maps and things could overlap.

The small groups then took time to discuss, draw on maps, and add comments.

Craig reminded the groups that there would be time at the end of the meeting to continue discussions. He then went around to each group and held up each map - sharing a brief summary of the group's work.

Map results from both the February 8 and February 12 meetings were as follows:

## Maps – February 8



### Map A

Spoken comments from group:

- High density versus open space areas.
- Concerned that the Base is turning into a “strip mall” and would like more of an urban form there.

Written notes from group:

- Higher density in this area.
- Keep open space.

- Make walkable and dense. Avoid making into a strip mall style. Eliminate parking minimums. Smaller setbacks, build up to stop sprawl.
- Farming.



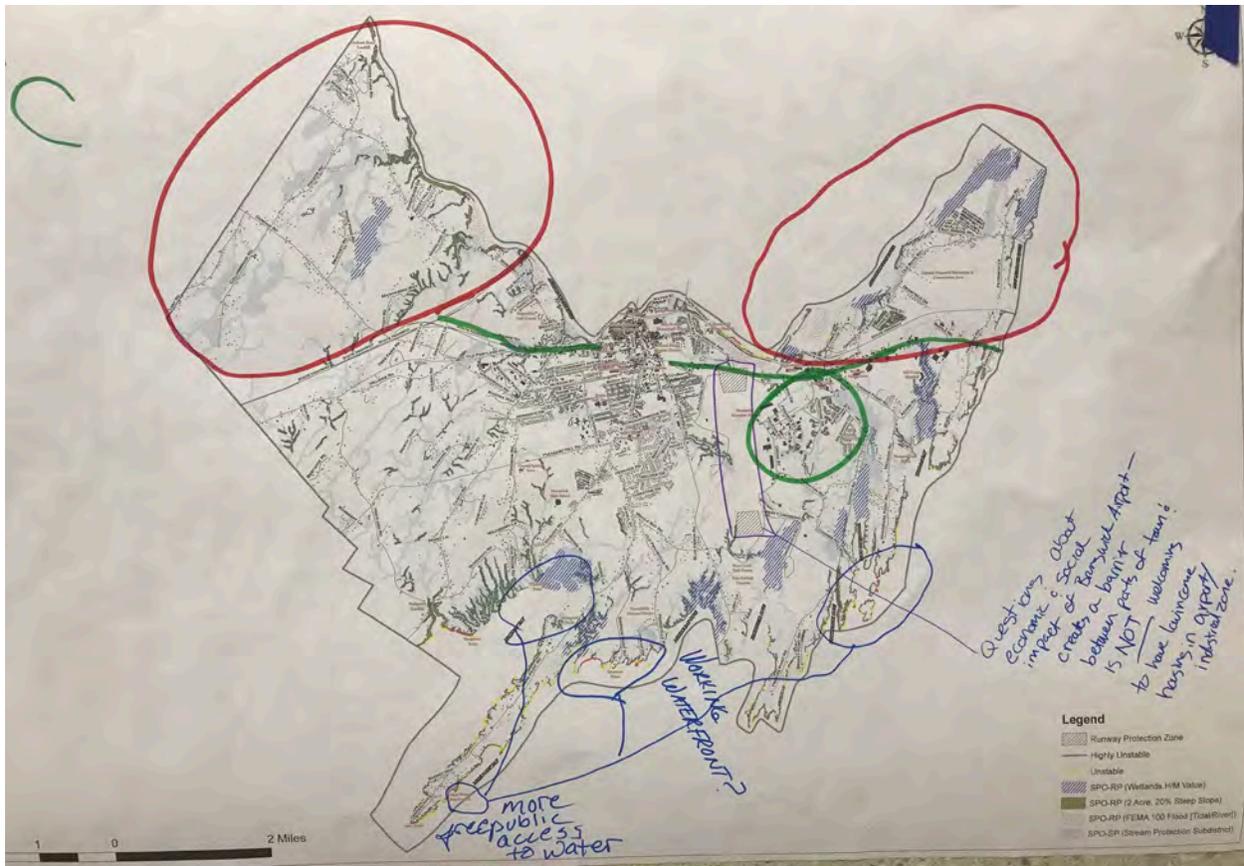
## Map B

Spoken comments from group:

- Interesting perspective. Growth in the downtown and Cook's Corner.
- No growth in rural areas.

Written notes from group:

- Protect waterfront from development.



## Map C

### Spoken comments from group:

- We definitely see development on outer Pleasant Street, outer roads, and the Landing.
- Restrict in rural areas that have had recent growth.
- Why do we need an airport? Does it divide our community in half?
- In general, a sense that we need better waterfront access. Could we develop a working waterfront by the Landing?

### Written notes from group:

- More free public access to water.
- Working water front?
- Questions about economic and social impact of Brunswick Airport – creates a barrier between parts of town and is not welcoming to have low income housing in airport/industrial zone.



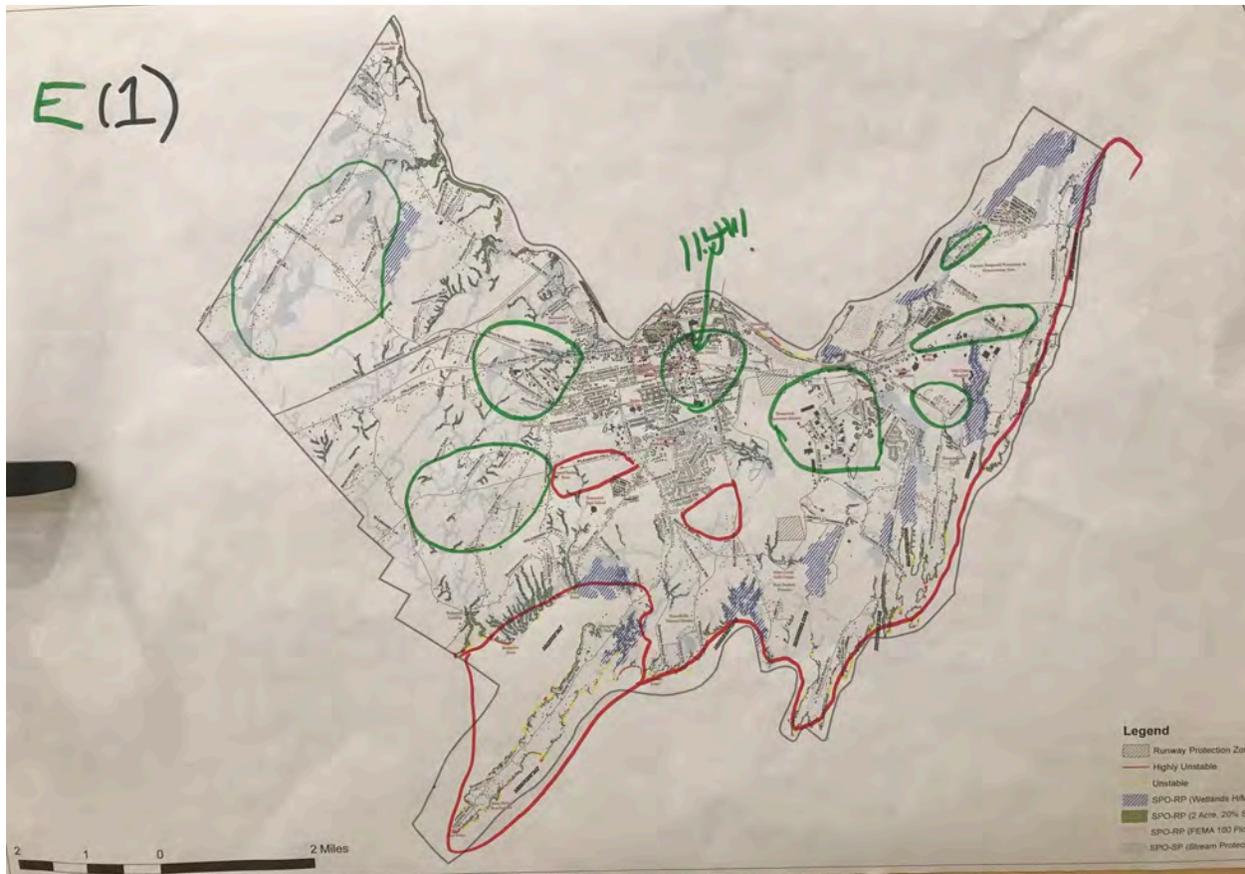
## Map D

### Spoken comments from group:

- Very clear delineation of growth: Downtown, Base, and Cook's Corner. Keep density downtown!
- Our growth are near the Base, we are thinking lower income/affordable housing in the corridor near the hospital.
- Gateways, you can drive right through town without seeing what we have to offer (Example: Rt.1 and other exits). How do we show off our community?

### Written notes from group:

- Open space, keep density down.
- Downtown: better sidewalks, gateways, high density.
- Brunswick Landing: could have affordable housing, commercial development.



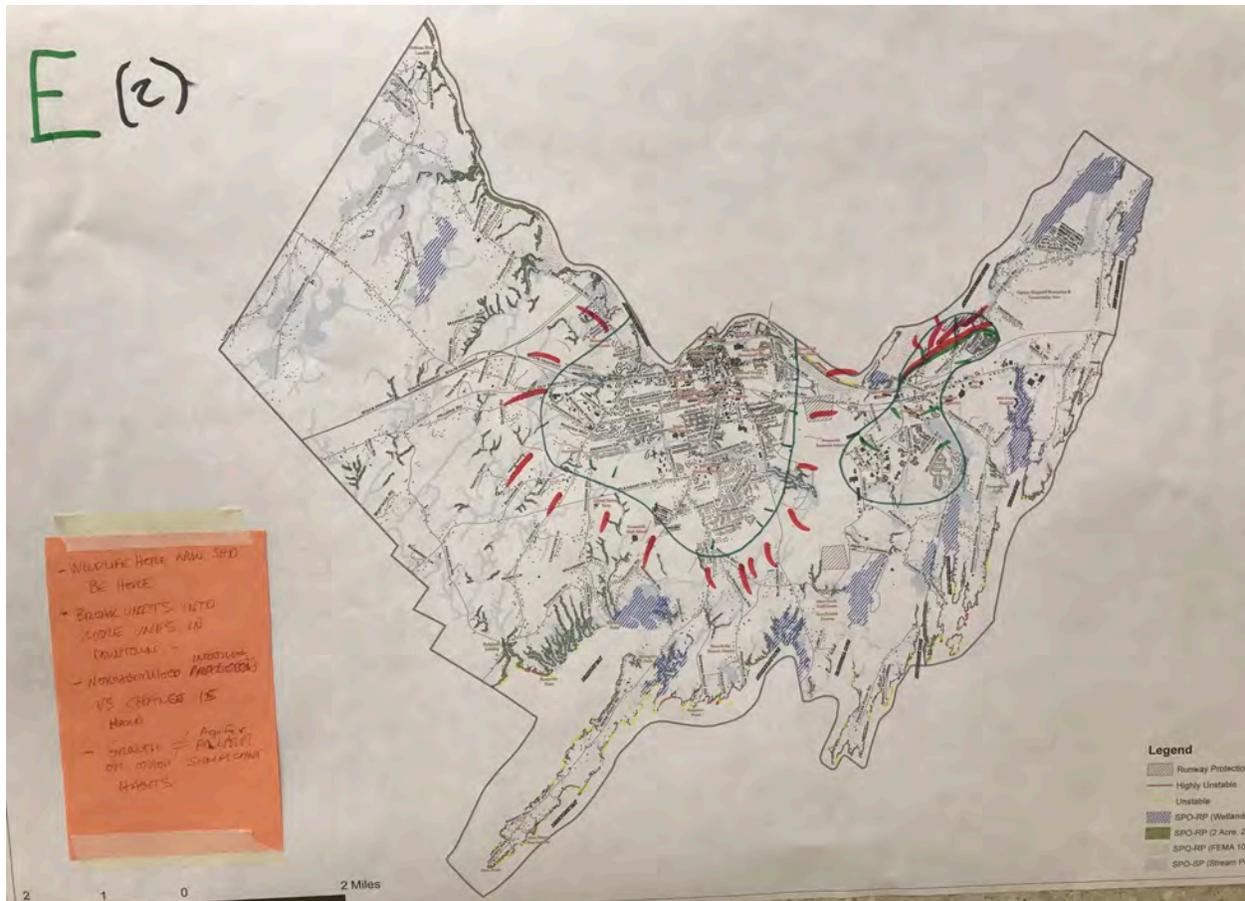
## Map E (1)

Spoken comments from group:

- Growth is going to happen, unless we forbid it.
- Maintain coast.
- Infill downtown versus spreading out.
- Possible to have some growth in other areas.
- We need more places for people to live if we want people to come here.

Written notes from group:

- Infill.



## Map E (2)

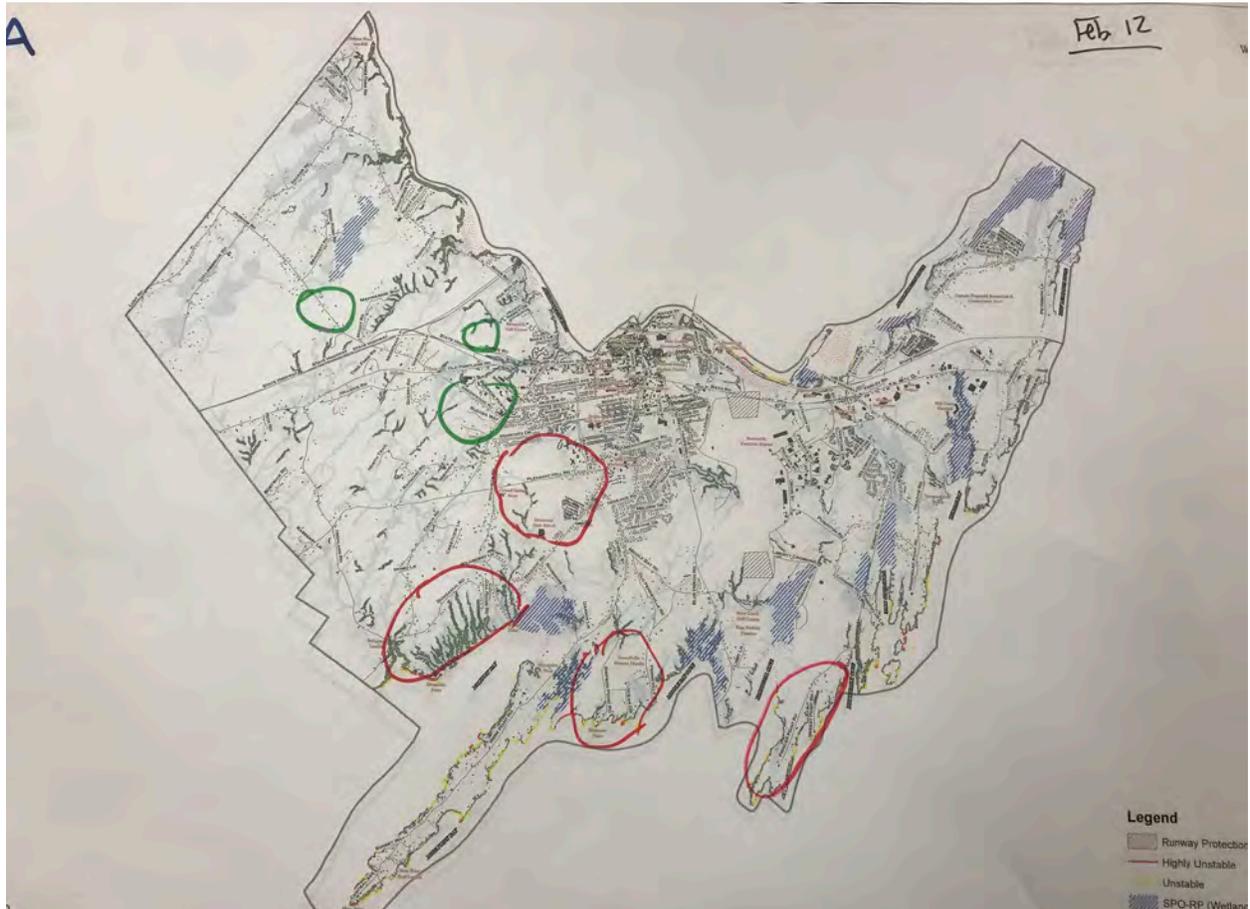
Spoken comments from group:

- Keep what we have now, here.
- Based on ordinances.
- Maintain integrity on outside of downtown buildings, but can we break buildings into smaller livable units?
- Not building on natural habitats.

Written notes from group:

- Wildlife here now should be here.
- Break units into more units in downtown.
- Neighborhood integrating versus change is hard.
- Growth does not equal aquifer on other significant habits.

## Maps – February 12

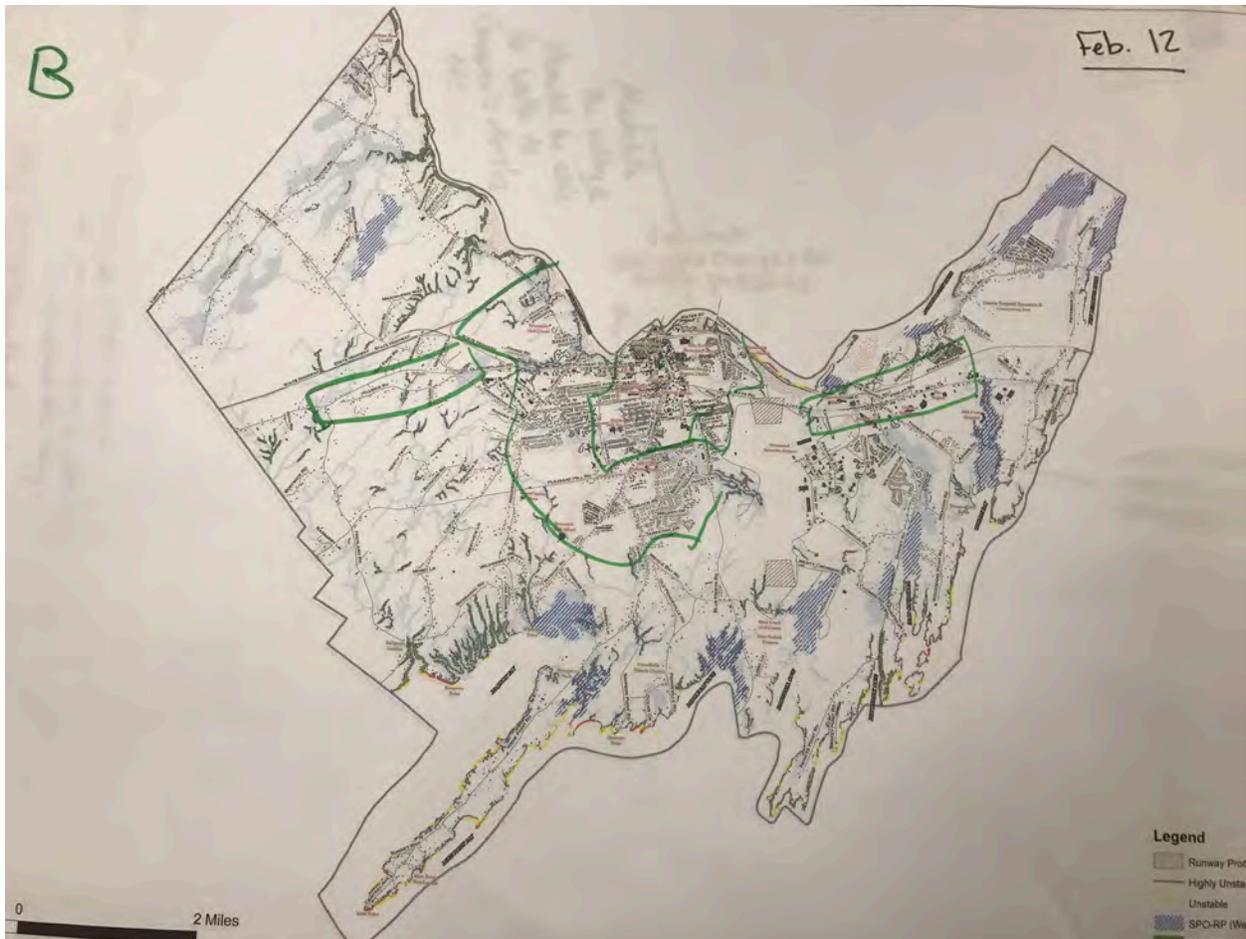


### Map A

Spoken comments from group:

- Prohibit development in specific areas and discourage development in other areas.
- Red areas are already in Conservation and we need to protect.

*No additional written notes from group.*

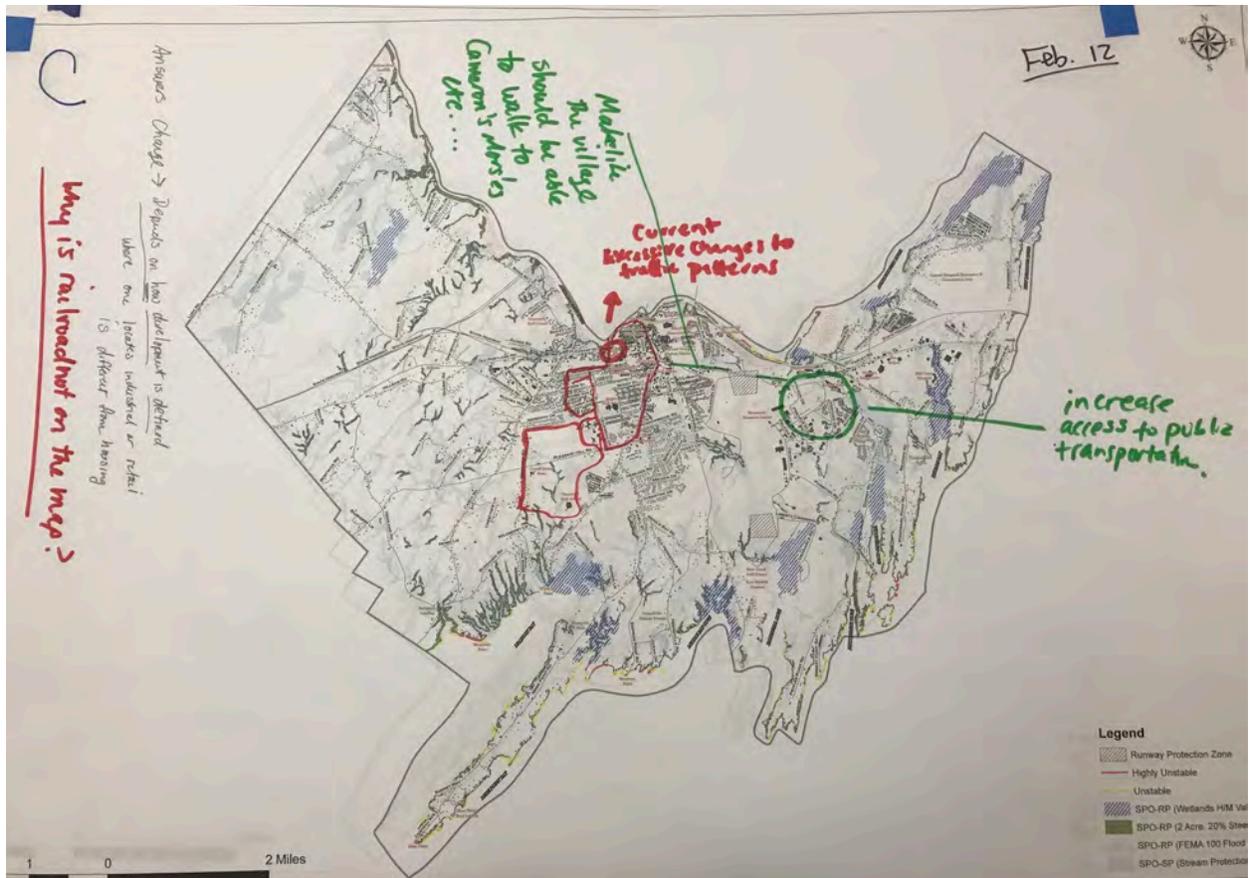


## Map B

Spoken comments from group:

- Downtown area and hillside roads/Cook's Corner, let's encourage development.

*No additional written notes from group.*



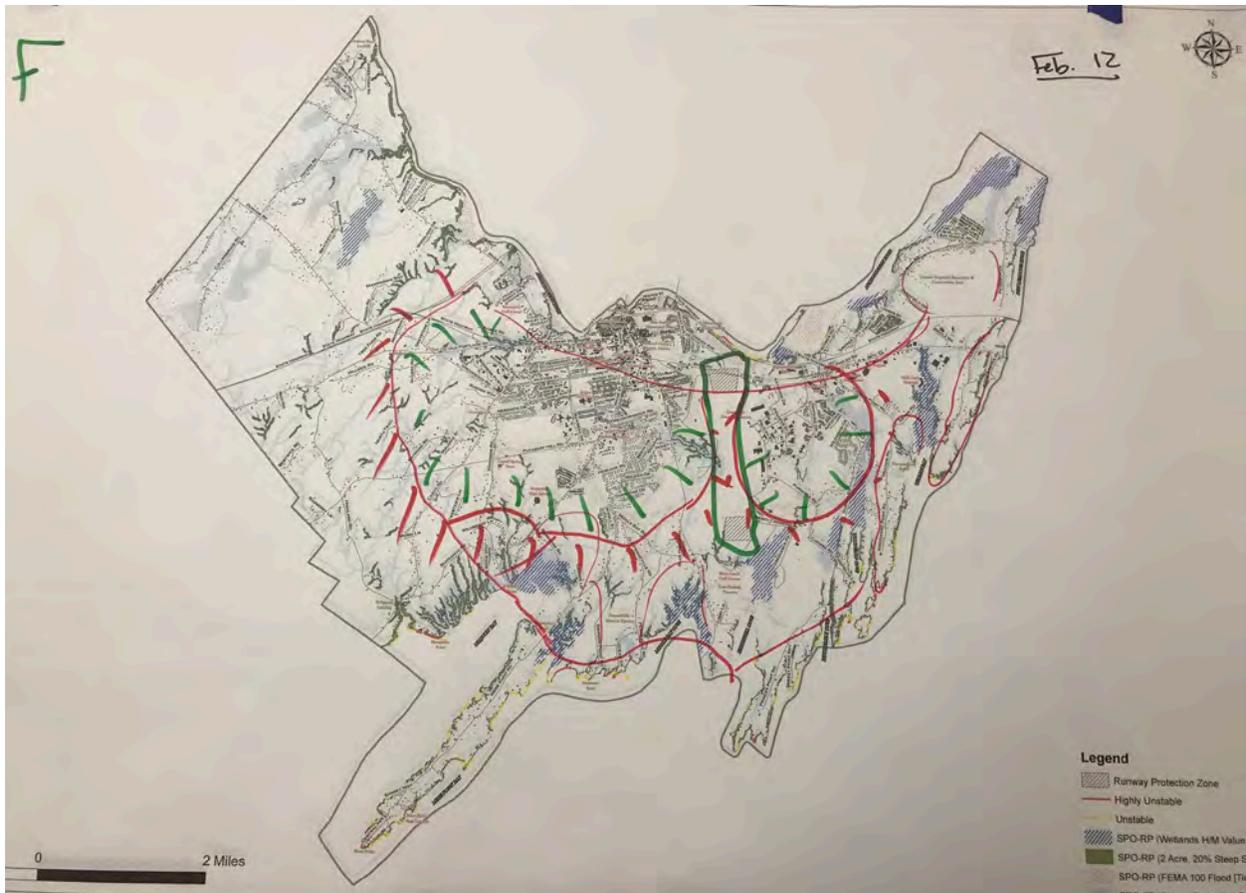
## Map C

Spoken comments from group:

- No development in downtown.
- Encouraging development and public transit access in Cook's Corner areas.
- Difficult to do this activity without more specific type of development defined.

Written comments from group:

- Green dot for affordable housing.
- Answers change → depends on how development is defined. Where one located industrial or retail is different from housing.
- Why is railroad not on the map?
- Maybe the village should be able to walk to Cameron's, Morse's, etc.
- Current excessive changes to traffic patterns.
- Increase access to public transportation.

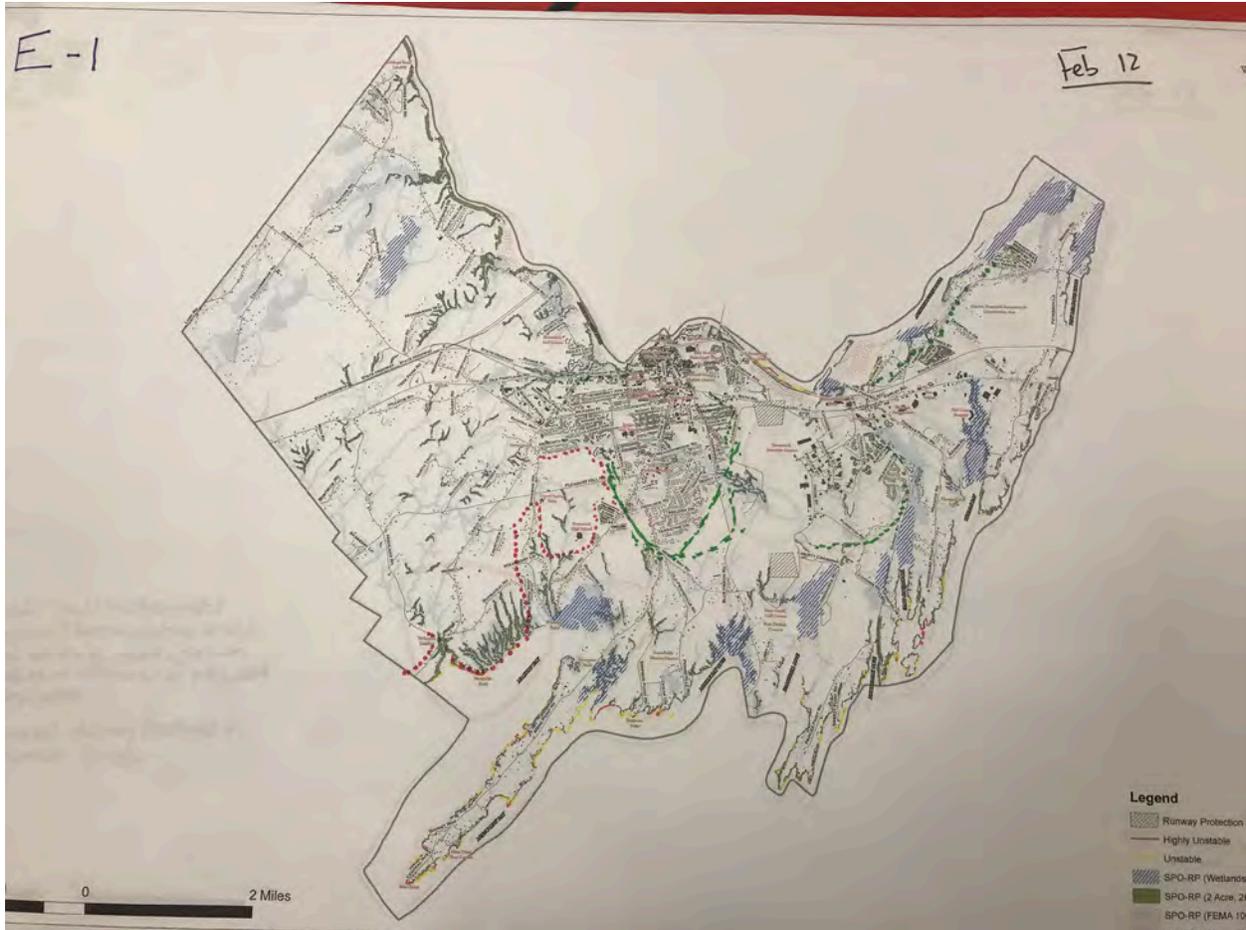


## Map F

Spoken comments from group:

- Pro development in center of town, prohibited in outskirts.
- There is disagreement amongst the group.
- No development along shoreline.

*No additional written notes from group.*



### Map E (1)

Spoken comments from group:

- Trying to increase density at the train station and the neighborhoods near there.

*No additional written notes from group.*



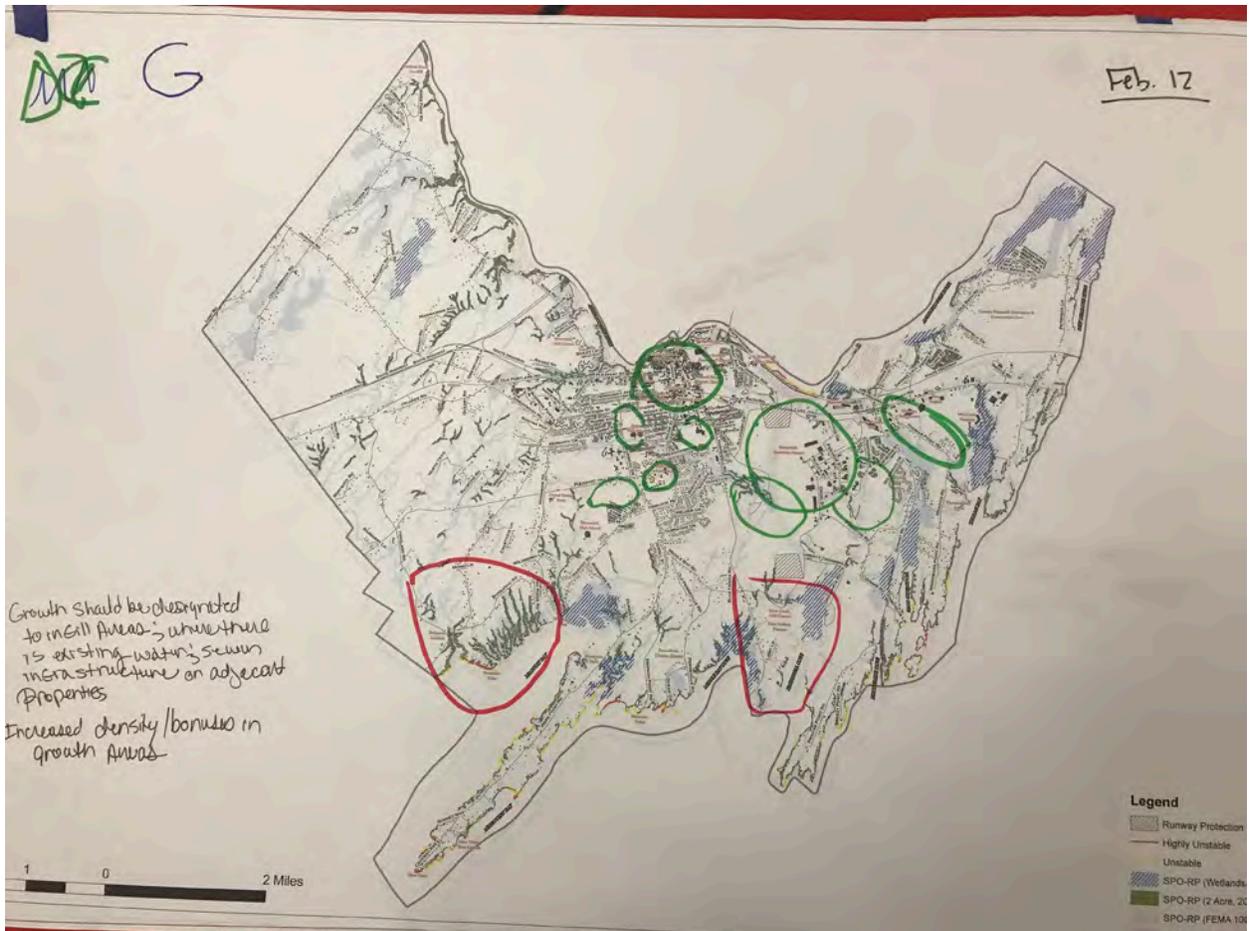
## Map E (2)

Spoken comments from group:

- Improve traffic flow near industrial areas and Landing, and along Bath Road.
- Prohibit near Harpswell Cove, Commons, and Crystal Spring Farm.

Written notes from group:

- Requires improved safer traffic flow.
- Needs public transit access.



## Map G

Spoken comments from group:

- Lots of pockets to encourage development.
- Prohibit in coastal areas.

*No additional written notes from group.*

## Additional Comments on Maps from February 12

- Does development include public land? (Like boat launches, etc.?)
  - Craig cautioned the group not to get too caught up on specific language.
  - Craig instructed the group to make notes on the maps if there was something specific individuals hoped to see.
- Interesting that railroad line is not on the map.
- A lot of agreement to not develop coastal lands.

## How do we keep Brunswick affordable and livable?

Craig presented the tradeoff between livability and affordability. He stated: “We want things that make Brunswick great, but we also want people to be able to both work and live here. We want it to be affordable. How do we achieve this while keeping things livable? If we swing too much toward livability, we may price ourselves out.”

Responses from both sessions were as follows.

### *Comments of February 8*

- Ongoing conversations at the Library and churches to support and promote affordable housing.
- Allowing higher density development and planning steps to incentivize this type of development.
- Important to have open spaces (proximity to natural resources).
- Potential for regional partnerships in seeking solutions for affordable housing.
- How are we defining “affordable”? What type of affordable housing do people want?
  - One idea, able to buy a starter homes.
  - What is the sweet spot between livable and affordable?
  - Climate adaptability to be central to affordable housing plan.
  - People who work here, can’t live here due to affordability
  - Why is Brunswick not affordable? More revenue/commercial business in our community.
- Demand for housing has increased cost of buying a home.
  - The more livable the town is, the more desirable it is.

### *Comments of February 12*

- Questioning if we ARE available now? Perhaps the word “keep” is not appropriate here.
- Wishing it was more affordable now.
- Especially for seniors. Need walk-ability and amenities, while being affordable.
  - We may need denser and smaller living places to achieve this.
- Accept higher density, to make affordable living spaces for seniors.
- More public transit to areas with housing development.
- Also need to encourage young families to live in Brunswick.
  - This is becoming more difficult as costs rise.
- How could we incentivize young people to buy homes here?
- Bigger issue about taxes in Maine.

- Comparison to other places in the nation that have both local and county taxes. Different tax rates for municipalities and counties - could impact the affordability. This would include needing to change State Legislation.
- Primary reason people are not buying or building in Brunswick is because of taxes.
- Also wanting more amenities in town.
- Bringing people to where the services are? Or could we move the services?

## Special Topics

This was an opportunity to discuss the following topics in more detail. Participants chose what they wanted to discuss most, from among the following choices:

- Transportation
- Affordable Housing
- Public Infrastructure
- Sustainability and Climate Adaptation
- Economic Development
- Public Buildings
- Cultural and Historic Landscape
- Natural Resources

## Public Infrastructure

### Question

- Where and what type of infrastructure improvements are necessary to maintain Brunswick's status as a desirable place to live, work, and play?

### Spoken Comments – February 8

- Several topics such as sidewalks and rough winter conditions.
- People growing up here-moving-and coming back are noticing that some of the town may be looking run down as buildings are at end of lifecycle.

### Spoken Comments – February 12

- None.

## Written Comments – February 8

- Recreational area (within the growth area): safe place to bring children, central dog park area.
- Things have not changed in 20 years and the town looks run-down: end of life-cycle of many buildings, maintenance, need some new.
- We want a Walking Community: sidewalks need to be safe, winter, plowing sidewalks after snow, need to get around in winter.
- Village Improvements Association (VIA): ex: Richards Pond (bench to watch wildlife).
- Walkability: sidewalks to support it, destinations to walk to, safety, lighting (need adequate, safe).
- Hiring more workers to maintain infrastructure (storm drains, sidewalks, roads, etc.) would create more jobs in town, for town of Brunswick.
- Design challenge = make Brunswick so nice in winter that elder snowbirds want to stay with us.

## Written Comments – February 12

- Bike/Ped infrastructure for commuting to work/errands.
- Questionable location of fire station.
- Better coastal access for hiking/swimming.
- Parking lot for skiers adjacent to Mere Creek.
- Bike/Ped Trail.
- Marked green trails and more of them.
- Better winter sports—Nordic skiing.
- Develop side streets to improve traffic on Maine Street.
- Increase (safe) bike and pedestrian access and infrastructure.
- Continued recycling (or expand).
- Add compost pickup.
- Add and update public parks and recreational areas walkable within neighborhoods.
- More diversified retail downtown and beautification efforts.

## *Sustainability and Climate Adaptation*

### Question

- How can Brunswick incorporate sustainable practices into their own operations and regulations?

- How can the town balance the urgent need to address climate change with market pressure for more development?

### Spoken Comments – February 8

- There are economic opportunities in the realm - such as permeable pavement installation creating jobs.
- We need to vision what we want to become, not just hunker in and wait.
- New ideas for members of this group, such as climate mapping should be included in the zoning.

### Spoken Comments – February 12

- None.

### Written Comments – February 8

- Encourage development that is sustainable, e.g. infill in growth areas.
- Permeable surfaces instead of pavement.
- Give preferable regulatory treatment for sustainable activities in projects.
- Require for all development plans:
  - Climate model mapping included in zoning.
  - Waste management plans.
- Permeable pavement in all roads; reduces flooding/run-off pollution.
- Better roads = infrastructure for accessibility.
- Develop sustainability metrics for Brunswick and monitor progress with those metrics = climate action plans, Greenhouse Gas Emissions measurement/reduction).
- Town compost.
- Economic opportunities for climate resilient infrastructure.
- Coordinate regional resiliency/emergency plans with Bowdoin and surrounding towns.
- Solar powered charging stations as part of greener transit systems.

### Written Comments – February 12

- Raise awareness of the sustainable development goals and what they might look like here.
- Engage indigenous communities for knowledge, input.
- Solar panels on new buildings and old buildings and heat pumps.
- Encourage more solar farms.
- Economic incentives to build affordable and low energy housing to developers.
- High density housing and development.
- Have no town-significant decisions without taking climate change into account.

- Junior High – tear down and rebuild.
- Coffin – make art studio, arts center, or apartments multi-generation. Or all three.
- Electric town vehicles.
- Investigate tidal power.
- Property tax relief for residential property who add renewable or build passive buildings.
- Develop partnership with SMCC and UMA for innovation: tech incubator.
- Make sure to include the aquaculture/agriculture industry in conversation/planning regarding effects of climate change.
- Enforce and tighten regulations on shore land, wetlands, discharges.
- Density credits for LEED-certified buildings.
- All public buildings have sustainable plan and mandate, solar panels.
- Mandate sustainable practices with new development.
- Credits for solar power and LEEDS certification.

## *Natural Resources*

### Question

- How can the town ensure that our abundant natural resources will be in the same or better shape for the next generation?

### Spoken Comments – February 8

- Lots of things we can do such as zoning for new wildlife pathways as climate shifts.
- Awareness of our independent impacts on resources and taking responsibility for this, (example: cats taking out songbird population).

### Spoken Comments – February 12

- None.

### Written Comments – February 8

- Development responsible to non-humans.
- Education – encourage bring outdoors!
- Zoning for wildlife pathways and for species to move due to climate change.
- Incentivize avoiding wildlife areas by development.
- Promote growth in appropriate areas.
- Change current stuff (cat registration).
- Entrances knowledge about personal impact on N.R.

- Incorporate existent infrastructure into habitat protection/enhancement (i.e. rooftop gardens, beekeeping, chimney swifts, vernal pool corridor “Keepers”).
- Yes to the goal!!

### Written Comments – February 12

- Facilitate development nights.
- Enhance walkability – change Maine Street to be less wide, also less development in historic rural areas.
- In-town denser development and protect the rural zone.
- Allow more in-town “in-law” units.
- Dark slices efforts needed.
- Good goal!
- Outdoor cats? How to remodel/premier environment damager.
- Dog facilities for available.
- Public ED for water quality protection “Stream fish” part on storm water.
- Pollution from farms is bottom, but urban impaired streams an issue.
- Awareness of sustainable goals.

## *Cultural and Historic Landscape*

### Question

- Our community’s rich heritage has served to shape Brunswick’s character. What are the essential components of Brunswick’s historic and cultural landscape?

### Spoken Comments – February 8

- Holistic approach to question: telling more indigenous, POC, and French-Canadian stories that relate to our landscape and what we see. (Example: Stories from The Fort.)
- This will lead into how we work to preserve these spaces.
- Who are the stakeholders?
- Historical Society, library, and physical, built spaces.

### Spoken Comments – February 12

- None.

## Written Comments – February 8

- Preserving our architectural heritage.
- Stop destroying historic building → focus on reuse!
- Telling indigenous, POC, French Canadian stories.
- How these stories connect with our landscape.
- More integration between Bowdoin's story of Brunswick.
- Major stakeholders.
- PHC Library.
- Bowdoin.
- What role do businesses play in celebrating this history?

## Written Comments – February 12

- Bowdoin College.
- The land.
- Art studios.
- Coastal Academy.
- History trail (bike/ped).
- More tours of Brunswick Landing: military history (civil airport to WWII RAF training to sub tracking to civil airport), BWK history (lost farm communities).
- Protected natural habitats, agriculture/water.

## *Affordable Housing*

### Questions

- What types of housing and where in town do you think affordable housing is needed?
- Should Brunswick address the issue through carrot (incentives) or sticks (mandatory requirements)?

## Spoken Comments – February 8

- Providing more cluster type housing for multi-family units.
- Combine shopping and living.
- Increase density, to lower land costs - to provide affordable housing in each unit.
- Incentivize affordable housing. We need a reason to do this other than how much money can we get out of this?
- Restricting Air BnB's may become important.

## Spoken Comments – February 12

- None.

## Written Comments – February 8

- Transportation links.
- Increase housing for homeless.
- Increase density.
- Multi-family housing: cluster, inventory current Brunswick affordable housing and where located.
- Commercial and mixed-use (everywhere).
- Restrict Air BnB's and increase local landlords.
- Incentivize affordable housing: what incentives currently exist in Brunswick?
- Look at the Wellington Neighborhood of Breckenridge, CO – mixed income housing, well zoned for growth, in a tourist/resident town.

## Written Comments – February 12

- The Landing (w/transportation).
- What about Air BnB?
- Use existing infrastructure.
- Recovery housing?
- A mix of carrots and sticks.
- Student housing on campus versus Maine Street.
- Zone for tiny house communities.
- Increase density and multi-family units.
- “Planned” community integrating residence and services adjacent.
- Infill lot.
- Density bonus.
- Mixed-use.
- Put “green” into code for new developments – insulation and solar.
- Our representatives to the legislature need to pass a bill allowing municipal sales tax to reduce property tax burden.
- Coffin could be redeveloped into apartments or artist studios.
- More apartment complexes downtown – Mill, above Wild Oats.
- Martin’s Point building convert to apartments (garden style).
- Ways for people to age in place.
- Require affordable housing in all major developments.
- Incentivize affordable housing in all developments.
- Affordable housing in Botany Place.
- Repurpose Base housing for affordability.

- Develop the property where the old driving range was – mixed housing.
- Permanent supportive housing (housing first).

## *Transportation*

### Question

- On foot, 2 wheels, 4 wheels, or by public transit – what does Brunswick need over the next 20 years to be the best place to live, work, and play on the Midcoast?

### Spoken Comments – February 8

- None.

### Spoken Comments – February 12

- None.

### Written Comments – February 8

- Bike racks at new buildings.
- Walk/bike path through blueberry fields to back of High School - to bike from downtown.
- Want school kids on bikes.
- Bicycling: bike path on Maine Street. (Day parking problematic.)
- Year-round visible crosswalks.
- Solar roofs on bus stop shelters.
- More plowing of sidewalks during and immediately after storms.
- Electric vehicle charging stations.
- Solar panel bike paths to generate electricity (as in Netherlands) paths are solar, not asphalt.
- Eliminate parking minimums in zoning.
- Off road bike paths – rural and growth areas. (Meadowbrook, etc.)
- More and wider and better maintained sidewalks for pedestrians.
- Better (non-internet) access to information about public transit.
- Need more funding (Reds, Businesses) to expand local and inter-city transportation
- Expand Explorer: more stops, additional loops.
- Eliminate parking minimums!

## Written Comments – February 12

- Need local transit to connect residential areas to services - hospital for instance.
- More access routes through Landing
  - Yes, please!
- More convenient public transit: increase stops, frequency, hours of operation, days of the week. Integrated with the Breeze.
- Landing signage improvements.
- Safer crosswalks.
- Safe bike and pedestrian lanes.
- More trails and bike paths on and to Landing. Complete perimeter trails.
- Brunswick Landing connector road is good – extend to Thomas Point Road and hospital.
- Bicycle and pedestrian infrastructure.
- Safe and convenient alternatives to car travel.
- “Credits” to bikers and pedestrians – decreases traffic.
- Need parking downtown and on Landing also (at Savilinx, E.G.).
- Improved shoulders to make pedestrian and biking safer throughout town.
- Roundabouts.

## *Public Buildings*

### Questions

- Looking 10 years into the future, which existing public buildings and facilities do you hope the town renovated or replaced?
- What new buildings and facilities do you hope the town added?

### Spoken Comments – February 8

- None.

### Spoken Comments – February 12

- None.

### Written Comments – February 8

- Support library and history corner.
- What “public buildings” even exist? (inventory)
- What are current needs and wishes?

- Downtown pedestrian mall/gathering space - town hall place?
- Hockey/Ice rink.
- Fire station (downtown).
- Teen Center/People Plus exceeding capacity waiting list (growing). Need larger building/home.
- Repurpose Coffin School.
- BJHS.
- Parking: always an afterthought, time for a garage?
  - Yes, it's expensive
  - Garage combined with retail
  - Cedar Street – example of poor planning: phase II path from parking to train station is critical.

### Written Comments – February 12

- Public swimming pool for all ages within the downtown area - or accessible by public transit.
- Underground parking near downtown with shuttle to restaurants/retail.
- Public market indoor/outdoor for farmers and crafters.
- BJHS.
- New Jr. High.
- Replace or fix BJHS.
- Invest in: libraries, schools, public parks recreation areas (pool).
- Reuse plan for town hall place/central ride station.
- Teen Center expansion.
- BJHS – renovate or replace please.

## *Economic Development*

### Question

- How, when, and in which areas should Brunswick's economic development efforts be focused?

### Spoken Comments – February 8

- None.

### Spoken Comments – February 12

- None.

## Written Comments – February 8

- Development: outer Pleasant, Downtown, Brunswick Landing, Cook's Corner.
- How: Incentive programs (tax, density); training, grant programs; connect with schools to develop curricula; study-to-work programs; build images/attitudes toward trades; trade "signing bonuses"; infrastructure already here.
- Is the economic value/potential of the airport worth the central land and position it occupies?
  - Removal would be costly both financially and community identity/cohesion.
  - So might its retention.

## Written Comments – February 12

- Science and innovation focused on local, state and regional needs.
- Arts/culture, non-profits, manufacturing, sustainable energy/agriculture, composites.
- Main areas:
  - Brunswick Landing
    - Timeline: now-2050
      - Goals: 2000 jobs created, potential for 10,000?
  - Cook's Corner
    - Timeline: immediately/ongoing
      - Goals: improve mall design, modernize buildings.
  - Pleasant Street
    - Timeline: now
      - Goals: attract new businesses to vacant lots, improve road, add bike lane
  - Airport
    - Timeline: now
      - Goals: air craft technician training facility with support from community college
  - Bath Road.
- Land?
- Fields/types of industry?
- Aerospace, space mission control, clean tech, renewable energy center of excellence.
- Sustainability.

## Closing Remarks

- At the end of each meeting Craig thanked everyone for coming, personally - to the committee, Larissa, and Matt.
- Larissa thanked everyone for their input and noted that other events and discussions would be happening at Curtis Memorial Library. Larissa welcomed people to stay.
- Craig reminded those who were staying that they could add notes to ANY of the materials/activities in the room.
- The meetings adjourned at 11:00 am on February 8 and 6:00 pm on February 12. Members of the community were welcomed to stay after adjournment to continue discussions.



# Plan Brunswick Community Survey Results

## Survey Summary

1,500 mailed, 495 returned  
33% response rate  
95% confidence level, 4% margin of error

## Index

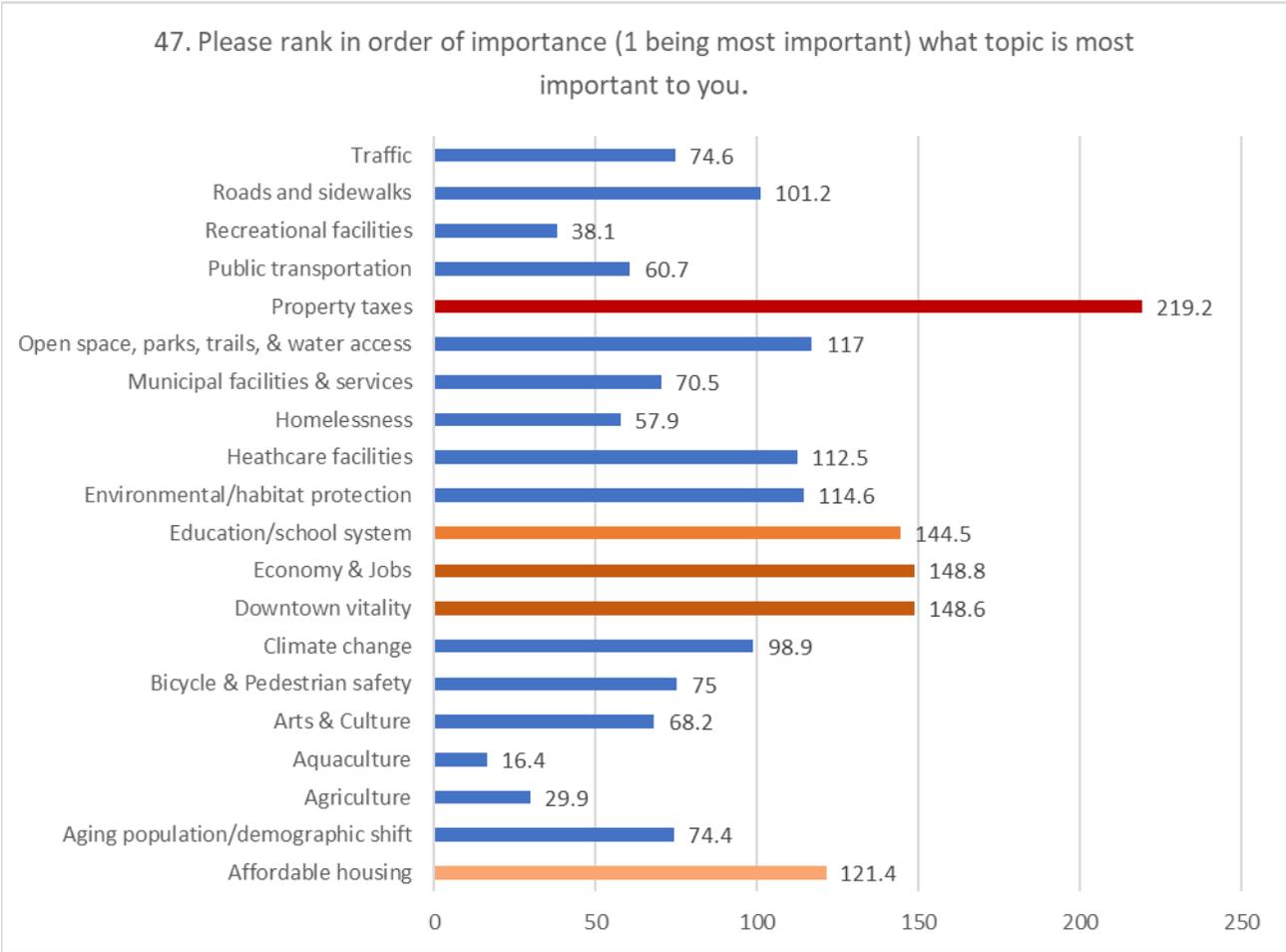
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Survey results tabulated and organized by Laurel Margerum. [lmargerum@brunswickme.org](mailto:lmargerum@brunswickme.org)

# Themes & Future of Brunswick

## Importance of Topics

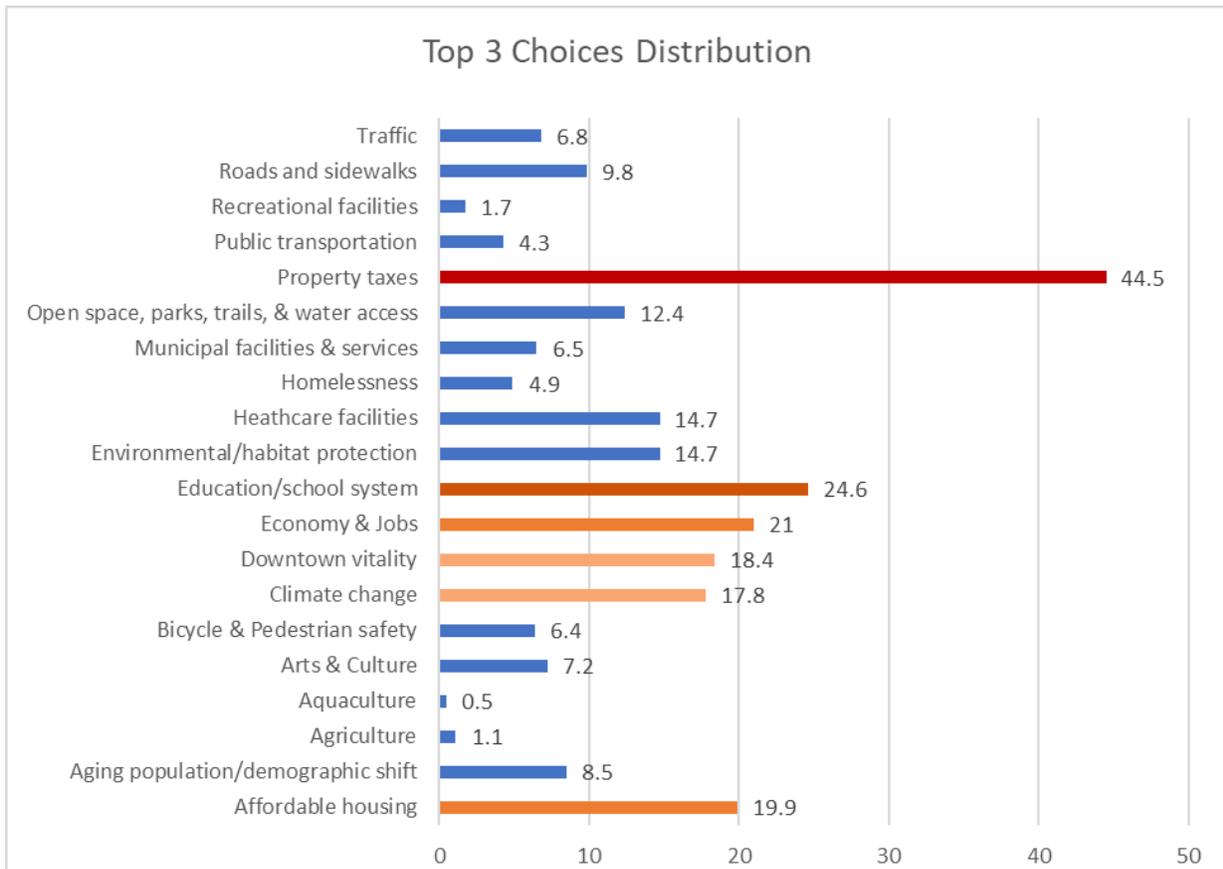
Two of the questions on the Community Survey asked respondents to consider a number of topics and weigh their importance. These questions provide a broad look at the topics that concern Brunswick residents. Question 47 asked respondents to rank a number of different topics in importance with 1 being most important. Property taxes were ranked as the most important issue for respondents, followed by the economy & jobs, downtown vitality, education & school system, and affordable housing.



**Methodology:** Many respondents did not answer this question correctly (for example using check marks or ranking many answers number 1). Only questions that were answered using the directed format were tabulated, and only rankings 1-10 were used for manageable tabulation (and most people didn't rank topics past 10). In order to weigh both how often a subject was ranked and how highly it was ranked, a composite score was created that took both frequency and rating into account.

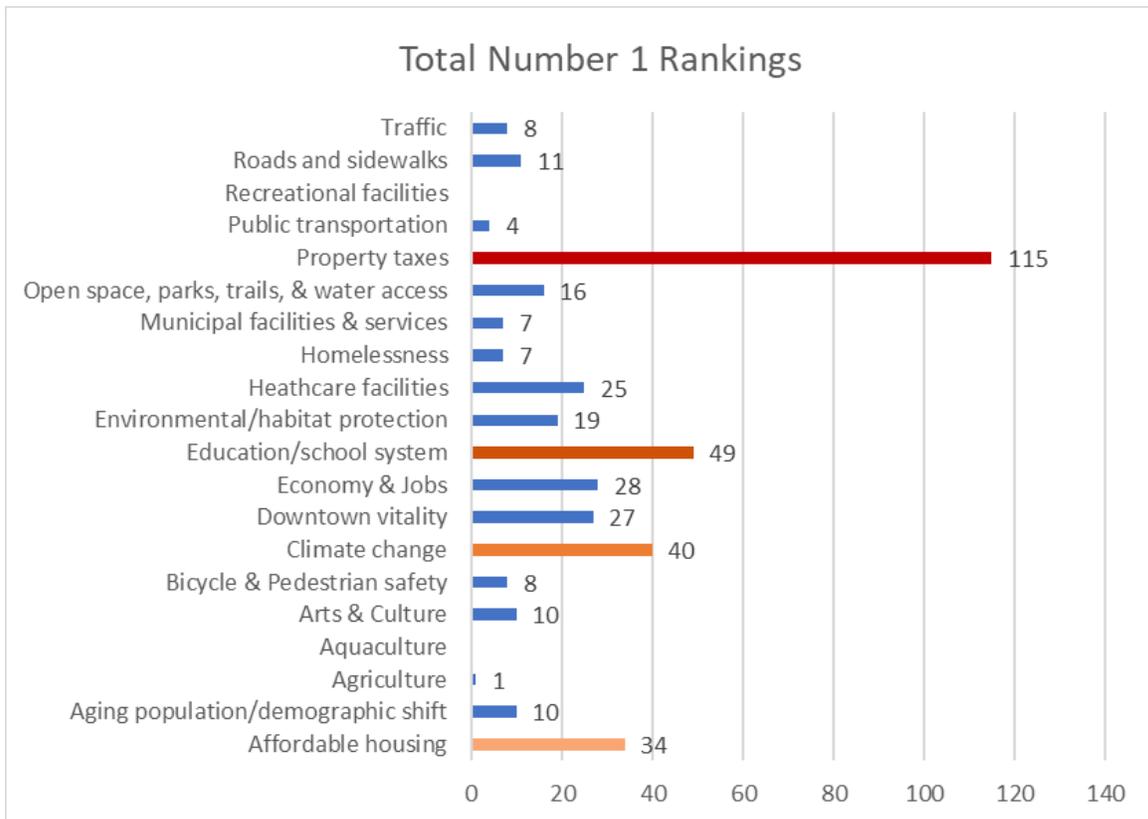
## Top Three Rankings

When Question 47 is considered for only respondents' top 3 rankings, the distribution of popular topics is generally the same as when considering the top 10 rankings. Property taxes is again the most popular issue, followed by education & school system, the economy & jobs, affordable housing, downtown vitality, and climate change. When considering only respondents top 3 rankings, climate change becomes one of the top 6 topics of concern.



## Number One Rankings & Likelihood to be Ranked First

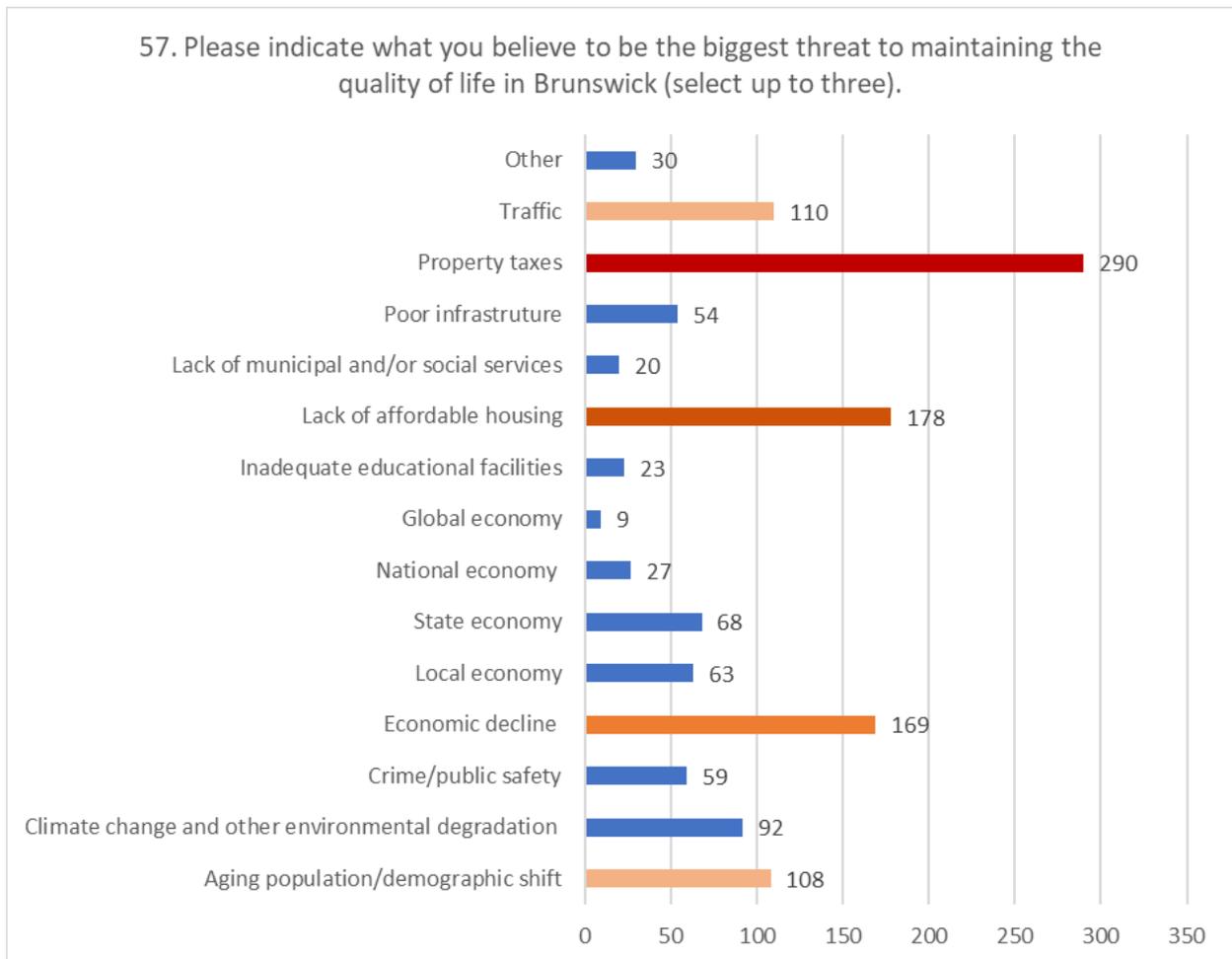
When Question 47 is considered only for number one rankings, the results shift. Property taxes is still the issue of greatest concern and education & school system follows as second. Notably, climate change becomes the third most highly ranked issue followed by affordable housing.



Looking at number one ranked issues visualizes what topics perhaps incite the most concern in respondents. While fewer people may have ranked climate change in their top 10 issues than have other topics, it was more frequently considered people's number one issue. **Out of the respondents who ranked climate change in their top 10 issues, 30% considered it to be their number one issue. This likelihood to rank climate change as a number one issue was second only to property taxes.** 42% of respondents who included property taxes in their top ten issues considered it to be their primary topic of concern. 26% of respondents who included education & school systems in their top ten responses ranked it as their primary topic of concern. 20% of respondents who included affordable housing in their rankings considered it their primary issue.

## Threats to Brunswick's Quality of Life

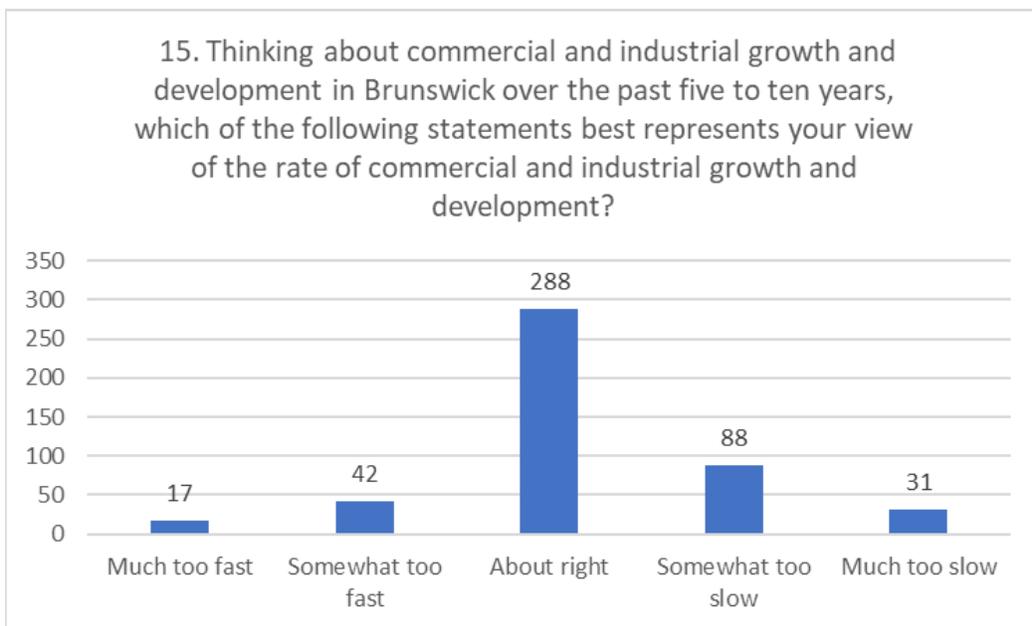
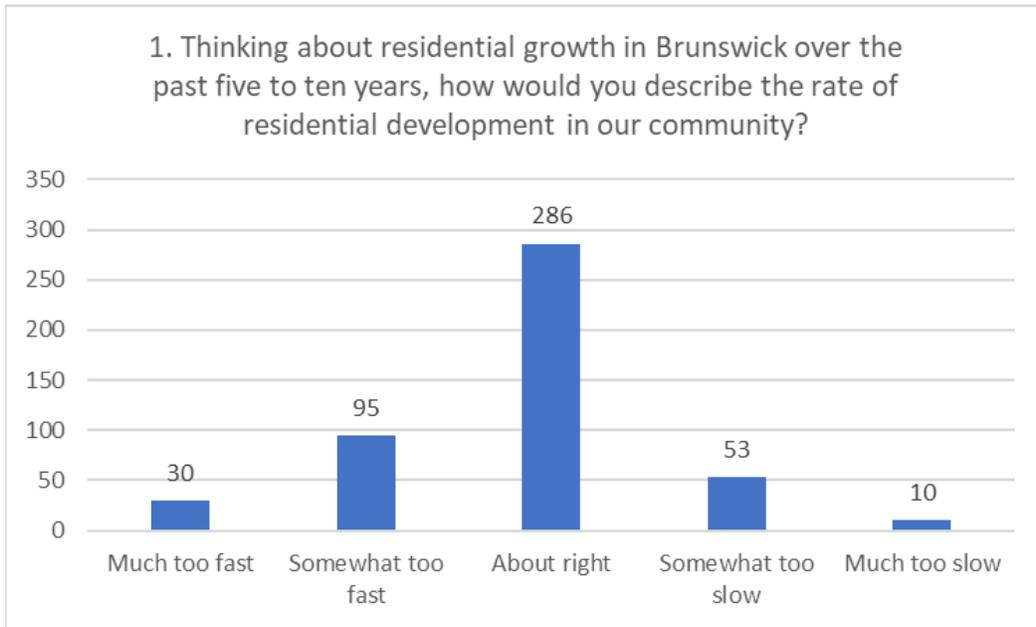
Question 57 asked respondents to evaluate the biggest threat to maintaining the quality of life in Brunswick. Property taxes earned the most votes, 112 votes more than the next most popular option, for the largest treat to Brunswick's quality of life. Following in popularity were lack of affordable housing, economic decline, traffic, and an aging population/demographic shift.



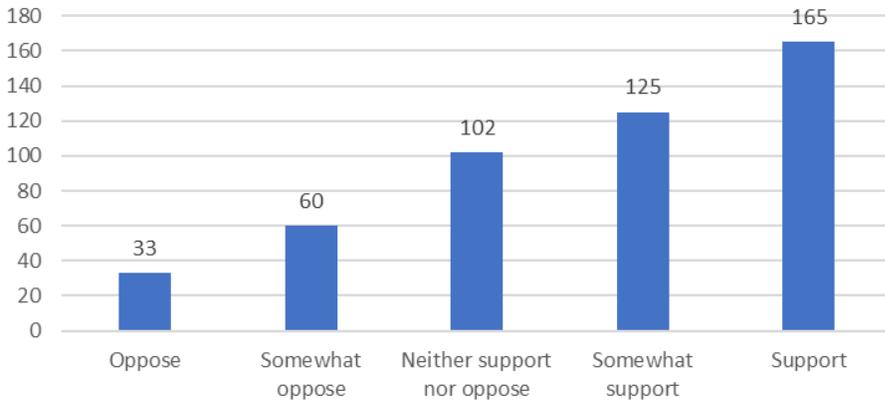
# Growth, Zoning & Development

Overall, respondents to the survey found the rates of residential and commercial growth to be about right. More people found the rate of residential growth to be too fast than too slow. More people found the rate of commercial growth to be too slow than too fast.

It is notable that property taxes were the number one concern for survey respondents when considering responses to the rate of growth. The concern about property taxes could explain why more people thought the rate of commercial growth was too slow.



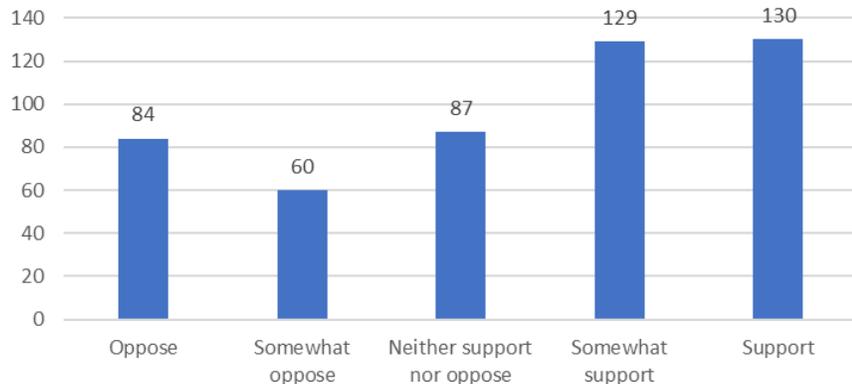
2. Please indicate your support or opposition to the policy of encouraging growth in "growth areas" and discouraging growth in "rural areas."



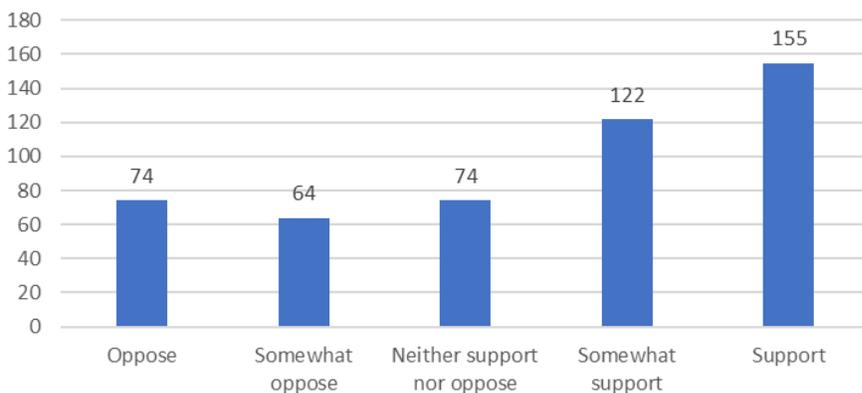
60% of respondents supported encouraging growth in "growth areas" and discouraging growth in "rural area." 19% opposed and 21% neither opposed nor supported.

53% of respondents supported limiting the number of new units that can be built anywhere in Brunswick in one year. 29% opposed and 18% neither opposed nor supported.

3. Please indicate your support or opposition to limiting the number of new units that can be built anywhere in Brunswick in any year.

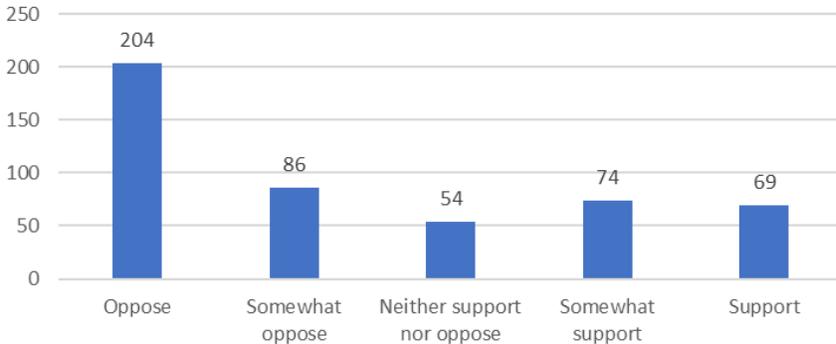


4. Please indicate your support or opposition to limiting the number of new units that can be built in the rural area in any year.



57% of respondents supported limiting the number of new units that can be built in Brunswick in the rural area in any year. 28% opposed and 15% neither opposed nor supported.

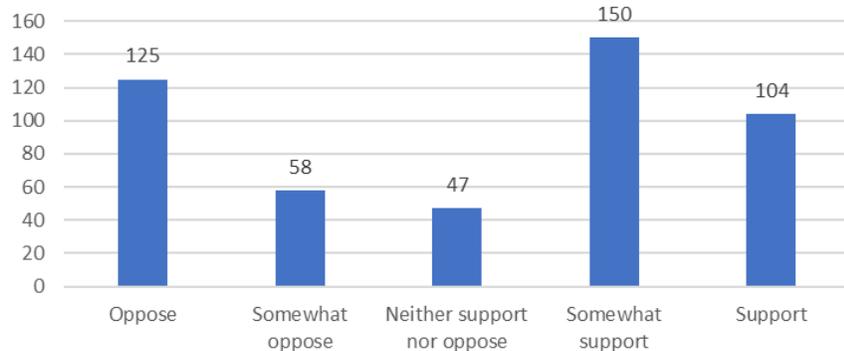
5. Please indicate your support or opposition to allowing property owners within the designated growth area to build more units on their land than zoning restrictions currently allow.



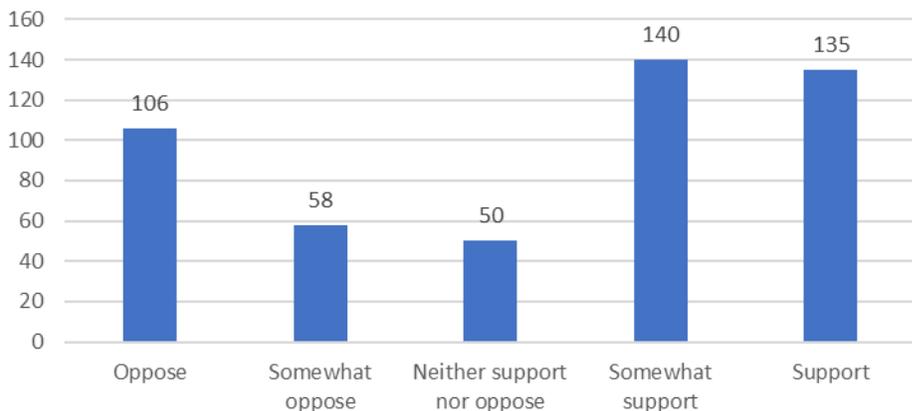
29% of respondents supported allowing property owners within the growth area to build more units on their land than zoning restrictions currently allow. 60% opposed and 11% neither opposed nor supported.

52% of respondents supported allowing property owners within the growth area to build more units on their land than currently allow in exchange for preserving natural areas. 38% opposed and 9% neither opposed nor supported.

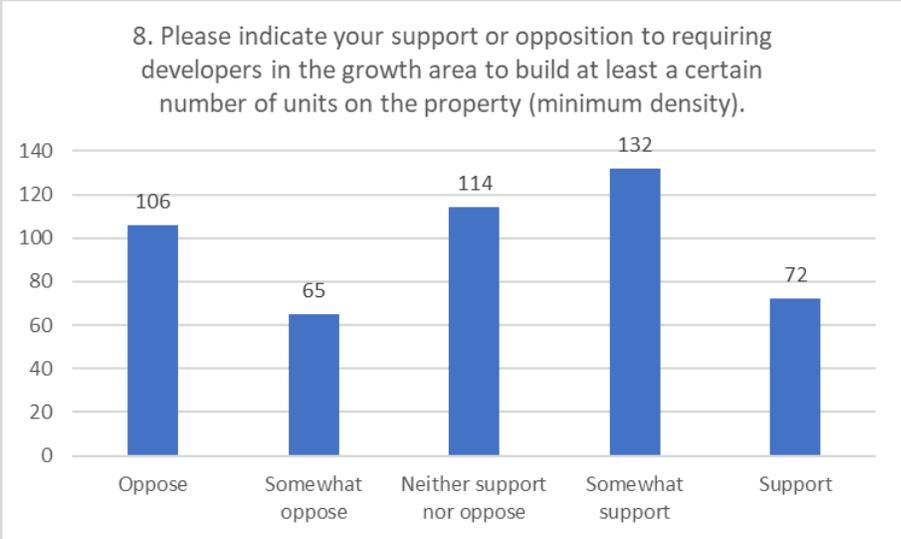
6. Please indicate your support or opposition to allowing property owners within the growth area to build more units on their land than zoning restrictions currently allow in return for preserving natural areas.



7. Please indicate your support or opposition to allowing townhouse style units to be built within the growth area that are now limited to detached single-family homes.



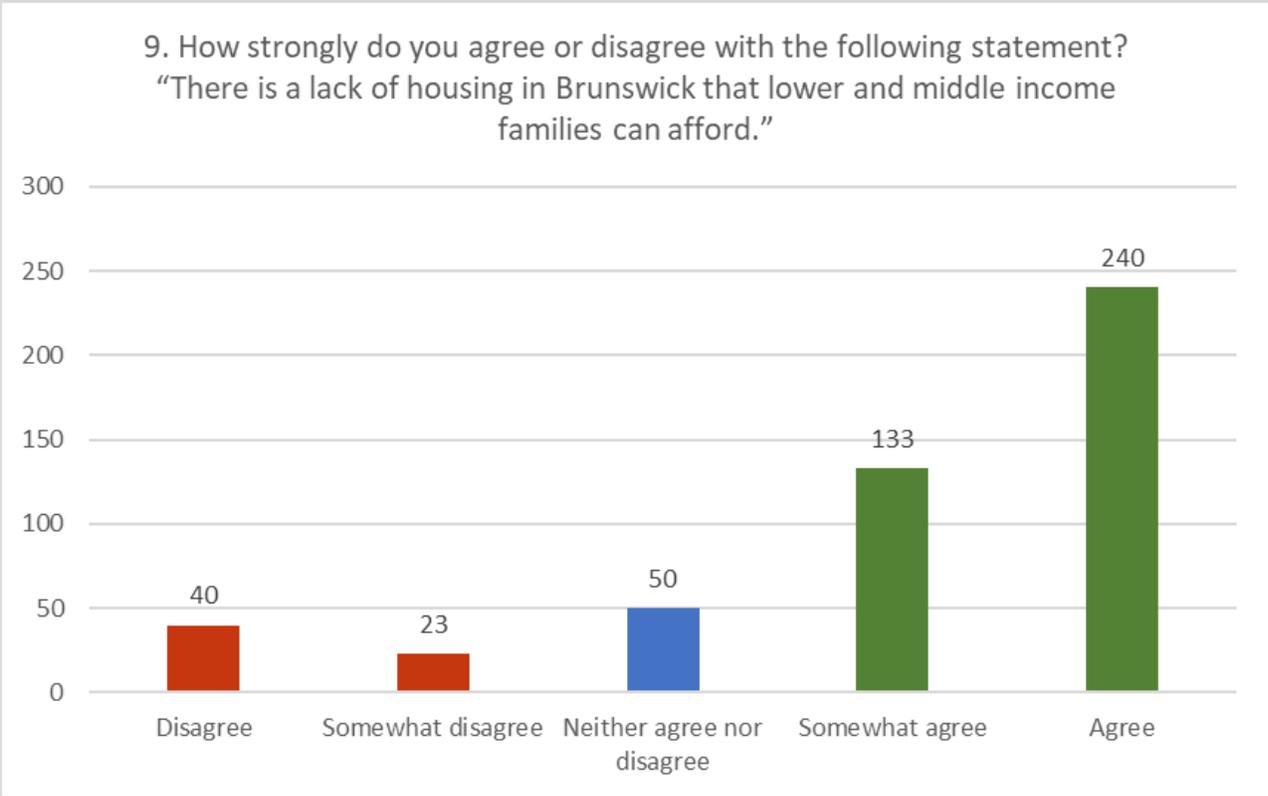
56% of respondents supported allowing townhouse style units to be built within the growth area where it is currently unallowed. 34% opposed and 10% neither opposed nor supported.



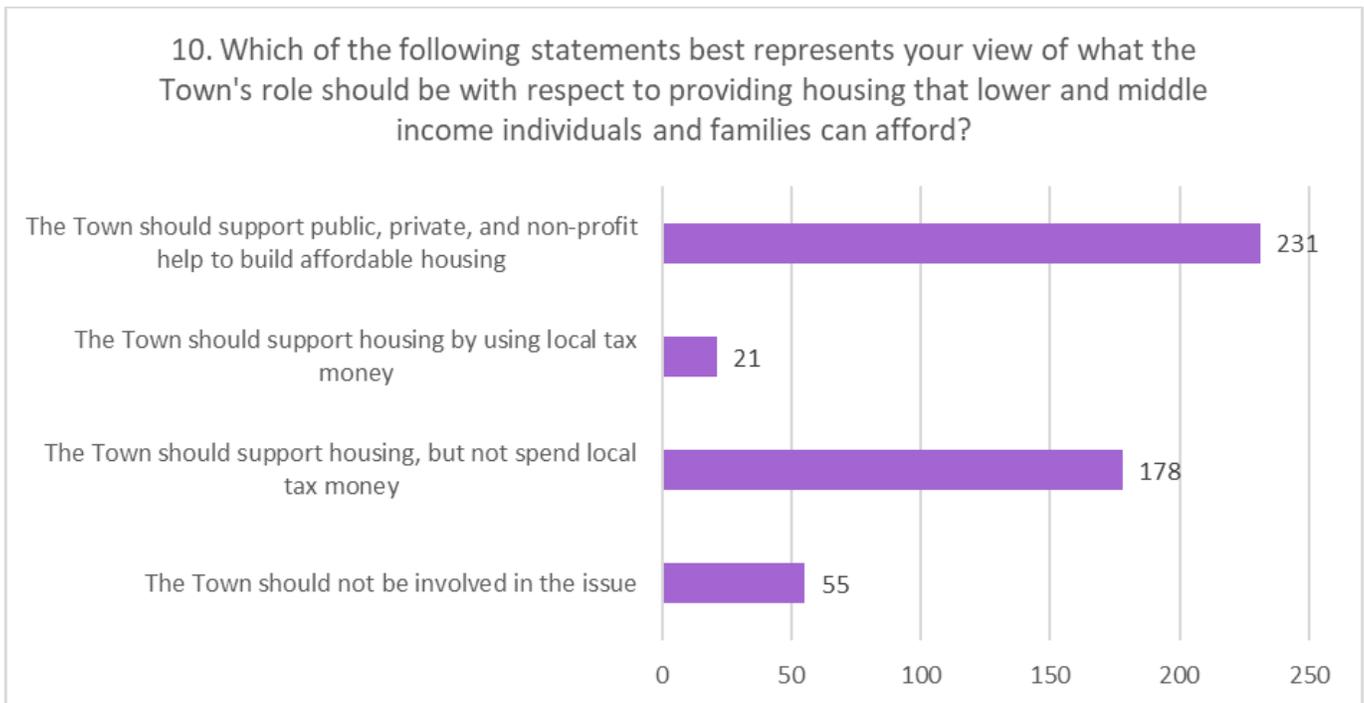
56% of respondents supported a minimum density. 34% opposed and 10% neither opposed nor supported.

## Affordable Housing

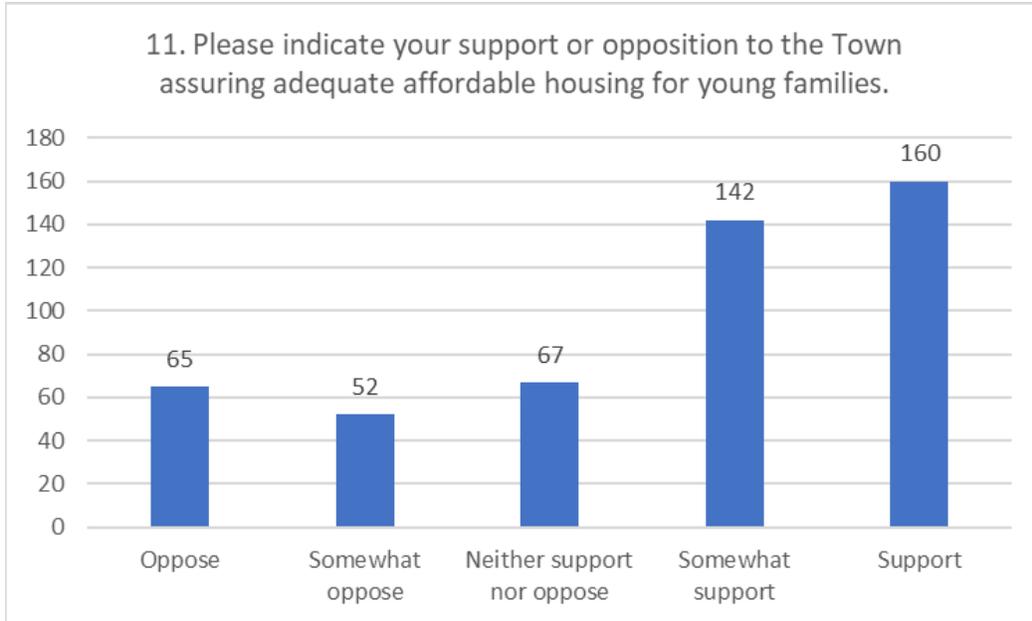
The majority of respondents believed that there was a lack of affordable housing for lower and middle-income families. **77% of respondents agreed that there was a lack of affordable housing** while 13% disagreed. 10% neither agreed nor disagreed.



The majority of respondents believed that the Town should support affordable housing; however, most believed that support should be through channels other than tax revenue. 89% of respondents believed that the Town should support affordable housing in some way. **48% believed that the Town should support public, private, and non-profit help to build affordable housing.** 37% believed that the Town should support housing, but not spend local tax money. 11% thought that the Town should not be involved in the issue. Only 4% believed that the Town should support housing by using local tax money.

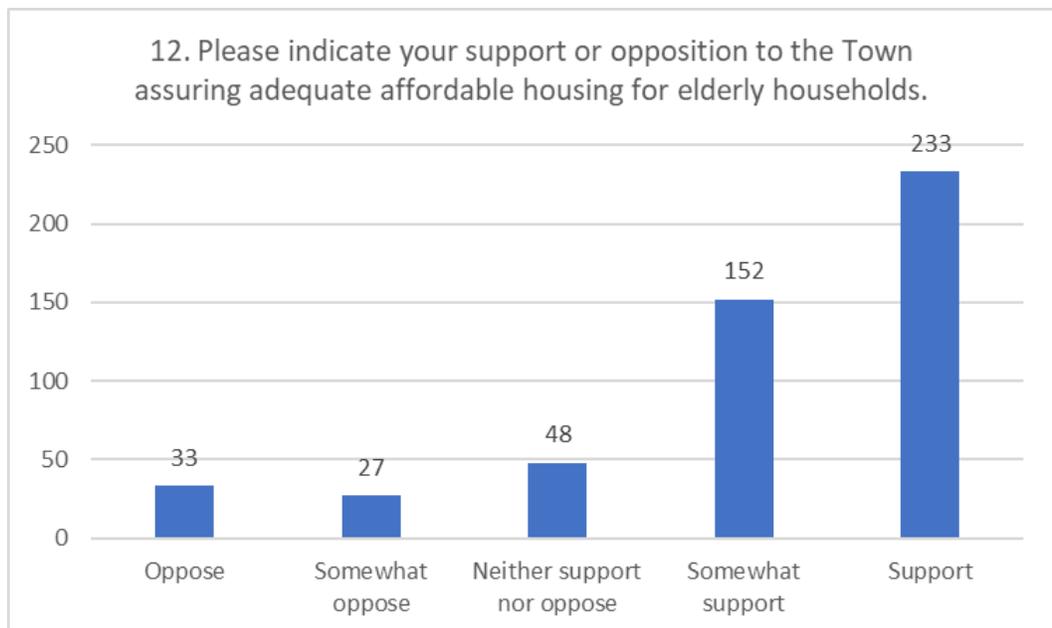


Respondents to the Community Survey were more likely to support the Town assuring adequate affordable housing for the elderly than housing for young families; however, the majority supported assuring adequate affordable housing for all groups.

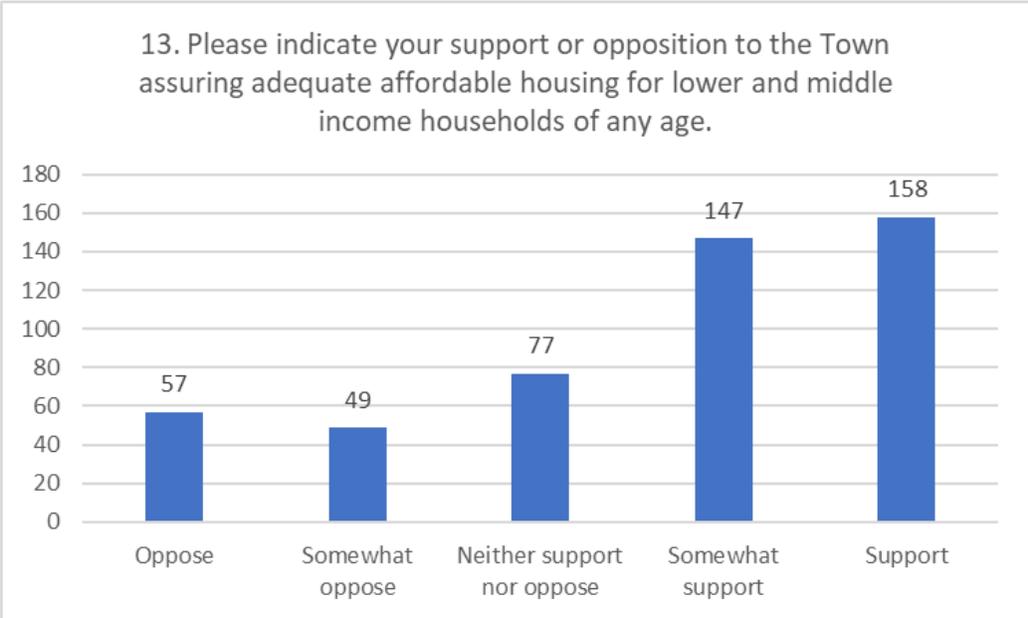


62% of respondents supported the Town assuring adequate affordable housing for young families. 24% opposed. 13% neither supported nor opposed.

78% of respondents supported the Town assuring adequate affordable housing for elderly housing. 12% opposed. 10% neither supported nor opposed.

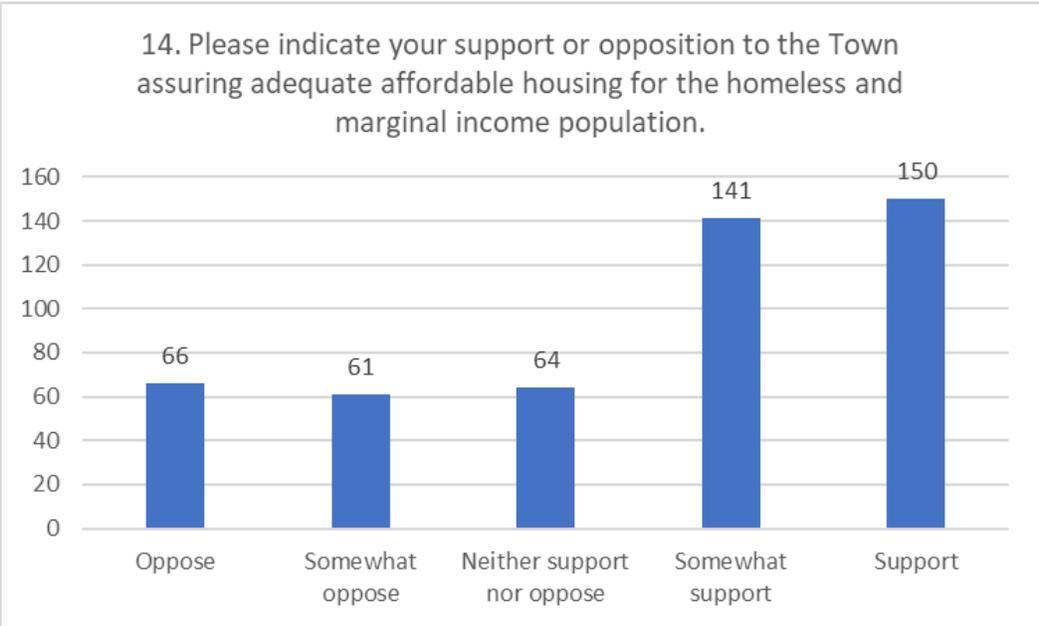


Respondents to the survey had less support for assuring affordable housing for the homeless and marginal income population as well as affordable housing for lower or middle-income households of any ages than for the elderly; however, the majority of respondents still supported assuring affordable housing for these groups.



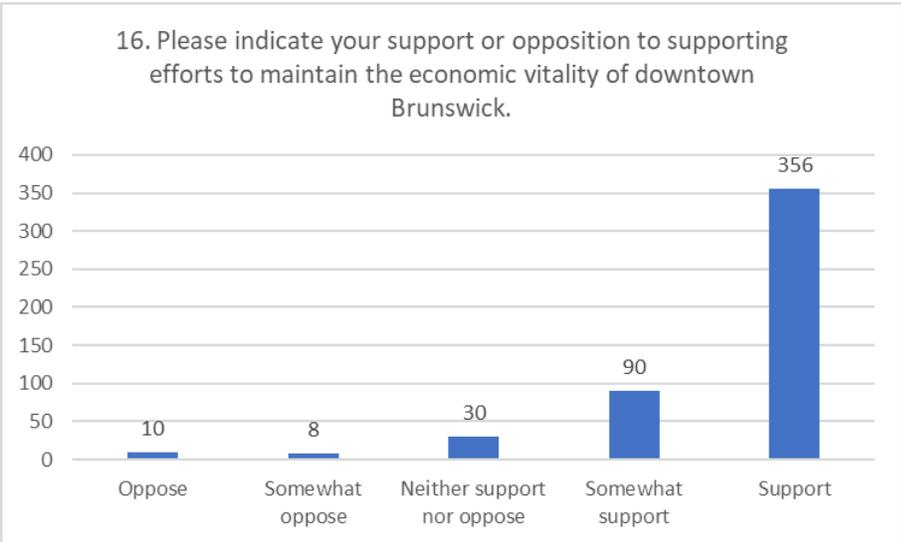
63% of respondents supported the Town assuring affordable housing for households of any age. 22% opposed. 17% neither supported nor opposed.

60% of respondent supported the Town assuring affordable housing for the homeless and marginal income population. 26% opposed. 13% neither supported nor opposed.



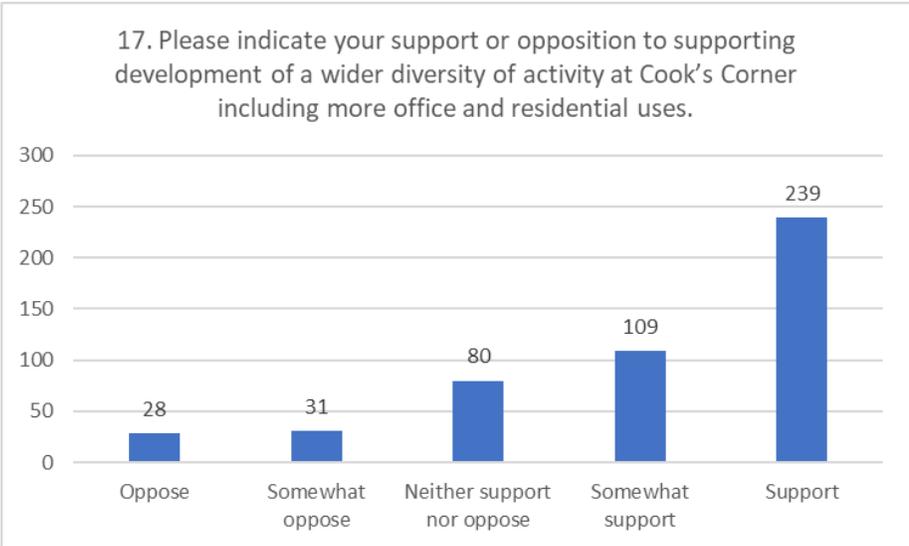
# Economy

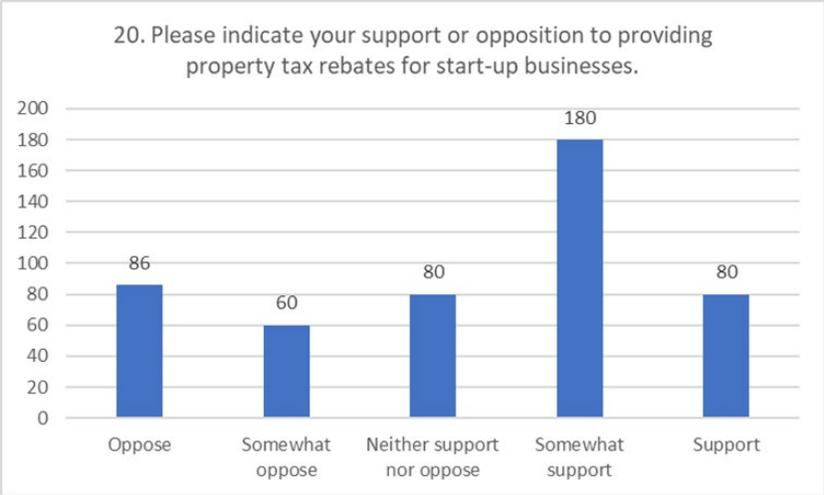
Concern for economic decline was the third most popular response for identifying threats to Brunswick, so it is not surprising that the majority of respondents supported all of the questions that pertained to supporting the economy. Supporting the downtown vitality of Brunswick earned the greatest support while providing property tax rebates for start-up businesses was the least well supported. Opinions on the Town’s marijuana policy were highly varied with no particular trend other than that not many respondents thought that existing policy was right.



90% of respondents supported efforts to maintain the economic vitality of downtown Brunswick. 4% of respondents opposed. 6% neither supported nor opposed.

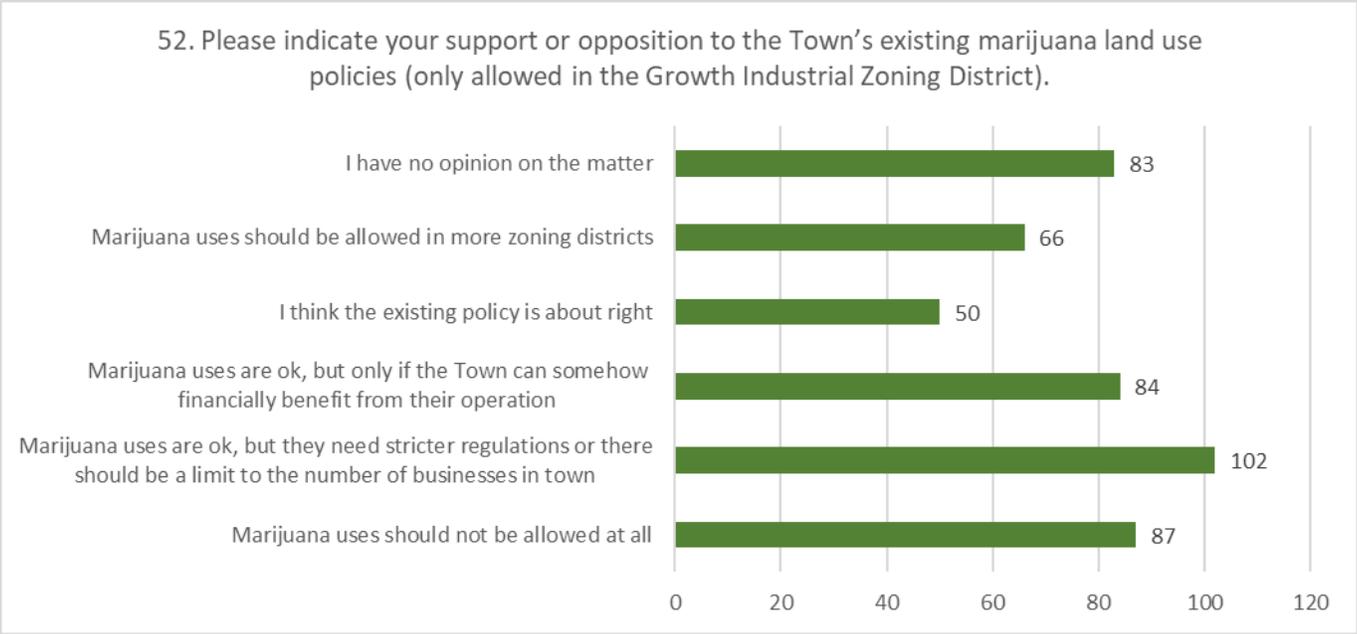
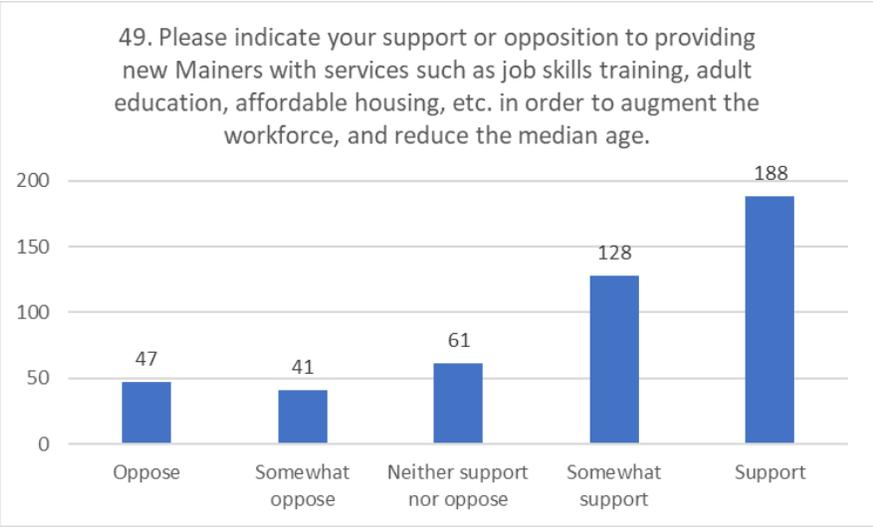
71% of respondents supported the development of a wider diversity of activities at Cook’s Corner including more office and residential use. 12% opposed. 16% neither supported nor opposed.





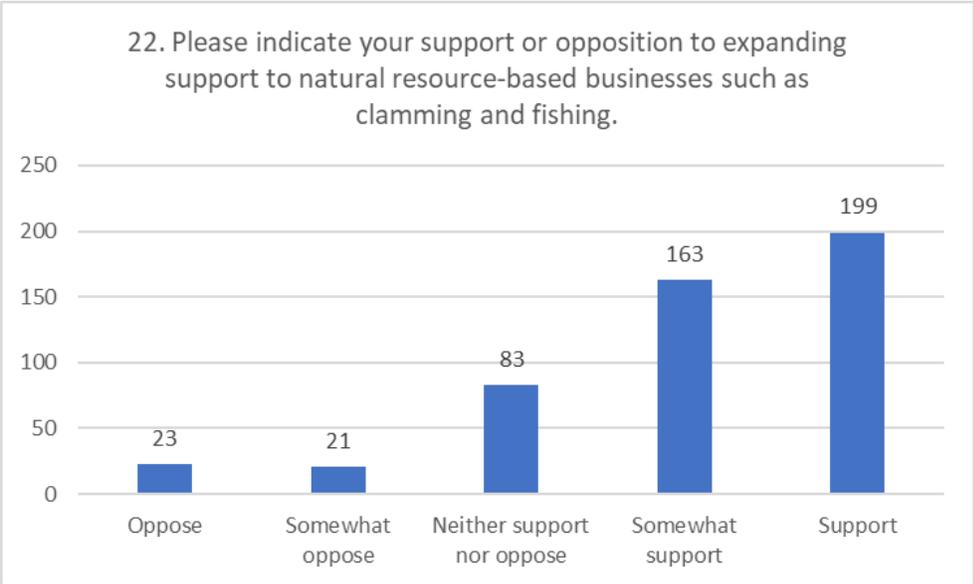
53% of respondents supported providing property tax rebates for start-up businesses. 30% opposed. 16% neither supported nor opposed.

**68% of respondents supported providing New Mainers with services. 19% opposed. 13% neither supported nor opposed.**



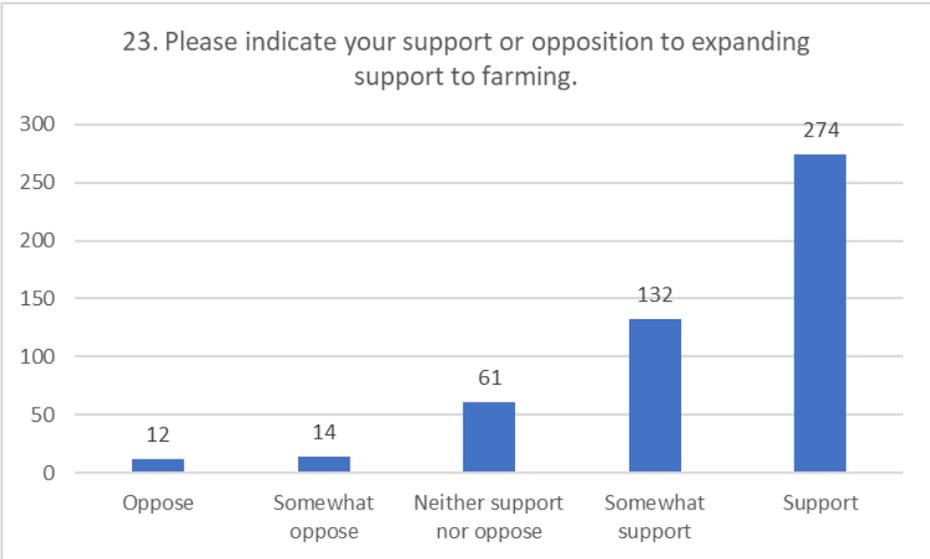
# Resource-Based Industries & Farming

Both resource-based industries and farming were highly supported by respondents; however, respondents were more likely to support expanding support for farming than for resource-based industries such as clamming and fishing. It is notable that the question for resource-based industries is much broader than that for farming because resource based-industries can include forestry, mineral extraction etc. in addition to clamming and fishing.



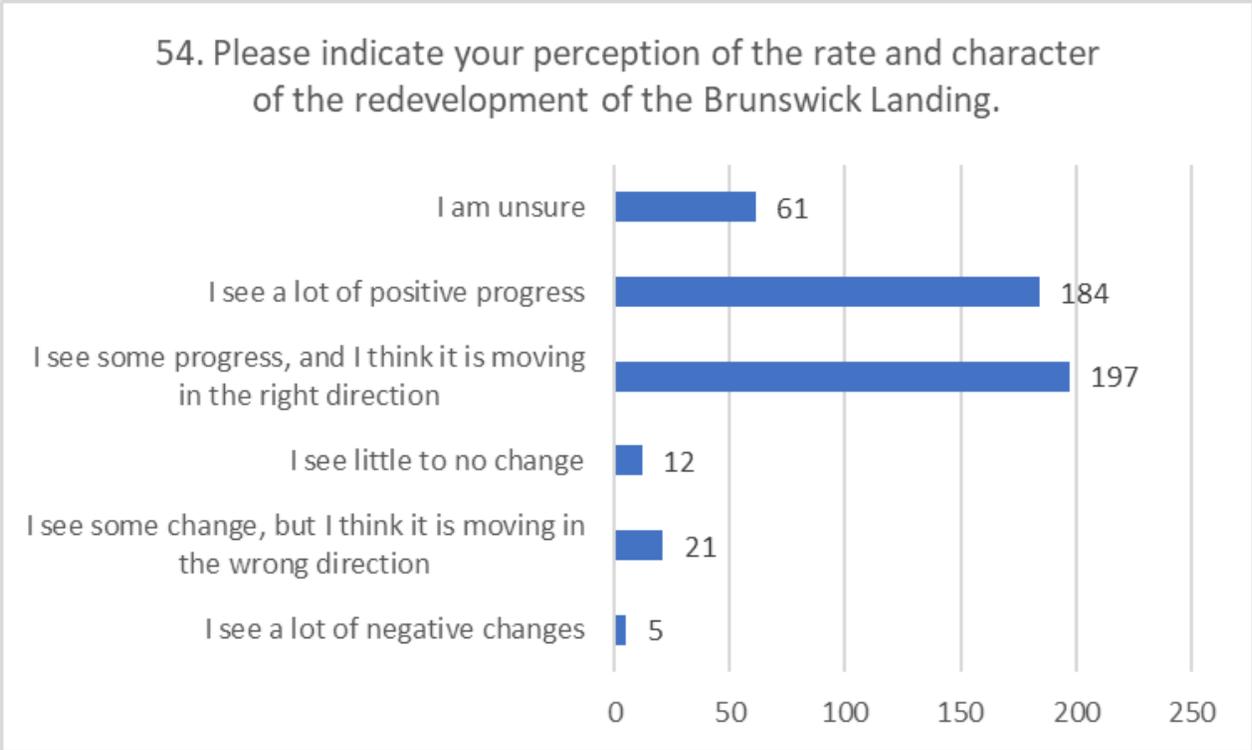
74% of respondents supported expanding support to natural resource-based businesses. 9% opposed. 17% neither supported nor opposed.

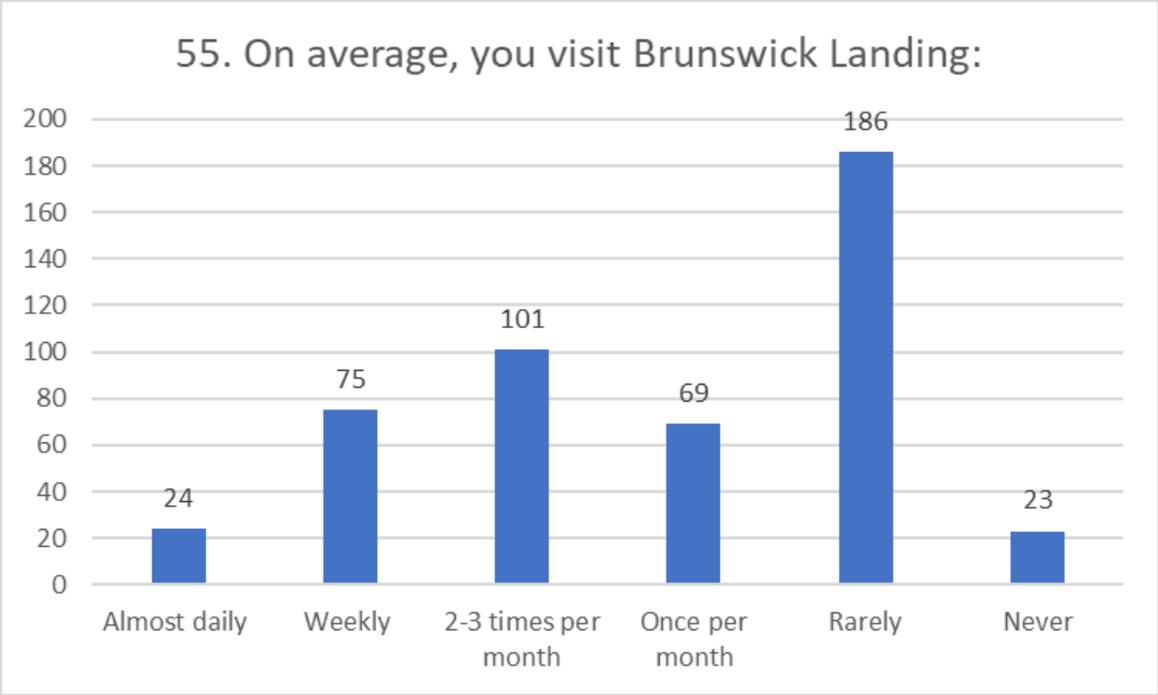
82% of respondents supported expanding support to farming. 5% opposed. 12% neither supported nor opposed.



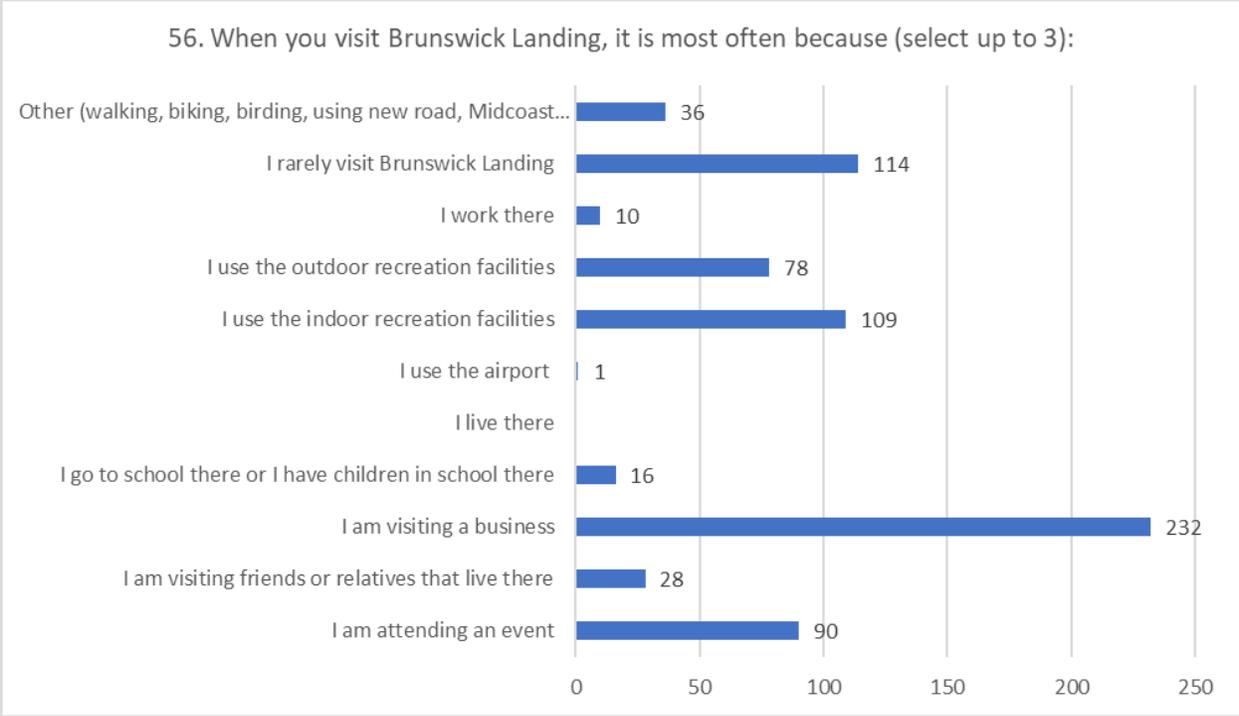
# Brunswick Landing

Most respondents to the Community Survey had a favorable impression of the changes occurring at Brunswick Landing since its transition from the Brunswick Naval Air Station; however, most respondents did not frequently visit Brunswick Landing. If they were to visit Brunswick Landing, it was likely to visit a business or use the indoor or outdoor recreation facilities.

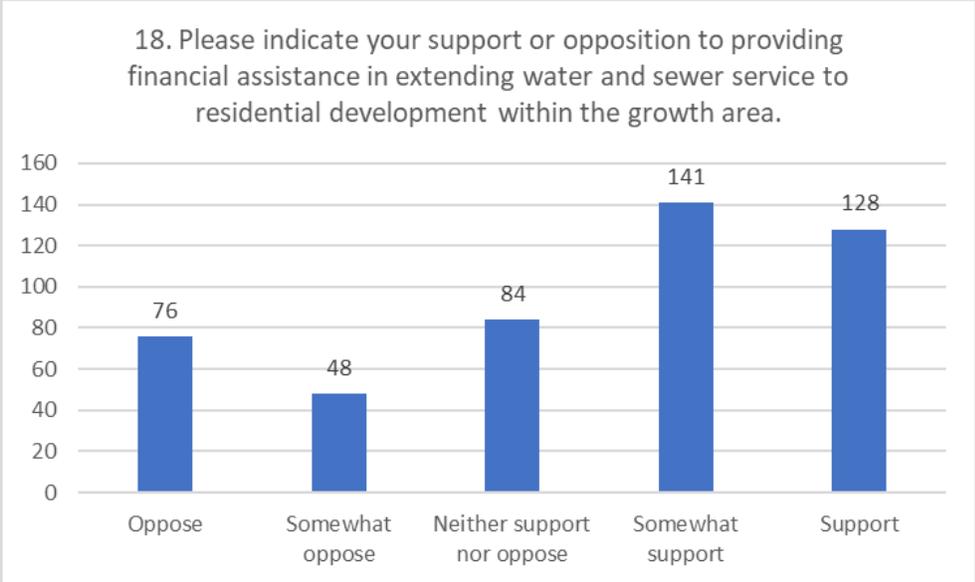




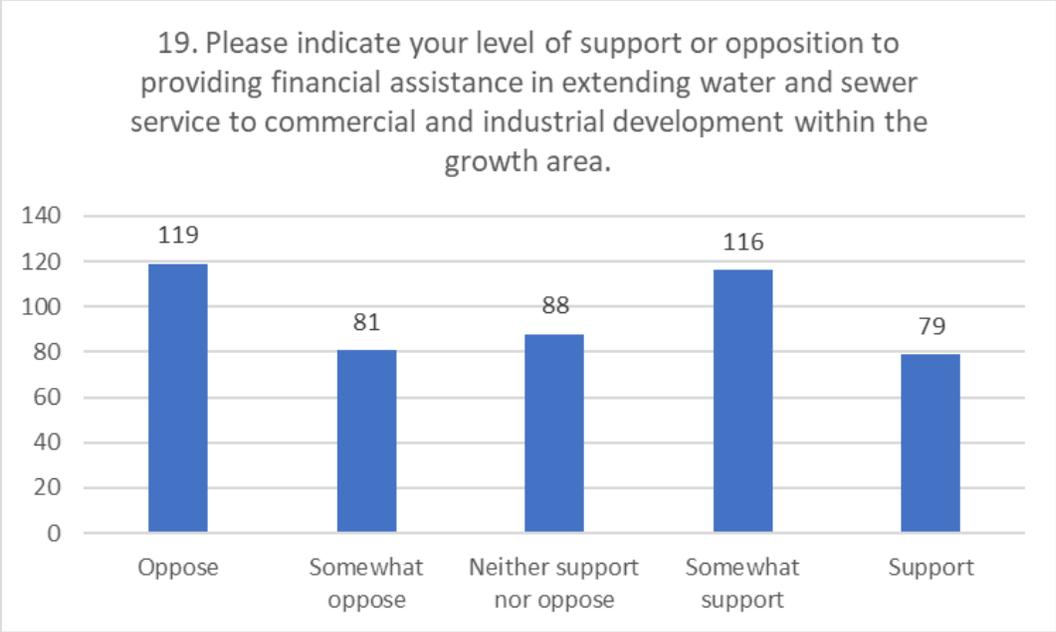
Only 21% of respondents visited the Brunswick Landing weekly or almost daily. 40% of respondents never visited Brunswick Landing or visited Brunswick Landing at most, once per month.



# Infrastructure



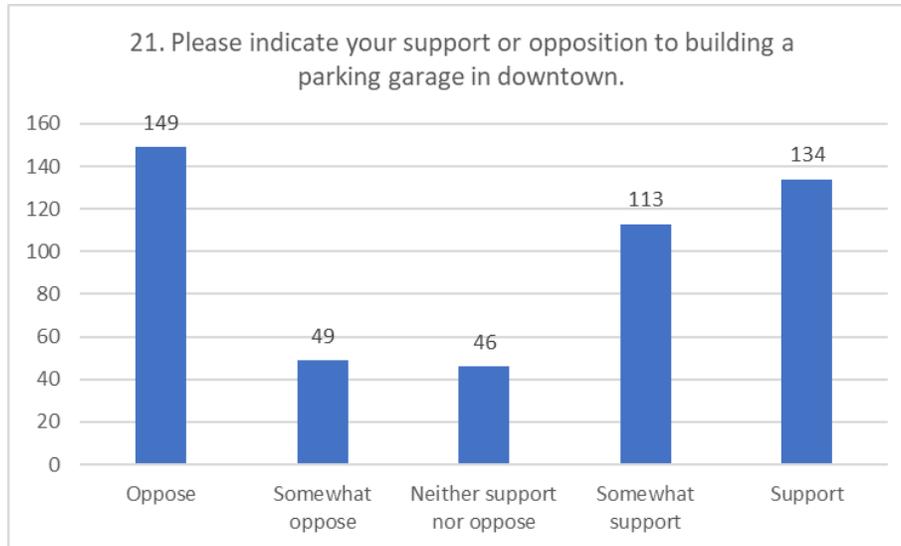
56% of respondents supported providing financial assistance in extending water and sewer service to residential development within the growth area. 26% opposed. 17% neither supported nor opposed.



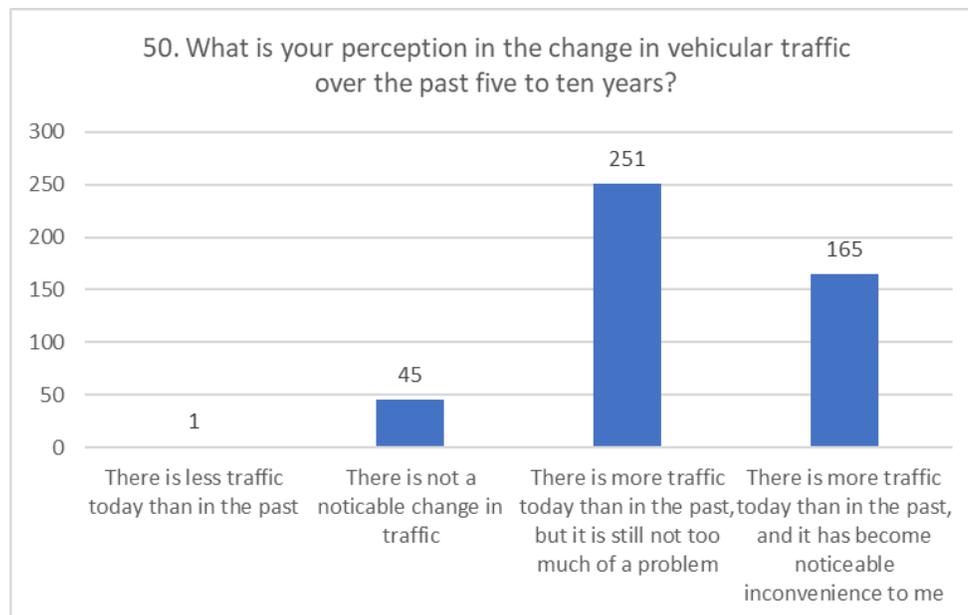
40% of respondents supported providing financial assistance in extending water and sewer service to commercial and industrial development within the growth area. 41% opposed. 18% neither supported nor opposed.

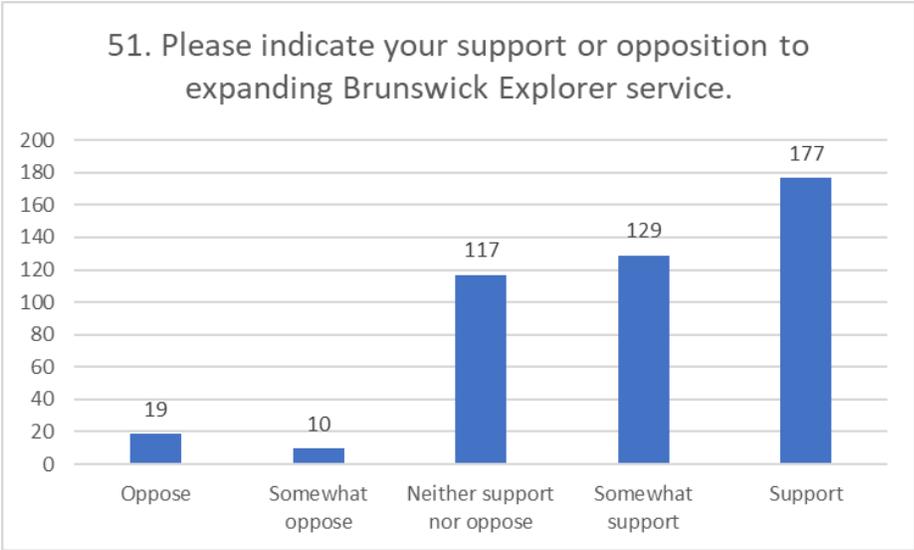
## Downtown Parking Garage

The question of building a parking garage in downtown Brunswick received a split response in the Community Survey. 50% of respondents supported building the parking garage. 40% opposed. 9% neither supported nor opposed. While more respondents overall supported the garage than opposed, more people entirely opposed the parking garage than entirely supported. Expanding support for public transportation was supported by 68% of respondents.



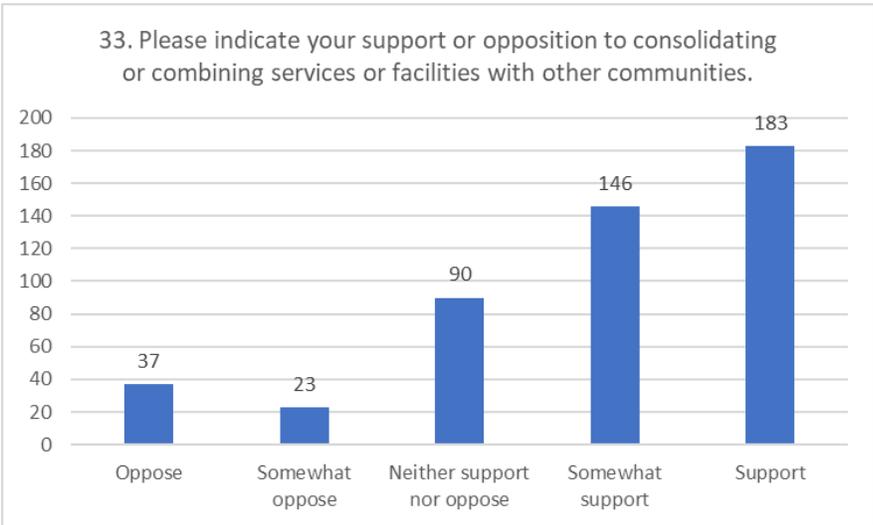
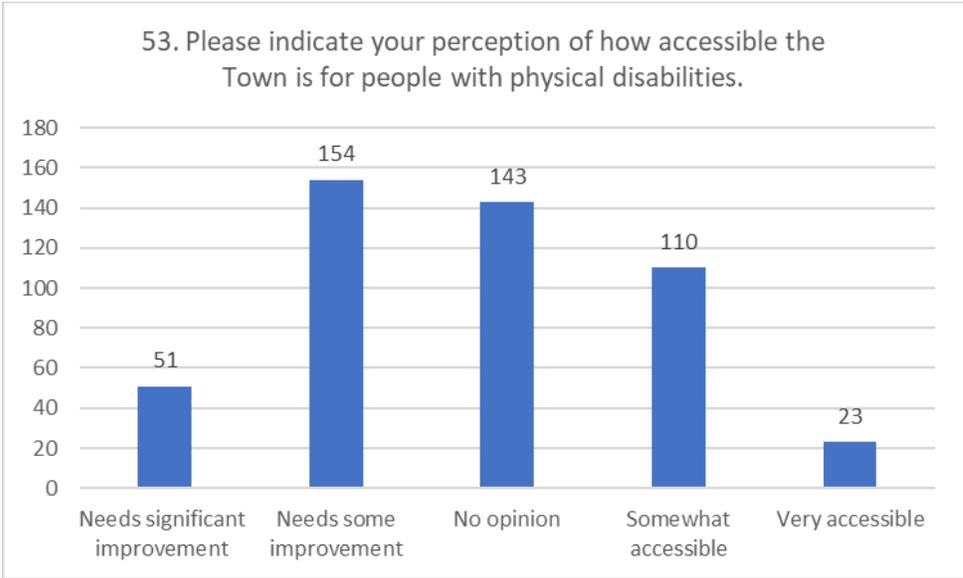
Additionally, respondents overwhelmingly recognized an increase in vehicular traffic over the past five to ten years; however, the majority of respondents did not find it to be much of a problem.





**68% of respondents supported expanded Brunswick Explorer service.** 6% opposed. 26% neither supported nor opposed.

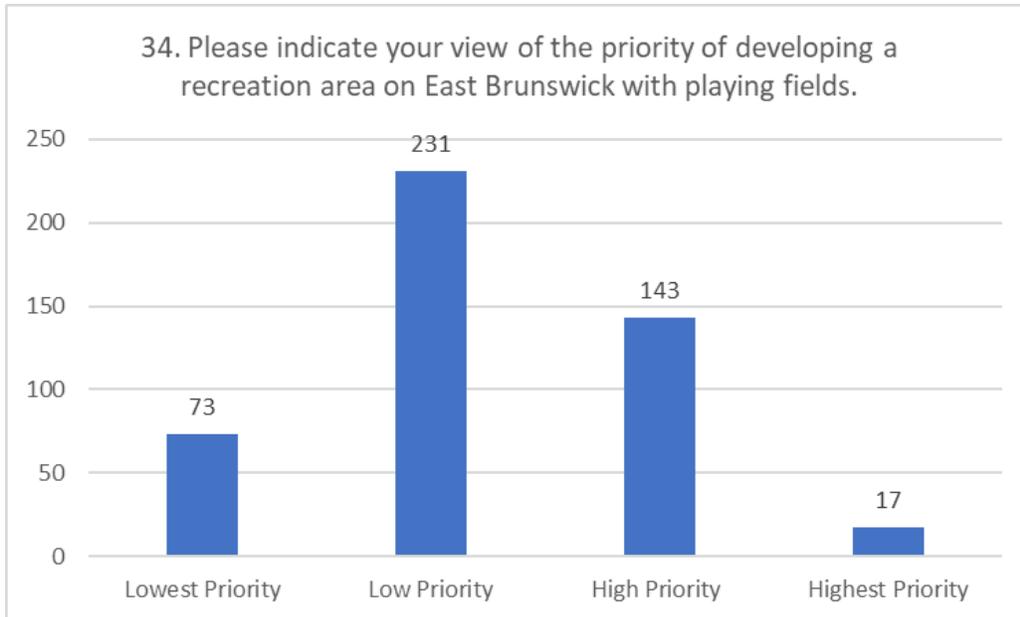
43% of respondents found Brunswick in need of some or significant improvement in accessibility. 28% of people found Brunswick to be somewhat or very accessible. 30% of respondents had no opinion.



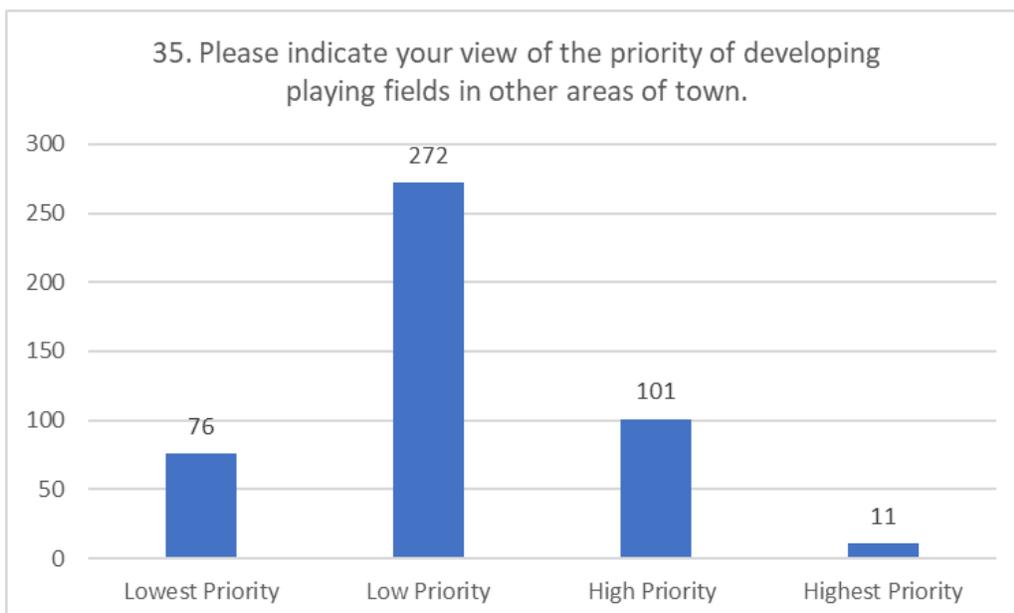
69% of respondents supported consolidating or combining services or facilities with other communities. 13% opposed. 19% neither supported nor opposed.

## Recreational Infrastructure

The majority of respondents found building playing fields in various areas of Brunswick to be a low priority.



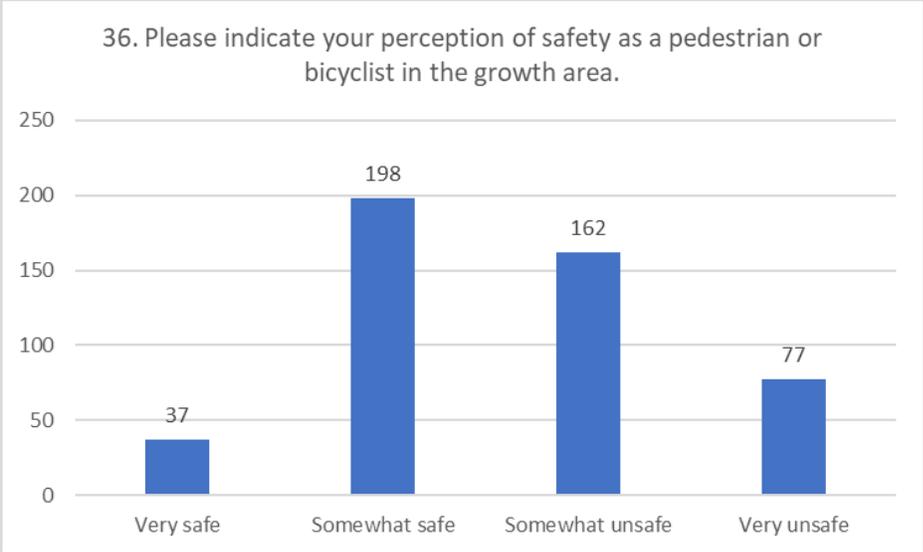
66% of respondents found developing playing fields in East Brunswick to be of lowest or low priority. 34% of respondents found it to be of high or highest priority.



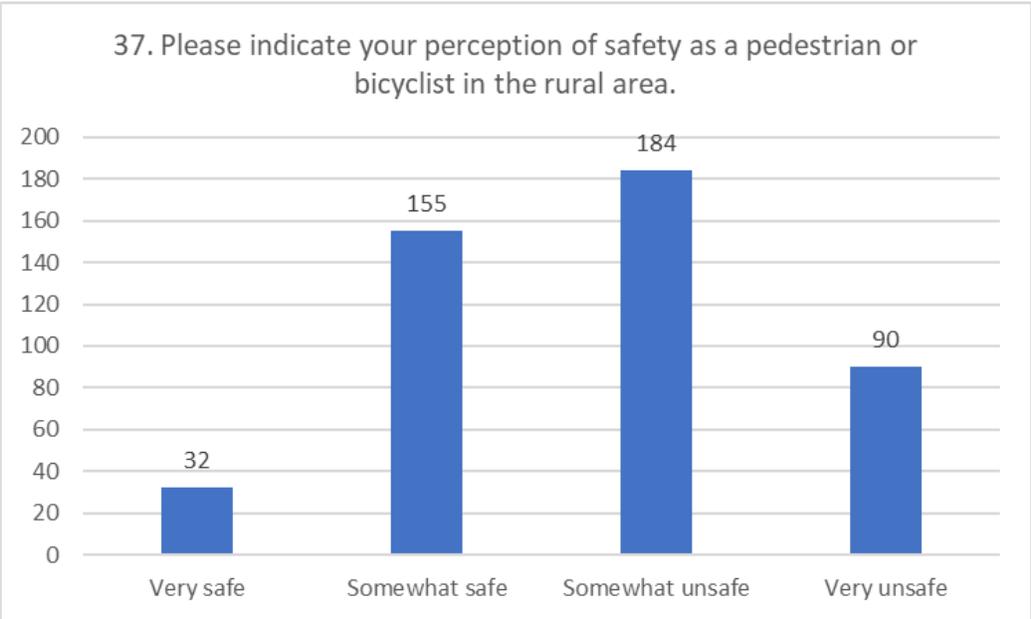
76% of respondents found developing playing fields in other areas of town to be of low or lowest priority. 24% found it to be of high or highest priority.

# Bicycle and Pedestrian Infrastructure

\*Questions 36 and 37 had a misprint on the mailed surveys: the “somewhat unsafe” option was misprinted as “somewhat safe.” While many respondents corrected the misprint themselves, this may have skewed results towards the somewhat safe answer.



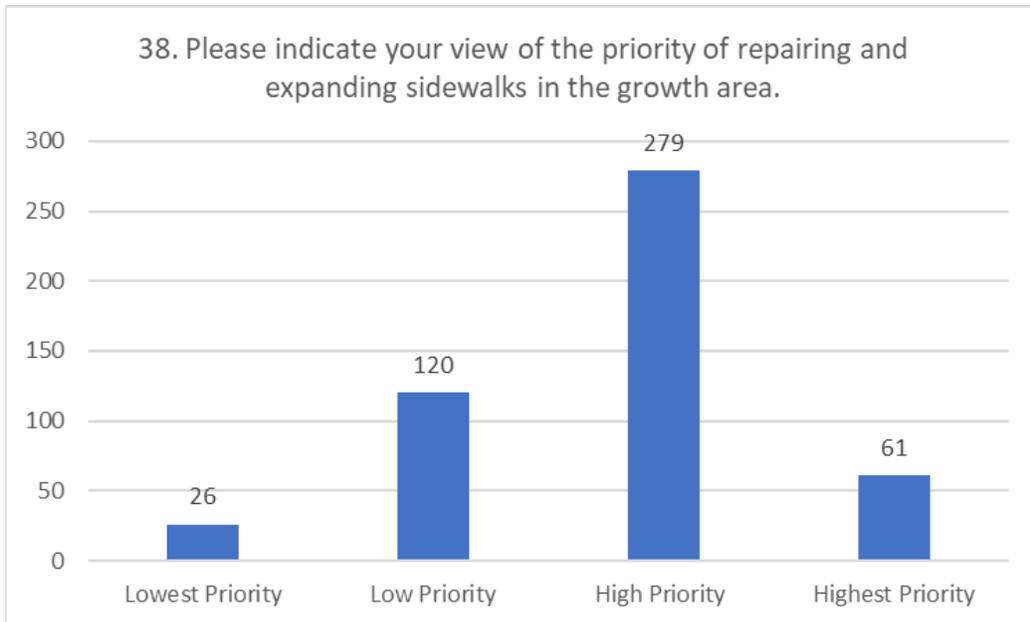
50.4% of respondents found the growth area somewhat unsafe or very unsafe for bicyclists and pedestrians. 49.6% of respondents found the growth area somewhat safe or very safe.



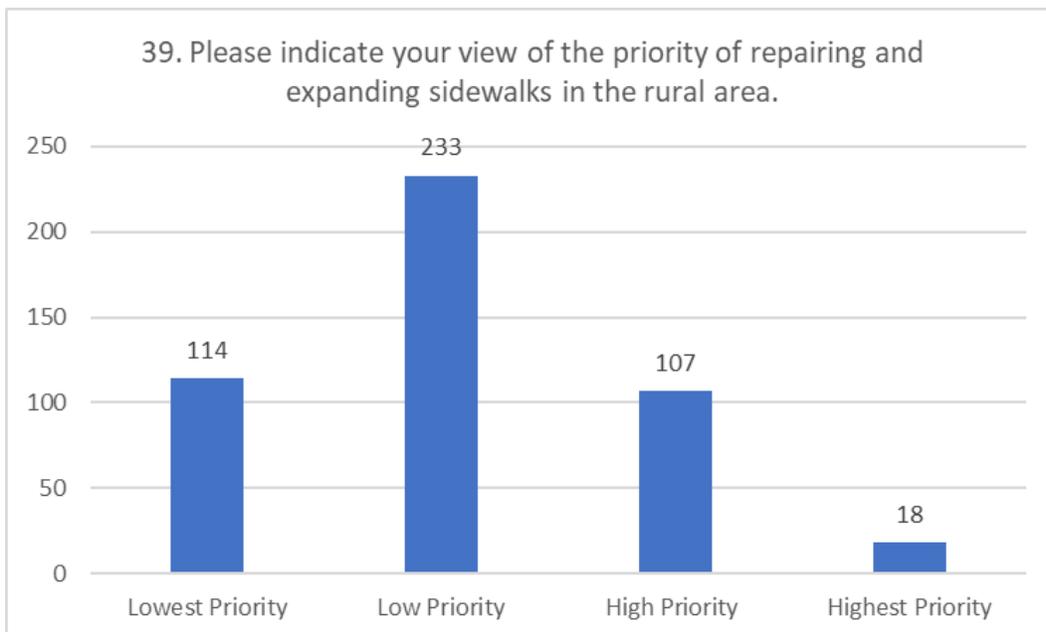
59% of respondents found the rural area somewhat safe or very safe for bicyclists and pedestrians. 40% of respondents found the rural area somewhat unsafe or very unsafe.

## Sidewalks

There was much greater support for expanding sidewalks in the growth zone than in the rural zone.



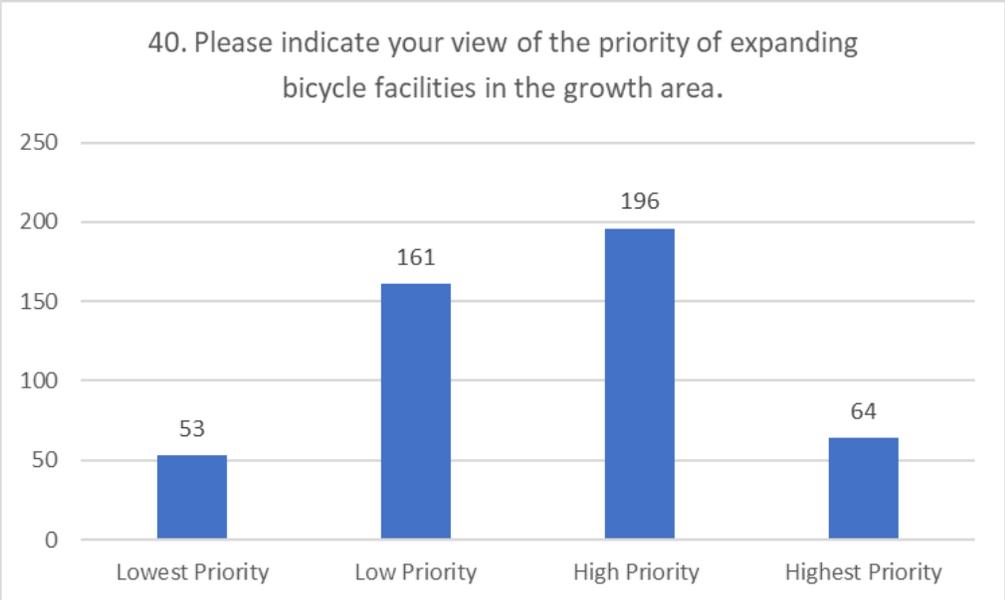
70% of respondents found repairing and expanding sidewalks in the growth zone to be of highest or high priority. 30% found it to be of lowest or low priority.



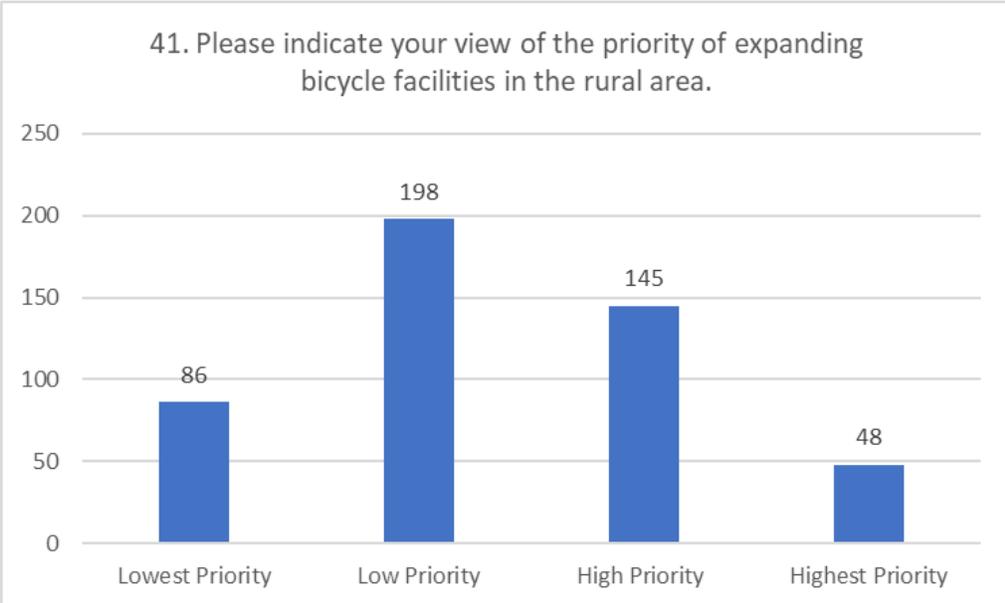
74% of respondents found repairing and expanding the sidewalks in the rural area to be of lowest or low priority. 26% of respondents found it to be of highest or high priority.

# Bicycle Infrastructure

There was greater support for expanding bicycle infrastructure in the growth area than the rural area, and the majority of respondents found it to be of high or highest priority.



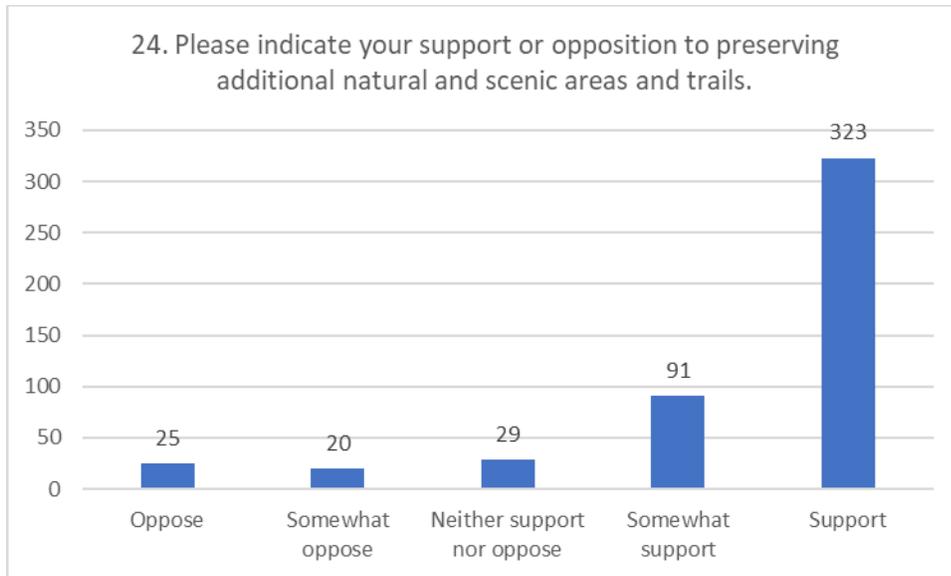
55% of respondents found expanding bicycle facilities in the growth area to be of high or highest priority. 45% of respondents found it to be of low or lowest priority.



60% of respondents found expanding bicycle facilities in the rural area to be of low or lowest priority. 40% of respondents found it to be of high or highest priority.

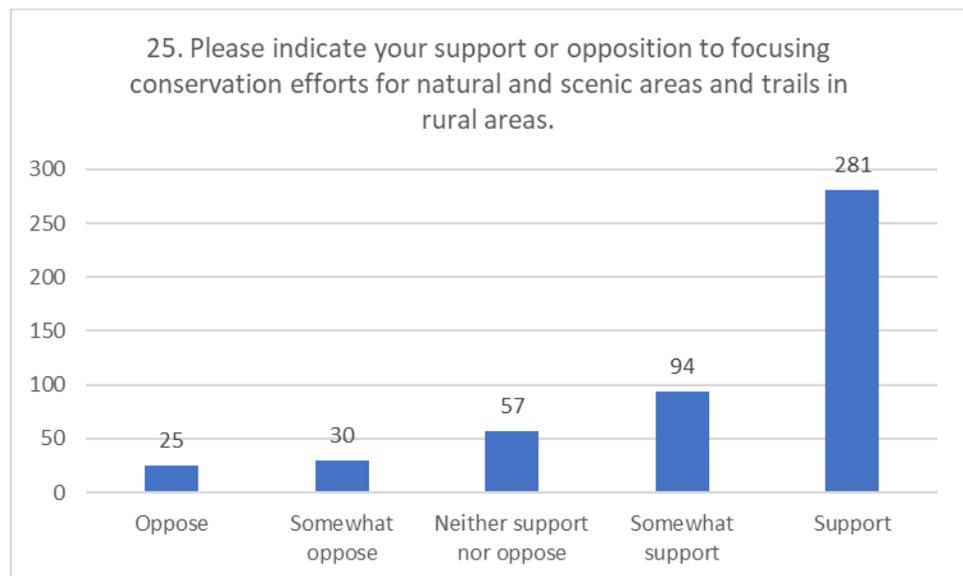
## Conservation & Climate Change

The large majority of respondents supported preserving additional natural and scenic areas and trails unless such conservation required raising taxes or restricting the owner’s use of the land. **The most popular mechanism to conserve land was expanding property tax rebates for land conservation**, and respondents wanted conservation in both the growth and rural areas of Brunswick.

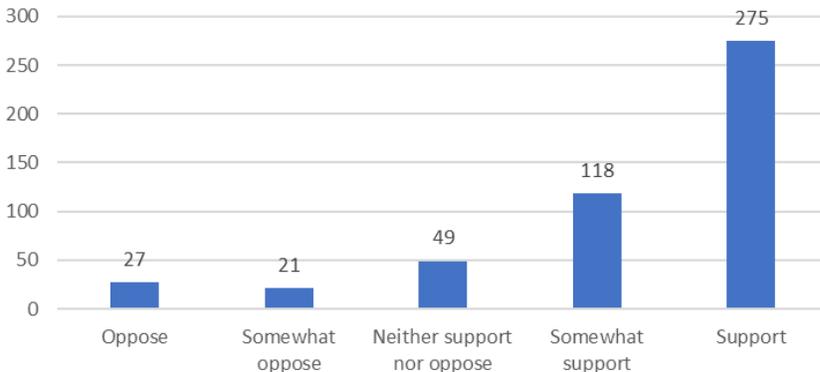


Overall, 85% supported preserving additional natural and scenic areas and trails. 9% opposed. 6% neither supported nor opposed.

77% supported focusing conservation efforts in the rural areas. 11% opposed. 12% neither supported nor opposed.



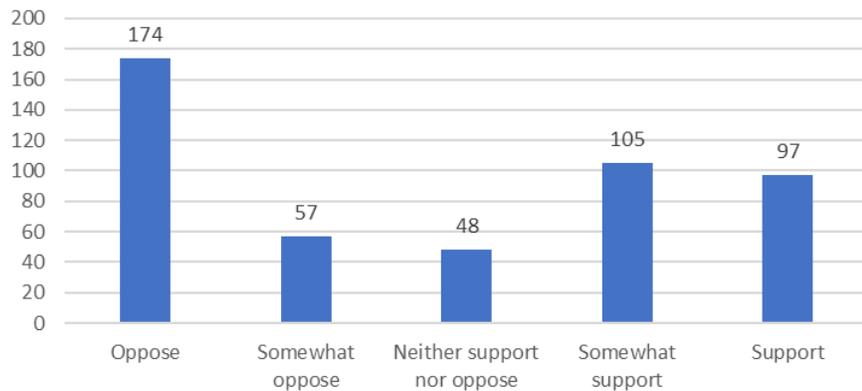
26. Please indicate your support or opposition to focusing conservation efforts for natural and scenic areas and trails in both growth areas and rural areas.



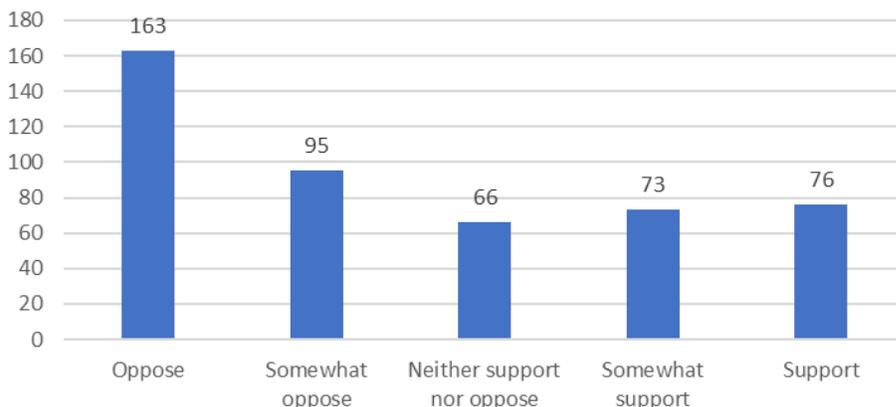
80% of respondents supported focusing conservation efforts in both growth and rural areas. 10% opposed. 10% neither supported nor opposed.

42% of respondents supported acquiring additional conservation land if it raised property taxes. 48% objected. 10% neither supported nor opposed.

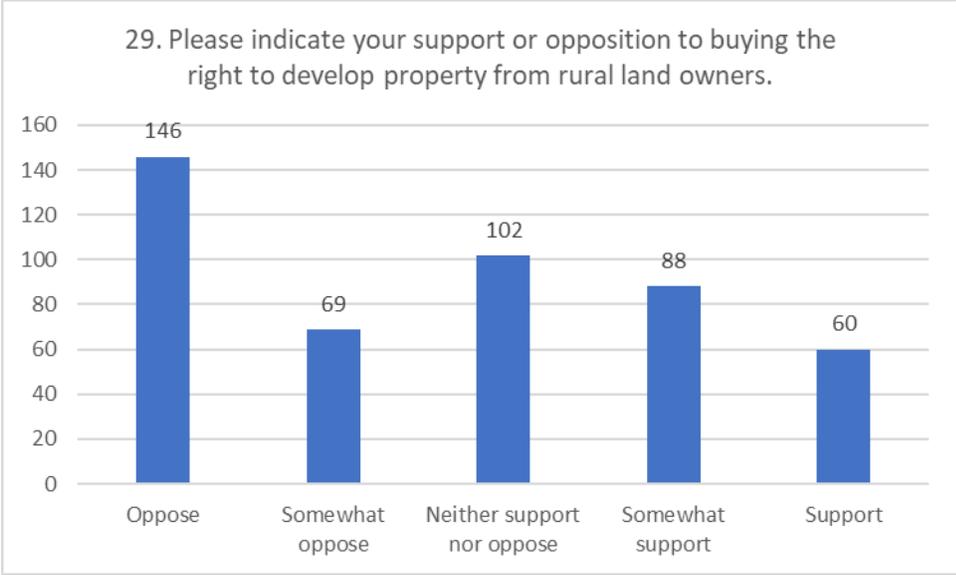
27. Please indicate your support or opposition to acquiring additional land for natural and scenic areas and trails with Town funds even if this raises property taxes.



28. Please indicate your support or opposition to preserving natural and scenic areas and trails by regulating uses of land - even if this restricts owner's use of the land.

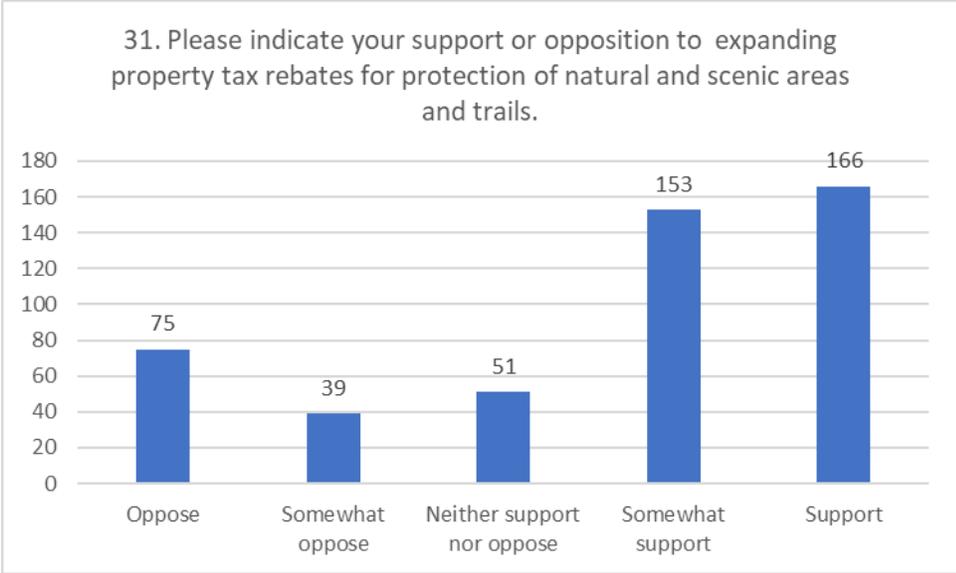
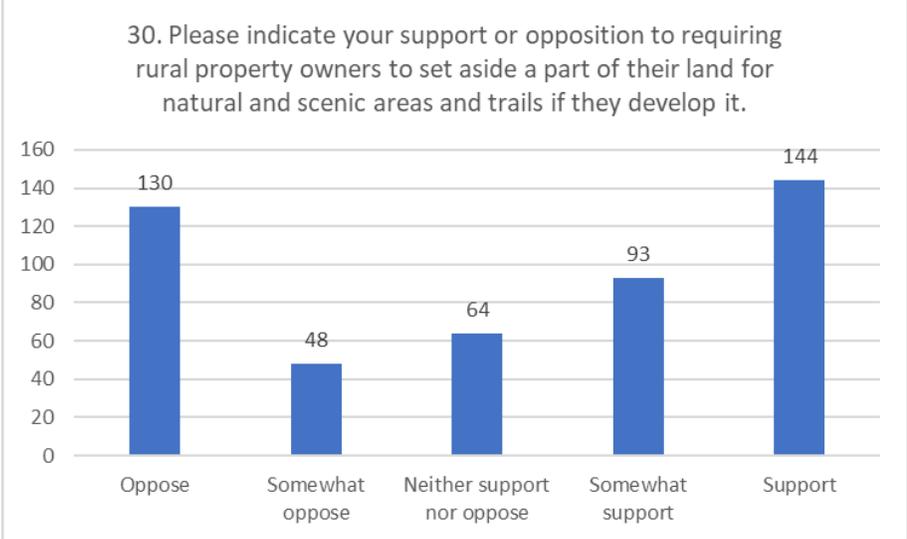


32% of respondents supported preserving land even if it restricts the owner's use of the land. 55% opposed. 14% neither supported nor opposed.



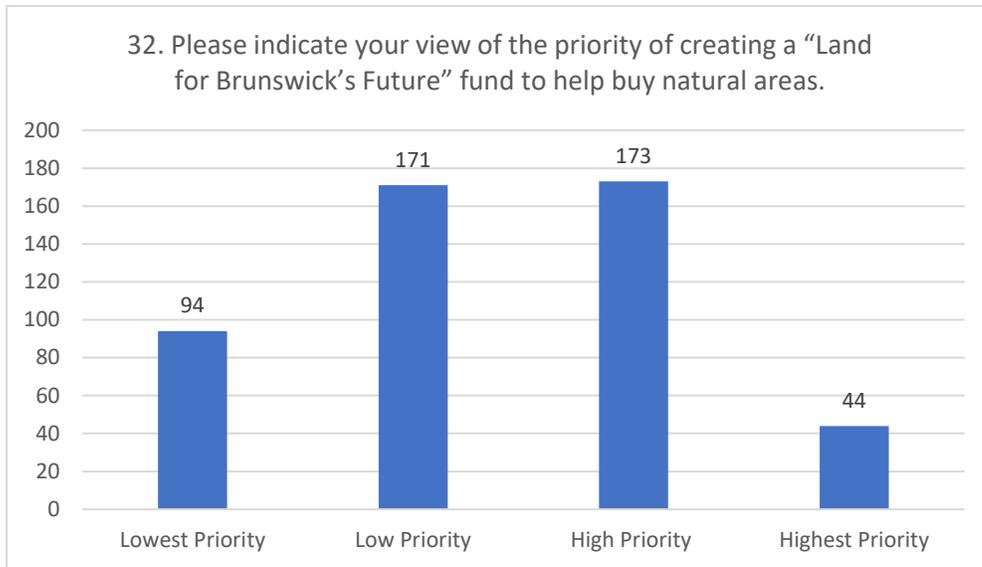
32% of respondents supported buying the right to develop property from rural land owners. 46% opposed. 22% neither supported nor opposed.

49% of respondents supported requiring rural property owners to set aside a part of their land for conservation if they develop it. 37% opposed. 13% neither supported nor opposed.



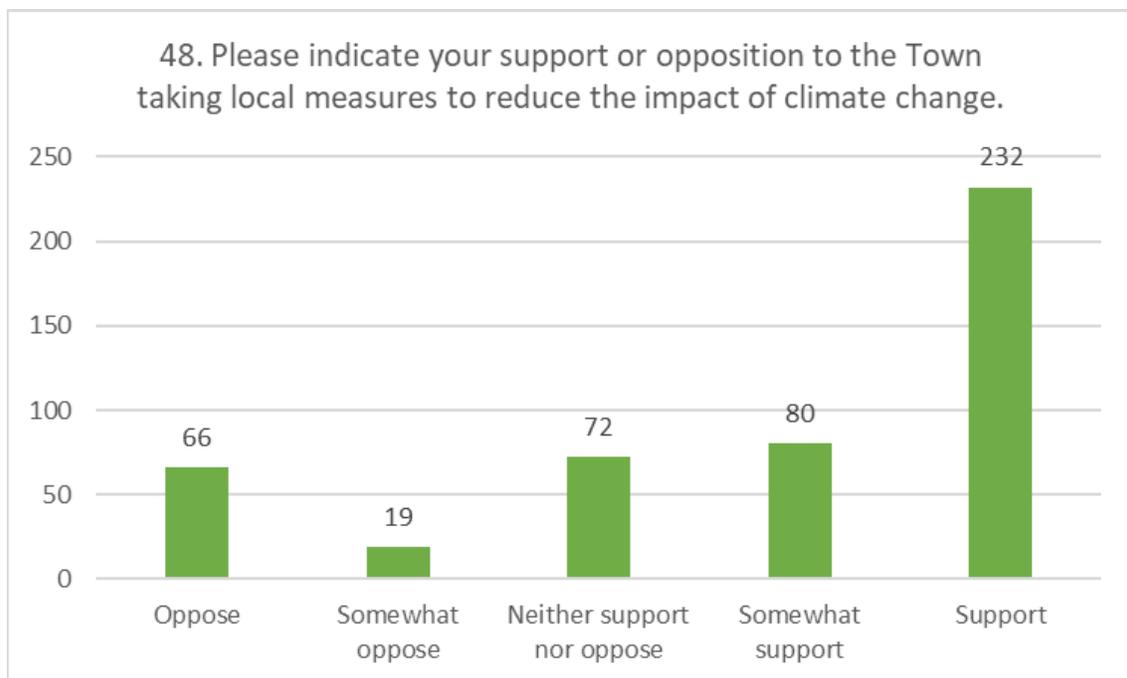
66% of respondents supported expanding property tax rebates for land conservation. 24% opposed. 11% neither supported nor opposed.

More respondents viewed establishing a “Land for Brunswick’s Future” fund to raise money to conserve land as a low or lowest priority than high or highest priority. 55% of respondents rated it a low or lowest priority while 45% rated it high or highest priority.



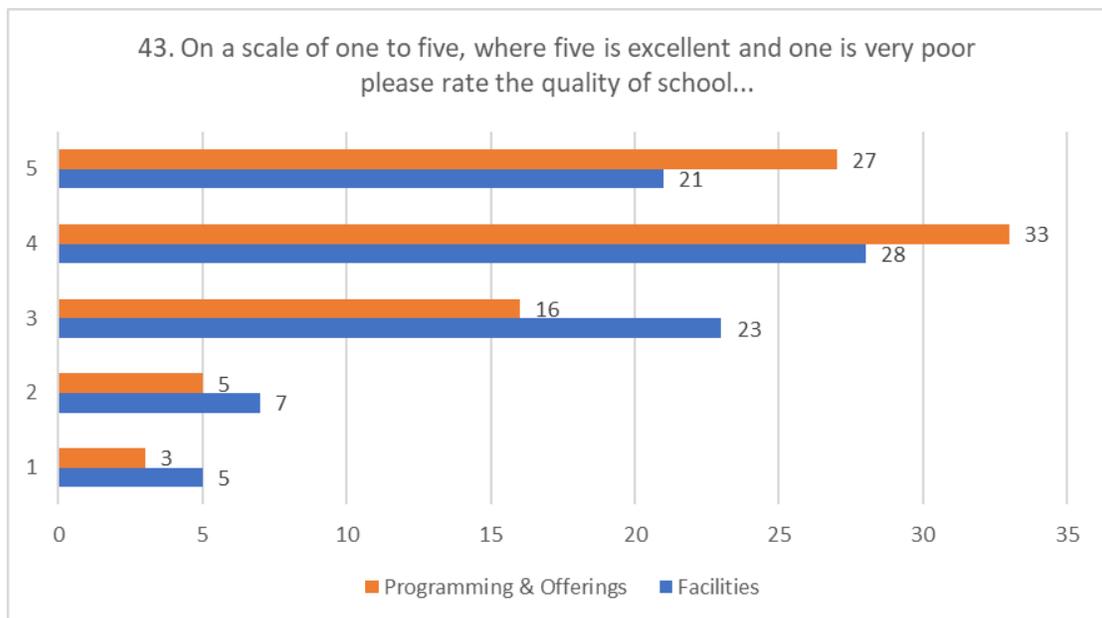
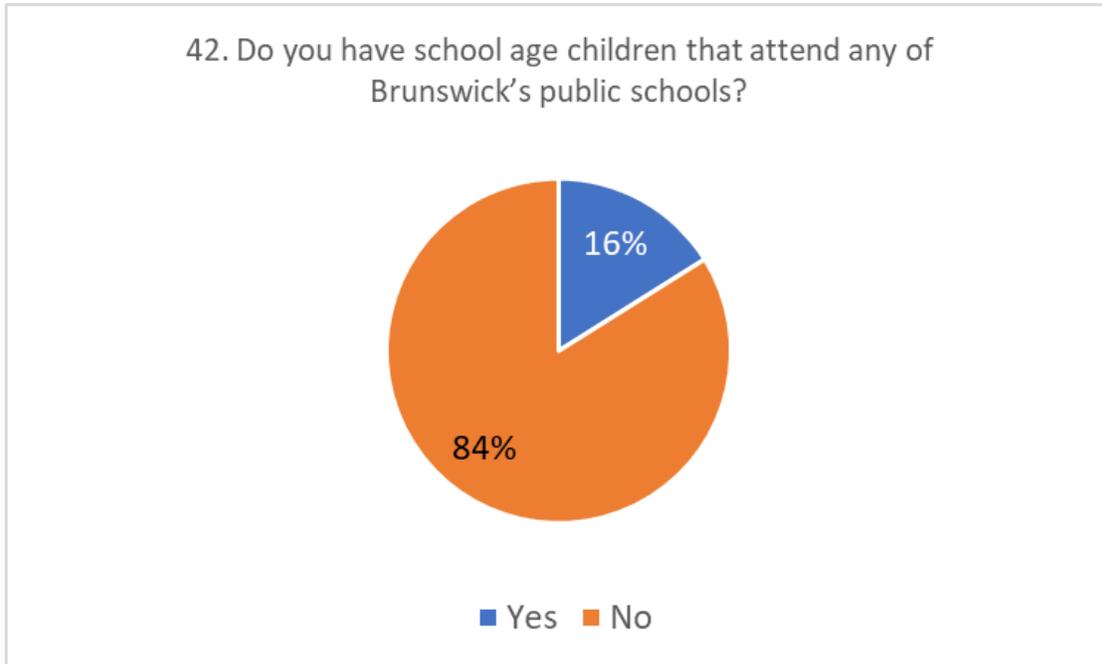
## Climate Change

**67% of respondents supported the Town taking local measures to reducing climate change.** 18% of respondents opposed the Town taking local measures to reduce the impact of climate change, and 15% felt neutral on the issue.

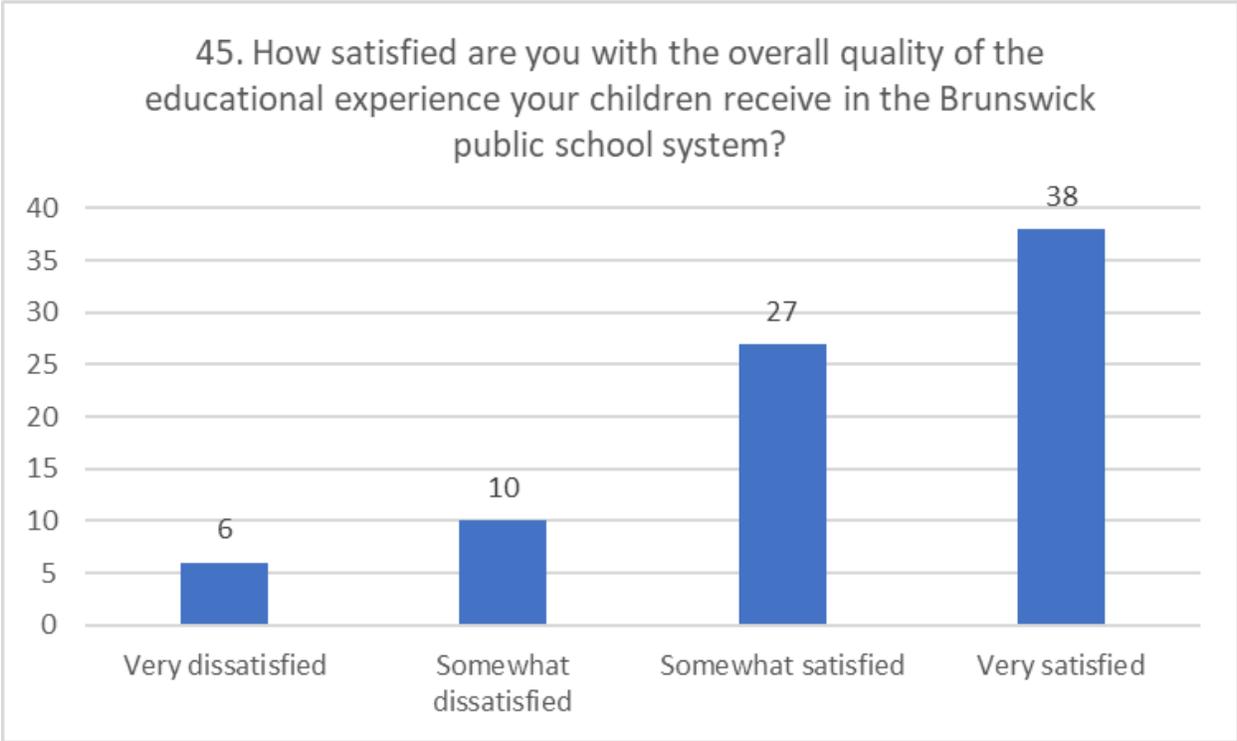


## Schools

The majority of respondents did not have children in the school systems, but 78 respondents did have children in the Brunswick school systems. These respondents generally rated the Brunswick schools well with better ratings for programming & offerings than school facilities.

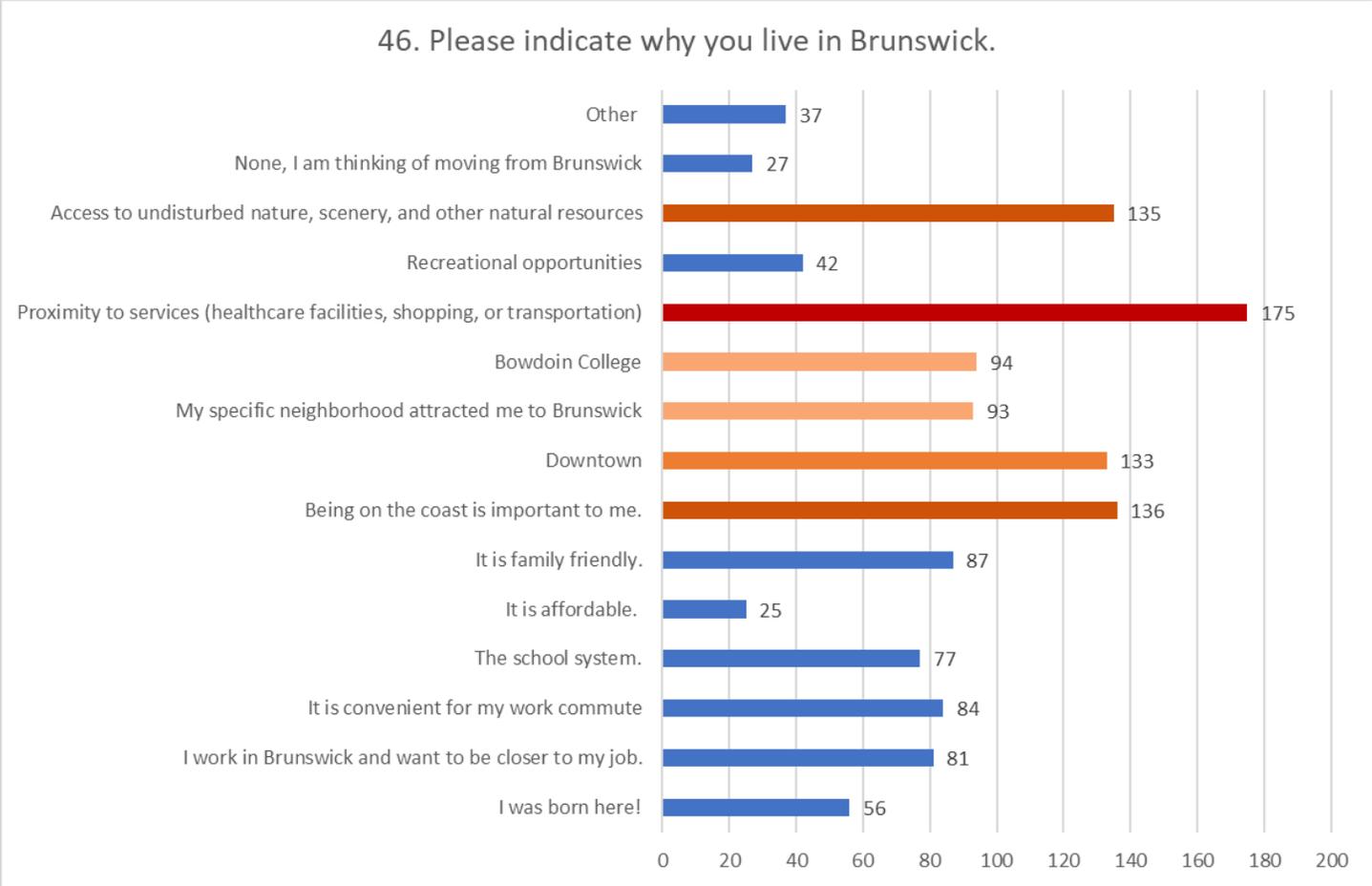


Overall, 80% of respondents were satisfied with the Brunswick school system, and 20% were dissatisfied.

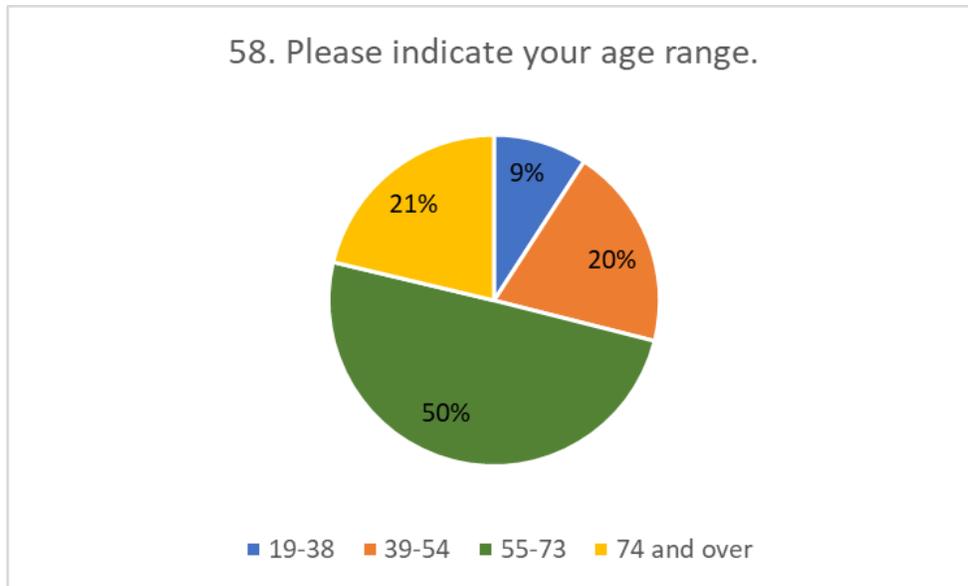


# Demographic Questions

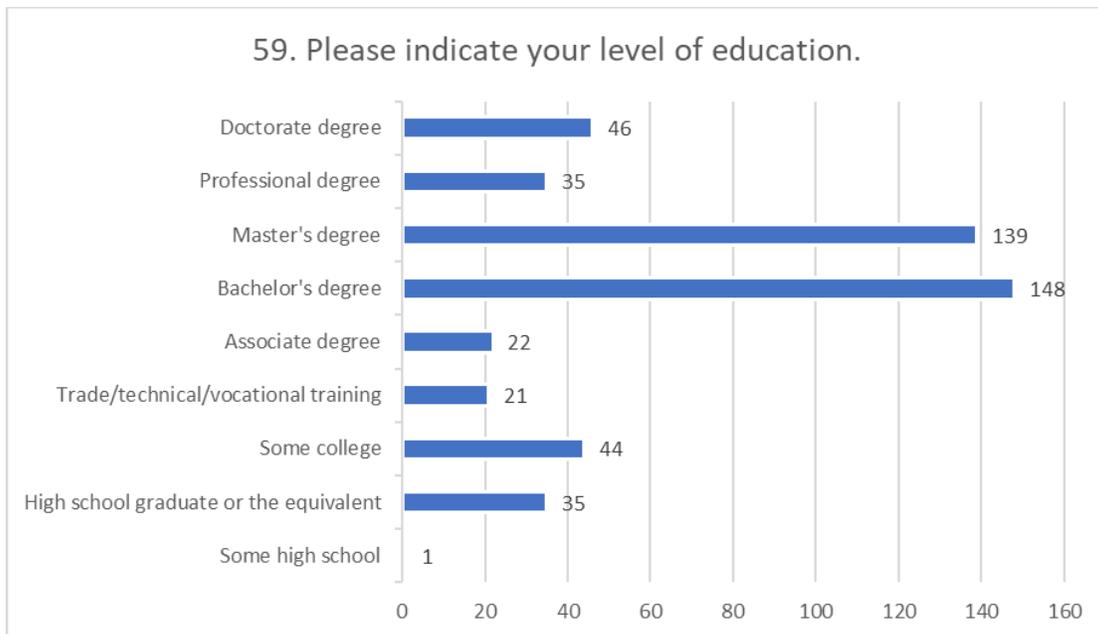
Respondents to the Community Survey were generally older and better educated than the total Brunswick population according to Census data.



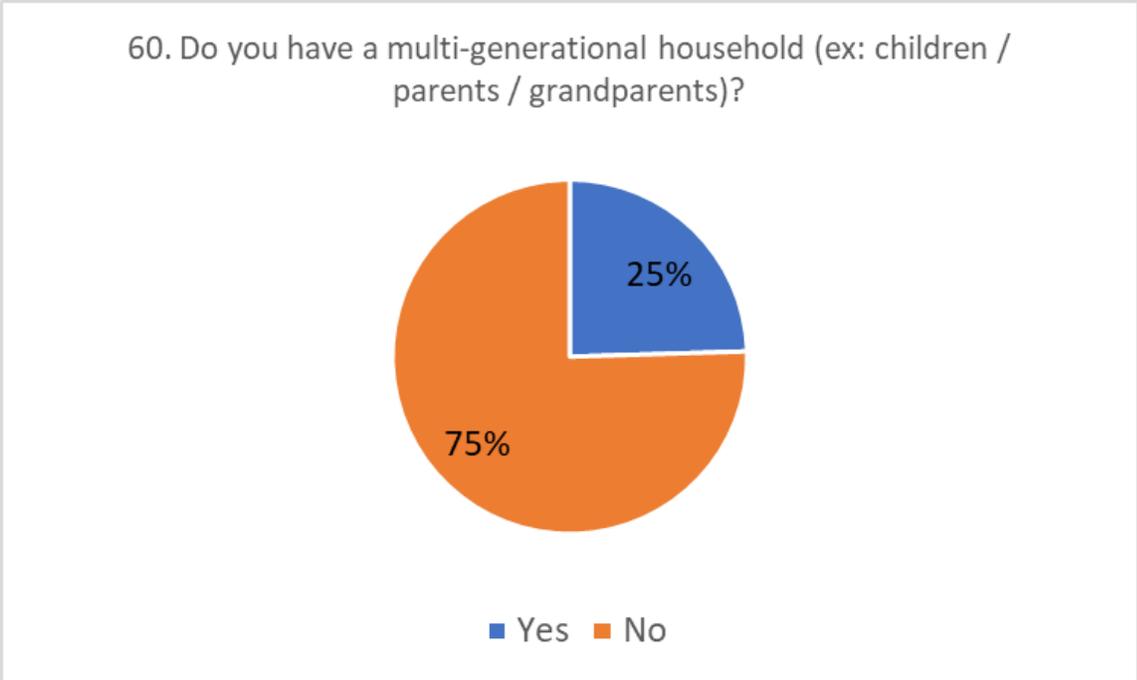
The most popular reason for living in Brunswick was its proximity to services including health facilities, shopping, or transportation. Coastal access, access to undisturbed nature, the downtown, and Bowdoin College rounded out the top five reasons respondents lived in Brunswick. Affordability was the least popular reason for living in Brunswick, followed by recreational opportunities. It is interesting to note that affordable housing is also one of the top topics of concern for survey respondents.



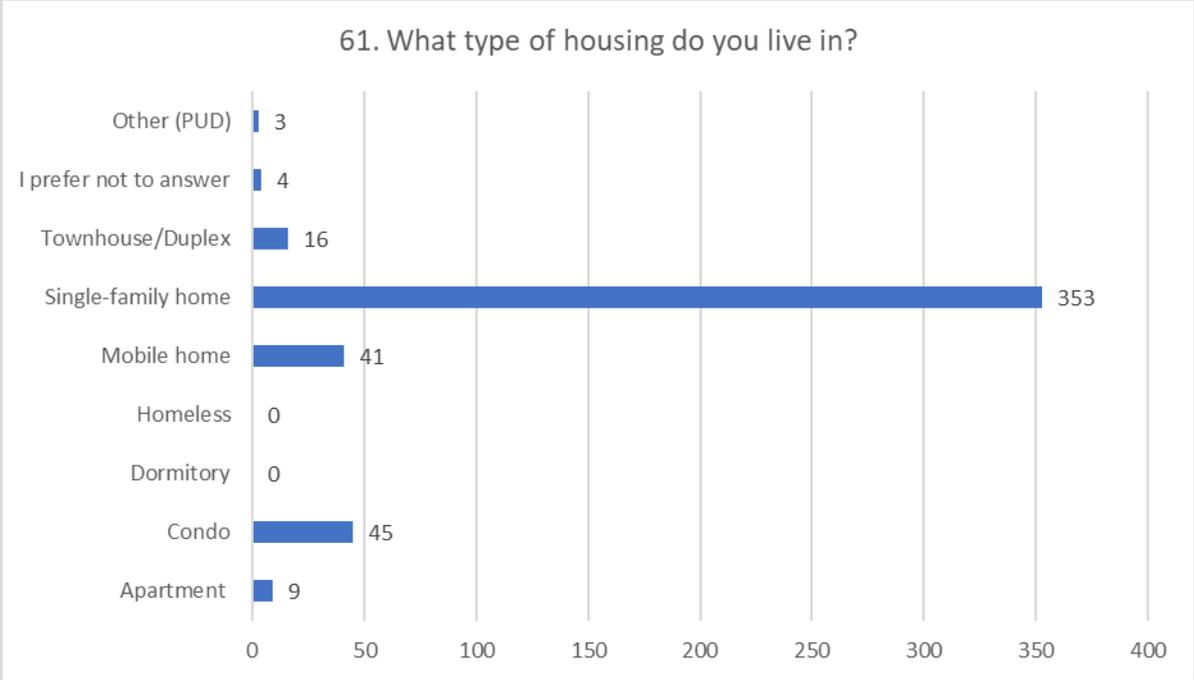
The age of respondents was higher than the median age of Brunswick’s population which was 43.8 in 2017 according to the American Community Survey. This is likely due to the fact that no children completed the survey which is understandable considering that the survey was mailed to the deed holders of randomized homes in Brunswick and many questions would have been tedious for young children.



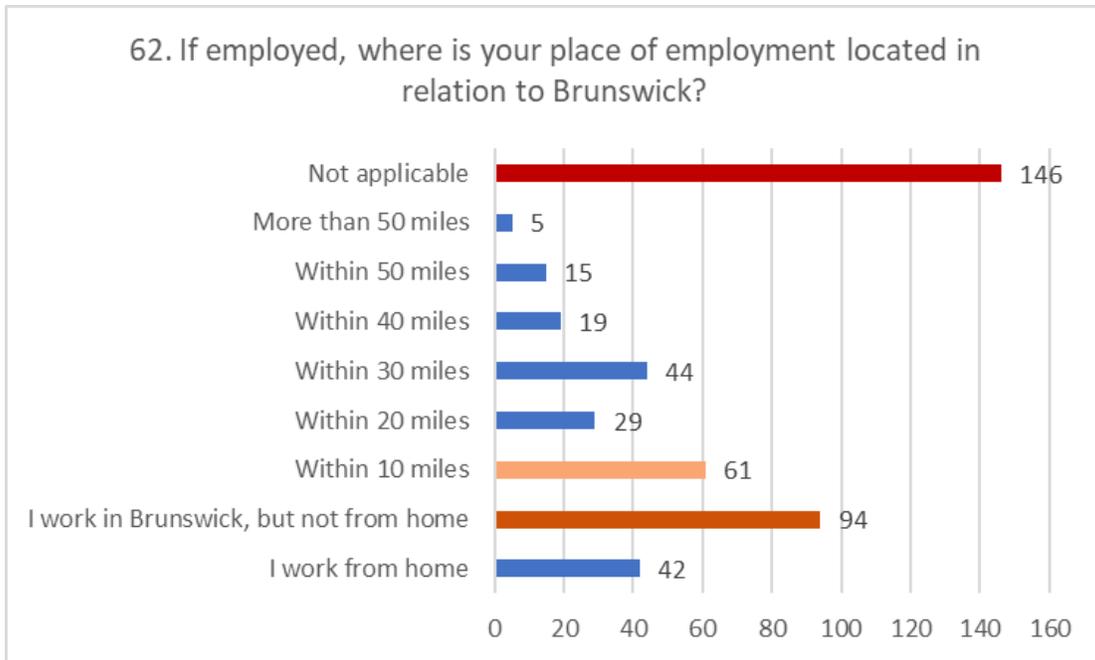
Respondents to the survey were better educated than the Brunswick population. 29% of respondents had a bachelor’s degree and 28% had a master’s degree. This is higher than the 21% and 14% of the total population holding bachelor’s and master’s degrees respectively according to the 2017 ACS.



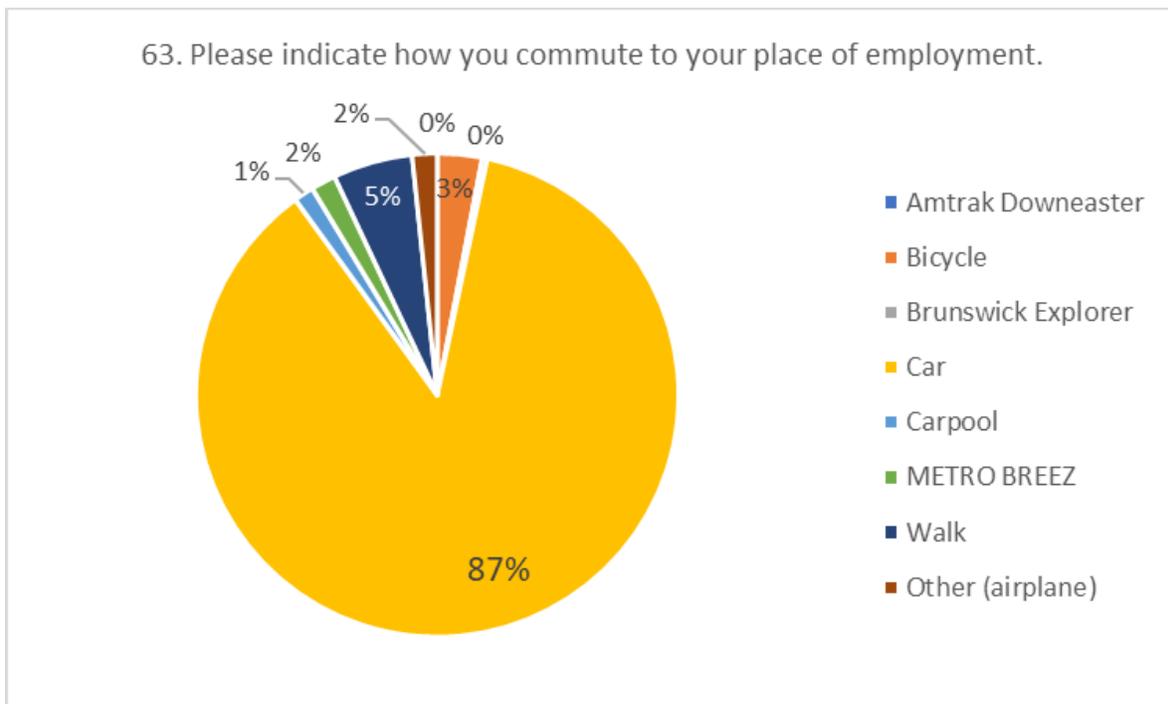
The majority of respondents did not have multi-generational households; however, a significant 25% of respondents said they lived in a multigenerational household.



The large majority of respondents live in single-family homes. Condominiums and mobile homes also housed around ten percent of respondents each.



21% of respondents worked in Brunswick. 32% of respondents did not work, usually due to retirement. The majority, 87%, of respondents who worked outside of their home used a car as their primary mode of transportation to reach work. The next most popular mode of reaching work was walking, used by only 16 respondents as their primary mode of transportation to work.



Question No.	Question Text			
1	Thinking about residential growth in Brunswick over the past five to ten years, how would you describe the rate of residential development in our community?	Much Too Fast	Somewhat Too Fast	
		Number of Responses	93	124
		Percentage	19.33%	25.78%
		Number of Responses	30	95
		Percentage	6.07%	19.23%
		Number of Responses	2	13
		Percentage	4.08%	26.53%
		2	Please indicate your support or opposition to the policy of encouraging growth in “growth areas” and discouraging growth in rural areas.	Oppose
Number of Responses	40			83
Percentage	8.20%			17.01%
Number of Responses	33			60
Percentage	6.68%			12.15%
Number of Responses	1			8
Percentage	2.04%			16.33%
3	Please indicate your support or opposition to limiting the number of new dwelling units that can be built anywhere in Brunswick in any year.			Oppose
		Number of Responses	74	73
		Percentage	15.04%	14.84%
		Number of Responses	84	60
		Percentage	17.00%	12.15%
		Number of Responses	4	8
		Percentage	8.16%	16.33%
			Please indicate your support or opposition to limiting the number of new units that can be built in the rural area in any year.	Oppose

4	Number of Responses	70	67
	<i>Percentage</i>	14.31%	13.70%
	Number of Responses	74	64
	<i>Percentage</i>	14.98%	12.96%
5	Number of Responses	3	5
	<i>Percentage</i>	6.12%	10.20%
	<b>Please indicate your support or opposition to allowing property owners within the designated growth area to build more units on their land than zoning restrictions currently allow.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
5	Number of Responses	162	76
	<i>Percentage</i>	33.33%	15.64%
	Number of Responses	204	86
	<i>Percentage</i>	41.30%	17.41%
6	Number of Responses	16	9
	<i>Percentage</i>	32.65%	18.37%
	<b>Please indicate your support or opposition to allowing property owners within the growth area to build more units on their land than zoning restrictions currently allow in return for preserving natural areas.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
6	Number of Responses	109	63
	<i>Percentage</i>	21.89%	12.65%
	Number of Responses	125	58
	<i>Percentage</i>	25.30%	11.74%
7	Number of Responses	12	8
	<i>Percentage</i>	24.49%	16.33%
	<b>Please indicate your support or opposition to allowing townhouse style units to be built within the growth area that are now limited to single-family homes.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
7	Number of Responses	105	75
	<i>Percentage</i>	21.47%	15.34%

	Number of Responses	106	58
	Percentage	21.46%	11.74%
	Number of Responses	8	7
	Percentage	16.33%	14.29%
8	<b>Please indicate your support or opposition to requiring developers in the growth area to build at least a certain number of units on the property (minimum density).</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	62	75
	Percentage	12.58%	15.21%
	Number of Responses	106	65
	Percentage	21.46%	13.16%
	Number of Responses	0	3
	Percentage	0.00%	6.12%
9	<b>How much do you agree or disagree with the following statement? “There is a lack of housing in Brunswick that lower and middle income families can afford.” Note: The median household income for Brunswick was \$58,125 in 2017.</b>	<b>Disagree</b>	<b>Somewhat Disagree</b>
	Number of Responses	26	35
	Percentage	5.25%	7.07%
	Number of Responses	40	23
	Percentage	8.10%	4.66%
	Number of Responses	1	1
	Percentage	2.04%	2.04%
10	<b>Which of the following statements best represents your view of what the Town’s role should be with respect to providing housing that lower and middle income individuals and families can afford?</b>	<b>The Town should not be involved in the issue.</b>	<b>The Town should support housing, but not spend local tax money.</b>
	Number of Responses	97	250
	Percentage	19.92%	51.33%
	Number of Responses	55	178

		<i>Percentage</i>	11.13%	36.03%
		Number of Responses	0	11
		<i>Percentage</i>	0.00%	22.45%
11	Please indicate your support or opposition to the Town assuring adequate affordable housing for young families.		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	10	18
		<i>Percentage</i>	2.48%	4.47%
		Number of Responses	65	52
		<i>Percentage</i>	13.16%	10.53%
		Number of Responses	2	1
		<i>Percentage</i>	4.08%	2.04%
12	Please indicate your support or opposition to the Town assuring adequate affordable housing for elderly households.		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	8	9
		<i>Percentage</i>	1.94%	2.18%
		Number of Responses	33	27
		<i>Percentage</i>	6.68%	5.47%
		Number of Responses	2	0
		<i>Percentage</i>	4.08%	0.00%
13	Please indicate your support or opposition to the Town assuring adequate affordable housing for lower and middle income households of any age.		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	---	---
		<i>Percentage</i>	---	---
		Number of Responses	57	49
		<i>Percentage</i>	11.54%	9.92%
		Number of Responses	2	1
		<i>Percentage</i>	4.08%	2.04%

14	<b>Please indicate your support or opposition to the Town assuring adequate affordable housing for the homeless and marginal income population.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	---	---
	<i>Percentage</i>	---	---
	Number of Responses	66	61
	<i>Percentage</i>	13.36%	12.35%
	Number of Responses	2	3
<i>Percentage</i>	4.08%	6.12%	
15	<b>Thinking about commercial and industrial growth and development in Brunswick over the past five to ten years, which of the following statements best represents your view of the rate of commercial and industrial growth and development?</b>	<b>Much Too Fast</b>	<b>Somewhat Too Fast</b>
	Number of Responses	37	39
	<i>Percentage</i>	8.58%	9.05%
	Number of Responses	17	42
	<i>Percentage</i>	3.44%	8.50%
	Number of Responses	0	5
<i>Percentage</i>	0.00%	10.20%	
16	<b>Please indicate your support or opposition to supporting efforts to maintain the economic vitality of downtown Brunswick.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	23	8
	<i>Percentage</i>	4.59%	1.60%
	Number of Responses	10	8
	<i>Percentage</i>	2.02%	1.62%
	Number of Responses	0	1
<i>Percentage</i>	0.00%	2.04%	

17	<b>Please indicate your support or opposition to supporting development of a wider diversity of activity at Cook's Corner including more office and residential uses.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	30	51
	<i>Percentage</i>	6.02%	10.24%
	Number of Responses	28	31
	<i>Percentage</i>	5.67%	6.28%
	Number of Responses	1	2
	<i>Percentage</i>	2.04%	4.08%
18	<b>Please indicate your support or opposition to providing financial assistance in extending water and sewer service to residential development within the growth area.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	80	57
	<i>Percentage</i>	16.23%	11.56%
	Number of Responses	76	48
	<i>Percentage</i>	15.38%	9.72%
	Number of Responses	1	7
	<i>Percentage</i>	2.04%	14.29%
19	<b>Please indicate your support or opposition to providing financial assistance in extending water and sewer service to commercial and industrial development within the growth area.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	75	84
	<i>Percentage</i>	15.15%	16.97%
	Number of Responses	119	81
	<i>Percentage</i>	24.09%	16.40%
	Number of Responses	12	6
	<i>Percentage</i>	24.49%	12.24%

20	<b>Please indicate your support or opposition to providing financial assistance in extending water and sewer service to providing property tax rebates for start-up businesses.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	84	81
	<i>Percentage</i>	16.94%	16.33%
	Number of Responses	86	60
	<i>Percentage</i>	17.41%	12.15%
	Number of Responses	6	7
	<i>Percentage</i>	12.24%	14.29%
21	<b>Please indicate your support or opposition to building a parking garage downtown.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	137	90
	<i>Percentage</i>	27.29%	17.93%
	Number of Responses	149	49
	<i>Percentage</i>	30.16%	9.92%
	Number of Responses	8	4
	<i>Percentage</i>	16.33%	8.16%
22	<b>Please indicate your support or opposition to expanding support of natural resource-based businesses such as clamming and fishing.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	19	28
	<i>Percentage</i>	3.80%	5.60%
	Number of Responses	23	21
	<i>Percentage</i>	4.66%	4.25%
	Number of Responses	0	1
	<i>Percentage</i>	0.00%	2.04%
23	<b>Please indicate your support or opposition to expanding support of farming.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	26	20
	<i>Percentage</i>	5.19%	3.99%
	Number of Responses	12	14

		<i>Percentage</i>	2.43%	2.83%
		Number of Responses	0	0
		<i>Percentage</i>	0.00%	0.00%
24	Please indicate your support or opposition to preserving additional natural and scenic areas and trails.		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	26	36
		<i>Percentage</i>	5.20%	7.20%
		Number of Responses	25	20
		<i>Percentage</i>	5.06%	4.05%
		Number of Responses	0	0
		<i>Percentage</i>	0.00%	0.00%
25	Please indicate your support or opposition to preserving additional natural and scenic areas and trails in <u>rural areas</u> .		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	26	48
		<i>Percentage</i>	5.22%	9.64%
		Number of Responses	25	30
		<i>Percentage</i>	5.06%	6.07%
		Number of Responses	1	4
		<i>Percentage</i>	2.04%	8.16%
26	Please indicate your support or opposition to focusing additional natural and scenic areas and trails in <u>both growth and rural areas</u> .		<b>Oppose</b>	<b>Somewhat Oppose</b>
		Number of Responses	28	27
		<i>Percentage</i>	5.68%	5.48%
		Number of Responses	27	21
		<i>Percentage</i>	5.47%	4.25%
		Number of Responses	0	0
		<i>Percentage</i>	0.00%	0.00%
	Please indicate your support or opposition to acquiring additional land for natural and scenic areas and trails with Town funds even if this raises property taxes.		<b>Oppose</b>	<b>Somewhat Oppose</b>

27			
	Number of Responses	216	98
	Percentage	43.29%	19.64%
	Number of Responses	174	57
	Percentage	35.22%	11.54%
	Number of Responses	7	8
Percentage	14.29%	16.33%	
28	<b>Please indicate your support or opposition to preserving natural and scenic areas and trails by regulating uses of land - even if this restricts owner's use of the land.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	202	110
	Percentage	41.56%	22.63%
	Number of Responses	163	95
	Percentage	33.00%	19.23%
	Number of Responses	12	6
	Percentage	24.49%	12.24%
29	<b>Please indicate your support or opposition to buying the right to develop property from rural land owners.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	148	74
	Percentage	30.02%	15.01%
	Number of Responses	146	69
	Percentage	29.55%	13.97%
	Number of Responses	10	11
	Percentage	20.41%	22.45%
30	<b>Please indicate your support or opposition to requiring rural property owners to set aside a part of their land for natural and scenic areas and trails if they develop it.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	179	56
	Percentage	35.87%	11.22%
	Number of Responses	130	48
Percentage	26.32%	9.72%	

	Number of Responses	7	3
	Percentage	14.29%	6.12%
31	<b>Please indicate your support or opposition to expanding property tax rebates for protection of natural and scenic areas and trails.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	86	39
	Percentage	17.44%	7.91%
	Number of Responses	75	39
	Percentage	15.18%	7.89%
	Number of Responses	0	4
	Percentage	0.00%	8.16%
32	<b>Please indicate your view of the priority of creating a “Land for Brunswick’s Future” fund to help buy natural areas.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>
	Number of Responses	141	185
	Percentage	28.78%	37.76%
	Number of Responses	94	171
	Percentage	19.03%	34.62%
	Number of Responses	5	10
	Percentage	10.20%	20.41%
33	<b>Please indicate your support or opposition to consolidating or combining services or facilities with other communities.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	35	42
	Percentage	7.25%	8.70%
	Number of Responses	37	23
	Percentage	7.49%	4.66%
	Number of Responses	0	4
	Percentage	0.00%	8.16%
	<b>Please indicate your view of the priority of developing a recreation area on East Brunswick with playing fields.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>

34	Number of Responses	93	210
	Percentage	19.10%	43.12%
	Number of Responses	73	231
	Percentage	14.78%	46.76%
	Number of Responses	9	27
Percentage	18.37%	55.10%	
35	<b>Please indicate your view of the priority of developing playing fields in other areas of town.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>
	Number of Responses	91	243
	Percentage	18.80%	50.21%
	Number of Responses	76	272
	Percentage	15.38%	55.06%
	Number of Responses	6	33
	Percentage	12.24%	67.35%
36	<b>Please indicate your perception of safety as a pedestrian or bicyclist in the <u>growth</u> area.</b>	<b>Very Safe</b>	<b>Somewhat Safe</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	37	198
	Percentage	7.49%	40.08%
	Number of Responses	4	15
	Percentage	8.16%	30.61%
37	<b>Please indicate your perception of safety as a pedestrian or bicyclist in the <u>rural</u> area.</b>	<b>Very Safe</b>	<b>Somewhat Safe</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	32	155
	Percentage	6.48%	31.38%
	Number of Responses	3	8
	Percentage	6.12%	16.33%
	<b>Please indicate your view of the priority of repairing and expanding sidewalks in the <u>growth</u> area.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>

38			
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	26	120
	Percentage	5.26%	24.29%
	Number of Responses	2	6
Percentage	4.08%	12.24%	
39	<b>Please indicate your view of the priority of repairing and expanding sidewalks in the <u>rural</u> area.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	114	233
	Percentage	23.08%	47.17%
	Number of Responses	5	31
	Percentage	10.20%	63.27%
40	<b>Please indicate your view of the priority of expanding bicycle facilities in the <u>growth</u> area.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	53	161
	Percentage	10.73%	32.59%
	Number of Responses	1	13
	Percentage	2.04%	26.53%
41	<b>Please indicate your view of the priority of expanding bicycle facilities in the <u>rural</u> area.</b>	<b>Lowest Priority</b>	<b>Low Priority</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	86	198
	Percentage	17.41%	40.08%
	Number of Responses	2	19
	Percentage	4.08%	38.78%

42	<b>Do you have school age children that attend any of Brunswick's public schools?</b>	<b>Yes</b>	<b>No</b>
	Number of Responses	113	362
	<i>Percentage</i>	<i>23.79%</i>	<i>76.21%</i>
	Number of Responses	78	407
	<i>Percentage</i>	<i>15.79%</i>	<i>82.39%</i>
	Number of Responses	14	35
<i>Percentage</i>	<i>28.57%</i>	<i>71.43%</i>	
43	<b>On a scale of one to five, where five is excellent and one is very poor please rate the quality of school facilities.</b>	<b>1</b>	<b>2</b>
	Number of Responses	20	40
	<i>Percentage</i>	<i>4.87%</i>	<i>9.73%</i>
	Number of Responses	5	7
	<i>Percentage</i>	<i>5.95%</i>	<i>8.33%</i>
	Number of Responses	1	2
<i>Percentage</i>	<i>6.25%</i>	<i>12.50%</i>	
44	<b>On a scale of one to five, where five is excellent and one is very poor please rate the quality of the school programming and offerings.</b>	<b>1</b>	<b>2</b>
	Number of Responses	39	27
	<i>Percentage</i>	<i>9.68%</i>	<i>6.70%</i>
	Number of Responses	5	7
	<i>Percentage</i>	<i>5.95%</i>	<i>8.33%</i>
	Number of Responses	1	2
<i>Percentage</i>	<i>6.25%</i>	<i>12.50%</i>	
45	<b>How satisfied are you with the overall quality of the educational experience your children receive in the Brunswick public school system?</b>	<b>Very Satisfied</b>	<b>Somewhat Satisfied</b>
	Number of Responses	74	50
	<i>Percentage</i>	<i>47.44%</i>	<i>32.05%</i>
	Number of Responses	38	27
<i>Percentage</i>	<i>46.91%</i>	<i>33.33%</i>	

	Number of Responses	6	8
	Percentage	40.00%	53.33%
46	Please indicate why you live in Brunswick (select up to three).	I was born here.	I work in Brunswick and want to be closer to my job.
	Number of Responses	56	81
	Percentage	4.37%	6.32%
	Number of Responses	3	10
	Percentage	2.75%	9.17%
47	Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those for which you have a strong view).	Affordable housing	Aging population / demographic shift
	Number of #1 Votes	34	10
	Percentage of #1 Votes	8.11%	2.39%
	#2 Vote	37	18
	# 3 Vote	23	19
	#4 Vote	19	16
	#5 Vote	17	14
	#6 Vote	8	11
	#7 Vote	8	9
	#8 Vote	10	9
	#9 Vote	6	4
	#10 Vote	8	8
	Average Ranking	3.86	4.69
	Final Rankings	4	9
	Number of #1 Votes		
	Percentage of #1 Votes		
	#2 Vote		
	# 3 Vote		
#4 Vote			
#5 Vote			
#6 Vote			
#7 Vote			
#8 Vote			
#9 Vote			
#10 Vote			

	Average Ranking		
	Final Rankings		
48	<b>Please indicate your support or opposition to the Town taking local measures to reduce the impact of climate change.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	66	19
	Percentage	13.36%	3.85%
	Number of Responses	2	0
	Percentage	4.08%	0.00%
49	<b>Please indicate your support or opposition to providing new Mainers with services such as job skills training, adult education, affordable housing, etc. in order to augment the workforce and reduce the median age.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	47	41
	Percentage	9.51%	8.30%
	Number of Responses	2	0
	Percentage	4.08%	0.00%
50	<b>What is your perception in the change in vehicular traffic over the past five to ten years?</b>	<b>There is less traffic today than in the past.</b>	<b>There is not a noticeable change in traffic.</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	1	45
	Percentage	0.20%	9.11%
	Number of Responses	0	3

	<i>Percentage</i>	0.00%	6.00%
51	<b>Please indicate your support or opposition to expanding Brunswick Explorer service.</b>	<b>Oppose</b>	<b>Somewhat Oppose</b>
	Number of Responses	---	---
	<i>Percentage</i>	---	---
	Number of Responses	19	10
	<i>Percentage</i>	3.85%	2.02%
	Number of Responses	0	0
<i>Percentage</i>	0.00%	0.00%	
52	<b>Please indicate your support or opposition to the Town's existing marijuana land use policies (only allowed in the Growth Industrial Zoning District)</b>	<b>Marijuana Uses should not be allowed at all.</b>	<b>Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.</b>
	Number of Responses	---	---
	<i>Percentage</i>	---	---
	Number of Responses	87	102
	<i>Percentage</i>	17.61%	20.65%
	Number of Responses	3	5
<i>Percentage</i>	6.12%	10.20%	
53	<b>Please indicate your perception of how accessible the Town is for people with physical disabilities.</b>	<b>Needs Significant Improvement</b>	<b>Needs Some Improvement</b>
	Number of Responses	---	---
	<i>Percentage</i>	---	---
	Number of Responses	51	154
	<i>Percentage</i>	10.32%	31.17%
	Number of Responses	10	20
<i>Percentage</i>	20.41%	40.82%	

54	<b>Please indicate your perception of the rate and character of the redevelopment of Brunswick Landing.</b>	<b>I see a lot of negative changes.</b>	<b>I see some changes, but I think it is moving in the wrong direction.</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	5	21
	Percentage	1.01%	4.25%
	Number of Responses	0	6
Percentage	0.00%	12.24%	
55	<b>On average, you visit Brunswick Landing:</b>	<b>Almost Daily</b>	<b>Weekly</b>
	Number of Responses	---	---
	Percentage	---	---
	Number of Responses	24	75
	Percentage	4.86%	15.18%
Number of Responses	4	13	
Percentage	8.16%	26.53%	
56	<b>When you visit Brunswick Landing, it is most often because (select up to 3):</b>	<b>I am attending an event.</b>	<b>I am visiting friends or relatives that live there.</b>
	Number of Responses	90	28
	Percentage	12.61%	3.92%
Number of Responses	16	2	
Percentage	21.33%	2.67%	
57	<b>Please indicate what you believe to be the biggest threat to maintaining the quality of life in Brunswick (select up to three).</b>	<b>Aging population / demographic shift</b>	<b>Climate change and other environmental degradation</b>
	Number of Responses	108	92
	Percentage	9.53%	8.12%
	Overall Rank	5	6
	Number of Responses	13	18
Percentage	11.11%	15.38%	
Overall Rank	T4	3	

58	<b>Please indicate your age range.</b>	<b>Under 18</b>	<b>19-38</b>
	Number of Responses	---	---
	<i>Percentage</i>	---	---
	Number of Responses	0	43
	<i>Percentage</i>	0.00%	8.70%
	Number of Responses		14
	<i>Percentage</i>	0.00%	28.57%
59	<b>Please indicate your level of education.</b>	<b>Some high school, no diploma</b>	<b>High school graduate or the equivalent (ex: GED)</b>
	Number of Responses	1	35
	<i>Percentage</i>	0.20%	6.94%
		Number of Responses	0
	<i>Percentage</i>	0.00%	2.04%
60	<b>Do you live in a multi-generational household (ex: children / parents / grandparents)?</b>	<b>Yes</b>	<b>No</b>
			<b>2020 C</b>
	Number of Responses	115	354
	<i>Percentage</i>	23.28%	71.66%
			<b>2020 C</b>
		Number of Responses	10
	<i>Percentage</i>	20.41%	75.51%
61	<b>What type of housing do you live in?</b>	<b>Apartment</b>	<b>Condo</b>
	Number of Responses	9	45
	<i>Percentage</i>	1.82%	9.11%
		Number of Responses	6
	<i>Percentage</i>	12.24%	6.12%
62	<b>If employed, where is your place of employment located in relation to Brunswick?</b>	<b>I work from home.</b>	<b>I work in Brunswick, but not from home.</b>
	Number of Responses	42	94
	<i>Percentage</i>	8.50%	19.03%
	Number of Responses	11	11

	<i>Percentage</i>	22.45%	22.45%
63	If employed and you work outside of your home, please indicate how you commute to your place of employment. If you use different modes of transportation, please indicate the mode that you use most often or covers the most distance.	Amtrak Downeaster	Bicycle
	Number of Responses	0	9
	<i>Percentage</i>	0.00%	1.82%
	Number of Responses	1	1
<i>Percentage</i>	2.04%	2.04%	

<b>Responses</b>				
<b>About Right</b>	<b>Somewhat Too Slow</b>	<b>Much Too Slow</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
192	42	30	0	481
39.92%	8.73%	6.24%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
286	53	10	20	494
57.89%	10.73%	2.02%	4.05%	95.95%
<b>2020 Community Survey (Digital)</b>				
25	7	2	0	49
51.02%	14.29%	4.08%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
108	122	135	0	488
22.13%	25.00%	27.66%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
102	125	165	9	494
20.65%	25.30%	33.40%	1.82%	98.18%
<b>2020 Community Survey (Digital)</b>				
8	13	19	0	49
16.33%	26.53%	38.78%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
56	187	102	0	492
11.38%	38.01%	20.73%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
87	129	130	4	494
17.61%	26.11%	26.32%	0.81%	99.19%
<b>2020 Community Survey (Digital)</b>				
15	14	8	0	49
30.61%	28.57%	16.33%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				

71	125	156	0	489
14.52%	25.56%	31.90%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
74	122	155	5	494
14.98%	24.70%	31.38%	1.01%	98.99%
<b>2020 Community Survey (Digital)</b>				
10	13	18	0	49
20.41%	26.53%	36.73%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
92	76	80	0	486
18.93%	15.64%	16.46%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
54	74	69	7	494
10.93%	14.98%	13.97%	1.42%	98.58%
<b>2020 Community Survey (Digital)</b>				
8	7	9	0	49
16.33%	14.29%	18.37%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
71	134	121	0	498
14.26%	26.91%	24.30%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
47	150	104	10	494
9.51%	30.36%	21.05%	2.02%	97.98%
<b>2020 Community Survey (Digital)</b>				
5	11	13	0	49
10.20%	22.45%	26.53%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
59	155	95	0	489
12.07%	31.70%	19.43%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				

50	140	135	5	494
10.12%	28.34%	27.33%	1.01%	98.99%
<b>2020 Community Survey (Digital)</b>				
8	10	16	0	49
16.33%	20.41%	32.65%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
143	134	79	0	493
29.01%	27.18%	16.02%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
114	132	72	5	494
23.08%	26.72%	14.57%	1.01%	98.99%
<b>2020 Community Survey (Digital)</b>				
22	16	8	0	49
44.90%	32.65%	16.33%	0.00%	100.00%
<b>Neither Agree Nor Disagree</b>	<b>Somewhat Agree</b>	<b>Agree</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
39	107	288	0	495
7.88%	21.62%	58.18%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
50	133	240	8	494
10.12%	26.92%	48.58%	1.62%	98.38%
<b>2020 Community Survey (Digital)</b>				
2	12	33	0	49
4.08%	24.49%	67.35%	0.00%	100.00%
<b>The Town should support housing by using local tax money.</b>	<b>The Town should support public, private, and non- profit help to build affordable housing.*</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
140	---	---	0	487
28.75%	---	---	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
21	231	--	9	494

4.25%	46.76%	---	1.82%	98.18%
<b>2020 Community Survey (Digital)</b>				
3	35	---	0	49
6.12%	71.43%	---	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
36	130	209	0	403
8.93%	32.26%	51.86%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
67	142	160	8	494
13.56%	28.74%	32.39%	1.62%	98.38%
<b>2020 Community Survey (Digital)</b>				
5	14	27	0	49
10.20%	28.57%	55.10%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
34	101	260	0	412
8.25%	24.51%	63.11%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
48	152	233	1	494
9.72%	30.77%	47.17%	0.20%	99.80%
<b>2020 Community Survey (Digital)</b>				
3	12	32	0	49
6.12%	24.49%	65.31%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
77	147	158	6	494
15.59%	29.76%	31.98%	1.21%	98.79%
<b>2020 Community Survey (Digital)</b>				
3	15	28	0	49
6.12%	30.61%	57.14%	0.00%	100.00%

Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
64	141	150	12	494
12.96%	28.54%	30.36%	2.43%	97.57%
<b>2020 Community Survey (Digital)</b>				
2	11	31	0	49
4.08%	22.45%	63.27%	0.00%	100.00%
About Right	Somewhat Too Slow	Much Too Slow	No Response	Totals / Response Rate
<b>2005 Survey</b>				
189	88	78	0	431
43.85%	20.42%	18.10%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
288	88	31	28	494
58.30%	17.81%	6.28%	5.67%	94.33%
<b>2020 Community Survey (Digital)</b>				
27	14	3	0	49
55.10%	28.57%	6.12%	0.00%	100.00%
Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
44	136	290	0	501
8.78%	27.15%	57.88%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
30	90	356	0	494
6.07%	18.22%	72.06%	0.00%	100.00%
<b>2020 Community Survey (Digital)</b>				
1	3	44	0	49
2.04%	6.12%	89.80%	0.00%	100.00%

Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
98	168	151	0	498
19.68%	33.73%	30.32%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
80	109	239	7	494
16.19%	22.06%	48.38%	1.42%	98.58%
<b>2020 Community Survey (Digital)</b>				
5	10	31	0	49
10.20%	20.41%	63.27%	0.00%	100.00%
<b>2005 Survey</b>				
94	135	127	0	493
19.07%	27.38%	25.76%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
84	141	128	17	494
17.00%	28.54%	25.91%	3.44%	96.56%
<b>2020 Community Survey (Digital)</b>				
7	15	19	0	49
14.29%	30.61%	38.78%	0.00%	100.00%
<b>2005 Survey</b>				
116	106	114	0	495
23.43%	21.41%	23.03%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
88	116	79	11	494
17.81%	23.48%	15.99%	2.23%	97.77%
<b>2020 Community Survey (Digital)</b>				
11	10	10	0	49
22.45%	20.41%	20.41%	0.00%	100.00%

Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
115	123	93	0	496
23.19%	24.80%	18.75%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
80	180	80	8	494
16.19%	36.44%	16.19%	1.62%	98.38%
<b>2020 Community Survey (Digital)</b>				
9	18	9	0	49
18.37%	36.73%	18.37%	0.00%	100.00%
Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
59	114	102	0	502
11.75%	22.71%	20.32%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
46	113	134	3	494
9.31%	22.87%	27.13%	0.61%	99.39%
<b>2020 Community Survey (Digital)</b>				
4	16	17	0	49
8.16%	32.65%	34.69%	0.00%	100.00%
Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
90	177	186	0	500
18.00%	35.40%	37.20%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
83	163	199	5	494
16.80%	33.00%	40.28%	1.01%	98.99%
<b>2020 Community Survey (Digital)</b>				
9	15	24	0	49
18.37%	30.61%	48.98%	0.00%	100.00%
Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey</b>				
87	162	206	0	501
17.37%	32.34%	41.12%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
61	132	274	1	494

12.35%	26.72%	55.47%	0.20%	99.80%
<b>2020 Community Survey (Digital)</b>				
4	9	36	0	49
8.16%	18.37%	73.47%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
56	115	267	0	500
11.20%	23.00%	53.40%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
29	91	323	6	494
5.87%	18.42%	65.38%	1.21%	98.79%
<b>2020 Community Survey (Digital)</b>				
1	4	44	0	49
2.04%	8.16%	89.80%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
85	158	181	0	498
17.07%	31.73%	36.35%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
57	94	281	7	494
11.54%	19.03%	56.88%	1.42%	98.58%
<b>2020 Community Survey (Digital)</b>				
1	10	33	0	49
2.04%	20.41%	67.35%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
89	145	204	0	493
18.05%	29.41%	41.38%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
49	118	275	4	494
9.92%	23.89%	55.67%	0.81%	99.19%
<b>2020 Community Survey (Digital)</b>				
3	8	38	0	49
6.12%	16.33%	77.55%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>

2005 Survey				
56	69	60	0	499
11.22%	13.83%	12.02%	0.00%	100.00%
2020 Community Survey (Mailed)				
48	105	97	13	494
9.72%	21.26%	19.64%	2.63%	97.37%
2020 Community Survey (Digital)				
8	8	18	0	49
16.33%	16.33%	36.73%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
64	67	43	0	486
13.17%	13.79%	8.85%	0.00%	100.00%
2020 Community Survey (Mailed)				
66	73	76	21	494
13.36%	14.78%	15.38%	4.25%	95.75%
2020 Community Survey (Digital)				
5	17	9	0	49
10.20%	34.69%	18.37%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
133	82	56	0	493
26.98%	16.63%	11.36%	0.00%	100.00%
2020 Community Survey (Mailed)				
102	88	60	29	494
20.65%	17.81%	12.15%	5.87%	94.13%
2020 Community Survey (Digital)				
11	9	8	0	49
22.45%	18.37%	16.33%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
88	79	97	0	499
17.64%	15.83%	19.44%	0.00%	100.00%
2020 Community Survey (Mailed)				
64	93	144	15	494
12.96%	18.83%	29.15%	3.04%	96.96%

2020 Community Survey (Digital)				
6	12	21	0	49
12.24%	24.49%	42.86%	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
107	142	119	0	493
21.70%	28.80%	24.14%	0.00%	100.00%
2020 Community Survey (Mailed)				
51	153	166	10	494
10.32%	30.97%	33.60%	2.02%	97.98%
2020 Community Survey (Digital)				
3	20	22	0	49
6.12%	40.82%	44.90%	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
89	75	---	0	490
18.16%	15.31%	---	0.00%	100.00%
2020 Community Survey (Mailed)				
173	44	--	12	494
35.02%	8.91%	---	2.43%	97.57%
2020 Community Survey (Digital)				
28	6	---	0	49
57.14%	12.24%	---	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				
143	148	115	0	483
29.61%	30.64%	23.81%	0.00%	100.00%
2020 Community Survey (Mailed)				
90	146	183	15	494
18.22%	29.55%	37.04%	3.04%	96.96%
2020 Community Survey (Digital)				
9	20	16	0	49
18.37%	40.82%	32.65%	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey				

135	49	---	0	487
27.72%	10.06%	---	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
143	17	--	30	494
28.95%	3.44%	---	6.07%	93.93%
<b>2020 Community Survey (Digital)</b>				
10	3	---	0	49
20.41%	6.12%	---	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey</b>				
117	33	---	0	484
24.17%	6.82%	---	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
101	11	--	34	494
20.45%	2.23%	---	6.88%	93.12%
<b>2020 Community Survey (Digital)</b>				
7	3	---	0	49
14.29%	6.12%	---	0.00%	100.00%
<b>Somewhat Unsafe</b>	<b>Very Unsafe</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
162	77	--	20	494
32.79%	15.59%	---	4.05%	95.95%
<b>2020 Community Survey (Digital)</b>				
25	5	---	0	49
51.02%	10.20%	---	0.00%	100.00%
<b>Somewhat Unsafe</b>	<b>Very Unsafe</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
184	90	--	33	494
37.25%	18.22%	---	6.68%	93.32%
<b>2020 Community Survey (Digital)</b>				
27	11	---	0	49
55.10%	22.45%	---	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>

2005 Survey*				
---	---	---	---	---
---	---	---	---	---
2020 Community Survey (Mailed)				
279	61	--	8	494
56.48%	12.35%	---	1.62%	98.38%
2020 Community Survey (Digital)				
27	14	---	0	49
55.10%	28.57%	---	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey*				
---	---	---	---	---
---	---	---	---	---
2020 Community Survey (Mailed)				
107	18	--	22	494
21.66%	3.64%	---	4.45%	95.55%
2020 Community Survey (Digital)				
12	1	---	0	49
24.49%	2.04%	---	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey*				
---	---	---	---	---
---	---	---	---	---
2020 Community Survey (Mailed)				
196	64	--	20	494
39.68%	12.96%	---	4.05%	95.95%
2020 Community Survey (Digital)				
27	8	---	0	49
55.10%	16.33%	---	0.00%	100.00%
<b>High Priority</b>	<b>Highest Priority</b>	---	<b>No Response</b>	<b>Totals / Response Rate</b>
2005 Survey*				
---	---	---	---	---
---	---	---	---	---
2020 Community Survey (Mailed)				
145	48	--	17	494
29.35%	9.72%	---	3.44%	96.56%
2020 Community Survey (Digital)				
21	7	---	0	49
42.86%	14.29%	---	0.00%	100.00%

---	----	---	No Response	Totals / Response Rate
<b>2005 Survey</b>				
---	---	---	0	475
---	---	---	0.00%	---
<b>2020 Community Survey (Mailed)</b>				
---	---	--	9	494
---	---	---	1.82%	98.18%
<b>2020 Community Survey (Digital)</b>				
---	---	---	0	49
---	---	---	0.00%	100.00%
<b>3</b>	<b>4</b>	<b>5</b>	No Response	Totals / Response Rate
<b>2005 Survey</b>				
132	142	77	0	411
32.12%	34.55%	18.73%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
23	28	21	---	84
27.38%	33.33%	25.00%	---	100.00%
<b>2020 Community Survey (Digital)</b>				
5	7	1	0	16
31.25%	43.75%	6.25%	0.00%	100.00%
<b>3</b>	<b>4</b>	<b>5</b>	No Response	Totals / Response Rate
<b>2005 Survey</b>				
133	131	73	0	403
33.00%	32.51%	18.11%	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
23	28	21	---	84
27.38%	33.33%	25.00%	---	100.00%
<b>2020 Community Survey (Digital)</b>				
3	7	3	0	16
18.75%	43.75%	18.75%	0.00%	100.00%
<b>Somewhat Dissatisfied</b>	<b>Very Dissatisfied</b>	---	No Response	Totals / Response Rate
<b>2005 Survey</b>				
21	11	---	0	156
13.46%	7.05%	---	0.00%	100.00%
<b>2020 Community Survey (Mailed)</b>				
10	6	---	---	81
12.35%	7.41%	---	---	100.00%

**2020 Community Survey (Digital)**

1	0	---	0	15
6.67%	0.00%	---	0.00%	100.00%
<b>It is convenient for my work commute.</b>	<b>The school system.</b>	<b>It is affordable.</b>	<b>It is family friendly.</b>	<b>Being on the coast is important to me.</b>

84	77	25	87	136
6.56%	6.01%	1.95%	6.79%	10.62%

7	10	1	8	9
6.42%	9.17%	0.92%	7.34%	8.26%
<b>Agriculture</b>	<b>Aquaculture</b>	<b>Arts and culture</b>	<b>Bicycle and pedestrian safety</b>	<b>Climate change</b>

1	0	10	8	40
0.24%	0.00%	2.39%	1.91%	9.55%
2	1	15	11	21
4	3	12	18	16
6	4	15	19	15
8	5	10	17	8
14	7	12	13	4
7	4	12	12	18
6	4	13	17	6
10	2	15	10	3
13	6	9	8	3
6.79	6.44	5.46	5.36	3.62
20	19	16	15	3

Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
72	80	232	25	494
14.57%	16.19%	46.96%	5.06%	94.94%
<b>2020 Community Survey (Digital)</b>				
2	5	40	0	49
4.08%	10.20%	81.63%	0.00%	100.00%
Neither Support Nor Oppose	Somewhat Support	Support	No Response	Totals / Response Rate
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
61	128	188	29	494
12.35%	25.91%	38.06%	5.87%	94.13%
<b>2020 Community Survey (Digital)</b>				
4	16	27	0	49
8.16%	32.65%	55.10%	0.00%	100.00%
There is more traffic today than in the past, but it is still not too much of a problem to me.	There is much more traffic than in the past and it has become a noticeable inconvenience to me.	---	No Response	Totals / Response Rate
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
251	165	---	32	494
50.81%	33.40%	---	---	93.52%
<b>2020 Community Survey (Digital)</b>				
26	21	---	0	50

52.00%	42.00%	---	0.00%	100.00%
<b>Neither Support Nor Oppose</b>	<b>Somewhat Support</b>	<b>Support</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
117	129	177	42	494
23.68%	26.11%	35.83%	8.50%	91.50%
<b>2020 Community Survey (Digital)</b>				
3	12	34	0	49
6.12%	24.49%	69.39%	0.00%	100.00%
<b>Marijuana uses are ok, but only if the town can somehow financially benefit from their operation.</b>	<b>I think the existing policy is about right.</b>	<b>Marijuana uses should be allowed in more zoning districts.</b>	<b>I have no opinion on the matter.</b>	<b>No Response</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
84	50	66	83	22
17.00%	10.12%	13.36%	16.80%	4.45%
<b>2020 Community Survey (Digital)</b>				
7	4	13	17	0
14.29%	8.16%	26.53%	34.69%	0.00%
<b>No Opinion</b>	<b>Somewhat Accessible</b>	<b>Very Accessible</b>	<b>No Response</b>	<b>Totals / Response Rate</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
143	110	23	13	494
28.95%	22.27%	4.66%	2.63%	97.37%
<b>2020 Community Survey (Digital)</b>				
12	6	1	0	49
24.49%	12.24%	2.04%	0.00%	100.00%

I see little to no change.	I see some progress, and I think it is moving in the right direction.	I see a lot of positive progress.	I am unsure.	No Response
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
12	197	184	61	14
2.43%	39.88%	37.25%	12.35%	2.83%
<b>2020 Community Survey (Digital)</b>				
0	16	23	4	0
0.00%	32.65%	46.94%	8.16%	0.00%
<b>2-3 Times Per Month</b>	<b>Once Per Month</b>	<b>Rarely (a Few Times a Year)</b>	<b>Never</b>	<b>No Response</b>
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
101	69	186	23	16
20.45%	13.97%	37.65%	4.66%	3.24%
<b>2020 Community Survey (Digital)</b>				
6	9	17		0
12.24%	18.37%	34.69%	0.00%	0.00%
<b>I am visiting a business.</b>	<b>I go to school there or I have childred that go to school there.</b>	<b>I live there.</b>	<b>I use the airport.</b>	<b>I use the indoor recreation facilities.</b>
<b>2020 Community Survey (Mailed)</b>				
232	16	0	1	109
32.49%	2.24%	0.00%	0.14%	15.27%
<b>2020 Community Survey (Digital)</b>				
22	3	1	0	8
29.33%	4.00%	1.33%	0.00%	10.67%
<b>Crime / public safety</b>	<b>Economic decline</b>	<b>Local economy (as part of overall economy)</b>	<b>State economy (as part of overall economy)</b>	<b>National economy (as part of overall economy)</b>
<b>2020 Community Survey (Mailed)</b>				
59	169	63	68	27
5.21%	14.92%	37.28%	40.24%	15.98%
7	3	2	1	3
<b>2020 Community Survey (Digital)</b>				
2	6	---	---	---
1.71%	5.13%	---	---	---
T9	7	---	---	---

39-54	55-73	74 and Over	I Prefer Not to Answer	No Response
<b>2005 Survey*</b>				
---	---	---	---	---
---	---	---	---	---
<b>2020 Community Survey (Mailed)</b>				
93	234	100	12	12
18.83%	47.37%	20.24%	2.43%	2.43%
<b>2020 Community Survey (Digital)</b>				
15	17	3	0	0
30.61%	34.69%	6.12%	0.00%	0.00%
<b>Some college credit, no degree</b>	<b>Trade / technical / vocational training</b>	<b>Associate degree</b>	<b>Bachelor's degree</b>	<b>Master's degree</b>
<b>2020 Community Survey (Mailed)</b>				
44	21	22	148	139
8.73%	4.17%	4.37%	29.37%	27.58%
<b>2020 Community Survey (Digital)</b>				
6	1	0	19	18
12.24%	2.04%	0.00%	38.78%	36.73%
<b>I prefer not to answer.</b>	<b>No Response</b>	<b>Totals</b>		
<b>2020 Community Survey (Mailed)</b>				
6	19	494		
1.21%	3.85%	96.15%		
<b>2020 Community Survey (Digital)</b>				
2	0	49		
4.08%	0.00%	100.00%		
<b>Dormitory</b>	<b>Homeless</b>	<b>Mobile Home</b>	<b>Single-Family Home (Detached)</b>	<b>Townhouse</b>
<b>2020 Community Survey (Mailed)</b>				
0	0	41	353	16
0.00%	0.00%	8.30%	71.46%	3.24%
<b>2020 Community Survey (Digital)</b>				
0	0	1	35	2
0.00%	0.00%	2.04%	71.43%	4.08%
<b>Within 10 miles</b>	<b>Within 20 miles</b>	<b>Within 30 miles</b>	<b>Within 40 miles</b>	<b>Within 50 miles</b>
<b>2020 Community Survey (Mailed)</b>				
61	29	44	19	15
12.35%	5.87%	8.91%	3.85%	3.04%
<b>2020 Community Survey (Digital)</b>				
5	4	4	3	

<i>10.20%</i>	<i>8.16%</i>	<i>8.16%</i>	<i>6.12%</i>	<i>0.00%</i>
<b>Brunswick Explorer</b>	<b>Car (alone)</b>	<b>Carpool</b>	<b>Metro Breez</b>	<b>Walk</b>

**2020 Community Survey (Mailed)**

1	260	4	5	16
<i>0.20%</i>	<i>52.63%</i>	<i>0.81%</i>	<i>1.01%</i>	<i>3.24%</i>

**2020 Community Survey (Digital)**

0	22	3	1	4
<i>0.00%</i>	<i>44.90%</i>	<i>6.12%</i>	<i>2.04%</i>	<i>8.16%</i>

<b>Downtown</b>	<b>My specific neighborhood attracted me to Brunswick.</b>	<b>Bowdoin College</b>	<b>Proximity to services (healthcare facilities, shopping, or transportation)</b>	<b>Recreational opportunities</b>
<b>2020 Community Survey (Mailed)</b>				
133	93	94	174	42
10.38%	7.26%	7.34%	13.58%	3.28%
<b>2020 Community Survey (Digital)</b>				
15	7	5	11	2
13.76%	6.42%	4.59%	10.09%	1.83%
<b>Downtown vitality</b>	<b>Economy and jobs</b>	<b>Education / school system</b>	<b>Environmental / habitat protection</b>	<b>Healthcare facilities</b>
27	28	49	19	25
6.44%	6.68%	11.69%	4.53%	5.97%
34	47	29	37	21
35	32	41	16	30
29	30	15	16	21
27	21	22	24	20
29	14	12	23	17
12	22	10	13	14
19	6	6	15	5
6	6	4	10	8
3	5	3	7	7
4.28	3.95	3.43	4.63	4.30
6	5	2	8	7

*Only 2 of 49 Surveys Were Completed Properly. Attributed to unc*

**Totals / Response  
Rate**

---

---

---

---

494

*100.00%*

---

49

*100.00%*

<b>Totals / Response Rate</b>
---
---
494
100.00%
49
100.00%
<b>Totals / Response Rate</b>
---
---
494
100.00%
49
100.00%

<b>I use the outdoor recreation facilities.</b>	<b>I work there.</b>	<b>I rarely, if ever, visit Brunswick Landing.</b>	<b>Other</b>	<b>No Response</b>
---	----------------------	--	--------------	--------------------

<b>Mailed)</b>				
78	10	114	36	---
10.92%	1.40%	15.97%	5.04%	---

<b>Digital)</b>				
9	2	8	4	0
12.00%	2.67%	10.67%	5.33%	0.00%
<b>Global economy (as part of overall economy)</b>	<b>Inadequate educational facilities</b>	<b>Lack of affordable housing</b>	<b>Lack of municipal and/or social services</b>	<b>Poor infrastructure</b>

<b>2020 Community Survey (Mailed)</b>				
9	23	178	20	54
5.33%	2.03%	15.71%	1.77%	4.77%
4	10	2	11	8

<b>2020 Community Survey (Digital)</b>				
---	2	27	5	12
---	1.71%	23.08%	4.27%	10.26%
---	T9	1	8	6

<b>Totals / Response Rate</b>
---
---
494
100.00%
49
100.00%

<b>Professional degree</b>	<b>Doctorate degree</b>	<b>I prefer not to answer.</b>	<b>Other</b>	<b>No Response</b>
----------------------------	-------------------------	--------------------------------	--------------	--------------------

**Mailed)**

35	46	13	0	---
6.94%	9.13%	2.58%	0.00%	---

**Digital)**

1	3	0	0	0
2.04%	6.12%	0.00%	0.00%	0.00%

<b>I prefer not to answer.</b>	<b>Other</b>	<b>No Response</b>	<b>Totals</b>
4	3	23	494
0.81%	0.61%	4.66%	100.00%
0	2	0	49
0.00%	4.08%	0.00%	100.00%
<b>More than 50 miles</b>	<b>Not applicable</b>	<b>No Response</b>	<b>Totals</b>
5	146	39	494
1.01%	29.55%	7.89%	100.00%
2	8	1	49

<i>4.08%</i>	<i>16.33%</i>	<i>2.04%</i>	<i>100.00%</i>
<b>Other</b>	<b>Not applicable</b>	<b>No Response</b>	<b>Totals</b>
5	0	194	494
<i>1.01%</i>	<i>0.00%</i>	<i>39.27%</i>	<i>100.00%</i>
2	15	0	49
<i>4.08%</i>	<i>30.61%</i>	<i>0.00%</i>	<i>100.00%</i>

Access to undisturbed nature, scenery, and other natural resources	None, I am thinking of moving from Brunswick	Other	Totals	
135	27	37	1,281	
10.54%	2.11%	2.89%	100.00%	
14	0	7	109	It is clean.
12.84%	0.00%	6.42%	100.00%	
Homelessness	Municipal facilities and services	Open space, parks, trails, and water access	Property taxes	Public transportation
2020 Community Survey (Mailed)				
7	7	16	115	4
1.67%	1.67%	3.82%	27.45%	0.95%
10	14	21	35	7
8	16	34	30	17
15	18	27	29	11
18	17	20	22	17
16	9	24	12	13
9	13	13	15	10
4	8	9	6	22
6	11	17	4	5
2	10	7	6	8
4.91	5.27	4.78	3.00	5.68
11	13	10	1	17
2020 Community Survey (Digital)				

clear directions that survey takers cannot give multiple topics the same ranking and/or difficulty with



<b>Totals</b>
714
100.00%
75
100.00%

Property taxes	Traffic	Other	No Response	Totals
290	110	30	---	1133
25.60%	9.71%	2.65%	---	100.00%
1	4	9	---	---
19	13	0	---	117
16.24%	11.11%	0.00%	---	100.00%
2	T4	11	---	---

<b>Totals</b>
504
100.00%
49
100.00%

Live in Harpswell, but proximity to job in Brunswick.

I do not live in Brunswick.

Recreational facilities	Roads and sidewalks
0	11
0.00%	2.63%
6	22
5	21
13	29
7	18
11	17
9	17
11	8
11	16
8	16
6.30	5.22
18	12

h the online ranking format.

I came here for work.

I own and operate a small business in Brunswick.

Welcoming community.

Traffic	Other	Totals
8	0	419
1.91%	0.00%	100.00%
17	0	405
10	0	390
15	0	362
23	0	335
18	0	284
7	0	234
14	0	198
10	0	164
10	0	147
5.35	0	---
14	21	---

<p>Please describe your current relation to Brunswick.</p>	<p>Thinking about residential growth in Brunswick over the past five to ten years, how would you describe the rate of residential development in our community?</p>	<p>Please indicate your support or opposition to the policy of encouraging growth in "growth areas" and discouraging growth in rural areas.</p>	<p>Please indicate your support or opposition to limiting the number of new dwelling units that can be built anywhere in Brunswick in any year.</p>
<p>I live in Brunswick.</p>	<p>About right</p>	<p>Somewhat support</p>	<p>Support</p>
<p>I live in Brunswick.</p>	<p>About right</p>	<p>Support</p>	<p>Somewhat support</p>
<p>I live in Brunswick.</p>	<p>About right</p>	<p>Somewhat support</p>	<p>Somewhat support</p>
<p>I live and work in Brunswick.</p>	<p>About right</p>	<p>Neither support nor oppose</p>	<p>Neither support nor oppose</p>
<p>I live in Brunswick.</p>	<p>About right</p>	<p>Support</p>	<p>Neither support nor oppose</p>

I live and work in Brunswick.	About right	Support	Somewhat support
I live and work in Brunswick.	Somewhat too fast	Support	Neither support nor oppose
I live in Brunswick.	Much too slow	Neither support nor oppose	Oppose
I live in Brunswick.	Somewhat too slow	Support	Somewhat oppose
I live and work in Brunswick.	About right	Neither support nor oppose	Somewhat oppose

I live in Brunswick.	Somewhat too slow	Support	Neither support nor oppose
I live in Brunswick.	About right	Support	Neither support nor oppose
I live and work in Brunswick.	Somewhat too slow	Somewhat oppose	Neither support nor oppose
I live and work in Brunswick.	About right	Somewhat support	Neither support nor oppose
I live in a surrounding community.	Somewhat too slow	Somewhat support	Neither support nor oppose
I live in Brunswick.	Somewhat too fast	Somewhat support	Somewhat support
I live in Brunswick.	Somewhat too slow	Somewhat oppose	Somewhat support
I live in Brunswick.	Somewhat too fast	Support	Neither support nor oppose
I live in a surrounding community.	Much too slow	Oppose	Oppose

I live in Brunswick.	About right	Neither support nor oppose	Somewhat support
I live and work in Brunswick.	Somewhat too fast	Support	Neither support nor oppose
I live in Brunswick.	Somewhat too fast	Somewhat support	Support
I live in Brunswick.	Somewhat too fast	Somewhat support	Neither support nor oppose
I live and work in Brunswick.	About right	Somewhat support	Somewhat oppose
I live and work in Brunswick.	About right	Neither support nor oppose	Somewhat oppose
I live and work in Brunswick.	Somewhat too fast	Support	Support
I live in Brunswick.	Much too fast	Somewhat oppose	Somewhat support
I live in Brunswick.	Somewhat too fast	Somewhat oppose	Neither support nor oppose
I live and work in Brunswick.	Somewhat too fast	Neither support nor oppose	Somewhat oppose

I live in Brunswick.	Somewhat too slow	Somewhat oppose	Somewhat support
I live in Brunswick.	About right	Neither support nor oppose	Oppose
I live in Brunswick.	About right	Support	Neither support nor oppose
I live in Brunswick.	About right	Somewhat oppose	Somewhat support
I live in Brunswick.	About right	Somewhat support	Somewhat support
I live in Brunswick.	About right	Support	Somewhat oppose
I live in Brunswick.	Somewhat too fast	Support	Support
I live in Brunswick.	About right	Somewhat oppose	Somewhat support
I live in Brunswick.	Somewhat too fast	Support	Somewhat support
I live in Brunswick.	Somewhat too fast	Support	Support

I grew up in Brunswick and currently work in Brunswick	About right	Somewhat support	Somewhat support
I live in Brunswick.	About right	Neither support nor oppose	Somewhat support
I live in a surrounding community.	About right	Somewhat support	Support
I live in Brunswick.	Somewhat too slow	Support	Support
I live in Brunswick.	About right	Support	Neither support nor oppose
I live in Brunswick.	Much too fast	Support	Support
I live in Brunswick.	About right	Somewhat oppose	Somewhat oppose
I live in Brunswick.	Somewhat too fast	Somewhat support	Somewhat oppose
I live in Brunswick.	About right	Support	Neither support nor oppose
I live in Brunswick.	About right	Somewhat support	Oppose

<p>Please indicate your support or opposition to limiting the number of new units that can be built in the rural area in any year.</p>	<p>Please indicate your support or opposition to allowing property owners within the designated growth area to build more units on their land than zoning restrictions currently allow.</p>	<p>Please indicate your support or opposition to allowing property owners within the growth area to build more units on their land than zoning restrictions currently allow in return for preserving natural areas.</p>	<p>Please indicate your support or opposition to allowing townhouse style units to be built within the growth area that are now limited to single-family homes.</p>
Support	Oppose	Oppose	Somewhat oppose
Support	Support	Support	Support
Neither support nor oppose	Somewhat oppose	Somewhat support	Support
Somewhat support	Oppose	Somewhat oppose	Neither support nor oppose
Support	Support	Support	Support

Support	Somewhat support	Somewhat support	Support
Somewhat oppose	Support	Support	Support
Oppose	Neither support nor oppose	Neither support nor oppose	Somewhat support
Support	Support	Support	Support
Somewhat oppose	Somewhat support	Somewhat support	Somewhat support

Neither support nor oppose	Somewhat support	Support	Support
Support	Somewhat oppose	Somewhat support	Somewhat support
Support	Oppose	Oppose	Somewhat support
Neither support nor oppose	Somewhat support	Neither support nor oppose	Support
Somewhat support	Somewhat oppose	Somewhat oppose	Somewhat oppose
Somewhat support	Neither support nor oppose	Support	Neither support nor oppose
Somewhat oppose	Neither support nor oppose	Support	Support
Support	Support	Support	Neither support nor oppose
Oppose	Oppose	Oppose	Support

Somewhat support	Oppose	Oppose	Somewhat oppose
Neither support nor oppose	Neither support nor oppose	Oppose	Neither support nor oppose
Support	Support	Somewhat support	Support
Neither support nor oppose	Somewhat oppose	Oppose	Somewhat oppose
Somewhat support	Oppose	Oppose	Oppose
Somewhat oppose	Neither support nor oppose	Neither support nor oppose	Somewhat support
Support	Oppose	Oppose	Oppose
Somewhat support	Oppose	Somewhat oppose	Neither support nor oppose
Neither support nor oppose	Oppose	Neither support nor oppose	Somewhat oppose
Neither support nor oppose	Oppose	Oppose	Somewhat support

Somewhat support	Oppose	Oppose	Support
Oppose	Somewhat oppose	Somewhat support	Somewhat support
Support	Somewhat support	Support	Somewhat support
Neither support nor oppose	Oppose	Somewhat support	Support
Somewhat support	Neither support nor oppose	Support	Support
Somewhat support	Neither support nor oppose	Oppose	Neither support nor oppose
Support	Oppose	Somewhat oppose	Oppose
Neither support nor oppose	Somewhat oppose	Neither support nor oppose	Somewhat oppose
Support	Somewhat support	Support	Oppose
Support	Neither support nor oppose	Somewhat support	Somewhat support

Support	Somewhat oppose	Somewhat support	Somewhat support
Somewhat support	Oppose	Oppose	Oppose
Support	Somewhat oppose	Somewhat support	Neither support nor oppose
Somewhat support	Support	Somewhat oppose	Support
Neither support nor oppose	Support	Somewhat oppose	Neither support nor oppose
Support	Oppose	Oppose	Oppose
Somewhat support	Somewhat support	Somewhat oppose	Support
Support	Oppose	Somewhat support	Oppose
Somewhat support	Somewhat oppose	Support	Somewhat oppose
Somewhat oppose	Support	Support	Support

<p>Please indicate your support or opposition to requiring developers in the growth area to build at least a certain number of units on the property (minimum density).</p>	<p>How much do you agree or disagree with the following statement? "There is a lack of housing in Brunswick that lower and middle income families can afford." Note: A middle income family of four in Brunswick can have a household income of \$58,125 in 2017 (the last year data is available).</p>	<p>Which of the following statements best represents your view of what the Town's role should be with respect to providing housing that lower and middle income families can afford?</p>	<p>Please indicate your support or opposition to the Town assuring adequate affordable housing for young families.</p>
Somewhat oppose	Somewhat disagree	The Town should support housing, but not spend local tax money.	Oppose
Support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Support	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Support

Somewhat oppose	Neither agree nor disagree	The Town should support public, private, and non-profit help to build affordable housing.	Neither support nor oppose
Support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Support	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Neither support nor oppose
Somewhat support	Disagree	The Town should support housing by using local tax money.	Somewhat support

Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Neither agree nor disagree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support housing by using local tax money.	Somewhat support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Support	Agree	The Town should support housing, but not spend local tax money.	Oppose

Neither support nor oppose	Agree	The Town should support housing, but not spend local tax money.	Somewhat oppose
Neither support nor oppose	Agree	The Town should support housing, but not spend local tax money.	Neither support nor oppose
Support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Neither support nor oppose
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support

Somewhat support	Somewhat agree	The Town should support housing, but not spend local tax money.	Somewhat support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Neither support nor oppose	Somewhat agree	The Town should support housing, but not spend local tax money.	Somewhat support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Neither support nor oppose
Somewhat support	Agree	The Town should support housing, but not spend local tax money.	Somewhat support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Somewhat support	Agree	The Town should support housing, but not spend local tax money.	Support
Somewhat support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support

Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Neither support nor oppose	Somewhat agree	The Town should support housing by using local tax money.	Somewhat support
Neither support nor oppose	Somewhat agree	The Town should support public, private, and non-profit help to build affordable housing.	Somewhat support
Support	Agree	The Town should support housing, but not spend local tax money.	Somewhat support
Somewhat oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Somewhat agree	The Town should support housing, but not spend local tax money.	Somewhat support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Neither support nor oppose	Agree	The Town should support housing, but not spend local tax money.	Support
Neither support nor oppose	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support
Support	Agree	The Town should support public, private, and non-profit help to build affordable housing.	Support

<p>Please indicate your support or opposition to assuring adequate affordable housing for elderly households.</p>	<p>Please indicate your support or opposition to assuring adequate affordable housing for lower and middle income households of any age.</p>	<p>Please indicate your support or opposition to the Town assuring adequate affordable housing for the homeless and marginal income population.</p>	<p>Thinking about commercial and industrial growth and development in Brunswick over the past five to ten years, which of the following statements best represents your view of the rate of commercial and industrial growth and development?</p>
Oppose	Oppose	Oppose	Somewhat too slow
Support	Support	Support	About right
Support	Somewhat support	Support	About right
Support	Support	Support	About right
Support	Support	Support	About right
Support	Support	Support	About right

Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Somewhat too fast
Support	Support	Support	Somewhat too fast
Support	Support	Support	Somewhat too slow
Neither support nor oppose	Somewhat support	Somewhat support	Somewhat too slow
Support	Somewhat support	Support	Somewhat too slow

Support	Support	Somewhat support	Somewhat too slow
Support	Support	Support	Somewhat too fast
Support	Support	Support	Somewhat too fast
Support	Support	Support	Somewhat too slow
Support	Support	Support	Somewhat too slow
Somewhat support	Somewhat support	Somewhat support	Somewhat too fast
Support	Support	Support	Much too slow
Somewhat support	Somewhat support	Support	About right
Oppose	Oppose	Oppose	Much too slow

Somewhat support	Somewhat oppose	Somewhat oppose	About right
Support	Somewhat support	Support	Somewhat too slow
Support	Support	Support	About right
Support	Support	Support	About right
Support	Support	Support	About right
Support	Support	Support	About right
Support	Support	Support	About right
Somewhat support	Support	Somewhat support	Somewhat too slow
Somewhat support	Somewhat support	Support	Somewhat too slow
Support	Support	Support	About right
Somewhat support	Somewhat support	Support	Somewhat too slow

Support	Somewhat support	Somewhat support	About right
Support	Support	Support	Much too slow
Somewhat support	Somewhat support	Support	About right
Support	Support	Somewhat support	Somewhat too slow
Somewhat support	Somewhat support	Somewhat support	About right
Neither support nor oppose	Support	Somewhat support	About right
Somewhat support	Somewhat support	Somewhat oppose	About right
Support	Support	Support	About right
Somewhat support	Support	Support	About right
Support	Support	Support	About right

Support	Somewhat support	Support	About right
Somewhat support	Neither support nor oppose	Somewhat support	About right
Somewhat support	Somewhat support	Somewhat support	About right
Support	Support	Somewhat oppose	Somewhat too slow
Support	Support	Support	About right
Support	Neither support nor oppose	Support	About right
Support	Support	Somewhat support	About right
Support	Somewhat support	Neither support nor oppose	About right
Support	Support	Support	Somewhat too slow
Support	Support	Support	About right

<p>Please indicate your support or opposition to supporting efforts to maintain the economic vitality of downtown Brunswick.</p>	<p>Please indicate your support or opposition to supporting development of a wider diversity of activity at Cook's Corner including more office and residential uses.</p>	<p>Please indicate your support or opposition to providing financial assistance in extending water and sewer service to RESIDENTIAL development within the growth area.</p>	<p>Please indicate your support or opposition to providing financial assistance in extending water and sewer service to COMMERCIAL AND INDUSTRIAL development within the growth area.</p>
Support	Support	Support	Somewhat oppose
Somewhat support	Support	Oppose	Oppose
Neither support nor oppose	Neither support nor oppose	Somewhat support	Neither support nor oppose
Support	Somewhat oppose	Support	Somewhat support
Support	Support	Support	Support

Support	Somewhat support	Somewhat oppose	Somewhat oppose
Support	Support	Support	Oppose
Support	Support	Support	Support
Support	Somewhat support	Somewhat support	Somewhat oppose
Support	Support	Support	Support

Support	Neither support nor oppose	Somewhat support	Somewhat support
Support	Somewhat oppose	Neither support nor oppose	Somewhat oppose
Support	Neither support nor oppose	Support	Oppose
Support	Support	Support	Support
Support	Support	Support	Support
Support	Somewhat support	Somewhat support	Somewhat support
Support	Support	Somewhat oppose	Somewhat oppose
Support	Support	Neither support nor oppose	Neither support nor oppose
Somewhat oppose	Support	Support	Support

Support	Support	Somewhat support	Somewhat support
Support	Support	Support	Somewhat support
Support	Oppose	Somewhat support	Oppose
Support	Support	Somewhat support	Oppose
Support	Support	Somewhat oppose	Oppose
Support	Support	Somewhat support	Somewhat support
Support	Support	Support	Oppose
Support	Somewhat support	Neither support nor oppose	Neither support nor oppose
Support	Support	Support	Support
Support	Support	Support	Support

Support	Somewhat support	Somewhat support	Oppose
Support	Support	Support	Somewhat support
Support	Support	Support	Support
Support	Somewhat support	Support	Neither support nor oppose
Support	Support	Somewhat support	Neither support nor oppose
Somewhat support	Support	Support	Somewhat oppose
Support	Somewhat support	Neither support nor oppose	Neither support nor oppose
Support	Support	Somewhat oppose	Oppose
Support	Somewhat support	Somewhat oppose	Oppose
Support	Support	Support	Support

Support	Support	Somewhat support	Neither support nor oppose
Support	Neither support nor oppose	Somewhat support	Somewhat support
Somewhat support	Somewhat support	Neither support nor oppose	Neither support nor oppose
Support	Support	Somewhat support	Somewhat support
Support	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
Support	Support	Somewhat oppose	Oppose
Support	Somewhat support	Somewhat oppose	Oppose
Support	Support	Neither support nor oppose	Somewhat support
Support	Support	Somewhat support	Neither support nor oppose
Support	Support	Somewhat support	Neither support nor oppose

<p><b>Please indicate your support or opposition to providing property tax rebates for start-up businesses.</b></p>	<p><b>Please indicate your support or opposition to building a parking garage in downtown.</b></p>	<p><b>Please indicate your support or opposition to expanding support of natural resource-based businesses such as clamming and fishing.</b></p>	<p><b>Please indicate your support or opposition to expanding support of farming.</b></p>
Support	Support	Support	Support
Somewhat support	Support	Support	Support
Oppose	Somewhat oppose	Somewhat support	Somewhat support
Somewhat support	Oppose	Support	Support
Somewhat support	Support	Support	Support

Somewhat oppose	Somewhat support	Support	Support
Somewhat support	Oppose	Support	Support
Support	Support	Somewhat support	Support
Somewhat support	Somewhat support	Neither support nor oppose	Somewhat support
Support	Somewhat support	Support	Support

Neither support nor oppose	Somewhat support	Somewhat support	Support
Neither support nor oppose	Support	Somewhat support	Support
Oppose	Somewhat support	Support	Support
Somewhat support	Somewhat support	Support	Support
Support	Somewhat support	Support	Support
Neither support nor oppose	Oppose	Somewhat support	Somewhat support
Support	Somewhat support	Neither support nor oppose	Support
Neither support nor oppose	Neither support nor oppose	Somewhat support	Support
Somewhat support	Support	Support	Support

Neither support nor oppose	Somewhat support	Somewhat support	Neither support nor oppose
Support	Support	Support	Support
Somewhat support	Oppose	Support	Support
Somewhat oppose	Oppose	Somewhat oppose	Somewhat support
Oppose	Support	Support	Support
Support	Support	Neither support nor oppose	Somewhat support
Somewhat support	Somewhat support	Somewhat support	Support
Neither support nor oppose	Somewhat oppose	Somewhat support	Support
Support	Support	Support	Support
Somewhat oppose	Neither support nor oppose	Support	Support

Somewhat oppose	Oppose	Somewhat support	Support
Neither support nor oppose	Support	Support	Support
Somewhat support	Support	Support	Support
Somewhat support	Somewhat oppose	Somewhat support	Somewhat support
Somewhat oppose	Somewhat support	Support	Support
Support	Support	Support	Support
Oppose	Oppose	Neither support nor oppose	Support
Somewhat support	Somewhat support	Somewhat support	Support
Somewhat oppose	Support	Somewhat support	Somewhat support
Neither support nor oppose	Oppose	Neither support nor oppose	Somewhat support

Somewhat support	Neither support nor oppose	Support	Support
Somewhat support	Somewhat oppose	Neither support nor oppose	Neither support nor oppose
Somewhat support	Neither support nor oppose	Neither support nor oppose	Somewhat support
Somewhat support	Somewhat support	Support	Support
Neither support nor oppose	Support	Support	Support
Oppose	Support	Support	Support
Somewhat oppose	Somewhat support	Somewhat support	Support
Somewhat support	Support	Neither support nor oppose	Support
Somewhat support	Somewhat support	Neither support nor oppose	Neither support nor oppose
Oppose	Somewhat support	Somewhat support	Neither support nor oppose

<p>Please indicate your support or opposition to preserving additional natural and scenic areas and trails.</p>	<p>Please indicate your support or opposition to focusing conservation efforts for natural and scenic areas and trails in RURAL areas.</p>	<p>Please indicate your support or opposition to focusing conservation efforts for natural and scenic and trails in both GROWTH AND RURAL areas.</p>	<p>Please indicate your support or opposition to acquiring additional land for natural and scenic areas and trails with Town funds even if this raises property taxes.</p>
Support	Support	Support	Support
Support	Somewhat support	Somewhat support	Somewhat oppose
Support	Somewhat support	Support	Somewhat oppose
Support	Support	Support	Support
Support	Somewhat oppose	Support	Support

Support	Somewhat oppose	Support	Support
Support	Somewhat oppose	Support	Oppose
Support	Support	Support	Support
Support	Support	Support	Somewhat support
Support	Somewhat support	Neither support nor oppose	Somewhat support

Support	Support	Support	Support
Support	Neither support nor oppose	Support	Somewhat support
Support	Support	Support	Oppose
Support	Somewhat support	Support	Support
Support	Support	Support	Support
Support	Support	Support	Support
Support	Somewhat support	Support	Neither support nor oppose
Support	Somewhat support	Somewhat support	Neither support nor oppose
Support	Support	Support	Support

Somewhat support	Somewhat support	Somewhat support	Somewhat oppose
Support	Support	Support	Oppose
Support	Support	Support	Somewhat support
Support	Support	Somewhat support	Support
Support	Support	Support	Support
Somewhat support	Support	Somewhat support	Oppose
Support	Somewhat support	Support	Support
Support	Support	Somewhat support	Neither support nor oppose
Support	Support	Support	Somewhat support
Support	Support	Support	Support

Somewhat support	Somewhat support	Somewhat support	Oppose
Support	Support	Support	Neither support nor oppose
Support	Support	Support	Support
Support	Support	Support	Oppose
Support	Support	Support	Somewhat oppose
Support	Support	Support	Somewhat support
Support	Support	Support	Neither support nor oppose
Support	Oppose	Support	Support
Support	Support	Support	Support
Support	Support	Support	Support

Support	Support	Support	Support
Support	Support	Neither support nor oppose	Somewhat support
Support	Support	Support	Somewhat support
Support	Support	Support	Oppose
Neither support nor oppose	Support	Support	Somewhat oppose
Support	Support	Support	Neither support nor oppose
Support	Somewhat oppose	Support	Somewhat oppose
Support	Support	Support	Neither support nor oppose
Somewhat support	Somewhat support	Somewhat support	Somewhat oppose
Support	Support	Neither support nor oppose	Somewhat oppose

<p><b>Please indicate your support or opposition to preserving natural and scenic areas and trails by regulating uses of land - even if this restricts owner's use of the land.</b></p>	<p><b>Please indicate your support or opposition to buying the right to develop property from rural land owners.</b></p>	<p><b>Please indicate your support or opposition to requiring rural property owners to set aside a part of their land for natural and scenic areas and trails if they develop it.</b></p>	<p><b>Please indicate your support or opposition to expanding property tax rebates for protection of natural and scenic areas and trails.</b></p>
Somewhat oppose	Somewhat oppose	Somewhat support	Somewhat support
Somewhat support	Somewhat support	Support	Somewhat support
Somewhat support	Somewhat oppose	Somewhat support	Somewhat support
Somewhat support	Support	Somewhat support	Support
Support	Support	Support	Somewhat support

Support	Oppose	Support	Support
Somewhat oppose	Somewhat oppose	Support	Support
Neither support nor oppose	Support	Support	Support
Support	Somewhat oppose	Support	Somewhat oppose
Somewhat support	Somewhat support	Neither support nor oppose	Somewhat support

Somewhat support	Somewhat support	Somewhat support	Somewhat support
Somewhat support	Support	Support	Support
Oppose	Oppose	Neither support nor oppose	Neither support nor oppose
Somewhat support	Somewhat support	Neither support nor oppose	Somewhat support
Oppose	Oppose	Oppose	Support
Somewhat support	Neither support nor oppose	Support	Support
Neither support nor oppose	Somewhat oppose	Somewhat oppose	Neither support nor oppose
Somewhat support	Support	Support	Somewhat support
Oppose	Support	Oppose	Somewhat support

Somewhat oppose	Neither support nor oppose	Oppose	Somewhat oppose
Support	Neither support nor oppose	Neither support nor oppose	Support
Oppose	Oppose	Support	Somewhat support
Somewhat support	Neither support nor oppose	Somewhat support	Somewhat support
Somewhat support	Somewhat oppose	Somewhat support	Somewhat support
Oppose	Somewhat support	Somewhat oppose	Support
Support	Oppose	Support	Neither support nor oppose
Neither support nor oppose	Somewhat oppose	Somewhat support	Somewhat support
Neither support nor oppose	Somewhat support	Neither support nor oppose	Support
Oppose	Somewhat support	Support	Support

Somewhat support	Somewhat oppose	Somewhat support	Somewhat oppose
Somewhat oppose	Somewhat oppose	Support	Somewhat support
Somewhat support	Support	Support	Support
Oppose	Oppose	Oppose	Somewhat oppose
Somewhat oppose	Somewhat oppose	Somewhat support	Somewhat support
Somewhat oppose	Neither support nor oppose	Somewhat support	Support
Support	Oppose	Oppose	Support
Oppose	Neither support nor oppose	Oppose	Support
Support	Support	Support	Support
Support	Neither support nor oppose	Support	Support

Somewhat support	Somewhat oppose	Support	Somewhat support
Somewhat support	Somewhat support	Somewhat support	Somewhat support
Somewhat support	Oppose	Support	Support
Oppose	Oppose	Oppose	Support
Oppose	Neither support nor oppose	Somewhat oppose	Support
Support	Neither support nor oppose	Support	Support
Somewhat oppose	Oppose	Support	Somewhat support
Oppose	Neither support nor oppose	Support	Support
Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Somewhat support
Somewhat support	Somewhat support	Somewhat support	Somewhat support

<p>Please indicate your view of the priority of creating a "Land for Brunswick's Future" fund to help buy natural areas.</p>	<p>Please indicate your support or opposition to consolidating or combining services or facilities with other communities.</p>	<p>Please indicate your view of the priority of developing a recreation area in East Brunswick with playing fields.</p>	<p>Please indicate your view of the priority of developing playing fields in other areas of town.</p>
High priority	Somewhat support	High priority	Highest priority
High priority	Support	Highest priority	Highest priority
Low priority	Somewhat support	Lowest priority	Low priority
High priority	Somewhat support	Low priority	High priority
High priority	Support	Low priority	Low priority

Highest priority	Somewhat support	Low priority	Low priority
High priority	Support	Low priority	Low priority
High priority	Neither support nor oppose	Lowest priority	Low priority
Low priority	Neither support nor oppose	Lowest priority	Lowest priority
Low priority	Somewhat oppose	Low priority	Low priority

High priority	Somewhat support	High priority	High priority
High priority	Somewhat support	Low priority	High priority
Lowest priority	Neither support nor oppose	Lowest priority	Lowest priority
Low priority	Support	Low priority	Low priority
High priority	Support	High priority	Low priority
High priority	Somewhat support	Low priority	Low priority
High priority	Neither support nor oppose	High priority	High priority
High priority	Neither support nor oppose	Low priority	Low priority
High priority	Support	Low priority	Low priority

Low priority	Somewhat support	Low priority	Low priority
Lowest priority	Neither support nor oppose	Lowest priority	Low priority
High priority	Somewhat support	Low priority	Low priority
High priority	Support	Low priority	Low priority
High priority	Neither support nor oppose	Lowest priority	Lowest priority
High priority	Neither support nor oppose	High priority	High priority
High priority	Somewhat support	Low priority	Low priority
Low priority	Somewhat support	High priority	High priority
High priority	Somewhat oppose	Highest priority	Low priority
High priority	Support	High priority	Low priority

Low priority	Somewhat oppose	Low priority	Low priority
High priority	Somewhat support	Low priority	Low priority
Highest priority	Support	High priority	Low priority
Low priority	Support	Low priority	Low priority
High priority	Somewhat oppose	Low priority	Low priority
High priority	Support	Low priority	Low priority
High priority	Support	Low priority	Low priority
Highest priority	Somewhat support	Low priority	Low priority
Highest priority	Support	Low priority	Low priority
Highest priority	Neither support nor oppose	Lowest priority	Lowest priority

High priority	Somewhat support	High priority	Low priority
High priority	Somewhat support	High priority	High priority
High priority	Somewhat support	Low priority	Low priority
Lowest priority	Somewhat support	Lowest priority	Lowest priority
Low priority	Support	Low priority	Low priority
Highest priority	Support	Highest priority	Highest priority
Lowest priority	Support	Lowest priority	Lowest priority
High priority	Somewhat support	Low priority	Low priority
Low priority	Somewhat support	Low priority	Low priority
Low priority	Somewhat support	Low priority	Low priority

<p>Please indicate your perception of safety as a pedestrian or bicyclist in the <b>GROWTH</b> area.</p>	<p>Please indicate your perception of safety as a pedestrian or bicyclist in the <b>RURAL</b> area.</p>	<p>Please indicate your view of the priority of repairing and expanding sidewalks in the <b>GROWTH</b> area.</p>	<p>Please indicate your view of the priority of repairing and expanding sidewalks in the <b>RURAL</b> area.</p>
Somewhat unsafe	Very safe	Highest priority	Low priority
Somewhat safe	Very unsafe	Low priority	Low priority
Somewhat unsafe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Very unsafe	Highest priority	High priority
Somewhat unsafe	Somewhat unsafe	Highest priority	Low priority

Somewhat safe	Somewhat safe	High priority	Lowest priority
Very unsafe	Somewhat unsafe	Highest priority	High priority
Somewhat unsafe	Very unsafe	High priority	High priority
Somewhat unsafe	Very unsafe	Highest priority	High priority
Somewhat safe	Somewhat safe	High priority	Low priority

Somewhat safe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	Highest priority	High priority
Very unsafe	Somewhat unsafe	High priority	Low priority
Very safe	Somewhat unsafe	Highest priority	Low priority
Somewhat unsafe	Somewhat unsafe	Highest priority	Low priority
Somewhat unsafe	Somewhat safe	Highest priority	High priority
Somewhat safe	Very unsafe	High priority	High priority
Somewhat safe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	Highest priority	Low priority

Somewhat safe	Somewhat safe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	Highest priority	Low priority
Somewhat unsafe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	Low priority	High priority
Very safe	Very safe	Highest priority	Low priority
Somewhat unsafe	Somewhat unsafe	High priority	High priority
Somewhat unsafe	Somewhat unsafe	Low priority	Lowest priority
Somewhat safe	Very unsafe	Low priority	High priority
Somewhat unsafe	Somewhat unsafe	High priority	High priority
Somewhat unsafe	Very unsafe	Low priority	Lowest priority

Somewhat safe	Somewhat unsafe	High priority	High priority
Somewhat safe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	High priority	Low priority
Very unsafe	Very unsafe	High priority	Low priority
Somewhat safe	Somewhat safe	High priority	Low priority
Somewhat safe	Somewhat safe	High priority	Low priority
Somewhat unsafe	Somewhat safe	High priority	Low priority
Somewhat unsafe	Somewhat unsafe	High priority	Low priority
Very safe	Somewhat unsafe	Lowest priority	Lowest priority
Somewhat safe	Very unsafe	High priority	Low priority

Somewhat safe	Somewhat unsafe	High priority	Low priority
Somewhat safe	Somewhat unsafe	Highest priority	Low priority
Somewhat unsafe	Somewhat safe	High priority	Low priority
Very safe	Very safe	Lowest priority	Lowest priority
Somewhat unsafe	Somewhat unsafe	Low priority	Low priority
Somewhat unsafe	Somewhat unsafe	Highest priority	Highest priority
Somewhat safe	Very unsafe	High priority	Low priority
Very unsafe	Somewhat unsafe	High priority	Low priority
Somewhat unsafe	Very unsafe	High priority	Low priority
Very unsafe	Somewhat unsafe	High priority	Low priority

<p>Please indicate your view of the priority of expanding bicycle facilities in the <b>GROWTH</b> area.</p>	<p>Please indicate your view of the priority of expanding bicycle facilities in the <b>RURAL</b> area.</p>	<p>Do you have school age children that attend any of Brunswick's public schools? (If no, please skip the next three questions regarding school facilities and programming).</p>	<p>On a scale of one to five, where five is excellent and one is very poor please rate the quality of school facilities.</p>
Low priority	Low priority	Yes	4
High priority	High priority	Yes	2
High priority	Low priority	No	
Highest priority	Highest priority	No	
High priority	High priority	No	4

High priority	High priority	Yes	4
High priority	High priority	No	
High priority	High priority	Yes	2
Highest priority	Highest priority	No	
Low priority	Low priority	Yes	3

High priority	High priority	No	
Highest priority	High priority	No	
High priority	Low priority	No	
High priority	High priority	Yes	4
Low priority	Low priority	No	
High priority	High priority	No	
Highest priority	Highest priority	No	
High priority	Low priority	No	
High priority	High priority	Yes	3

Low priority	Low priority	No	
Low priority	High priority	No	
Low priority	Low priority	No	
High priority	Low priority	Yes	3
Low priority	Lowest priority	Yes	3
Highest priority	Highest priority	No	
Low priority	Low priority	No	
Low priority	High priority	Yes	1
High priority	High priority	Yes	5
High priority	Highest priority	No	

High priority	Low priority	No	
High priority	High priority	No	
Highest priority	Highest priority	Yes	4
High priority	High priority	No	4
Low priority	Low priority	Yes	3
High priority	High priority	No	
High priority	Low priority	No	
High priority	Low priority	No	
High priority	Low priority	No	
High priority	High priority	No	

Low priority	Low priority	No	
Highest priority	Low priority	No	
High priority	Low priority	No	
Lowest priority	Lowest priority	Yes	4
High priority	Low priority	No	
Highest priority	Highest priority	No	
Low priority	Low priority	No	
High priority	High priority	No	
High priority	High priority	No	
Low priority	High priority	No	

<p>On a scale of one to five, where five is excellent and one is very poor please rate the quality of the school programming and offerings.</p>	<p>How satisfied are you with the overall quality of the educational experience your children receive in the Brunswick public school system?</p>	<p>Please indicate why you live in Brunswick (select up to three)</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Affordable housing]</p>
1	Very satisfied	The school system;It is family friendly.;Being on the coast is important to me.	21
2	Somewhat satisfied	It is convenient for my work commute.;The school system;My specific neighborhood attracted me to Brunswick.	
		The school system;It is family friendly.;My specific neighborhood attracted me to Brunswick.;The proximity to services such as health care facilities, shopping, or transportation	
		It is convenient for my work commute.;My specific neighborhood attracted me to Brunswick.;Access to undisturbed nature, scenery, and other natural resources	1
4		I work in Brunswick and want to be close to my job.	3

3	Somewhat satisfied	Downtown;Bowdoin College;The proximity to services such as health care facilities, shopping, or transportation;Recreational opportunities;Access to undisturbed nature, scenery, and other natural resources	
		I work in Brunswick and want to be close to my job.;Being on the coast is important to me.;My specific neighborhood attracted me to Brunswick.	5
4	Somewhat satisfied	I was born here!;It is convenient for my work commute.;Access to undisturbed nature, scenery, and other natural resources	1
		Downtown;Access to undisturbed nature, scenery, and other natural resources;It's clean	
4	Somewhat satisfied	I work in Brunswick and want to be close to my job.;Downtown;The proximity to services such as health care facilities, shopping, or transportation	4

		My specific neighborhood attracted me to Brunswick.;Bowdoin College;The proximity to services such as health care facilities, shopping, or transportation	6
		My specific neighborhood attracted me to Brunswick.;Bowdoin College;The proximity to services such as health care facilities, shopping, or transportation	2
		I work in Brunswick and want to be close to my job.;Downtown;Bowdoin College	
5	Very satisfied	The school system;It is affordable.;It is family friendly.;Downtown;My specific neighborhood attracted me to Brunswick.;Bowdoin College;The proximity to services such as health care facilities, shopping, or transportation;Recreational opportunities;Walkability and proximity to Portland, community	
		Downtown	
		It is convenient for my work commute.;Downtown;Access to undisturbed nature, scenery, and other natural resources	2
		The school system;It is affordable.;It is family friendly.	2
		Being on the coast is important to me.;Downtown;Access to undisturbed nature, scenery, and other natural resources	3
4	Somewhat satisfied	The school system;It is family friendly.;My specific neighborhood attracted me to Brunswick.;The proximity to services such as health care facilities, shopping, or transportation	

		I work in Brunswick and want to be close to my job.;Downtown;My specific neighborhood attracted me to Brunswick.	
		Being on the coast is important to me.;Downtown;Recreational opportunities;Access to undisturbed nature, scenery, and other natural resources	
		The proximity to services such as health care facilities, shopping, or transportation	3
3	Somewhat satisfied	The school system;It is family friendly.;Welcoming community	
3	Somewhat satisfied	The school system;Being on the coast is important to me.;Downtown	3
		I was born here!;Downtown;I own and operate a small business in Brunswick.	1
		I work in Brunswick and want to be close to my job.;Downtown;Access to undisturbed nature, scenery, and other natural resources	2
5	Very satisfied	The school system	
5	Very satisfied	The school system;Being on the coast is important to me.;Bowdoin College;The proximity to services such as health care facilities, shopping, or transportation;Recreational opportunities	1
		I work in Brunswick and want to be close to my job.;Downtown	2

		It is family friendly.;Being on the coast is important to me.;The proximity to services such as health care facilities, shopping, or transportation	1
		Being on the coast is important to me.;The proximity to services such as health care facilities, shopping, or transportation;Access to undisturbed nature, scenery, and other natural resources	2
4	Somewhat dissatisfied	The proximity to services such as health care facilities, shopping, or transportation;Recreational opportunities;Access to undisturbed nature, scenery, and other natural resources	4
4	Somewhat satisfied	The proximity to services such as health care facilities, shopping, or transportation	3
4	Very satisfied	The school system;It is family friendly.;The proximity to services such as health care facilities, shopping, or transportation	5
		It is family friendly.;Downtown;Access to undisturbed nature, scenery, and other natural resources	
		I came here for work.	4
		It is convenient for my work commute.;The school system;It is family friendly.;Being on the coast is important to me.;Downtown;Access to undisturbed nature, scenery, and other natural resources	1
		Being on the coast is important to me.;Downtown;Access to undisturbed nature, scenery, and other natural resources	1
		Downtown;My specific neighborhood attracted me to Brunswick.;Bowdoin College	3

		I do not live in brunswick	
		The school system;It is family friendly.;Access to undisturbed nature, scenery, and other natural resources	3
		Being on the coast is important to me.;Access to undisturbed nature, scenery, and other natural resources;We live in Harpswell, but proximity to my husband's job in Brunswick.	
4	Very satisfied	It is convenient for my work commute.	
		I was born here!;I work in Brunswick and want to be close to my job.;It is convenient for my work commute.	
		I work in Brunswick and want to be close to my job.	5
		Being on the coast is important to me.;The proximity to services such as health care facilities, shopping, or transportation;Access to undisturbed nature, scenery, and other natural resources	1
		Downtown;Bowdoin College;Access to undisturbed nature, scenery, and other natural resources	5
		It is convenient for my work commute.;The school system;Downtown	2
		The school system;It is family friendly.;The proximity to services such as health care facilities, shopping, or transportation	2

<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Aging population / demographic shift]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Agriculture]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Aquaculture]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Arts and culture]</p>
6	8	7	9
3			
2	2	2	
	3	3	2

	2	1	3
9	4		9
2	2		3
4	2	2	5

2			
4	2	3	2
			21
	3		5
			3
3	4	4	2
	2	2	4

			1
3	2	2	3
3	1	1	2
3	3	4	2
2	5	5	1
			5
1	2	1	1

1	2	2	1
2	3	4	2
4	5	5	4
2			
5	4	4	4
1	1	1	1
2	1	2	2
	1		1
7	4	7	4

	2		1
5	1	1	1
1	4		2
1	3	8	2
3			
1			2

<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Bicycle and pedestrian safety]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Climate change]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Downtown vitality]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Economy and jobs]</p>
	5	7	10
		3	3
	1		
2	1	1	2
1	1	2	2

1	1	1	2
6	1	8	2
3	3	2	1
2	1	4	5
3	5	7	5

3	1	4	
1	1	2	3
2	1	2	2
1	1	2	
2	1	2	1
	1		
			1

		1	10
		1	1
3	1	2	2
3	1	1	1
1	4	2	2
3	1	1	4
6	6	7	7
2	1	1	1

1	1	1	1
3	1	2	2
6	6	6	6
	4		
5	3	2	2
1	1	1	1
2	1	1	1
1	1	1	
1	1	4	4

3	1	3	5
4	1	3	3
		1	
1	1	4	4
2	1	1	1
2	8	1	1
1	1	1	1
2	2		

<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Education / school system]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Environmental protection / habitat preservation]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Health care facilities]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Homelessness]</p>
3	11		20
1			
2			4
2	2		1
3	2		2

2	1	3	
7	3	6	5
1	1	2	2
	6		
7	5	6	7

5	8		7
2	1	2	2
			21
1	5		
1	1	2	2
2	7	5	5
	1		3
1			

9		2	
		1	
2	1	1	2
1	1	2	3
	3	3	3
4	2	2	2
9	7	6	7
1	1	1	3

	2	1	1
2	1	1	2
6	6	5	5
	2		
1	1	3	3
3	1	1	3
1	1	2	2
1		2	2
4	1	7	4

1	1	1	3
2	1		3
1			
4	1	4	4
4	2	3	3
1	1	3	4
1	1	1	
2			2

<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Municipal facilities and services]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Open space, parks, trails, and water access]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Property taxes]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Public transportation]</p>
1	1	1	19
		5	
1	1		1
3	2	3	1

3	1	2	2
4	4	4	2
	2		2
	4	7	3
7	2	4	6

5	6	7	4
2	1	3	1
3	3		2
	2		1
5	8	6	8
	2		
		1	

8	7	3	
2	3	1	3
3	2	1	3
3	3	3	2
2	2	4	4
	5	8	7
3	1	7	4

1	1	1	
1	1	1	4
5	6	5	6
		1	
5	1	1	1
1	1	1	1
2	2	2	2
2	1	1	1
4	1	4	4

5	2	1	1
3	2		2
4	1	1	4
3	2	2	2
2	1	3	2
2	2	2	2
	2	1	2

<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Recreational facilities]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Roads and sidewalks]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Traffic]</p>	<p>Please rank in order of importance (1 being most important) what topic is most important to you (not all topics need to be ranked, please rank only those on which you have strong views). [Other]</p>
2	2	4	
2			
1	1		

2	2	2	
3	2	2	
	2	2	
			21
5	5	1	

	5		
3	1	3	
	21		
3	2		
	1		
7	7	8	

6	5	4	
	1	1	
3	3	3	
3	2	2	
3	3	5	
2		2	1
7	7	7	
4	1	2	

1	1		
3	3	1	
6	6		
4	4	3	
1	1	1	
3	3	3	
7	4	4	

2	5	4	
4	3	3	
1	4	4	
		1	
3	2	2	
1	1	1	

<p><b>Please indicate your support or opposition to the Town taking local measures to reduce the impact of climate change.</b></p>	<p><b>Please indicate your support or opposition to providing new Mainers with services such as job skills training, adult education, affordable housing, etc. in order to augment the workforce and reduce the median age.</b></p>	<p><b>What is your perception in the change in vehicular traffic over the the past five to ten years?</b></p>	<p><b>Please indicate your support or opposition to expanding Brunswick Explorer service.</b></p>
Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Neither support nor oppose
Somewhat support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support

Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Somewhat support	Support	There is not a noticeable change in traffic compared to the past.	Support

Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Neither support nor oppose	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Somewhat support

Oppose	Oppose	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Somewhat support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Somewhat support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Somewhat support
Neither support nor oppose	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support

Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Neither support nor oppose
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Neither support nor oppose	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support

Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support
Support	Somewhat support	There is not a noticeable change in traffic compared to the past.	Support
Oppose	Oppose	There is not a noticeable change in traffic compared to the past.	Somewhat support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Neither support nor oppose	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Somewhat support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Neither support nor oppose	Neither support nor oppose	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Support
Support	Support	There is more traffic today than in the past, and it has become a noticeable inconvenience to me.	Neither support nor oppose
Somewhat support	Somewhat support	There is more traffic today than in the past, but it is not too much of an inconvenience to me.	Support

<p><b>Please indicate your support or opposition to the Town's existing marijuana land use policies (only allowed in the Growth Industrial Zoning District).</b></p>	<p><b>Please indicate your perception of how accessible the Town is for people with physical disabilities.</b></p>	<p><b>Please indicate your perception of the rate and character of the redevelopment of Brunswick Landing.</b></p>	<p><b>On average, you visit Brunswick Landing:</b></p>
<p>I have no opinion on the matter.</p>	<p>Needs some improvement</p>	<p>I see some change, but I think it is moving in the wrong direction.</p>	<p>Weekly</p>
<p>I have no opinion on the matter.</p>	<p>Needs some improvement</p>	<p>I see a lot of positive progress.</p>	<p>Once per month</p>
<p>Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.</p>	<p>Needs significant improvement</p>	<p>I see a lot of positive progress.</p>	<p>Once per month</p>
<p>I have no opinion on the matter.</p>	<p>Needs significant improvement</p>	<p>I see some change, but I think it is moving in the wrong direction.</p>	<p>Rarely (a few times a year)</p>
<p>Marijuana uses should be allowed in more zoning districts.</p>	<p>Needs some improvement</p>	<p>I see a lot of positive progress.</p>	<p>Weekly</p>

Marijuana uses should not be allowed at all.	No opinion	I see a lot of positive progress.	Once per month
I think the existing policy is about right.	Needs some improvement	I am unsure.	Once per month
Marijuana uses should be allowed in more zoning districts.	Needs some improvement	I see some change, but I think it is moving in the wrong direction.	Almost daily
I have no opinion on the matter.	Needs significant improvement	I see some change, but I think it is moving in the wrong direction.	Once per month
I think the existing policy is about right.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)

I have no opinion on the matter.	Needs some improvement	I see a lot of positive progress.	2-3 times per month
Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.	Needs some improvement	I am unsure.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	Needs significant improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	No opinion	I see a lot of positive progress.	Weekly
Marijuana uses should be allowed in more zoning districts.	Needs significant improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
I have no opinion on the matter.	Needs significant improvement	I see a lot of positive progress.	Weekly
I have no opinion on the matter.	Somewhat accessible	I see some progress, and I think it is moving in the right direction.	Weekly
I think the existing policy is about right.	Needs some improvement	I see a lot of positive progress.	2-3 times per month
Marijuana uses should be allowed in more zoning districts.	No opinion	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)

I have no opinion on the matter.	No opinion	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	Needs some improvement	I see some change, but I think it is moving in the wrong direction.	2-3 times per month
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	No opinion	I see some progress, and I think it is moving in the right direction.	Weekly
Marijuana uses should not be allowed at all.	Needs significant improvement	I see a lot of positive progress.	Once per month
I think the existing policy is about right.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	No opinion	I see a lot of positive progress.	Weekly
I have no opinion on the matter.	Somewhat accessible	I see a lot of positive progress.	Rarely (a few times a year)
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	Needs significant improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	Needs significant improvement	I see a lot of positive progress.	Almost daily
Marijuana uses should be allowed in more zoning districts.	No opinion	I see some change, but I think it is moving in the wrong direction.	Weekly

Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	Weekly
I have no opinion on the matter.	Needs some improvement	I see a lot of positive progress.	Weekly
I have no opinion on the matter.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	2-3 times per month
Marijuana uses should be allowed in more zoning districts.	Needs some improvement	I see a lot of positive progress.	2-3 times per month
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	Somewhat accessible	I see a lot of positive progress.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	Somewhat accessible	I see a lot of positive progress.	Weekly
I have no opinion on the matter.	No opinion	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)
I have no opinion on the matter.	No opinion	I see a lot of positive progress.	Rarely (a few times a year)
Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.	Needs significant improvement	I see a lot of positive progress.	Rarely (a few times a year)
Marijuana uses should be allowed in more zoning districts.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	Rarely (a few times a year)

Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.	Needs some improvement	I see some progress, and I think it is moving in the right direction.	Almost daily
I have no opinion on the matter.	Somewhat accessible	I am unsure.	Rarely (a few times a year)
I have no opinion on the matter.	Somewhat accessible	I see a lot of positive progress.	Once per month
Marijuana uses should be allowed in more zoning districts.	Very accessible	I see some progress, and I think it is moving in the right direction.	Once per month
I have no opinion on the matter.	Needs some improvement	I see a lot of positive progress.	Once per month
Marijuana uses should not be allowed at all.	No opinion	I see a lot of positive progress.	Weekly
Marijuana uses are ok, but they need stricter regulations or there should be a limit to the number of business in town.	Needs some improvement	I see a lot of positive progress.	Almost daily
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	Needs some improvement	I see a lot of positive progress.	Weekly
I have no opinion on the matter.	No opinion	I see some progress, and I think it is moving in the right direction.	2-3 times per month
Marijuana uses are ok, but only if the Town can somehow financially benefit from their operation.	No opinion	I am unsure.	Rarely (a few times a year)

<p><b>When you visit Brunswick Landing, it is most often because (select up to 3):</b></p>	<p><b>Please indicate what you believe to be the biggest threat to maintaining the quality of life in Brunswick (select up to three).</b></p>	<p><b>Please indicate your age range.</b></p>	<p><b>Please indicate your level of education.</b></p>
<p>I use the indoor recreation facilities.;I use the outdoor recreation facilities.</p>	<p>Aging population / demographic shift;Poor infrastructure;Property taxes</p>	<p>39-54</p>	<p>Doctorate degree</p>
<p>I am visiting a business.;I use the indoor recreation facilities.</p>	<p>Inadequate educational facilities;Lack of affordable housing;Traffic</p>	<p>39-54</p>	<p>Master's degree</p>
<p>I am attending an event.;I am visiting a business.</p>	<p>Climate change and other environmental degradation</p>	<p>19-38</p>	<p>Bachelor's degree</p>
<p>I rarely, if ever, visit Brunswick Landing.;I dislike going to Brunswick Landing. It feels jarring, disjointed, and as if it is trying--unsuccessfully--to recreate the vibrant community of downtown Brunswick, but lacks the pedestrian-friendly/centric aspects. It feels sort of soulless and industrial at Brunswick Landing, sort of like a mall development in the mid-1990s.</p>	<p>Climate change and other environmental degradation;Lack of affordable housing;Poor infrastructure</p>	<p>19-38</p>	<p>Master's degree</p>
<p>I am attending an event.;I go to school there or I have children that go to school there.;I use the indoor recreation facilities.</p>	<p>Aging population / demographic shift;Climate change and other environmental degradation;Lack of affordable housing</p>	<p>55-73</p>	<p>Master's degree</p>

I use the outdoor recreation facilities.	Economic decline	39-54	Master's degree
I am attending an event.;I am visiting a business.	Lack of affordable housing;Poor infrastructure;Traffic	55-73	Master's degree
I live there.	Economic decline;Lack of affordable housing;Poor infrastructure	19-38	Some college credit, no degree
I am visiting a business.;I use the outdoor recreation facilities.;I wish I could have put this comment two questions above (rate your perception of change at Brunswick Landing). I marked that I think it is moving in the wrong direction because new development there is very car-centric. I want to see BL be a very dense place with a large pedestrian and bicycle only zone. We need this because it is the right shift for addressing climate change, and because it would set our community apart. There are extremely few pedestrian only developments in New England and experts in the field of community planning have proven time and again with research that human centric development is what drives strong economies.	Climate change and other environmental degradation	19-38	Master's degree
I am attending an event.;I use the indoor recreation facilities.	Aging population / demographic shift;Climate change and other environmental degradation;Poor infrastructure	39-54	Doctorate degree

I am attending an event.;I am visiting a business.;I go to school there or I have children that go to school there.	Climate change and other environmental degradation;Lack of municipal and/or social services;Poor infrastructure	55-73	Professional degree
I am visiting a business.	Climate change and other environmental degradation;Lack of affordable housing	55-73	Master's degree
I am visiting a business.;I rarely, if ever, visit Brunswick Landing.	Economic decline;Lack of affordable housing;Lack of municipal and/or social services	19-38	Bachelor's degree
I am attending an event.;I am visiting a business.;I use the indoor recreation facilities.;I use the outdoor recreation facilities.	Aging population / demographic shift;Climate change and other environmental degradation;Economic decline;Poor infrastructure	39-54	Master's degree
I am visiting a business.	Aging population / demographic shift;Crime / public safety;Property taxes	39-54	Bachelor's degree
I am visiting a business.;I use the indoor recreation facilities.	Climate change and other environmental degradation;Lack of municipal and/or social services;Poor infrastructure	19-38	Master's degree
I am visiting a business.	Aging population / demographic shift;Climate change and other environmental degradation;Lack of affordable housing	39-54	Bachelor's degree
I am attending an event.	Aging population / demographic shift;Climate change and other environmental degradation;Lack of affordable housing	19-38	Bachelor's degree
I am attending an event.;I go to school there or I have children that go to school there.;I rarely, if ever, visit Brunswick Landing.	Aging population / demographic shift;Property taxes;Traffic	39-54	Bachelor's degree

I rarely, if ever, visit Brunswick Landing.	Lack of affordable housing;Property taxes;Traffic	39-54	Master's degree
I am attending an event.;I am visiting a business.	Crime / public safety;Economic decline;Lack of affordable housing	39-54	Trade / technical / vocational training
I am attending an event.	Climate change and other environmental degradation;Lack of affordable housing;Property taxes	74 and over	Bachelor's degree
I use the indoor recreation facilities.;I use the outdoor recreation facilities.;I drove through there.	Climate change and other environmental degradation;Inadequate educational facilities;Lack of affordable housing	39-54	Master's degree
I rarely, if ever, visit Brunswick Landing.	Climate change and other environmental degradation;Lack of affordable housing;Poor infrastructure;Property taxes;Traffic	19-38	Some college credit, no degree
I am attending an event.;I am visiting friends or relatives that live there.;I am visiting a business.	Aging population / demographic shift;Lack of affordable housing;Property taxes	19-38	Bachelor's degree
I am visiting a business.;I use the outdoor recreation facilities.	Lack of affordable housing;Lack of municipal and/or social services;Poor infrastructure	55-73	Master's degree
I rarely, if ever, visit Brunswick Landing.	Poor infrastructure;Property taxes;Traffic	39-54	Bachelor's degree
I am attending an event.;I am visiting a business.;I use the indoor recreation facilities.;I use the outdoor recreation facilities.	Lack of affordable housing;Traffic	19-38	Some college credit, no degree
I work there.	Aging population / demographic shift;Economic decline;Poor infrastructure	55-73	Doctorate degree

I am visiting a business.;I use the indoor recreation facilities.	Property taxes	55-73	Bachelor's degree
I am attending an event.;I am visiting friends or relatives that live there.;I am visiting a business.	Climate change and other environmental degradation;Poor infrastructure;Property taxes	74 and over	Master's degree
I am visiting a business.;I use the outdoor recreation facilities.	Traffic	55-73	Bachelor's degree
I am attending an event.	Property taxes	74 and over	Bachelor's degree
I am visiting a business.	Property taxes	19-38	Master's degree
I am visiting a business.	Lack of affordable housing;Property taxes;Traffic	55-73	Bachelor's degree
I get there on a bicycle	Aging population / demographic shift;Property taxes;Traffic	55-73	Master's degree
I rarely, if ever, visit Brunswick Landing.	Climate change and other environmental degradation;Economic decline;Lack of affordable housing	55-73	Bachelor's degree
I rarely, if ever, visit Brunswick Landing.	Climate change and other environmental degradation;Lack of affordable housing;Property taxes	55-73	Bachelor's degree
I use the outdoor recreation facilities.	Lack of affordable housing;Lack of municipal and/or social services;Traffic	39-54	Bachelor's degree

I work there.	Lack of affordable housing	19-38	Bachelor's degree
I am attending an event.	Aging population / demographic shift	19-38	Some college credit, no degree
I am visiting a business.	Poor infrastructure;Traffic	19-38	Bachelor's degree
I am visiting a business.	Lack of affordable housing;Property taxes	39-54	High school graduate or the equivalent (ex: GED)
I am visiting a business.	Lack of affordable housing;Traffic	39-54	Some college credit, no degree
I am attending an event.;I use the outdoor recreation facilities.	Climate change and other environmental degradation;Property taxes	55-73	Master's degree
I use the indoor recreation facilities.;I use the outdoor recreation facilities.	Climate change and other environmental degradation;Lack of affordable housing;Property taxes	55-73	Master's degree
farmers market	Climate change and other environmental degradation;Lack of affordable housing;Traffic	55-73	Some college credit, no degree
I am attending an event.;I am visiting a business.	Aging population / demographic shift;Lack of affordable housing;Property taxes	55-73	Bachelor's degree
I am attending an event.	Aging population / demographic shift;Lack of affordable housing;Property taxes	55-73	Master's degree

<p><b>Do you live in a multi-generational household (ex: children / parents / grandparents)?</b></p>	<p><b>What type of housing do you live in?</b></p>	<p><b>If employed, where is your place of employment in relation to Brunswick?</b></p>	<p><b>If employed and you work outside of your home, please indicate how you commute to your place of employment. If you use different modes of transportation, please indicate the mode that you use most often or covers the most distance.</b></p>
No	Single-family home (detached)	More than 50 miles	Fly
No	Single-family home (detached)	Within 10 miles	Car (alone)
Yes	Single-family home (detached)	More than 50 miles	Not applicable
No	Apartment	I work in Brunswick, but not from home.	Walk
No	Single-family home (detached)	Not applicable	Bicycle

Yes	Single-family home (detached)	I work in Brunswick, but not from home.	Car (alone)
Yes	Single-family home (detached)	I work in Brunswick, but not from home.	Car (alone)
Yes	Condo	Within 20 miles	Car (alone)
No	Single-family home (detached)	Within 40 miles	Car (alone)
Yes	Single-family home (detached)	I work in Brunswick, but not from home.	Walk

No	Single-family home (detached)	I work from home.	i volunteer in Portland and use the Breez
No	Duplex house	I work from home.	I work AT HOME and don't commute! (this should not be a required question)
No	Apartment	I work in Brunswick, but not from home.	Walk
Yes	Single-family home (detached)	I work from home.	Not applicable
Yes	Single-family home (detached)	I work from home.	Car (alone)
No	Apartment	Within 20 miles	Car (alone)
I prefer not to answer.	Single-family home (detached)	I work from home.	Amtrak Downeaster
No	Apartment	Within 40 miles	Carpool
No	Single-family home (detached)	Within 30 miles	Car (alone)

No	Single-family home (detached)	I work in Brunswick, but not from home.	Car (alone)
No	Single-family home (detached)	I work in Brunswick, but not from home.	Walk
No	Single-family home (detached)	Not applicable	Not applicable
No	Single-family home (detached)	Within 30 miles	Car (alone)
No	Single-family home (detached)	I work from home.	Not applicable
Yes	Apartment	I work in Brunswick, but not from home.	Carpool
No	Single-family home (detached)	I work in Brunswick, but not from home.	Car (alone)
No	Single-family home (detached)	I work from home.	Not applicable
Yes	Mobile home	Within 10 miles	Car (alone)
No	Single-family home (detached)	Within 30 miles	Car (alone)

Yes	Single-family home (detached)	I work from home.	Car (alone)
No	Condo	Not applicable	Not applicable
No	Single-family home (detached)		Car (alone)
No	Condo	I work from home.	Not applicable
No	Single-family home (detached)	Within 20 miles	Car (alone)
No	Single-family home (detached)	Not applicable	Not applicable
No	Single-family home (detached)	Not applicable	Not applicable
No	Couch surfing	Within 10 miles	Car (alone)
No	Single-family home (detached)	Within 10 miles	Car (alone)
No	Single-family home (detached)	Within 20 miles	Car (alone)

No	Single-family home (detached)	I work in Brunswick, but not from home.	Carpool
I prefer not to answer.	Townhouse	I work from home.	Not applicable
No	Apartment	I work from home.	Not applicable
No	Single-family home (detached)	Within 30 miles	Car (alone)
No	Single-family home (detached)	I work in Brunswick, but not from home.	Car (alone)
No	Single-family home (detached)	Within 10 miles	Car (alone)
No	Single-family home (detached)	Not applicable	Not applicable
No	Townhouse	Not applicable	Not applicable
No	Single-family home (detached)	Within 40 miles	Not applicable
No	Single-family home (detached)	Not applicable	Not applicable

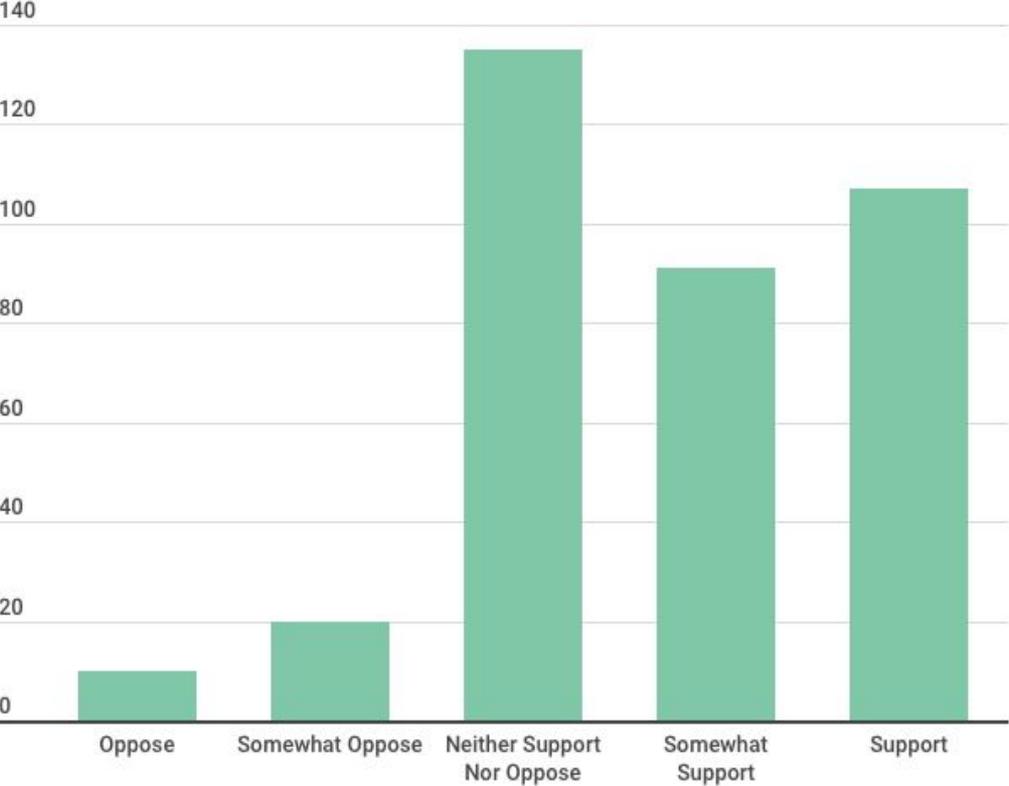
# **Brunswick Comp Plan Student Survey Results**

Results of a survey given to approximately 360 students at Brunswick High School in March 2020.

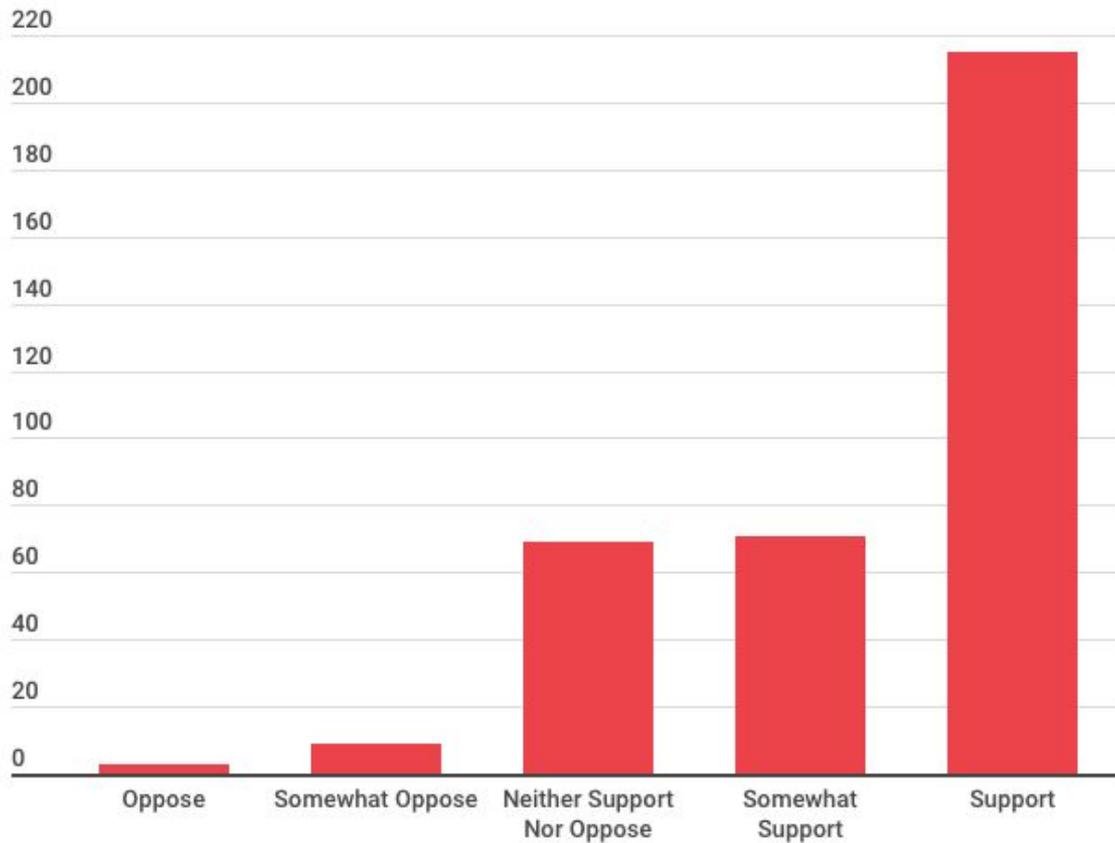
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## **Section One: Support or Opposition**

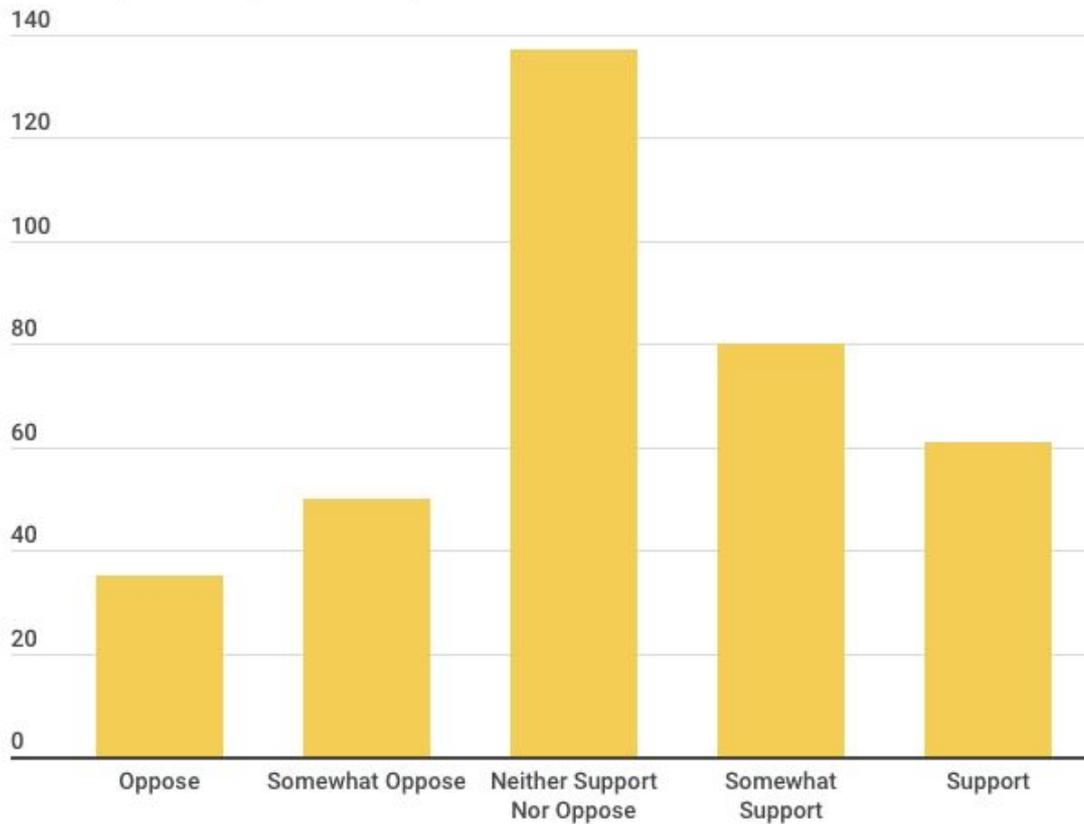
Question 1: What is your support or opposition for expanding natural marine-based businesses such as clamming and commercial fishing?



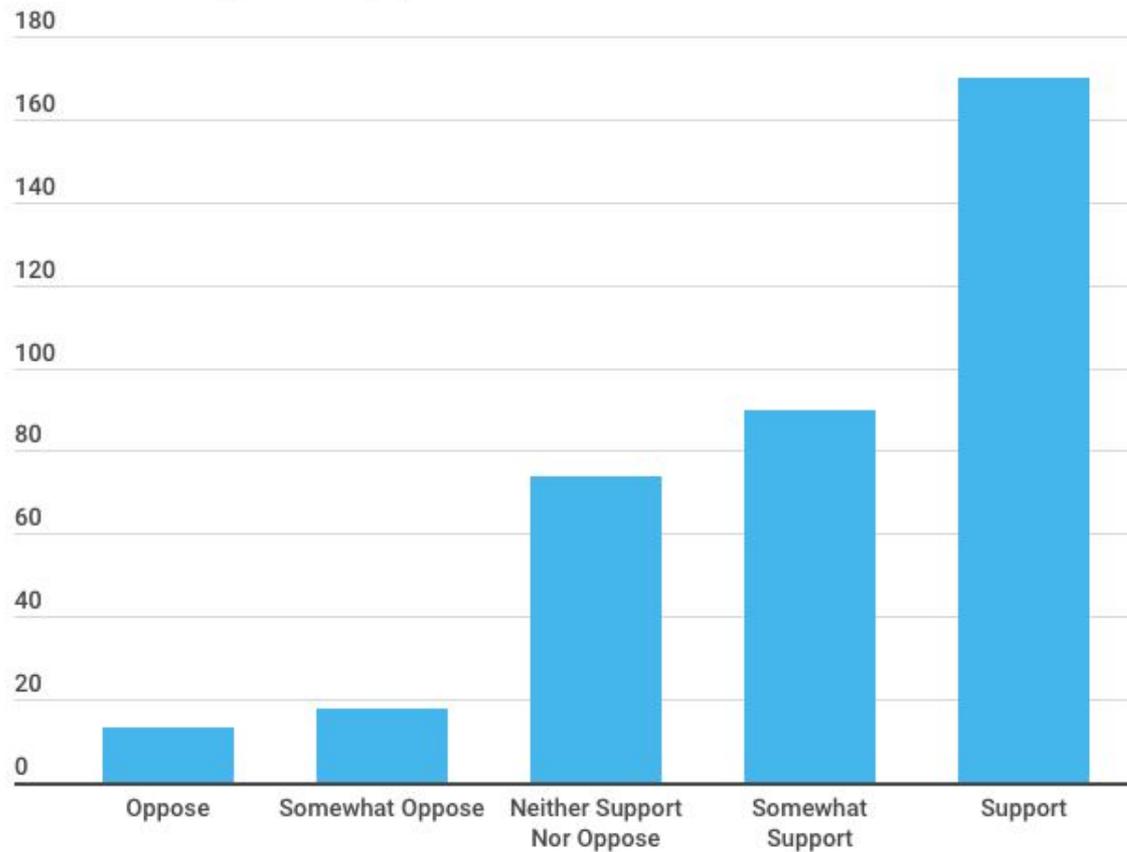
**Question 2:** Please indicate your support or opposition to preserving additional natural and scenic areas and trails.



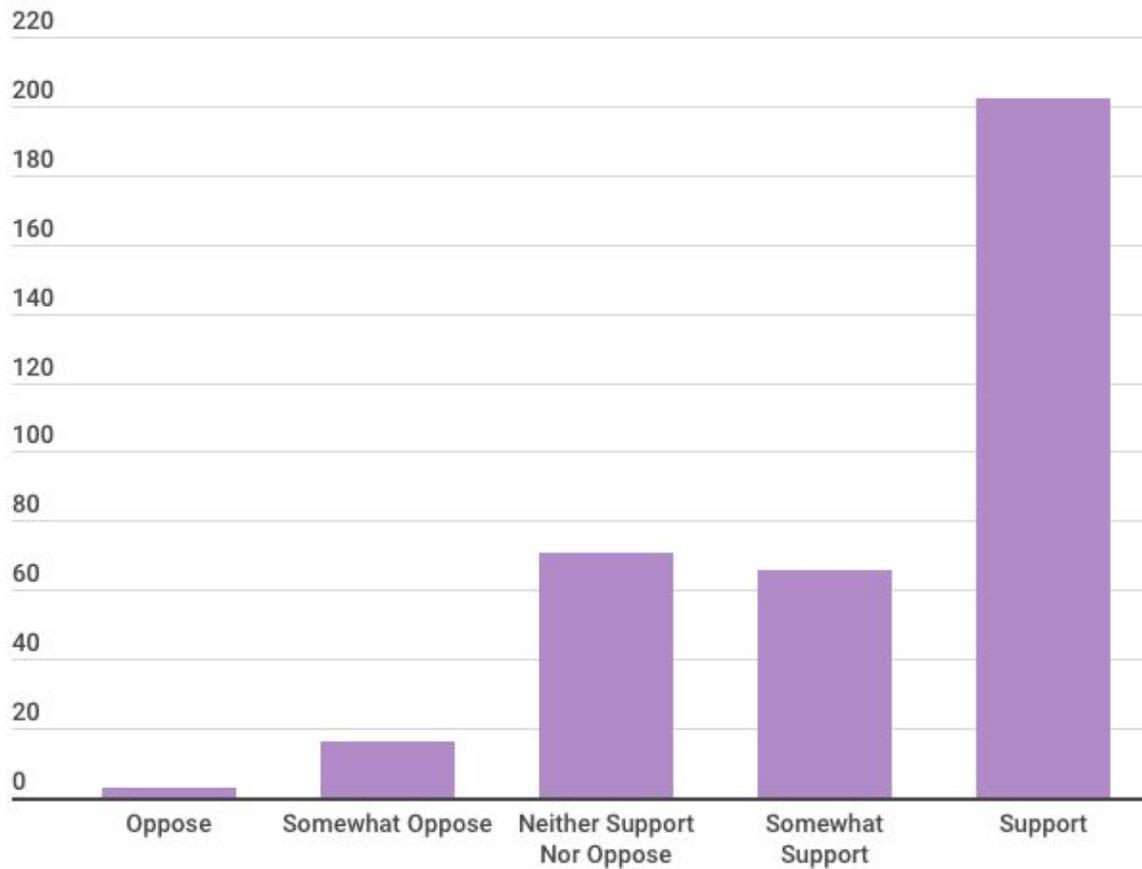
**Question 3:** Please indicate your support or opposition to consolidating or combining services or facilities (such as fire, police, schools) with other communities.



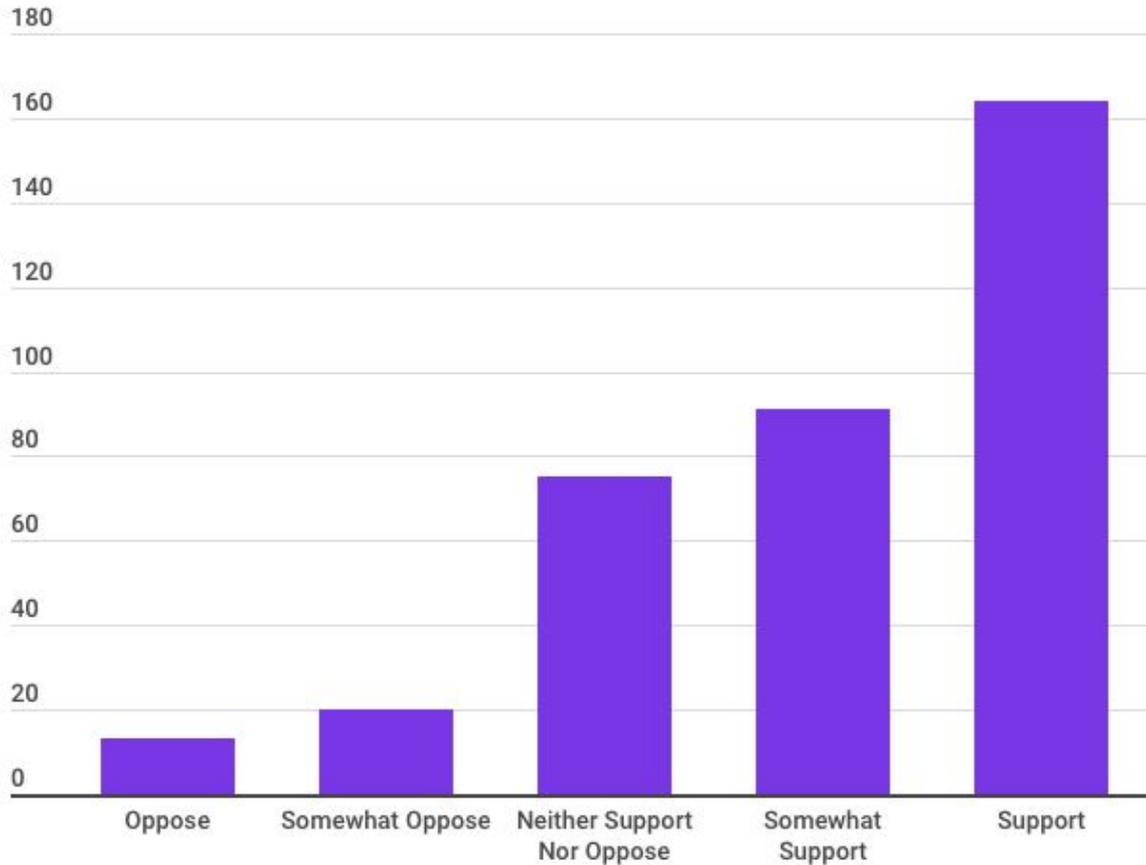
Question 4: Please indicate your support or opposition to the Town assuring adequate housing for the homeless and marginal income population.



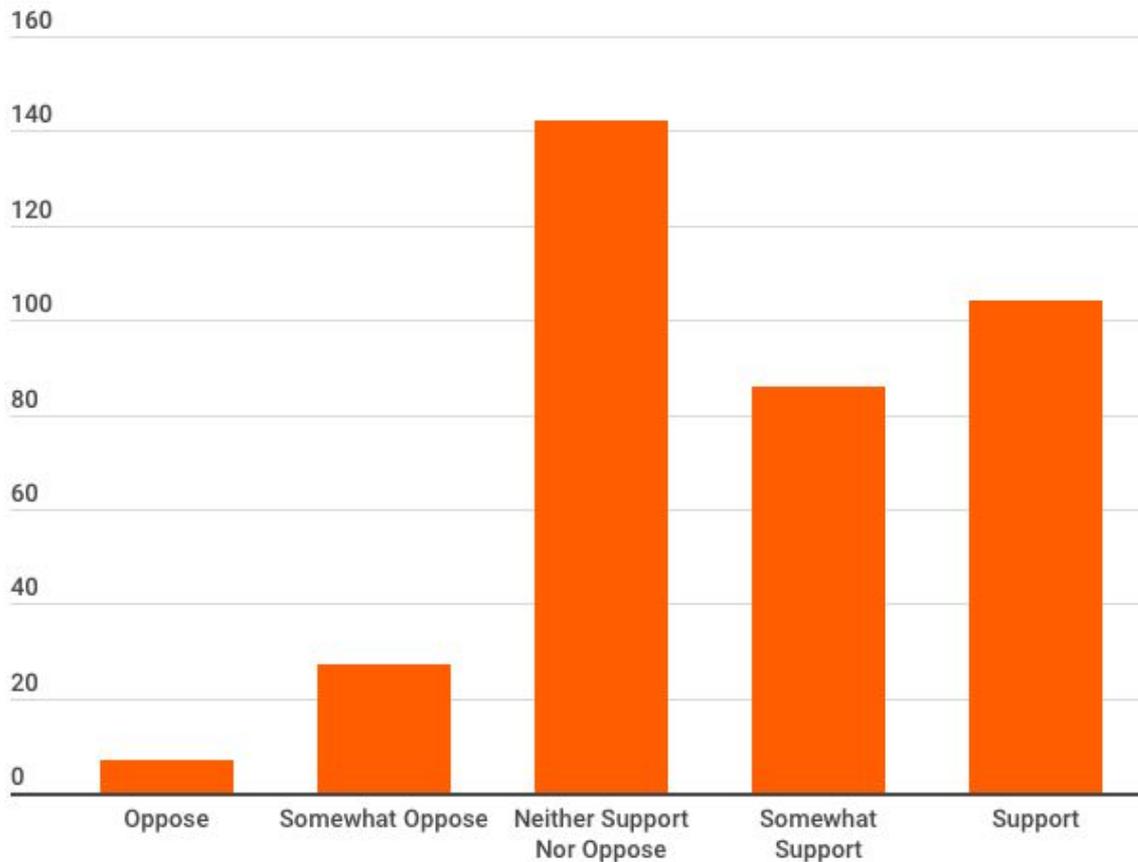
**Question 5: Please indicate your support or opposition to the Town taking local measures to reduce the impact of climate change.**



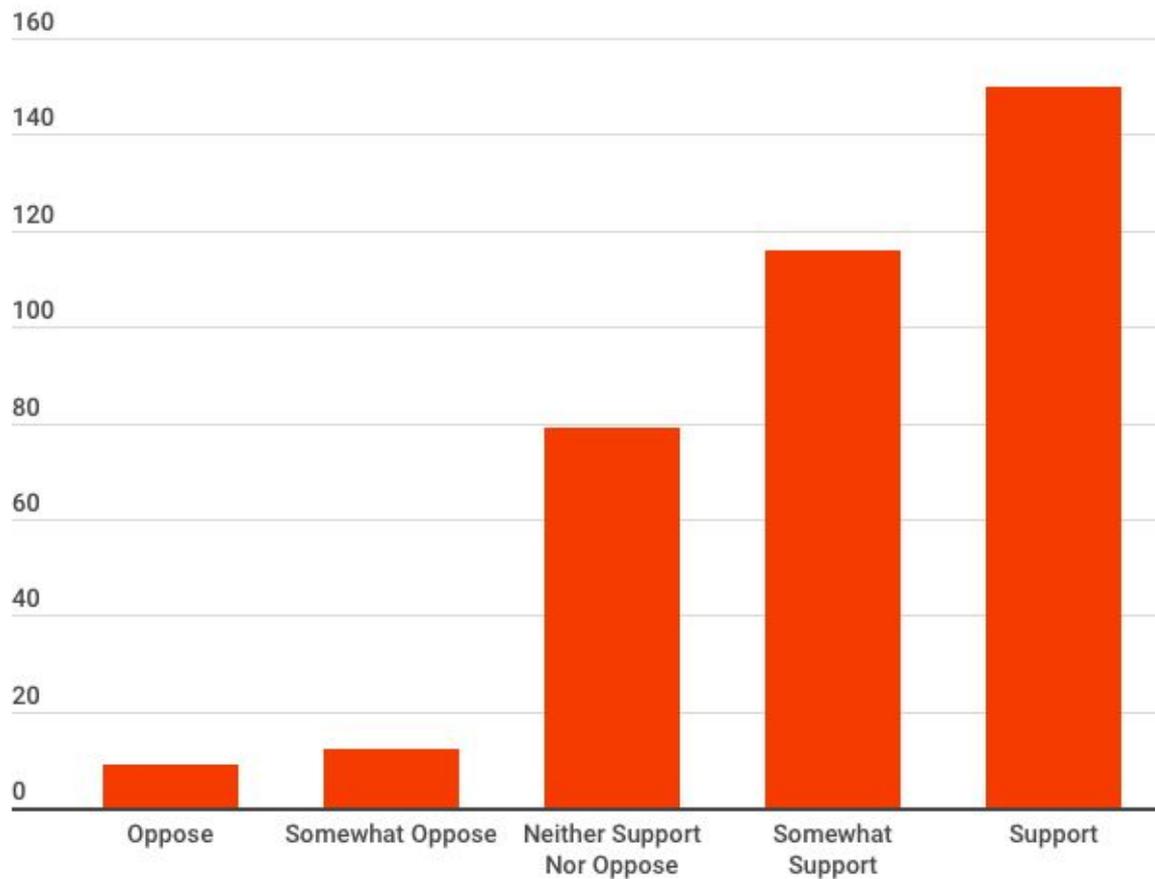
**Question 6:** Please indicate your support or opposition to providing New Mainers (immigrants and refugees) with services such as job skills training, adult education, and affordable housing



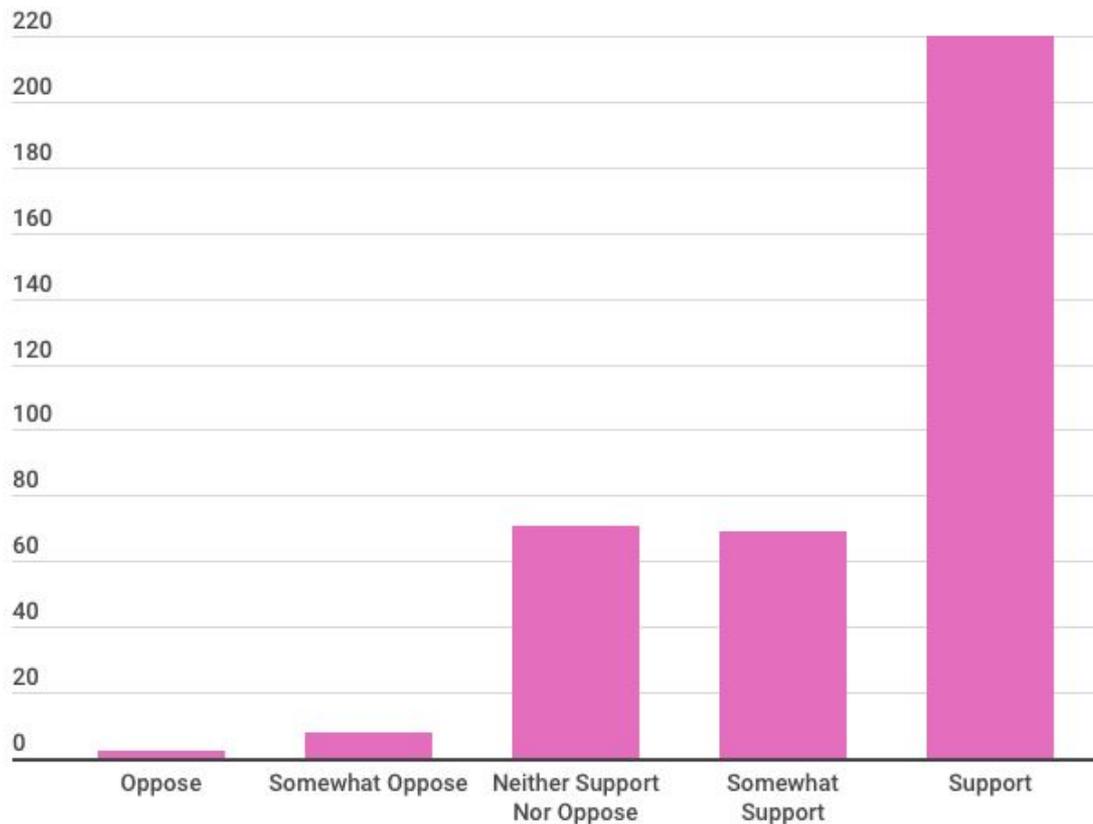
**Question 7: Please indicate your support or opposition to expanding the Brunswick Explorer Bus service and other public transportation.**



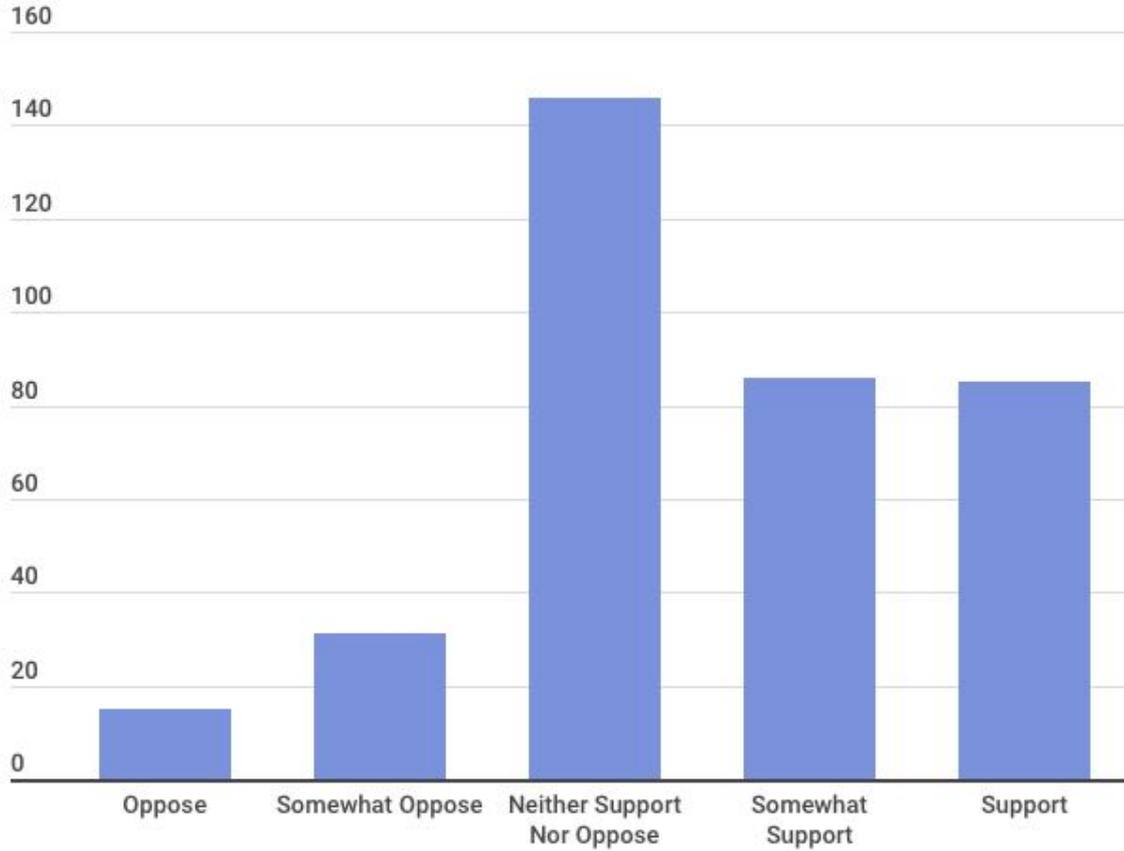
**Question 8: Please indicate your support or opposition to the Town assuring adequate affordable housing for young families.**



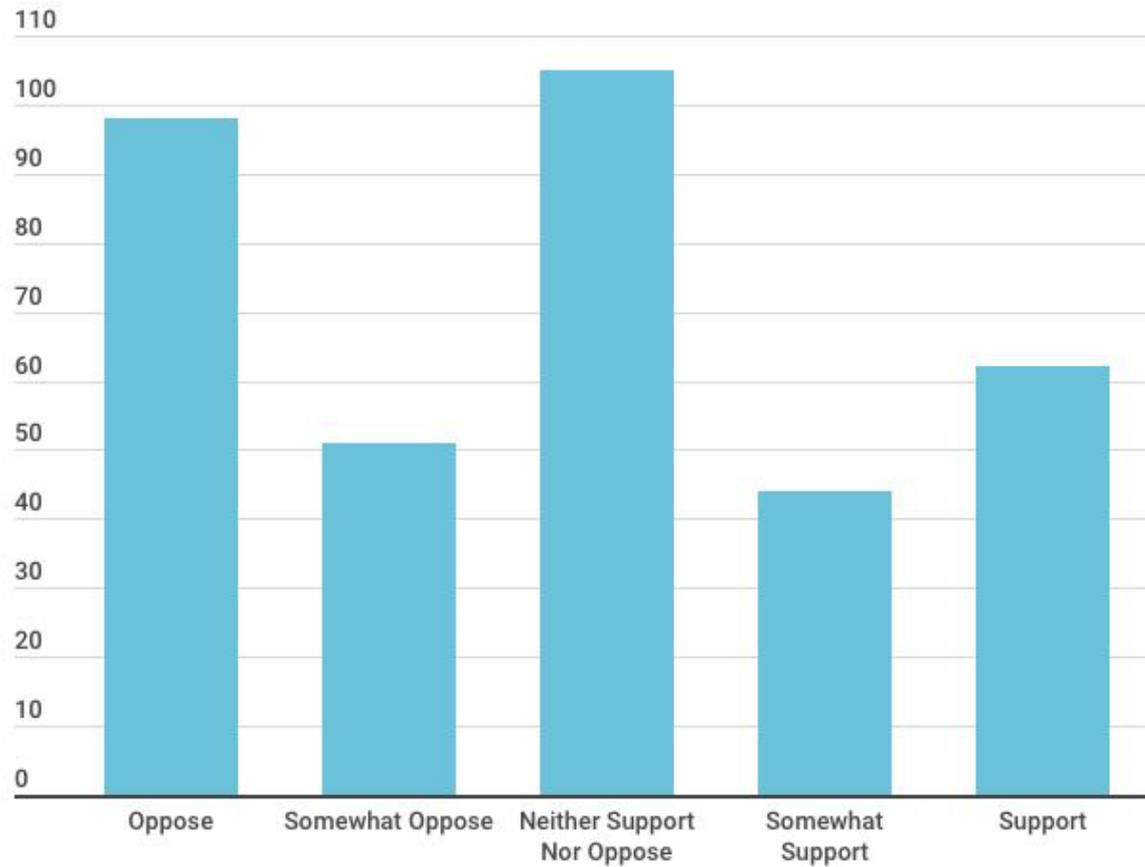
**Question 9: Please indicate your support or opposition in supporting efforts to maintain a vibrant and prosperous downtown Brunswick.**



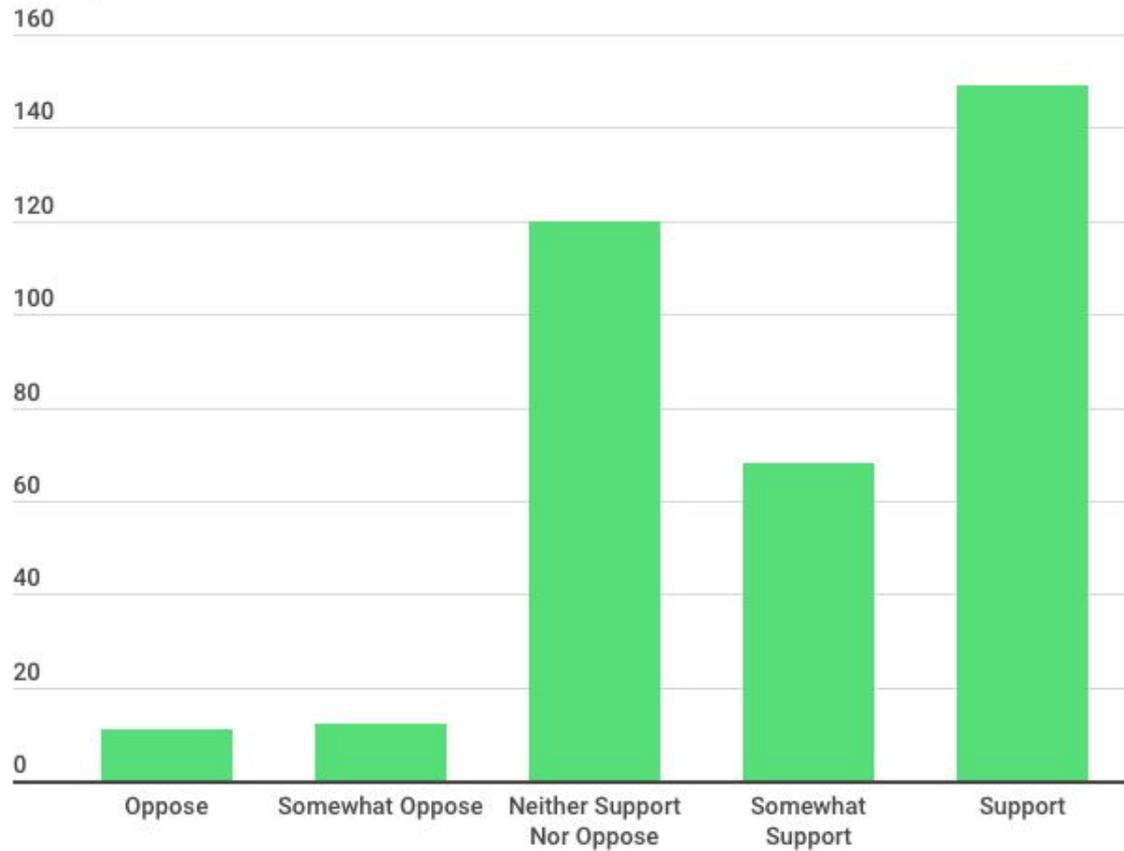
**Question 10: Please indicate your support or opposition to supporting the development of more housing and office space at Cook's Corner.**



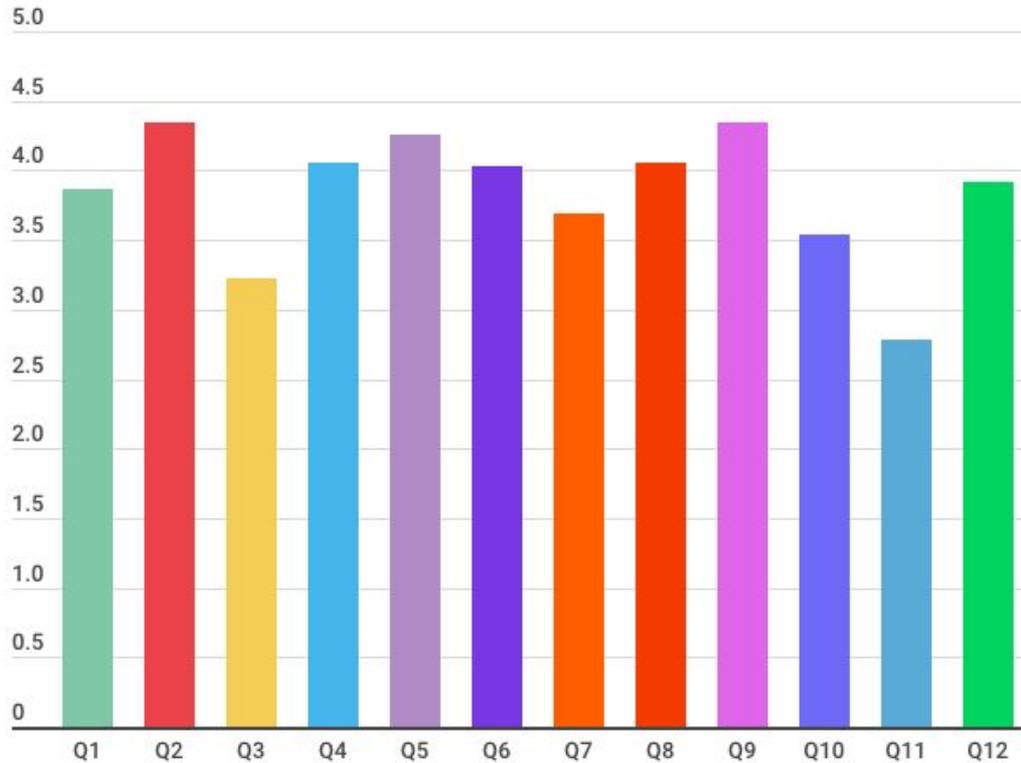
Question 11: Please indicate your support or opposition to building a parking garage in downtown.



Question 12: Please indicate your support or opposition to taking steps to combat climate change within your own school.



## Comparison of Support on Questions 1-12:



### Graph Key:

5 = support. 4= somewhat support. 3= neither support nor oppose. 2= somewhat oppose.  
1= oppose

### **Conclusions:**

The issues that gathered the most support were:

Q2 - The preservation and addition of sonic areas and trails

Q5 - The town taking local measures to reduce the impact of climate change

Q9 - Maintaining a vibrant and prosperous downtown Brunswick

The issues that gathered the least support were:

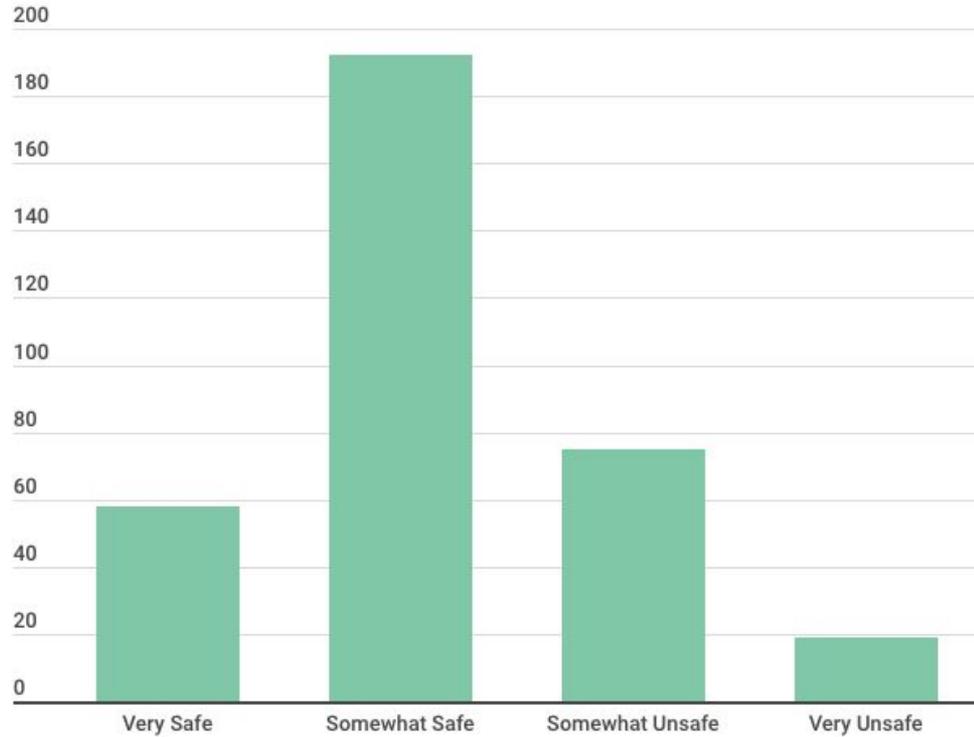
Q3 - Combining services and facilities (such as fire, police, schools) with other communities

Q10 - Developing more housing and office space at Cooks Corner

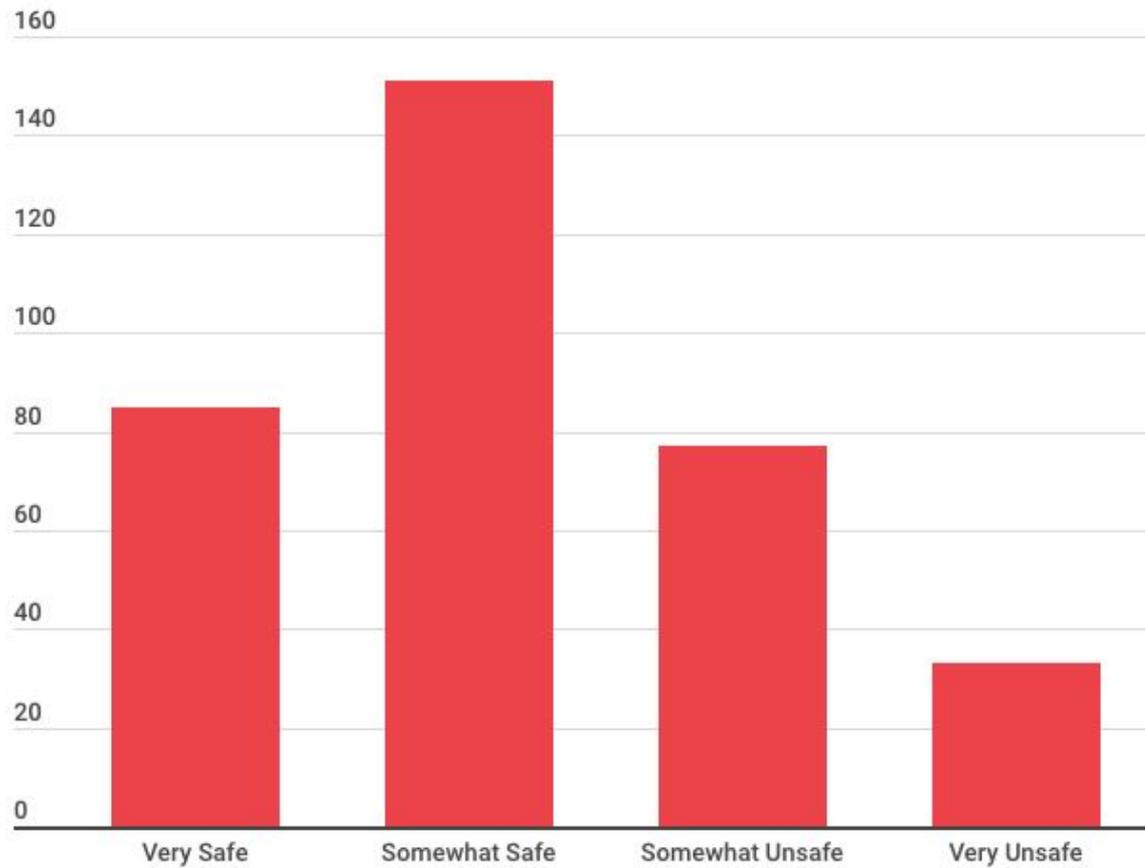
Q11 - Building a parking garage downtown

## **Section Two: Perception of Safety**

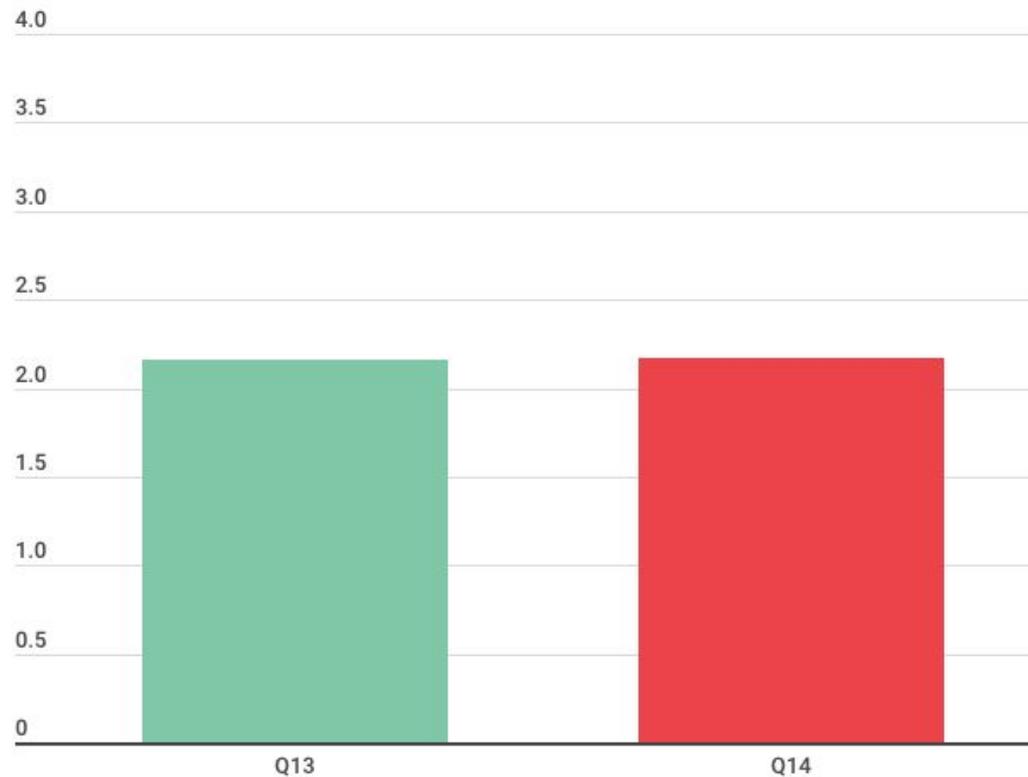
Question 13: Please indicate your perception of safety as a pedestrian or bicyclist in the GROWTH area.



**Question 14: Please indicate your perception of safety as a pedestrian or bicyclist in the RURAL area.**



## Comparison of Perception of Safety Questions 13-14:



### Graph Key:

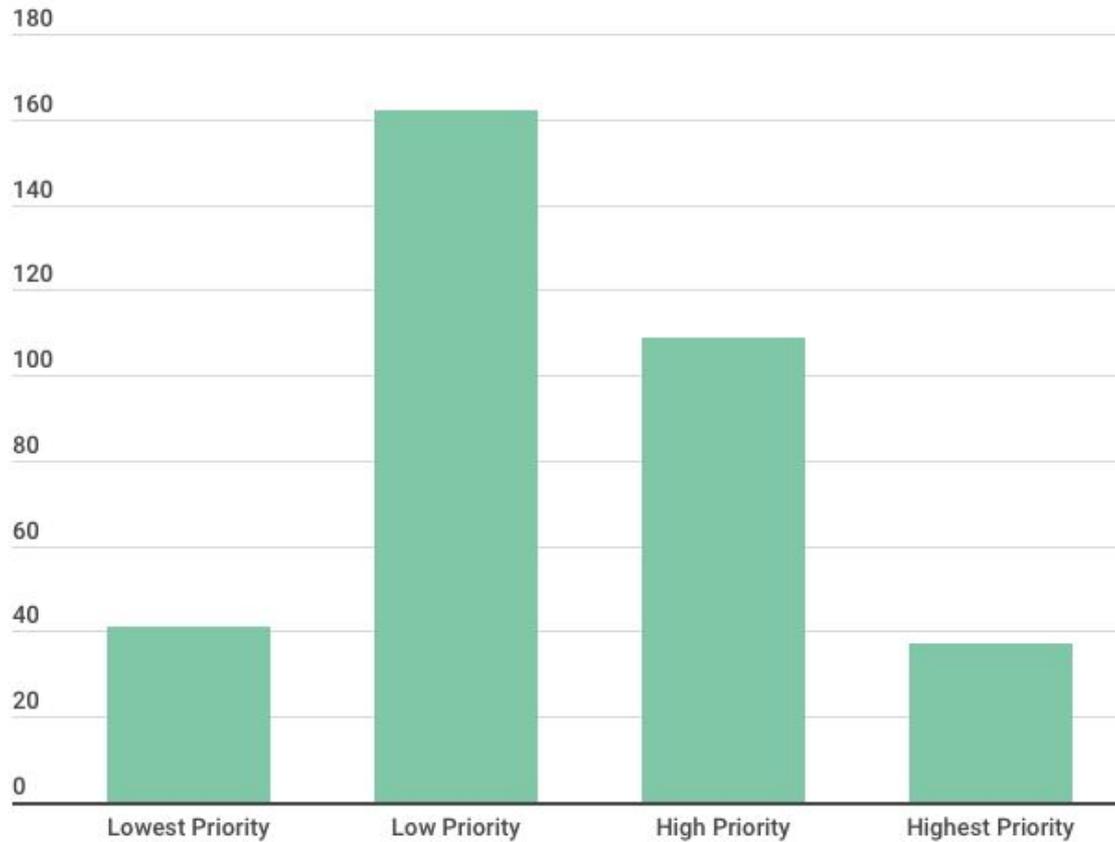
4= Very Unsafe 3= Somewhat Unsafe. 2= Somewhat Safe. 1= Very Safe

**Conclusions:**

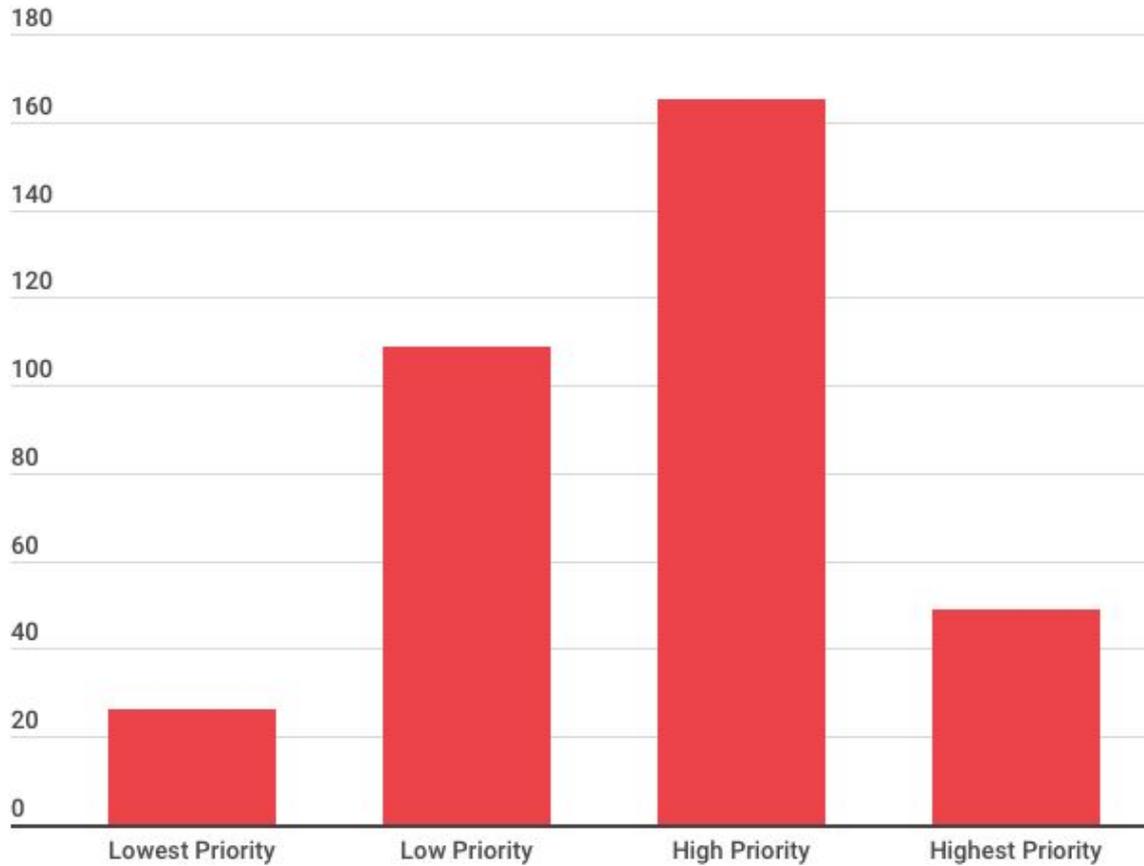
Pedestrians and cyclists feel somewhat safe when they are in the rural and the growth areas of Brunswick.

## **Section Three: Priority of Town Projects**

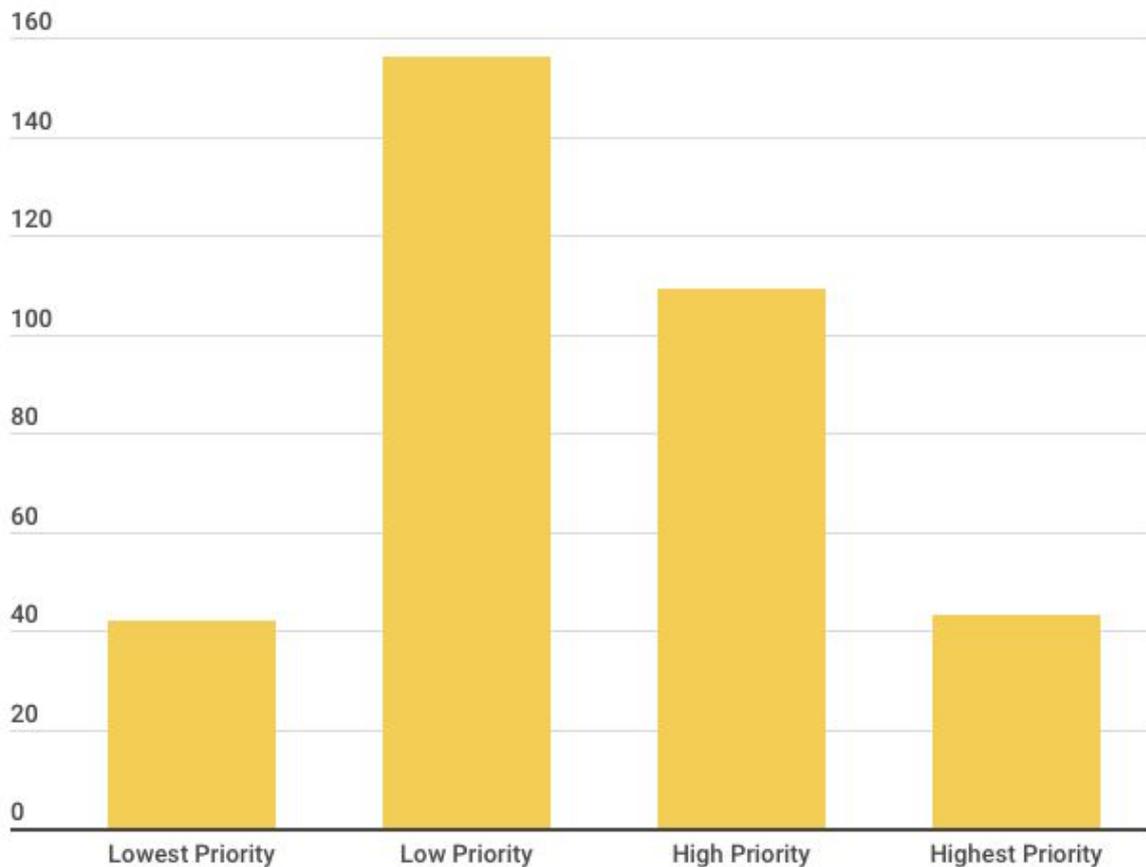
Question 15: Please indicate your view of the priority of developing playing fields in other areas of town.



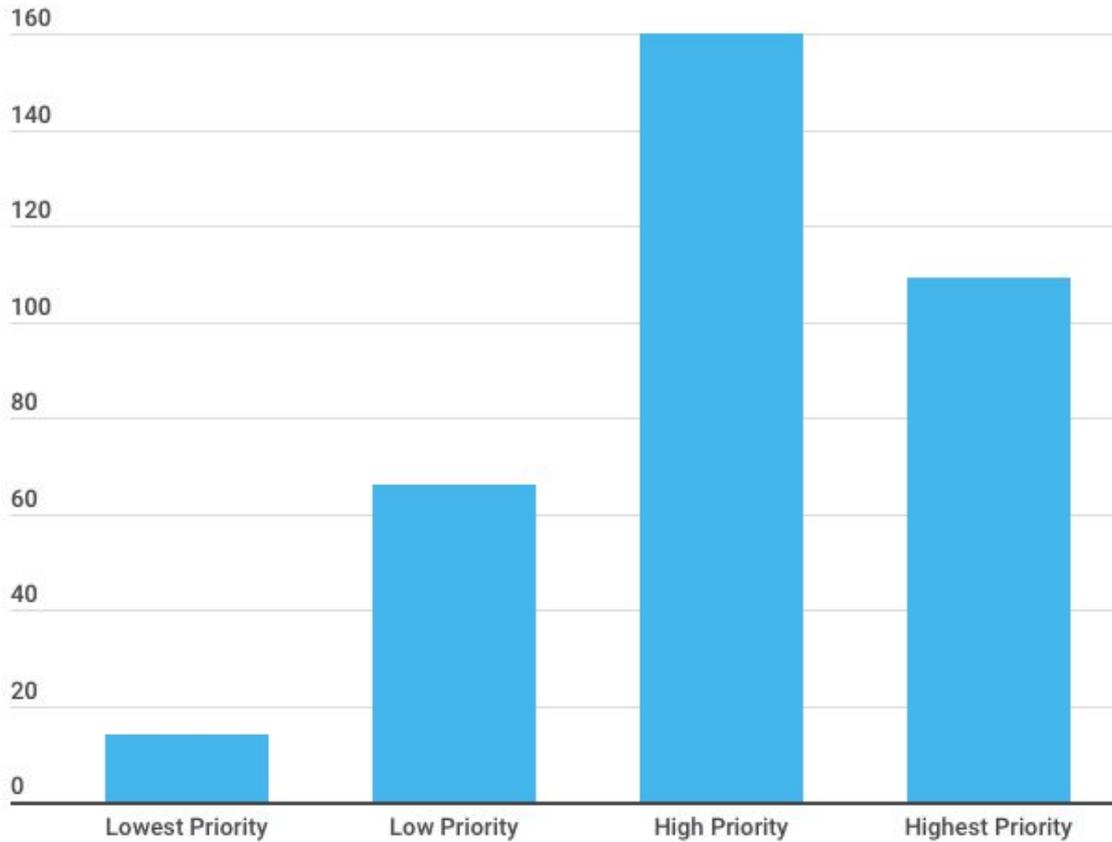
Question 16: Please indicate your view of the priority of repairing and expanding sidewalks in the GROWTH area.



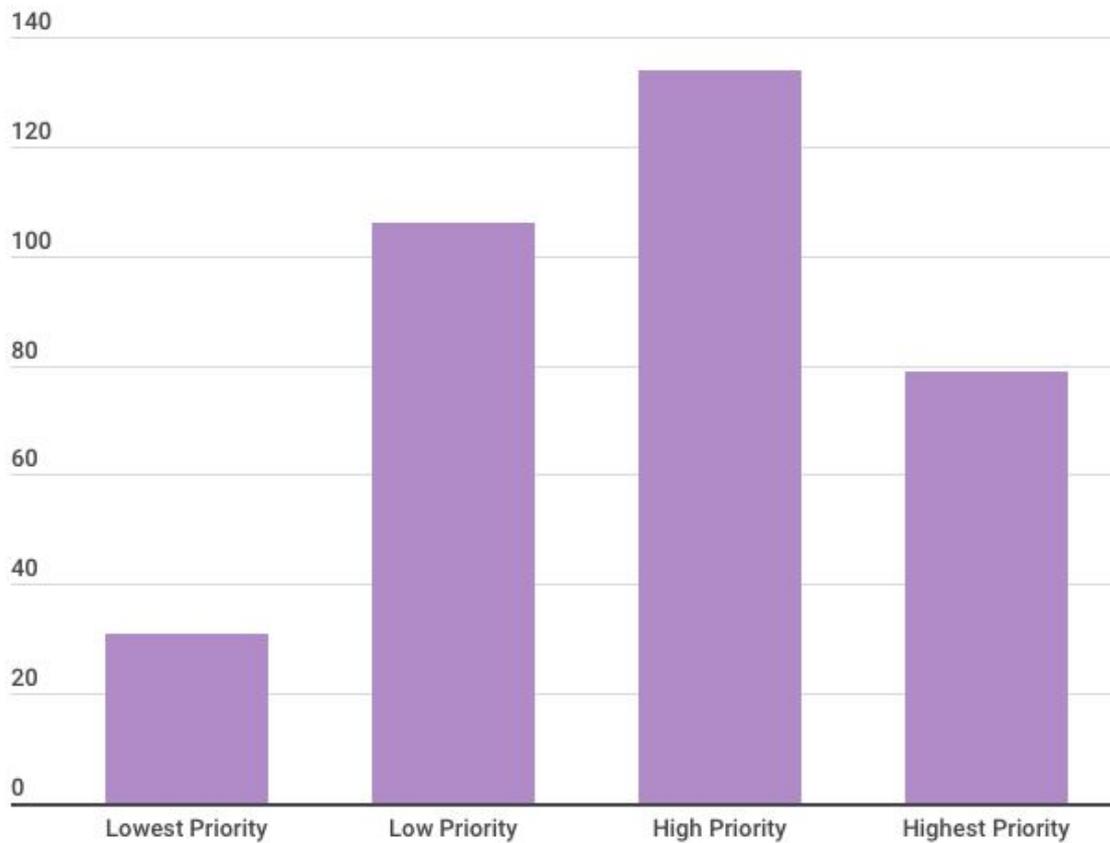
Question 17: Please indicate your view of the priority of repairing and expanding sidewalks in the RURAL area.



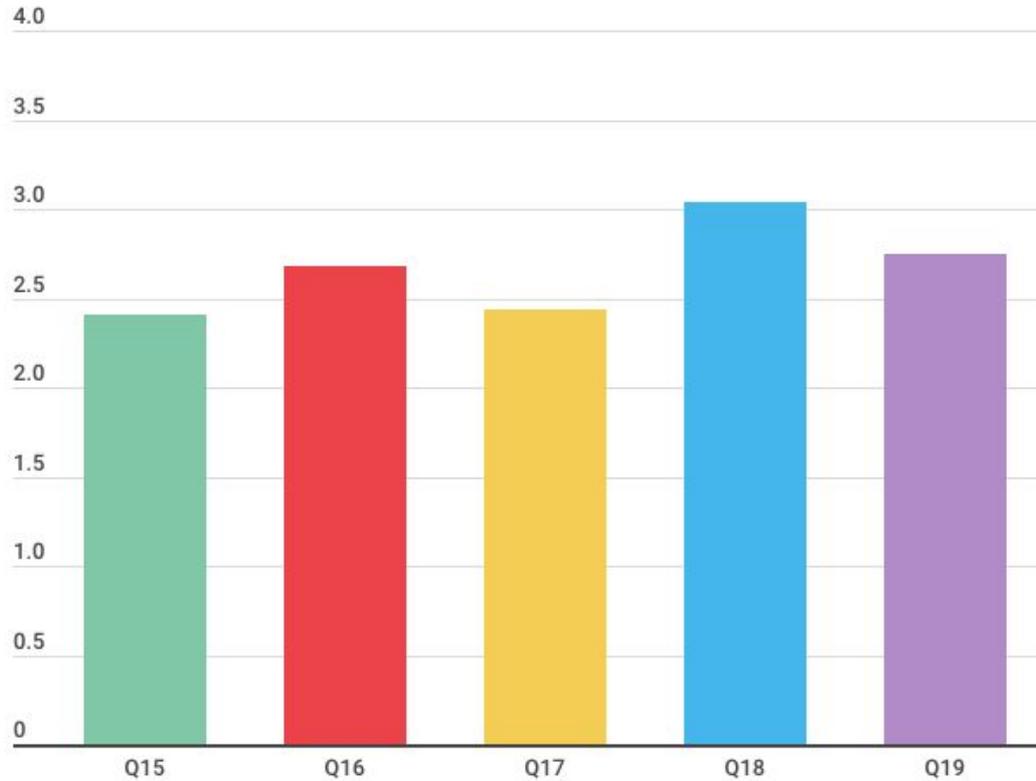
Question 18: Please indicate your view of the priority of creating a town fund to help buy and preserve natural areas.



Question 19: Please indicate your view of the priority of expanding bicycle facilities in the Town to promote environmentally-friendly transportation.



## Comparison of Priority of Town Projects Section Questions 15-19:



### Graph Key:

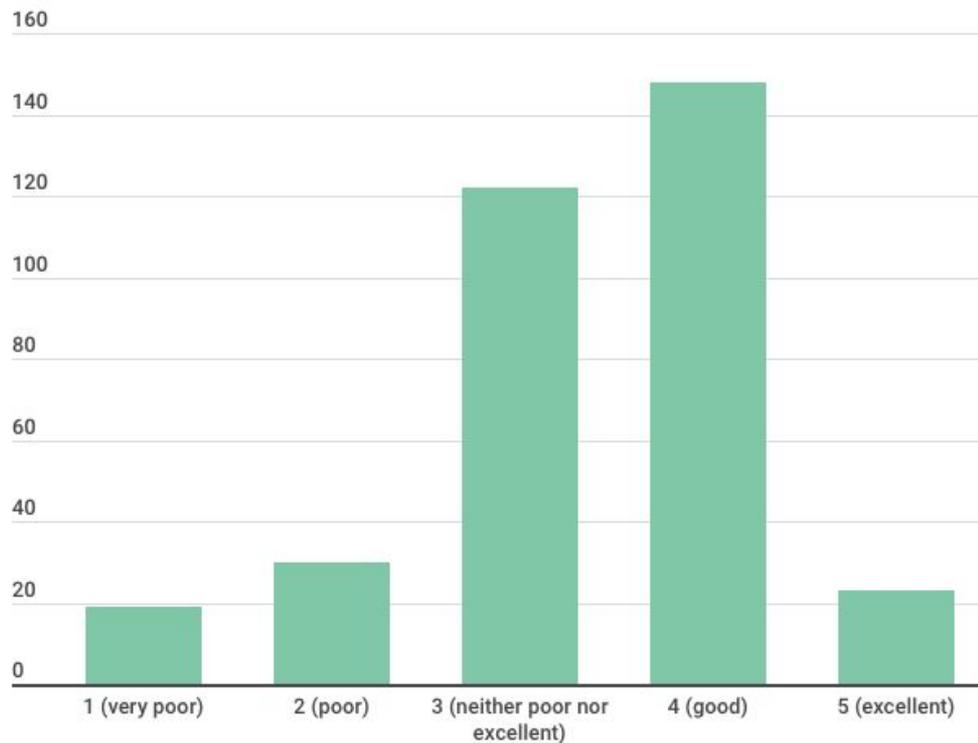
1 = Lowest Priority 2 = Low Priority 3 = High Priority 4 = Highest Priority

**Conclusions:**

The students of Brunswick high School Believe that Q18 regarding the town buying and preserving natural areas should be the highest town priority. They believe that Q15 regarding the development of plying fields should be the lowest town priority.

## **Section Four: Perceived Quality of Brunswick School Facilities**

Question 20: On a scale of one to five, where five is excellent and one is very poor please rate the quality of school facilities.

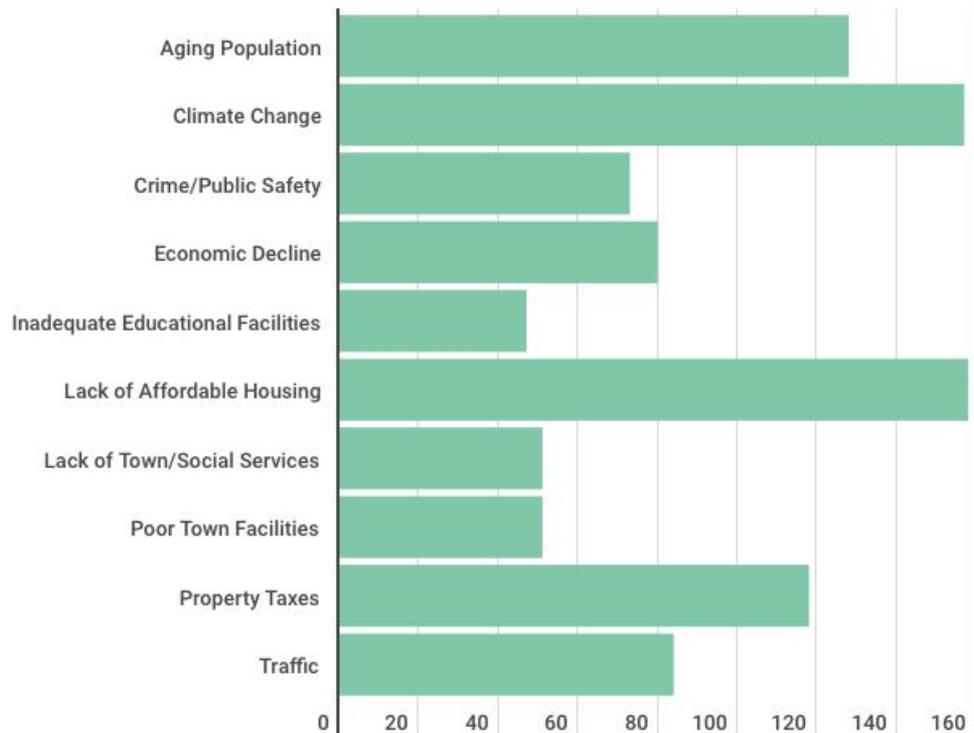


**Conclusions:**

On average the students of Brunswick High School rate the quality of the Brunswick school facilities as 3.368 out of 5. This translates to the quality of the schools falling between being neither poor nor good and good.

## **Section Five: Miscellaneous Information**

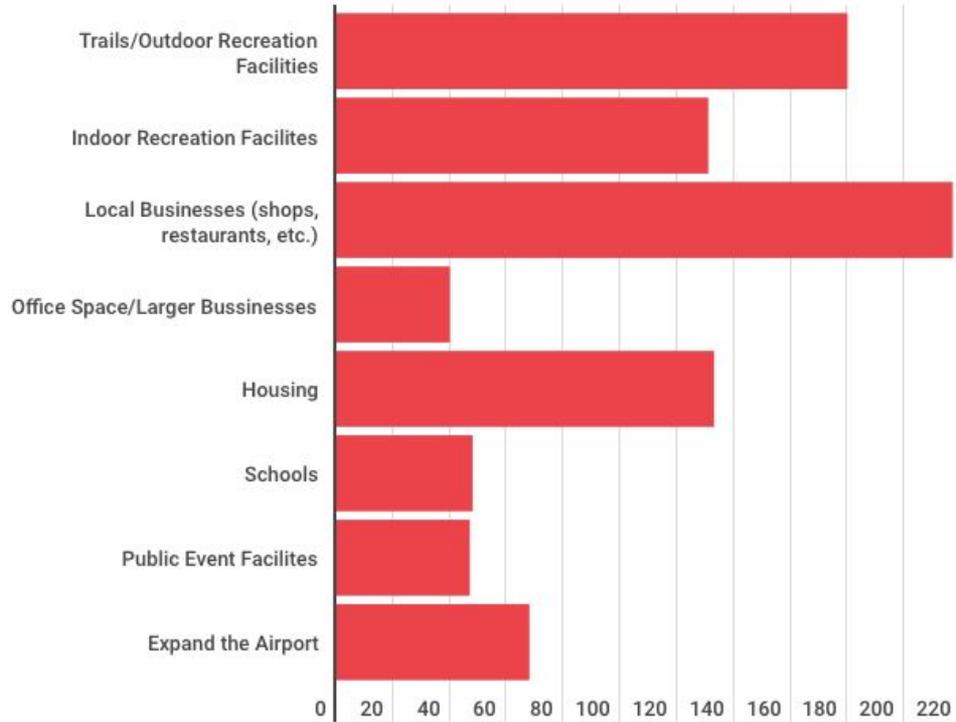
Question 21: Please indicate what you believe to be the biggest threat to maintaining the quality of life in Brunswick. (students were asked to select up to three answers)



**Conclusions:**

The students of Brunswick High School believe that the biggest threats to the future of Brunswick are climate change, lack of affordable housing, and the aging population.

Question 22: What would you like to see a development in on the Brunswick Landing? (students were asked to select up to three answers)



**Conclusions:**

The students of Brunswick High School believe that Brunswick should focus on developing the following projects on the Brunswick Landing: more local businesses, trails/outdoor recreation facilities and more housing.

## BRUNSWICK'S ECONOMY

### Background

Brunswick's early economic development depended on its proximity to the Androscoggin river which created the power for saw mills that supplied lumber to ship yards in the town. Brunswick's dependence on the mill which moved into the production of various goods and the river continued through the mid-nineteenth century. After World War II, Brunswick remained home to the Brunswick Naval Air Station which employed up to 5,000 members of the armed forces and created demand for goods and services in town. In 2011, BNAS closed, but the real estate was and is still being successfully redeveloped and attracting new businesses. The successful change in use of the base mirrored the earlier redevelopment of the Cabot Mill into office and retail space. Throughout these changes, Bowdoin College remained a stabilizing force in Brunswick's economy, increasing demand for local businesses and creating an environment that valued education and the arts.

Brunswick is primarily a service center with a recent increase in export activity with the redevelopment of BNAS. Brunswick does not draw substantial numbers of tourists; therefore, its retail shops and companies primarily serve the regional population. New medium and large-size businesses at BNAS are trending towards a greater export presence by serving national and global customers.

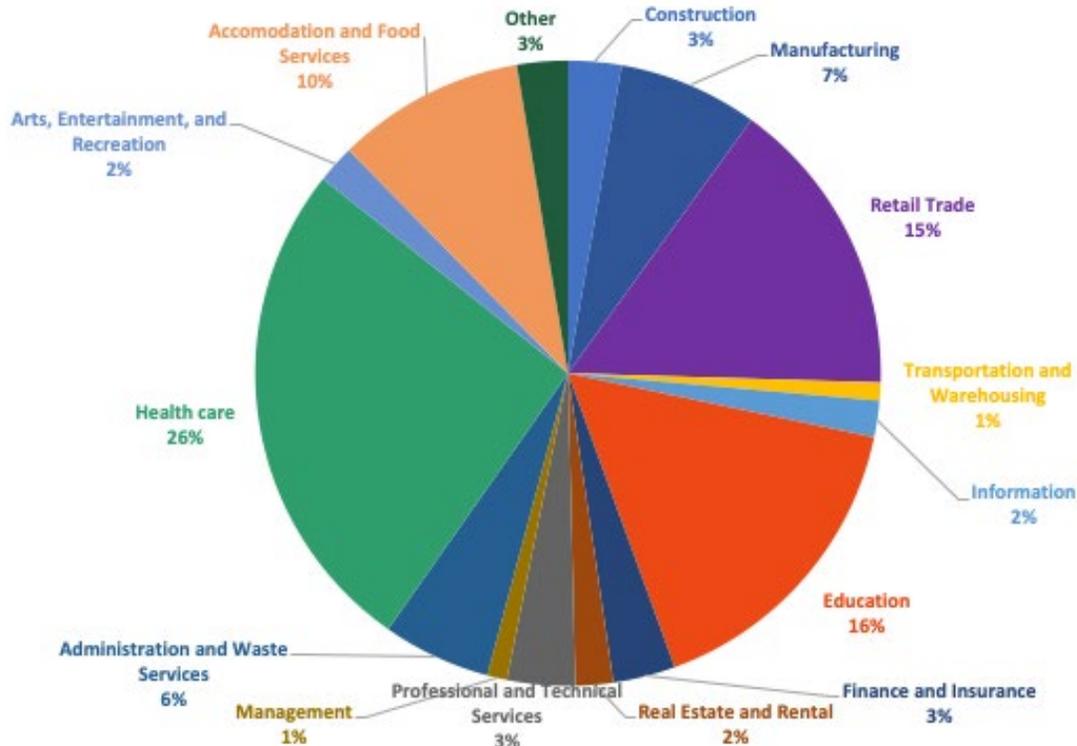
Brunswick's economy is doing well despite the shocks of the 2008 recession and 2011 closure of BNAS. New business development at Brunswick Landing is adding a diversity of firms and new jobs. Sales are above levels seen before the recession.

### Job Market Profile

Brunswick's average number of jobs in 2017 was 12,478, and the town had a labor force size of 11,001. Cumberland County hosted 169,995 jobs in 2017; therefore, Brunswick accounted for 7% of the jobs in the county as well as about 7% of the labor force.

### Jobs by Industry Sector

Brunswick's jobs are largely white collar with over a quarter of its jobs in 2017 in the healthcare industry. Education, retail, and service industries are also substantial sources of jobs. Manufacturing in fact holds 7% of Brunswick's jobs, an increase over the past ten years most likely due to new business at Brunswick Landing.

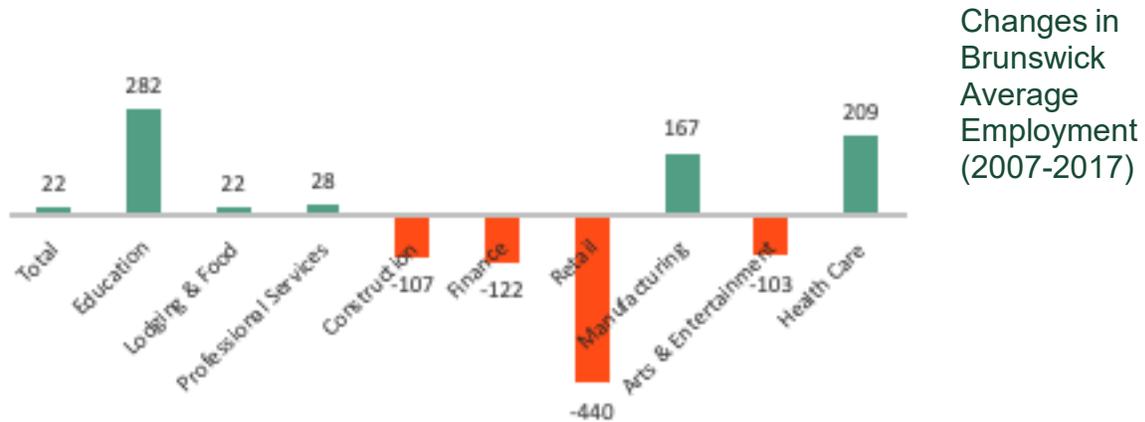


## Brunswick Jobs by Industry 2017

### Changes in Average Employment

Brunswick gained only 22 jobs from 2007 to 2017; however, considering the shocks sustained by the economy during the timespan, the small net gain of jobs reflects the resilience of Brunswick. The closure of the Brunswick Naval Air Station caused the loss of 820 jobs in 2011, and the recession further shrank the Brunswick job market. The small net gain of jobs in Brunswick over the period is in large part a result in part of the successful development of BNAS which has added more than 1,200 jobs.

Industries including education, healthcare services, and manufacturing saw the largest numbers of gained jobs: education added 282 jobs, manufacturing added 167, and healthcare added 209. The number of jobs in healthcare will likely continue to grow as Brunswick's baby boomer population ages and the town attracts more retirees. The industries that saw the greatest losses include retail (-440), financial services (-122), and construction (-107). While Brunswick still remains a center of arts and entertainment, the sector lost over 100 jobs.



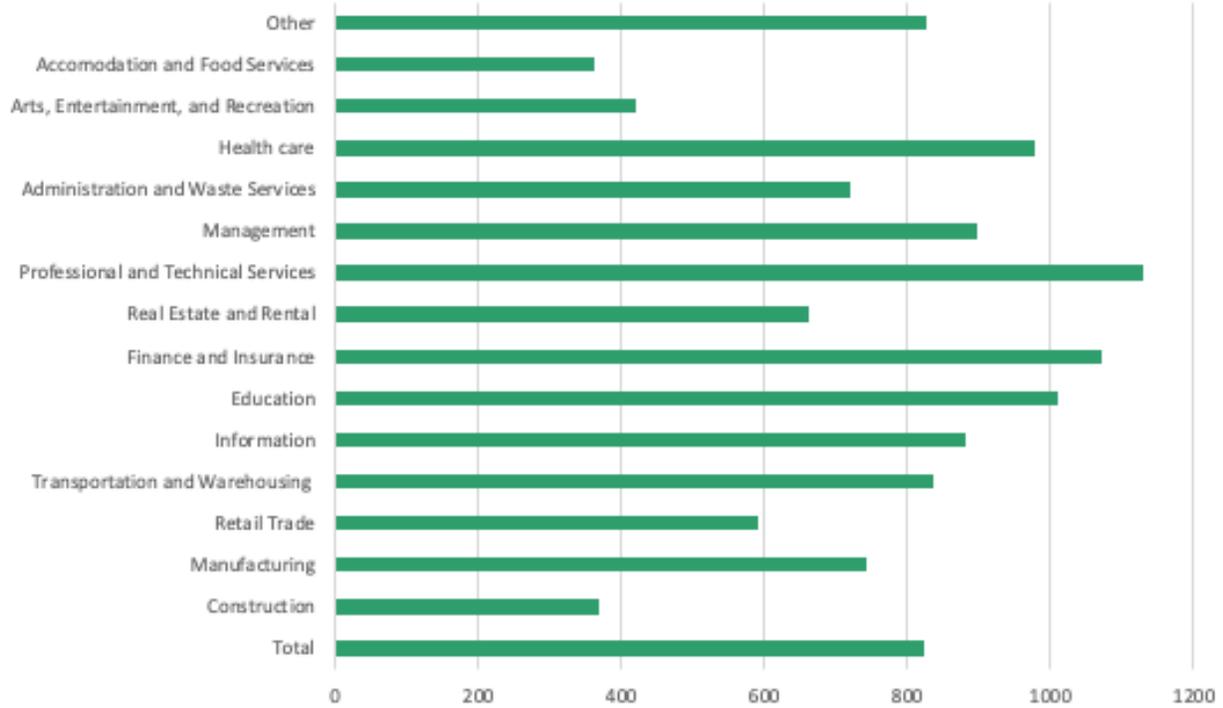
### Major Local Employers

Brunswick's major employers include 4 health care providers, 4 retail establishments, an information technology company, and an energy company.

Employer	Size	Employer	Size
Mid Coast Hospital	1,250-2,500	Bowdoin Medical Group	100-249
Sweetser	1000-5,000	CHANS Home Health Care	100-249
Bowdoin College	500-999	Hannaford	100-249
Downeast Energy	250-499	Lowe's	100-249
Walmart	250-499	Shaw's	100-249
Booz Allen Hamilton	100-249		

### Wages

Wages in Brunswick vary across industries, but the average is \$823 per week. This is less than the county average of \$972 per week and even Maine's average of \$844; however, Brunswick's average wage is higher than that of the neighboring Androscoggin county.



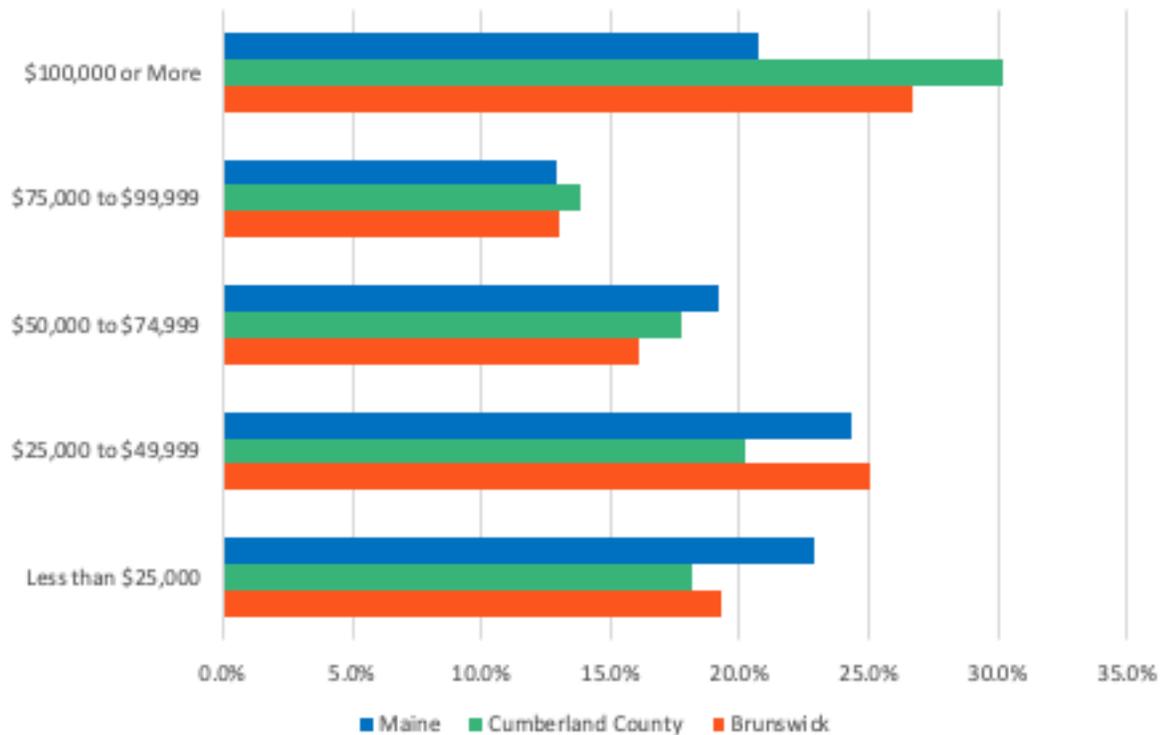
### Brunswick Weekly Wages by Industry

### Earnings

The median Brunswick household earns more than the median Maine household but less than the median Cumberland County household. The median Brunswick household

income was \$58,125, the median Maine household income was \$53,024, and the median county household income was \$65,702.

Brunswick's median household income may seem high when considering the town's average weekly wages. The difference can be explained by the fact that many higher-earning Brunswick residents work in larger job centers like Portland or are retired with established wealth.

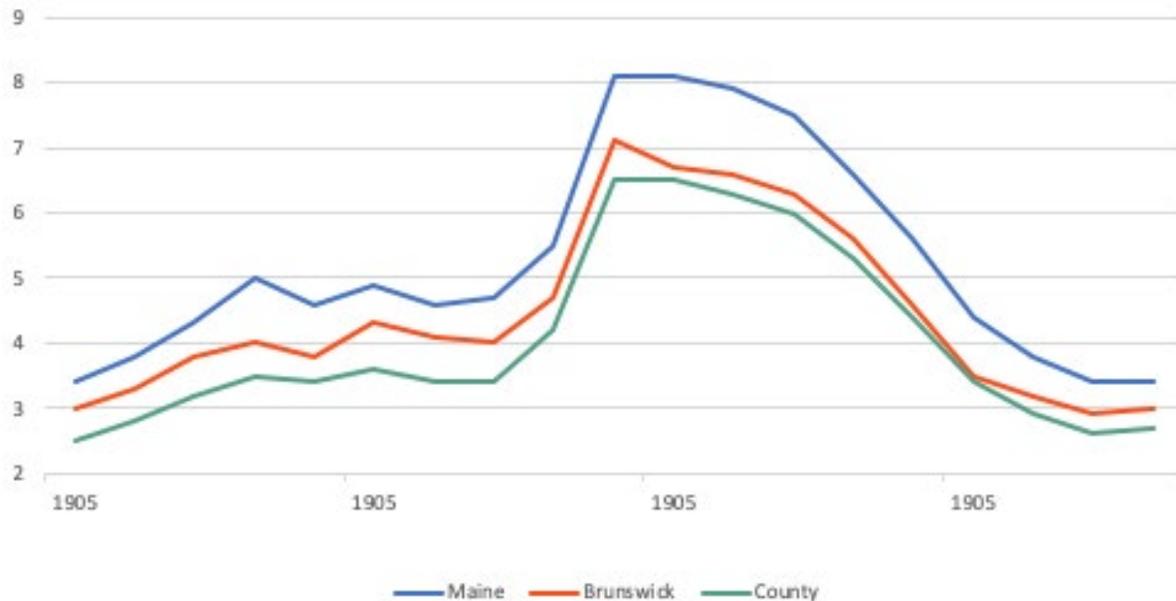


## Median Household Income Distribution

### Unemployment

Brunswick's unemployment rate increased from 2000 to 2009, topping out at 7.1% during the recession in 2009. The economic contraction caused by the 2008 recession increased unemployment across the state, and while Brunswick experienced a lower peak unemployment than the state of Maine which saw 8.1% in 2009, it fared worse than Cumberland County which only reached unemployment of 6.5%. Brunswick has been steadily recovering from the recession, and the unemployment rate fell through 2017 when it reached a low of 2.9%.

Brunswick's unemployment rate in 2018 was 3.0%, lower than the State's rate of 3.4% but higher than Cumberland County's rate of 2.7%. The current unemployment rate matches the rate experienced in 2000, reflecting a full recovery from the financial crisis. The current low unemployment rate also reflects that Brunswick, the State, and the nation could be reaching the peak of the business cycle. Brunswick's unemployment rate does fluctuate seasonally which is typical in regional and national economies.



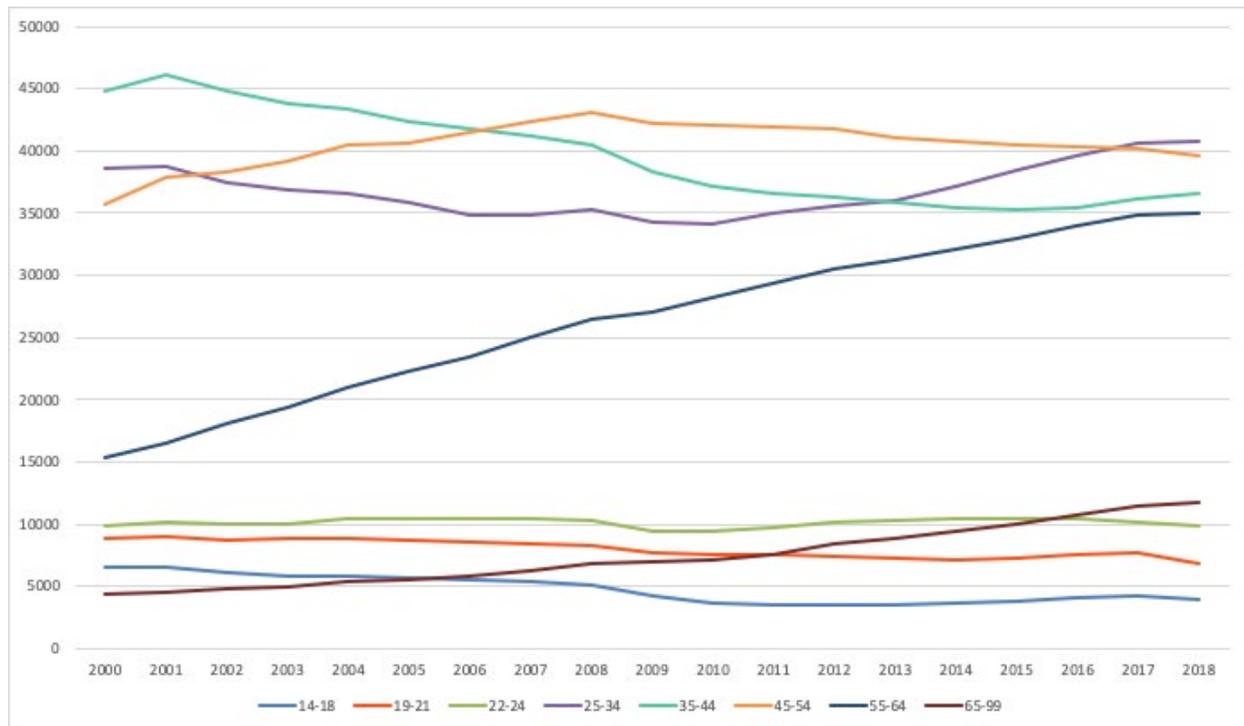
### Unemployment Rate % (2000-2018)

### Labor Force Profile

In Brunswick, 11,001 individuals and 62.4% the population 16 years and over are in the labor force. 188 individuals and 1% of the population are in the armed forces. 6,628 individuals and 37% of the population 16 years and over are not in the labor force. The number of individuals not in the labor force is greater than other southern and coastal areas due to Brunswick's high percentage of retirees; however, Brunswick's labor force participation rate is higher than more northern and inland regions of Maine.

### Age

Brunswick's labor force is aging along with its population. Labor statistics for Cumberland County show that while the number of younger workers has declined in the past 20 years, the number of workers aged 55-64 has more than doubled. The only exception to this

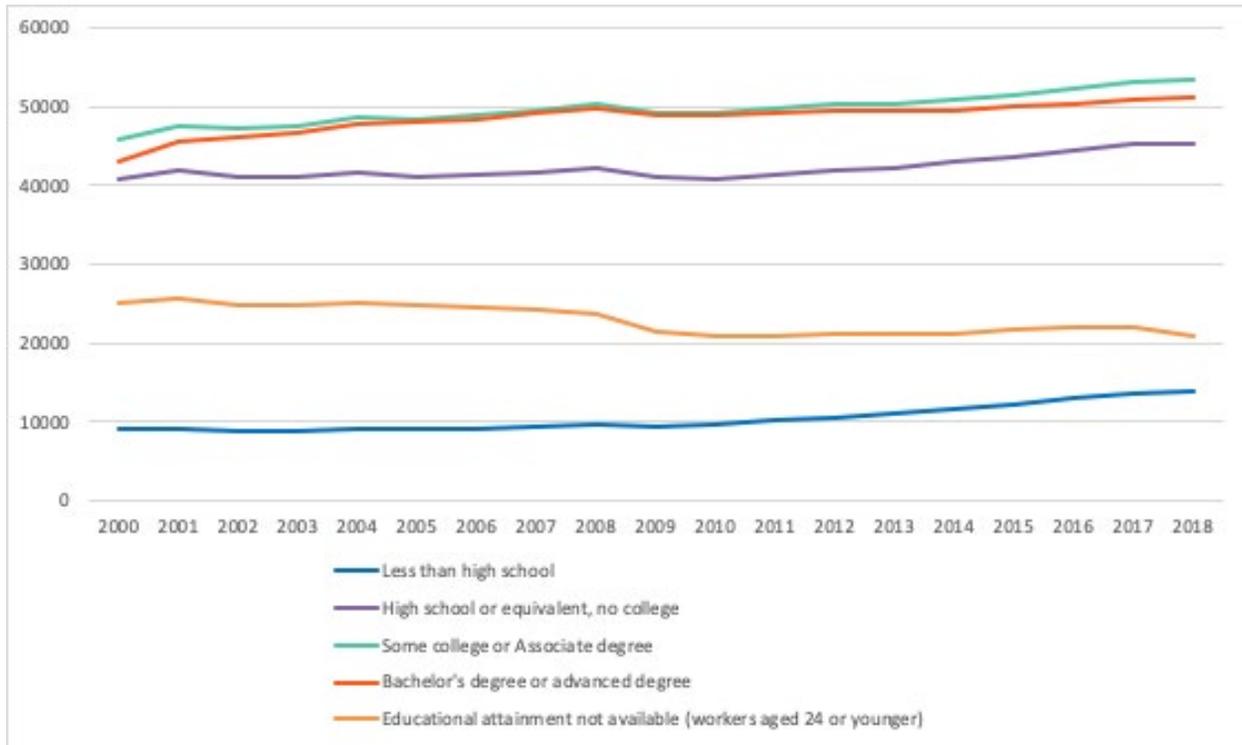


trend is an increase in workers in the 25-34 age group since 2010. An aging labor force and state population will lead to labor shortages and empty jobs if young workers are not encouraged to move to and work in Brunswick.

## Education

The education attainment of the workforce is also increasing with more workers holding a bachelor's or advanced degree; however, the size of the workforce is increasing overall, meaning that there are also more workers who have less than or only high school education.

The data from the 2017 ACS shows that Brunswick's population is more highly educated than the overall Maine population and has a similar education attainment to Cumberland County. Additionally, Brunswick's population has grown more highly educated over the past ten years: notably, the number of individuals holding professional or doctorate degrees doubled.



## Educational Attainment of Cumberland County Labor Force 2000-2018

### Commuting Patterns

While 23% of Brunswick's workforce was employed in Brunswick in 2015, the other three-quarters of the Brunswick's working citizens traveled to jobs in surrounding areas. Brunswick is more commuter-based than Portland, where 50% of citizens work in Portland; however, Brunswick is less commuter-based than Topsham where only 10% of residents work locally. Both Portland and Bath attract about 10% of the Brunswick workforce, and Topsham and Augusta employ 4% of the Brunswick workforce. Lewiston, South Portland, Freeport, Auburn, and Westbrook also attract 2% to 4% of Brunswick workers. Half of all Brunswick workers travel less than 10 miles to work. Another 25% travel 10 to 24 miles, and 17% travel 25 to 50 miles. The average commute time to work for Brunswick residents is 20 minutes.

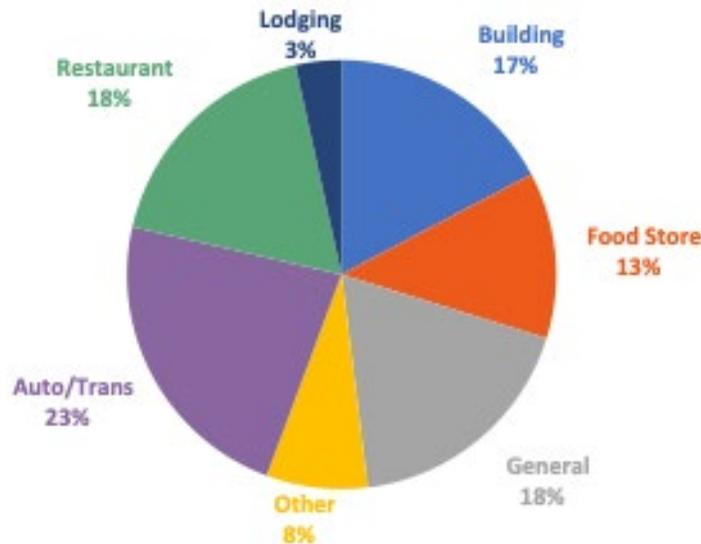
Residents from other areas come to Brunswick for work, and only 17% of Brunswick jobs are held by town residents. Workers come from many different areas, but Bath and Topsham residents hold 5% of Brunswick's jobs. Portland is home to 3% of individuals working in Brunswick, but the remaining 2/3 of individuals working in Brunswick come from other towns. The wide dispersal of individuals who work in Brunswick demonstrates how Brunswick serves as an economic center for the surrounding area.

### Retail Sales Profile

Brunswick boasts a strong retail market with many shops and restaurants, and the town is a service center to the local region. There is also an increase in export activities extending to a global market at Brunswick Landing.

In 2018, there were more than \$860 million in retail sales in Brunswick. Auto/transport sales accounted for 24% of spending, general merchandise 19%, building supply 18%, restaurants & lodging 18%, food stores 13% and other retail sales 8%.

### Brunswick Retail Sales



Brunswick saw real sales growth of 5% from 2007 to 2018, despite the recession. Auto/transport sales experienced a real growth of 27%, food store sales increased 40%, and restaurant & lodging sales increased 18%. Building sales declined by 6%, general merchandise sales declined by 18%, and other sales declined by 16%. General merchandise sales and other sales declined across Cumberland County; however, Brunswick experienced a much greater decrease in sales. General merchandise sales only declined 6% in Cumberland County.

Brunswick's retail sales may be increasing, but Cumberland County's retail sales are increasing marginally faster. Cumberland county experienced real growth of 13% from 2007 to 2018. In 2007, sales in Brunswick accounted for 15% of Cumberland county's total sales, but in 2018, Brunswick's share had slipped to just under 14%. This is likely due to the increasing popularity, growth, and gentrification of the city of Portland. Positively, Portland's growth likely benefits the town of Brunswick as well. Brunswick does account for 20% of the county's building supply sales, and 17% of its auto/transportation sales, showing that it has greater sales strengths in these sectors.

## Historic Narrative

Brunswick has grown and shifted significantly over its history, and the past 60 years have seen many new changes to the population and demographics. This summary presents the highlights of these changes and predicts how Brunswick might change in the future.

### 1940 to 1990

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The postwar baby boom and the continued use of the Brunswick Naval Air Station causes a population growth of 140% between 1940 and 1990. In 1940, the Town's population totals 8,658 people, but by 1990 it reaches 20,906. Much of this growth occurs between 1940 and 1960 when the population doubles to 16,000. A growth spurt in the 1980s added another 3,500 residents.

The household population grows faster than the group quarters population which includes those living in dorms, assisted living facilities, and group navy housing. The household population accounts for 90% of the Town's residents. Between 1970 and 1990, it grows by more than 30% while the group quarters population increases by less than 12%.

### 1990 to 2000

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Growth in the household population slows while housing unit growth remains strong. Between 1990 and 2000, the household population increases by fewer than 100 residents while more than 500 housing units are built. The decrease in average household size accounts for this trend. Average household size decreases nationwide due to families having fewer children and the baby boomer population aging, but Brunswick's growing popularity as a retirement center exacerbates the decrease in household size. Additionally, the increasing cost of housing discourages many younger families from moving into Brunswick.

The group quarters population shifts. The number of military personnel living in barracks at the Naval Air Station decreases while the number of students living in dormitories at Bowdoin College and the number of seniors in assisted living homes increases.

The number of housing units built each year increases. Approximately 45 new housing units are built in Brunswick each year in the early 1990s, but by the late 1990s, approximately 70 new housing units are built each year.

While Brunswick has a significant number of rental units, most new housing is owner-occupied, and the market share of rental units declines in all areas of town.

The population in rural parts of Brunswick increases much faster than population in more urban areas. While 145 new urban housing units are built, more than 650 fewer residents live in urban areas between 1990 and 2000. Meanwhile, rural areas add 381 new housing units and 711 additional residents. Two major patterns explain this shift: households with

## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

children are moving to the Town's rural areas while seniors settle closer to downtown for its convenience and proximity to services.

Surrounding communities and the State grow faster than Brunswick. Between 1990 and 2000, Cumberland County's total population grows 9% while Brunswick's only grows 1%. Maine's population grows 4%.

### 2000 to 2010

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Brunswick's population decreases about 1,000 individuals because of the approaching 2011 closure of the Naval Air Station and an aging population. The population falls in all areas of town besides rural western Brunswick which experiences a growth in population.

The group quarters population continues to change. The total number of individuals in group quarters falls by about 15%. The student dormitory and retirement home populations grow.

New housing projects increase in the early 2000s to about 110 new builds per year. Housing construction slows when the 2008 recession hits. The distribution of rental and owner-occupied units remains about the same.

### 2010 to 2020

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The population of Brunswick remains at about 20,500 across the decade; however, the population continues to shift to rural areas of town. The median age increases, but the group quarters population remains the same. This may be explained by the fact that many seniors who retire to Brunswick live independently, thus driving up the median age but not the group quarters population. The average household size actually increases from 2.19 in 2010 to 2.3 in 2017

While the population of Brunswick remains unchanged over the decade, the population of Cumberland County grows by 10,000 people. While Brunswick may be attracting retirees, the suburbs of Portland are growing more rapidly among all populations.

The building of new housing units slows substantially after the recession: the number of new builds drops into the twenties after 2008 and rises to only 40 per year by 2015. The yearly number of new built houses hangs just under 40 until 2018 when the number jumped to 66, showing a partial recovery from the financial crisis to a more stable rate of growth in construction.

### 2020 to 2030

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The population of Brunswick is predicted to remain about the same over the next ten years if not shrink marginally. Brunswick's population growth stagnation will be caused by

## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

the aging and natural decline of Brunswick's retiree population while the Town's lack of affordable or moderately priced housing may deter young families and potential residents.

## Population & Demographics

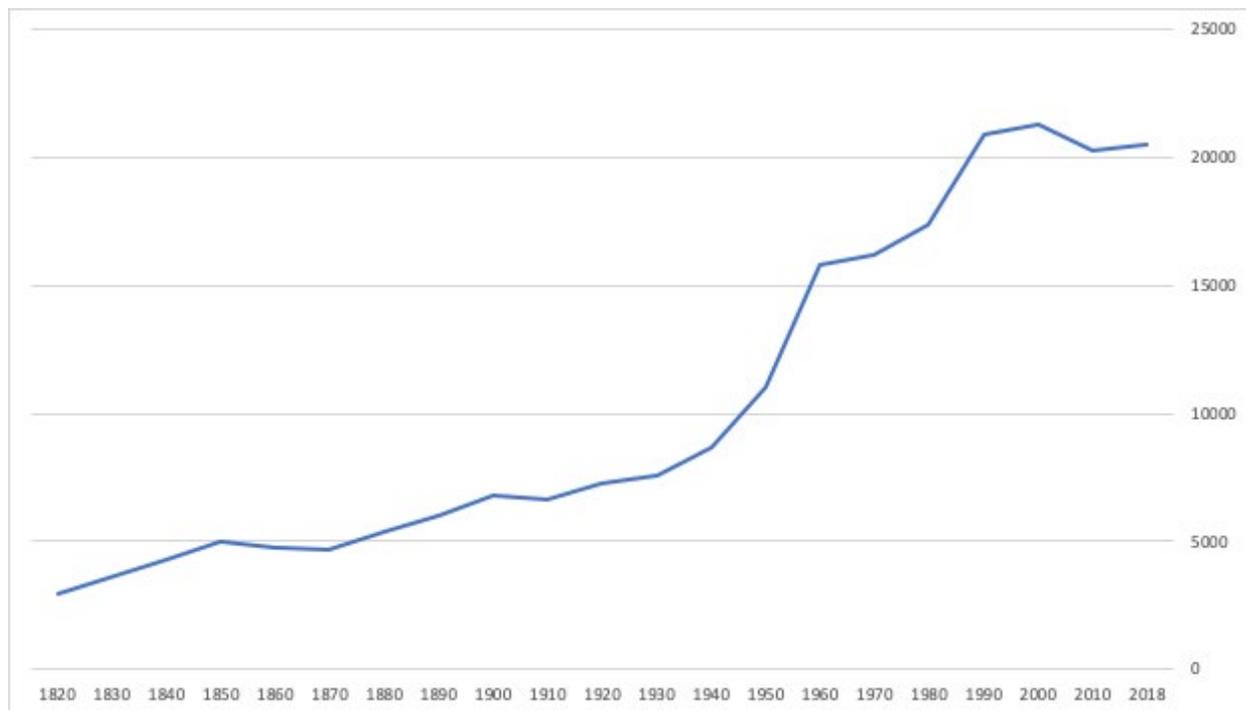
### Population

The creation of the Brunswick Naval Air Station sparked two decades of rapid population growth beginning in 1943. From 1940 to 1960, the population nearly doubled.

Population growth moderated in the 1960s and 1970s but jumped again in the 1980s and 1990s as the result of a real estate boom.

Brunswick's population declined as a result of the closure of BNAS, but the change was not more than 5%. The population stabilized and returned to growth of just under 1% after the shock.

#### Brunswick's Population 1820-2018



### Household Population

Group quarters and household populations divide Brunswick's people. The majority, 92%, of Brunswick's population is in households. In 2017, Brunswick's household population was 18,794. Brunswick's household population has declined since 2010 due to the closure of the BNAS, but experienced a growth of 1% from 2015 to 2017.

## Group Quarters

Bowdoin students living in dorms dominate Brunswick's group quarters population of 1,729 individuals, but retirement homes do constitute a small proportion of the population. Brunswick's group quarters population has declined by about 300 individuals since 2000 due to the closure of the Naval Air Station which housed personnel in barracks.

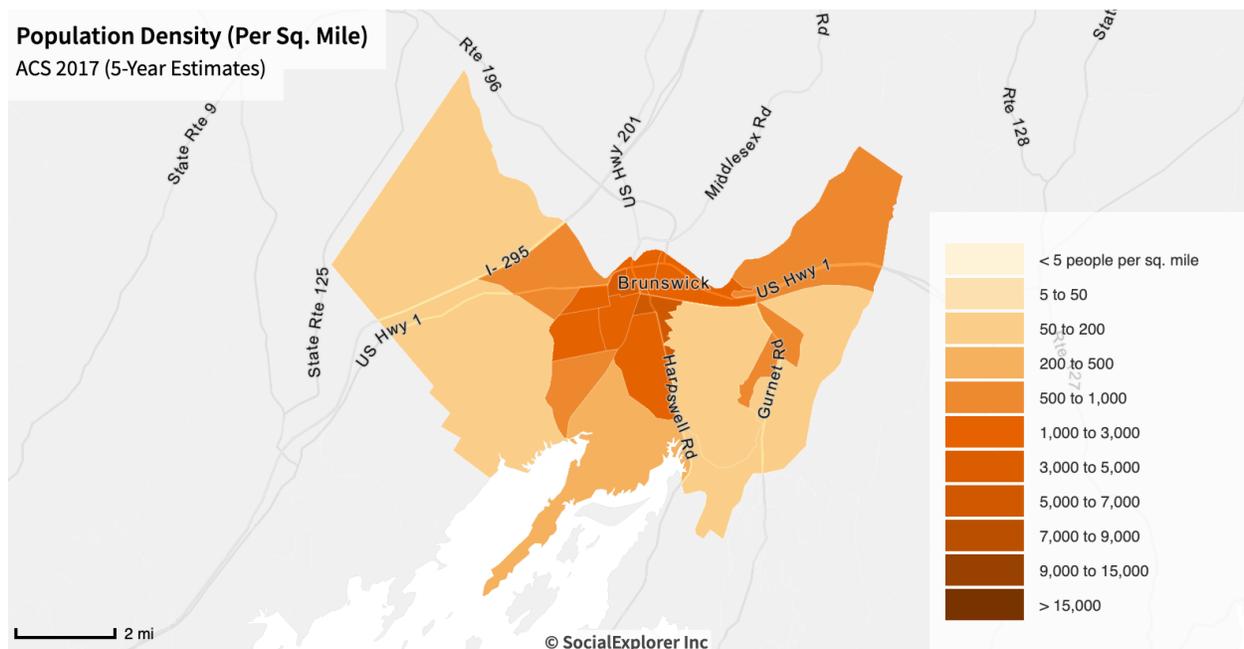
## Regional Population Changes

Brunswick's stagnant population growth is typical for the area and the state overall. The State of Maine's population also remained unchanged over the period of 2010 to 2017, experiencing only .1% growth. Cumberland County saw an overall growth of 3%, driven by growth in Portland's suburbs. The Brunswick NECTA experienced a 6% decline in population over the period. Other neighboring towns to experience declines in population were Bath and Topsham with 5% and 2% declines respectively. Harpswell's population remained just about unchanged. Durham, Freeport, and West Bath were the only towns neighboring Brunswick to experience growth at 3%, 5%, and an impressive 13% respectively.

## Population Density

Brunswick's population is most dense in the downtown sections of Brunswick, with the highest density in the area encompassing Bowdoin College's concentrated student population. The western and south eastern portions of Brunswick have the lowest population density.

## Brunswick Population Density

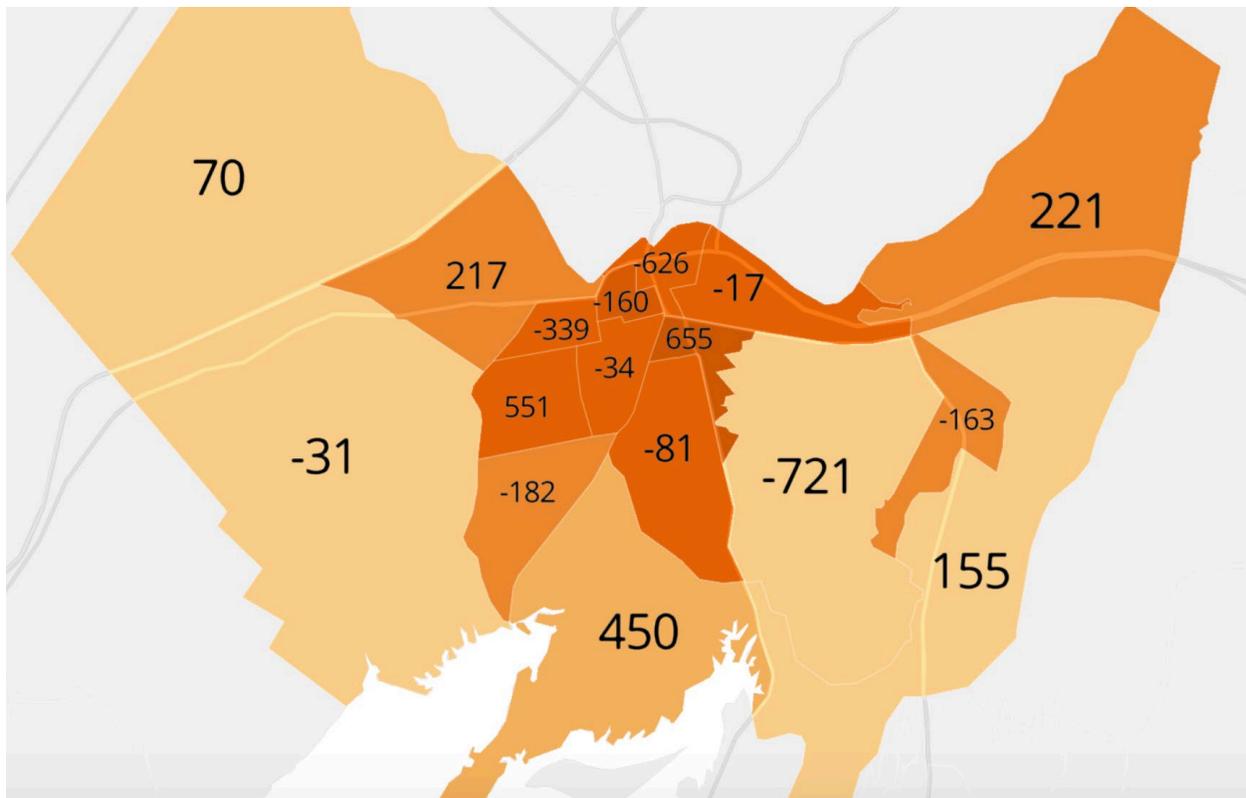


### Population Distribution Changes

The population has shifted since 2010, with a general trend towards a loss of population downtown and around BNAS and growth near Bowdoin College and in more rural sections of town. Since the closure of BNAS, the census block that encompassed BNAS and the neighborhoods immediately to the east have seen a significant loss of population. Downtown and downtown fringe census blocks have generally experienced the most significant losses in population since 2010. Main Street and its immediate area lost 626 residents in 7 years according to ACS data.

Generally, the rural sections of towns have seen modest increases in population, with the greatest growth of 450 residents in the southernmost block of Brunswick containing Mere Point and Pennellville neighborhoods and a mobile home park to the east of Maquoit Road. The only rural block to lose population saw a loss of only 31 persons. The census block containing Bowdoin College saw the largest growth in population with 655 additional residents, and the block containing former Navy housing, Thornton Oaks Retirement Community, and the Arrowhead Road neighborhood added 551 residents.

### Changes in Population by Census Block 2010-2017



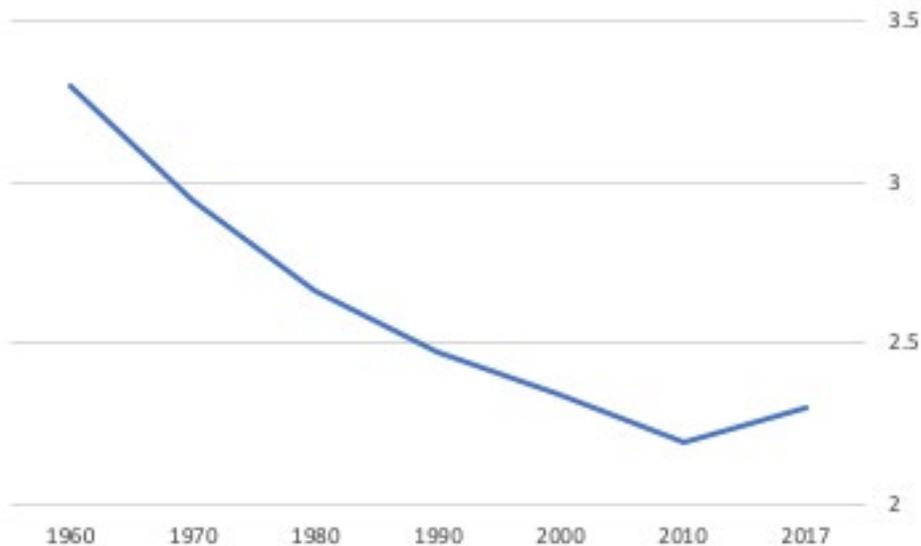
## Household Size

Brunswick’s average household size has declined steadily since the midcentury. Recent declines in average household size are due to the increasing popularity of Brunswick among retirees who are likely to live alone or without children and the overall aging of the population. High home prices are also a barrier to young families with children looking to move to Brunswick; however, towns in Cumberland County including Falmouth and Cumberland with higher home prices do see higher average household sizes than Brunswick, demonstrating that the trend is more dependent on the type of residents Brunswick attracts.

Recently the average household size has increased slightly, suggesting a leveling off or end to the trend of decline. However, household data shows that the number of households with children under the age of 18 has decreased since 2010. The increase in household size is therefore not due to an influx of families with children, and an explanation is hard to pinpoint. The total number of households has declined by about 150 from 2010 to 2017 while the population has remained steady.

Brunswick’s average household size is on par with the State of Maine, slightly smaller than that of Cumberland County, and slightly larger than the Brunswick NECTA.

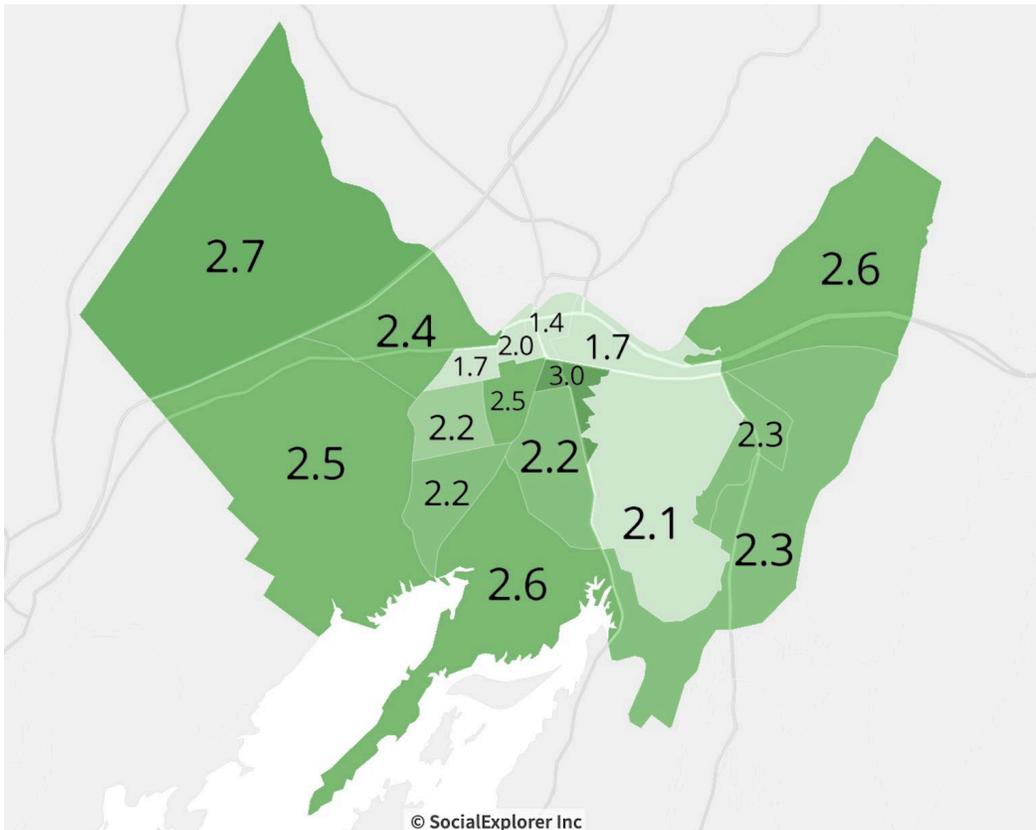
### Brunswick Average Household Size 1960-2017



## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

Household size varies throughout Brunswick. Generally, households are larger in more rural areas of town and smaller in downtown sections of town. The census block with the largest household size contains Bowdoin College, Longfellow Avenue, and the neighborhoods east of northern Harpswell Road.

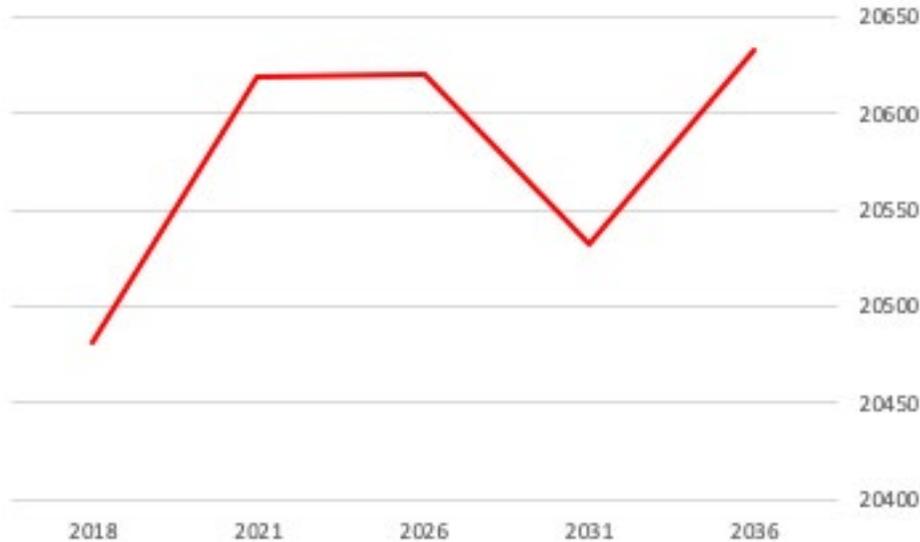
Brunswick Household Size Distribution 2017



### Population Projections

The Maine State Economist predicts that Brunswick’s population will continue to grow slowly into the mid-2020s before beginning to decline again. The population is predicted to reach 20,620 in 2026 but decline to 20,363 in 2036.

Brunswick Population Projection 2018-2036



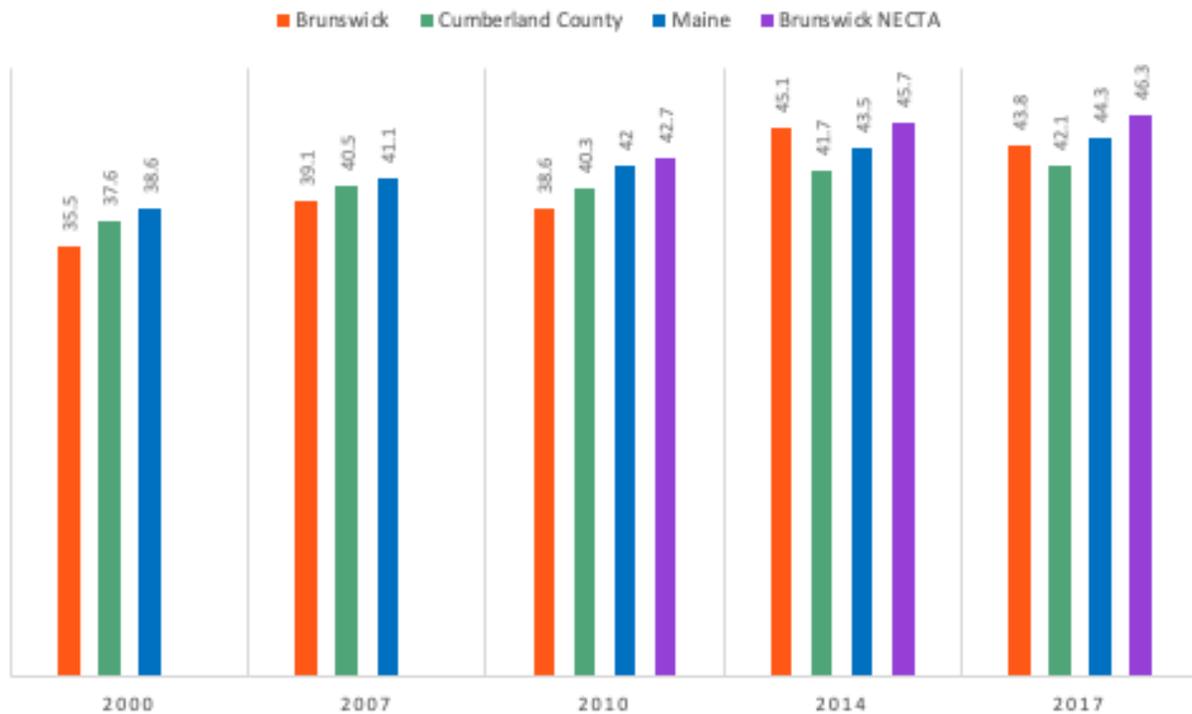
### Group Quarters Population Change

Changes in the group quarters population are hard to predict because they depend largely on policy decisions by private groups. The group quarters population may increase moderately over the next ten years. Bowdoin is aiming to retain more of its upperclassmen student population in on-campus dormitories, and Brunswick’s number of retirees living in group quarters will likely increase as the population ages. This may result in a group quarters growth of around ten percent in the next 10 years to a population of around 2,000.

## Age

Maine is the oldest state in the nation, and Brunswick is not much younger than the state in median age. Brunswick’s population has been aging consistently over the past fifty years. In 1970, the median age of the town was 24.3, increasing to 27.5 in 1980, 31.0 in 1990, and 35.5 in 2000. Lengthening lifespans, lower fertility rates, and the aging of the large baby boom generation drives the increase in the median age. Brunswick has also become an attractive retirement center. Despite these trends, Brunswick’s median age dropped between 2014 and 2017. This is an encouraging statistic; however, Brunswick’s median age is predicted to increase moving forward.

Median Age Comparison 2000-2017

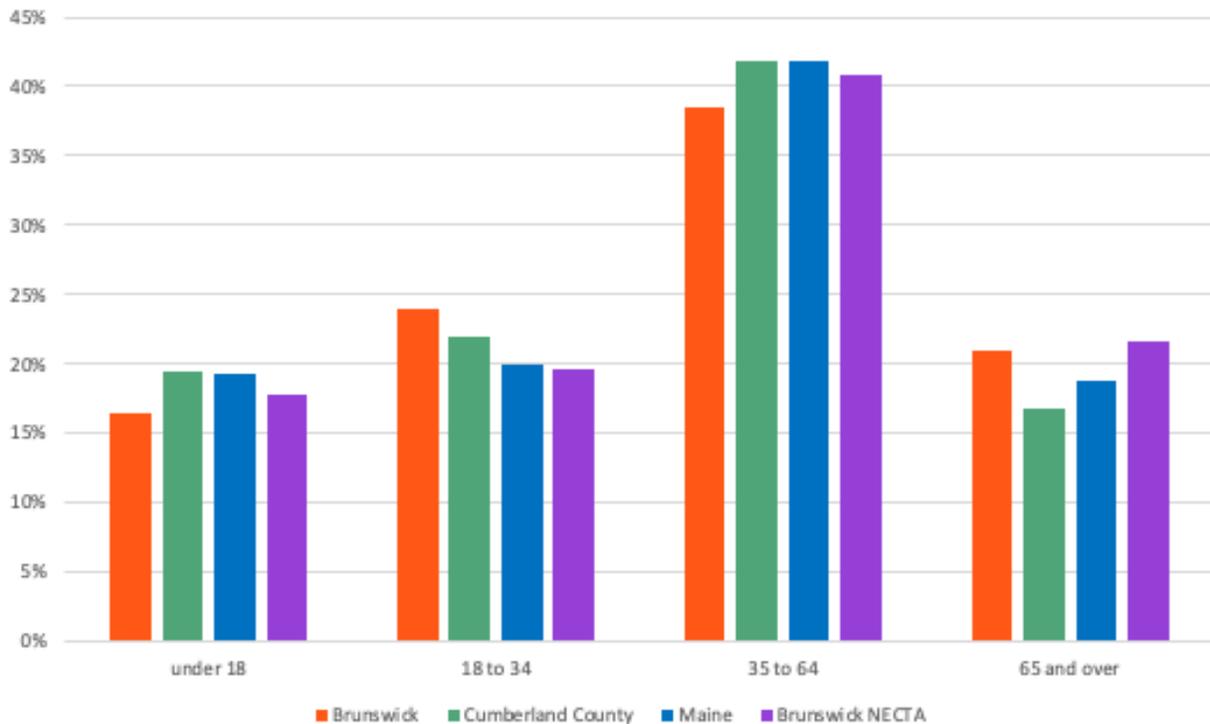


## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

### Regional Comparison

Brunswick has a greater percentage of individuals over the age of 65 than Cumberland County and the state of Maine; however, the Brunswick NECTA region has a higher percentage of the oldest age cohort than Brunswick. Brunswick also has a lower percentage of children under the age of 18. The high percentage of individuals 18-34 is due to the presence of Bowdoin College which brings in a significant student population. In Brunswick, the percentage of individuals under 18 and 18 to 34 has decreased from 2010 while the percentage of individuals 35 to 64 and 65 and over has increased.

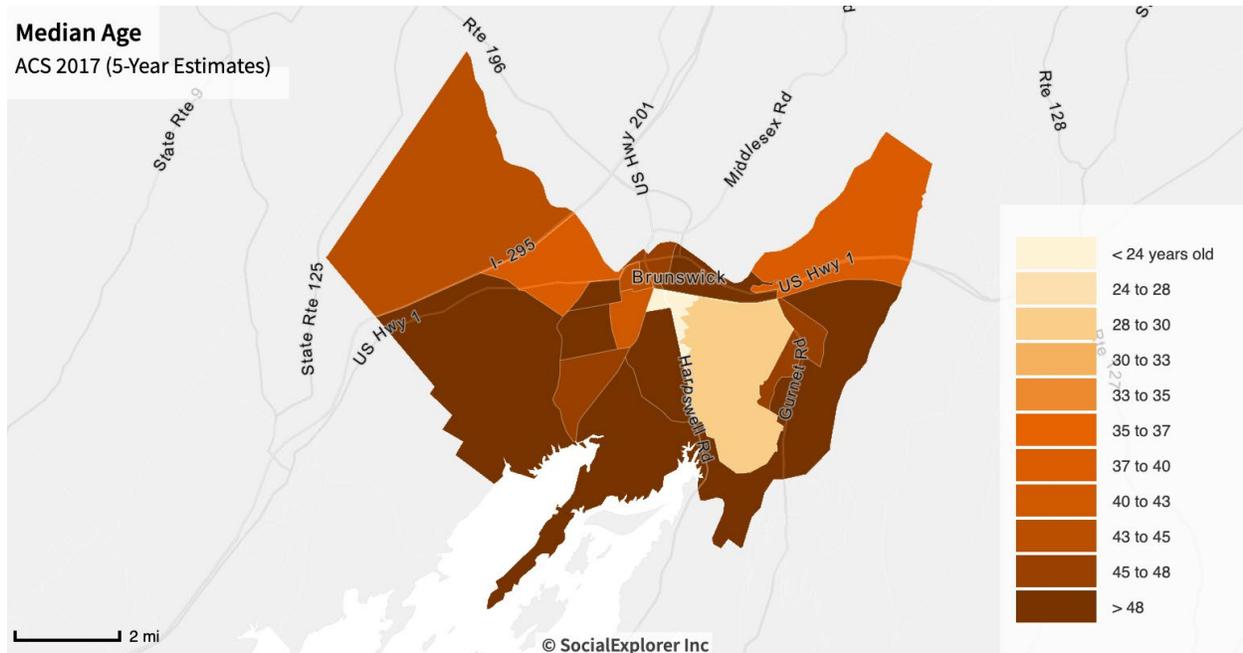
### Age Cohorts Comparison 2017



## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

While Brunswick is generally old everywhere, there are sections of town that are older than others. The area of Bowdoin College is expectedly young as is the area of the former Naval Air Station. The coastal regions of town are overall older.

### Age Distribution by Census Block



### Brunswick's Shrinking Youth Population

Brunswick's population under 18 is on the decline. Since 2000, the population of individuals under the age of 18 has decreased by about 1,500 persons. The percentage of the population under the age of 18 has declined from 23% in 2000 to 19.4% in 2010 to 16.5% in 2017. The shrinking population under 18 is reflected in lower enrollments in Brunswick Public Schools.

The percentage of the Brunswick population under the age of 18 is currently less than the overall State average of 19.3% and less than the Cumberland County average of the same percentage. Brunswick's population under 18 is even less than that of the Brunswick NECTA which is generally older and which has an overall average of 17.8% of the population under 18.

## Income

Brunswick’s median household income is slightly less than that of the Brunswick NECTA area and lower than that of Cumberland County; however, Brunswick’s median household income is higher than that of the state of Maine. Brunswick’s income has increased nominally between 2010 and 2017 at a rate faster than that of the state and the Brunswick NECTA region but slower than that of Cumberland County.

Despite nominal income growth, adjusting for inflation and changes in the CPI shows that Brunswick’s real median household income has stayed consistent at about \$58,000 in 2017 dollars over that past two decades.

### Household Income 2000-2017

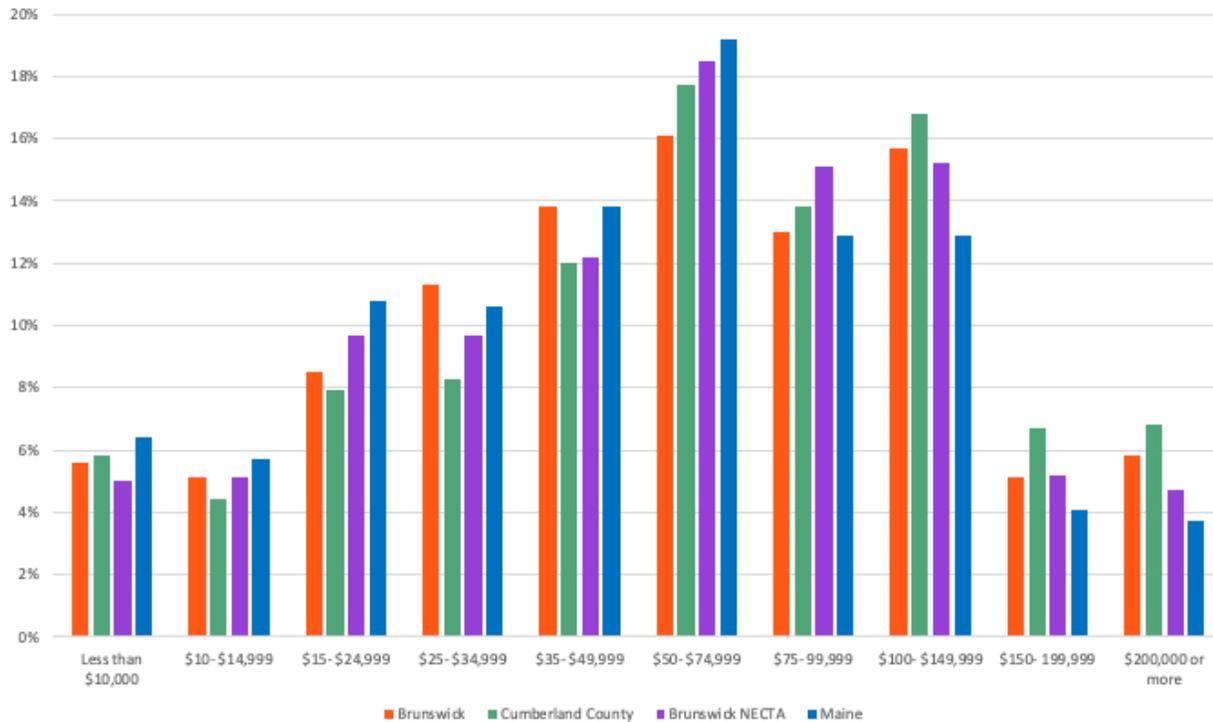
	2000	2010	2017	% Change 2010-17
Brunswick	\$40,317	\$50,117	\$58,125	16%
Cumberland County	\$44,048	\$55,658	\$65,702	18%
Maine	\$37,240	\$46,933	\$53,024	13%
Brunswick NECTA	-	\$53,619	\$60,863	14%

## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

### Regional Comparison

Brunswick's distribution of household income reveals that the town has more high-income families than Maine and the Brunswick NECTA region but fewer than Cumberland County. Brunswick generally has fewer very low and middle-income families than other areas, but has more moderately low-income families earning between \$25,000 and \$50,000.

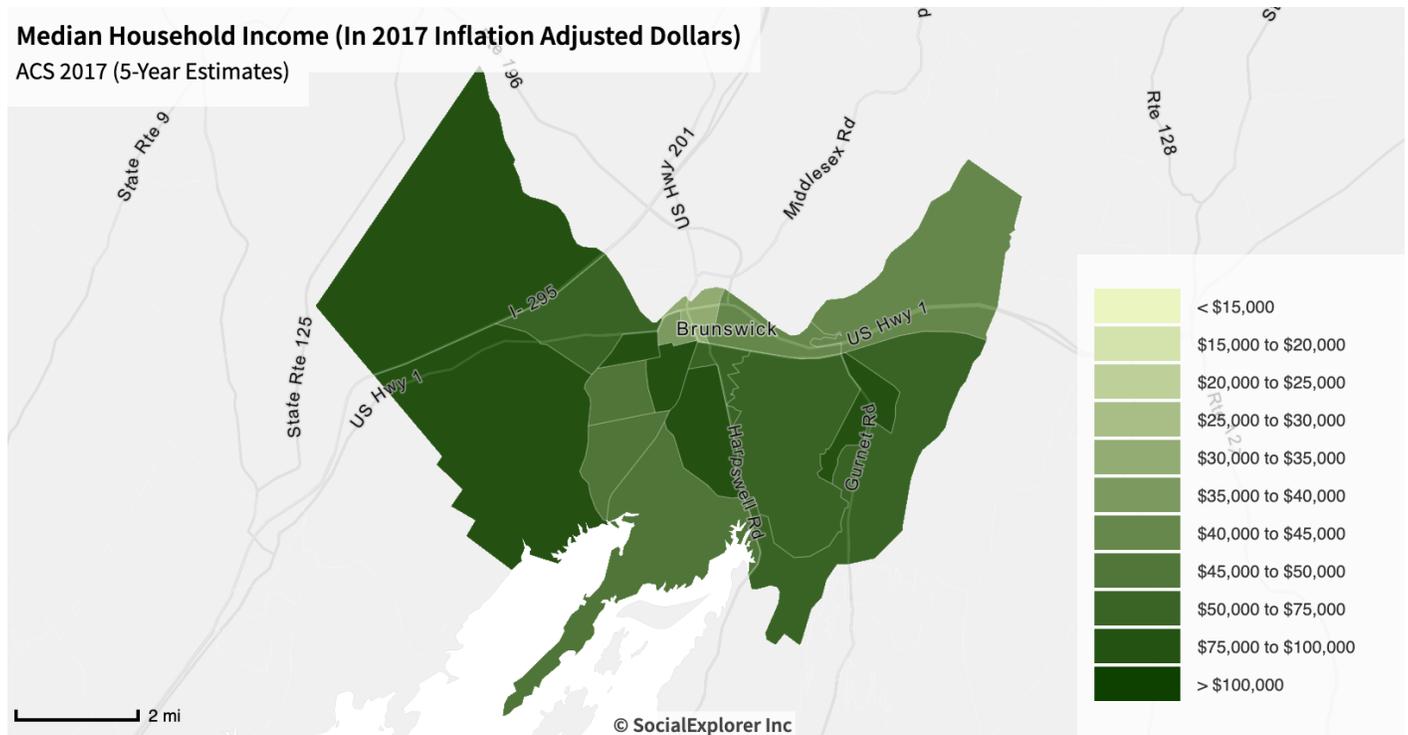
### Regional Household Incomes 2017



## INVENTORY AND ANALYSIS – ECONOMIC AND DEMOGRAPHIC DATA

Household income levels vary across Brunswick with a high of \$94,000 in the census block directly south of Bowdoin College which is primarily dominated by the Meadowbrook development. Downtown Brunswick has the lowest median household income around \$35,000. Generally, household incomes vary heterogeneously across the geography of the town.

### Town Income Distribution 2017



## Educational Attainment

Even though Brunswick falls behind Cumberland County in earnings, educational attainment in Brunswick is higher than that in the State of Maine and Cumberland County. Brunswick has more professional, doctorate, and master’s degree holders than Cumberland County and the state. The greater proportion of highly educated individuals is likely due to the presence of Bowdoin College and many medical centers.

While there are more highly educated citizens in Brunswick, there are also marginally more individuals without a high school degree or only some college education and fewer individuals with a Bachelor’s degree.

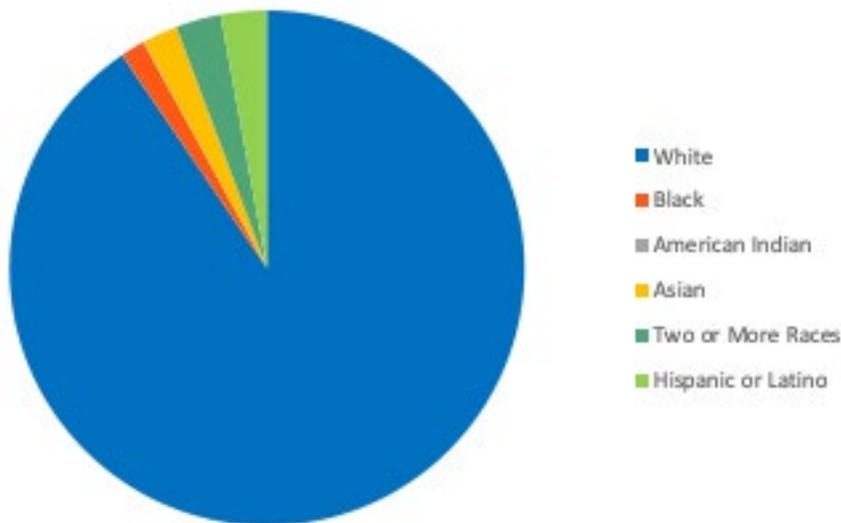
### Educational Attainment Comparison

	Brunswick 2007	Brunswick 2017	Cumberland County 2017	Maine 2017
Less than High School	12.7	6.2	5.3	7.9
High School Graduate	23.6	22.6	23.0	32.2
Some college	25.1	27.0	26.7	29.5
Bachelor’s degree	20.8	24.3	28.2	19.3
Master’s degree	14.2	12.4	11.7	7.8
Professional school degree	2.0	3.9	3.3	1.8
Doctorate degree	1.6	3.6	1.8	1.3

## Race and Ethnicity

While Brunswick is generally majority white, it has diversified slightly since the 2000 census and is more diverse than the State of Maine, the Brunswick NECTA, and Cumberland County. The number of foreign-born individuals has stayed steady at about 3.6% of the town's population, comparable to the statistic for the state. The recent settling of a group of immigrants in Brunswick could be the start of a trend of more diverse and foreign-born residents in Brunswick.

Brunswick Population by Race 2017



**TOWN OF BRUNSWICK COMPREHENSIVE PLAN UPDATE STEERING COMMITTEE  
MEETING SUMMARY – DRAFT 2  
FEBRUARY 4, 2020**

**MEMBERS PRESENT:** Larissa Darcy (Steering Committee Chair), Catherine Ferdinand, Alison Harris (Planning Board), Fred Koerber, Elizabeth Kohler, Marcy McGuire, Anthony Sachs, Jacqueline Sartoris, Sande Updegraph (Planning Board), Christopher Watkinson (Town Council, District 5), and Kathy Wilson (Town Council, At Large)

**MEMBERS ABSENT:** John Perreault (Town Council Chair, District 4)

**STAFF PRESENT:** Matt Panfil, Director of Planning and Development

A meeting of the Town of Brunswick Comprehensive Plan Update Steering Committee was held on Tuesday, February 4, 2020, in the Town Hall Council Chambers, 85 Union Street. Steering Committee Chair, Larissa Darcy, called the meeting to order at 6:30 PM.

The Steering Committee discussed final preparations for the multiple public meetings and workshops that will be held throughout February. On Wednesday, February 5, 2020 the Steering Committee will host a meeting in the Morrell Meeting Room at the Curtis Memorial Library entitled “A New Plan for Brunswick – Who Is Plan Brunswick? And What Is It Doing?” Matt Panfil, Director of Planning and Development, shared handouts and posters that he prepared and discussed the proposed agenda for the event. The event will include a presentation on the importance of comprehensive planning, a review of the 2008 Comprehensive Plan Update, and data from the community survey. Steering Committee members identified who will be present at the event to discuss their work and answer questions from the public. Matt stated that the primary goals for the presentation are to: 1.) generate more interest in the Comprehensive Plan Update so that the public will come to the community vision workshops; and 2.) make people who are new to the update process feel comfortable and know that they still have many ways to contribute to the effort.

Chair Darcy asked if there was an RSVP list for the events. Matt stated that there is not an official RSVP list, but staff is using several methods for public outreach such as contacting the local newspaper, running ads on TV3, a radio appearance, email list, social media platforms, distributing handouts at events and in the Downtown, and an in-school announcement. Jackie Sartoris volunteered to speak about the Growth Management Act at the beginning of the “A New Plan for Brunswick” event.

Chair Darcy introduced the agenda and other handouts prepared for the two (2) “Share Your Vision for Brunswick’s Future” community workshops that are scheduled for Thursday, February 6, 2020 at the Brunswick High School cafeteria and Saturday, February 8, 2020 at St. John’s Community Center. There will be a professional facilitator, Craig Freshley from Good Group Decisions, for the community workshops. Craig has asked the

Steering Committee to prepare questions to guide the special topics discussions. Steering Committee members identified a special topic that they would be responsible for creating a question and guiding the discussion. Councilor Watkinson asked for examples of questions and how they should be formulated. Matt stated that the purpose is to allow for broad comments, but not let people wander from the topic. Catherine Ferdinand also suggested that examples would be helpful. Matt stated that he would provide some draft questions to the Steering Committee. Laurel Margerum, Town staff, will also be present to help fill in facilitating discussions and guiding people through the process.

Jackie asked if there was a backup date if one of the meetings had to be cancelled due to weather. Matt responded that having two (2) workshop dates will allow for some backup, but he will look into reserving a space for the next week provided he does not need to pay to reserve it. He added that there are not backup dates for the events at the library because the meeting room is often booked well in advance and the existing dates were given to the Steering Committee by the library. If one of the events is cancelled, he will try to reschedule for as soon as possible. Alison Harris, suggested the meeting room at People Plus as a possible backup location. Chair Darcy suggested that if the Thursday "Share Your Vision" event is cancelled that Matt try to reschedule for the following Thursday in the same location. The Steering Committee discussed potential methods for notifying the public in case of a cancellation.

Catherine Ferdinand asked what visual displays will be at the community workshops. Matt responded that he has a list of maps and displays including: State inventory maps, trends and changes in demographics, wildlife map, land use map, historical and archaeological map, residential growth patterns, topography maps, public properties map, and water resource maps. Fred Koerber added that he had additional historical maps dating back to 1739 that he could bring to the community workshops. Catherine stated her concern that some of the maps provided by the State were not ideal and asked if Town staff could prepare a better map depicting Town-owned properties. Jackie stated that there is a map prepared by Jym St. Pierre that shows the various ownership of conservation areas, parks, etc. Alison Harris suggested a transportation map that shows the Brunswick Explorer route and METRO BREEZ stops. Sande Updegraph suggested the maps be displayed in Town Hall.

Chair Darcy asked the Steering Committee if they would make a motion to authorize Matt to pay for extra services, such as a written report, to be provided by Good Group Decisions. A motion to allow for said payment was made by Alison Harris, seconded by Sande Updegraph, and passed unanimously.

Marcy McGuire asked if Matt knew if the Town decided on where the next landfill will be located. Matt responded that he was not aware of such a decision. Councilor Wilson and Anthony Sachs responded that there will not be a new landfill, but a transfer station. The location of the transfer station has not been determined.

Chair Darcy began a discussion regarding the Climate Change Panel Discussion scheduled for Wednesday, February 19, 2020 in the Morrell Meeting Room at Curtis Memorial

Library. Matt stated that he has confirmed Town Councilor Stephen Walker (District 2), Eileen Sylvan Johnson, PhD, from Bowdoin College, and Liz Hertz owner of Blue Sky Planning Solution. He mentioned the possibility of having a Bowdoin student join the panel and stated that he also talked to Rick Wilson from Brunswick High School about potential student participation. Councilor Watkinson stated that he invited members of the Bowdoin Sunrise Group to all of the February Steering Committee events and his belief that they can be a strong advocacy group, but experts with professional experience are more ideal for the panel. Councilor Wilson stated she understands Councilor Watkinson's point, but she would be ok with a student panelist. Sande stated that a young student could be a powerful voice on the panel. Jackie suggested the Steering Committee identify the size of the panel as it will help guide the selection of panelists. She also suggested a local member of the fishing industry or other natural resource dependent industries that will be altered by climate change. She added a public health professional should be considered for the panel. Based on the limited time available for the event, Matt suggested a maximum of 5 to 6 panelists. He added that he would like a panelist from Portland or South Portland as they are in the process of completing a joint Climate Action Plan. Councilor Wilson suggested a representative from the Casco Bay Estuary Partnership be considered as a panelist. Liz Kohler suggested that student representatives serve as co-moderators. The Steering Committee generally agreed with Liz's suggestion. Catherine stated that she wants to make sure the panel discussion moves beyond debating climate change, but provide good information on how to address the issue. Alison Harris concurred regarding the importance of identifying tactics and strategies moving forward in drafting the Comprehensive Plan Update. Matt suggested student moderators could be directed to focus their questions on what a municipality can do to address climate change.

Jackie suggested that the meeting should begin with a brief snapshot on how climate change is anticipated to impact the Town. She added that the focus should be on land use and the Comprehensive Plan Update and she no longer thinks a public health professional would be ideal for this specific discussion. Matt stated that although the Steering Committee has not heard much from the public about public health, it is common to include the topic in comprehensive plans. Jackie stated that the panel discussion needs to focus on adaptation and mitigation.

Chair Darcy began a discussion regarding the Housing Panel Discussion scheduled for Thursday, February 20, 2020 in the Morrell Meeting Room at Curtis Memorial Library. Matt stated that John Hodge, Executive Director of the Brunswick Housing Authority, wanted to be a part of the panel, but is unable to participate due to a scheduling conflict. Tedford Housing has a new Executive Director, Rota Knott, that is new to Brunswick, but she suggested Giff Jamison, Director of Operations, to represent Tedford Housing on the panel. Matt stated he has contacted the Maine Housing Coalition, but has not yet received a response. He asked Marcy if she knew a contact at the Coalition that he could talk to about serving on the panel. He added that he is awaiting a response from Mike Lyne, Partner and Operations Lead for Developers Collaborative. The fifth potential panelist Matt has contacted is local realtor and former Town Councilor, Jane Millett. Alison Harris suggested that Kevin Bunker would also make a good panelist. Jackie suggested Dana Totman, President and CEO of Avesta Housing. Chair Darcy asked if Matt has identified a moderator

for the housing panel discussion. Matt stated that he has not identified a moderator and he is open to suggestions from the Steering Committee. Catherine Ferdinand suggested Matt also contact Rick Wilson about student participation in the housing panel discussion.

Chair Darcy asked Matt for an update on the community survey results. Matt stated that Craig Freshley requested response data from the survey to discuss at the community workshops. Matt stated that Town staff has tabulated 360 surveys to date with approximately 100 more to process so the data is still in a raw draft format. He added that Town staff will soon pick the random winners of the BrunswickOpoly game and deliver them to their homes. Catherine Ferdinand asked for information regarding the response rate of the survey. Matt stated that approximately 90 of the 1,500 surveys were marked "return to sender" by the Post Office, which is less than the amount returned in the 2005 survey. As some surveys are still coming in past the deadline, Matt estimated that there will be approximately 500 responses, which means that excluding the 90 people who never received the survey the response rate is approximately 35% which is just less than the 2005 survey's response rate of 37%. Matt stated that digital survey will remain open for the time being. The Steering Committee then reviewed the survey data and responses to specific questions about why residents choose to live in Brunswick, threats to the quality of life, Brunswick Landing, commuter patterns, multi-generational households, perceptions of pedestrian and bicyclist safety. Catherine asked if the full results of the survey will be tabulated or just certain questions. Matt responded that a full analysis of all questions will be produced. Liz suggested written comments be processed because if people wrote a comment it is indicative of a high level of interest in a topic.

Chair Darcy opened the meeting for public comment. There was no public comment.

Chair Darcy then asked Matt to provide an update on the feedback he has received from the Steering Committee on the draft 2008 Comprehensive Plan Update Report. Matt stated that for some items he has started a list of requested changes and acknowledged that there are some areas that need additional information. Some of the Steering Committee members indicated that they were still working on reviewing the report and will have comments forthcoming. A subcommittee made up of Catherine, Fred, and Jackie was formed to process the feedback and update the draft report. Sande suggested Matt speak with Margaret Wilson who chaired the 2008 Comprehensive Plan Update Steering Committee and was Vice-Chair of the Zoning Ordinance Rewrite Committee (ZORC).

Chair Darcy asked the other Steering Committee members to accept the December 3, 2019 Draft 2 Meeting Summary, but it was noted that the document had been omitted from the members' packets. The draft summary will be provided for the next regularly scheduled Steering Committee meeting. Steering Committee members were asked to provide comments to Matt on the Draft 1 Meeting Summaries from January 7, 2020 and January 15, 2020.

Councilor Wilson suggested that in the future, the public comment period should be moved to the top of the agenda. The rest of the Steering Committee concurred.

A meeting date for the 2008 Comprehensive Plan Update Report was scheduled for Friday, February 21, 2020 at 2:00 PM.

Marcy asked if there was still the possibility of hosting an event in conjunction with the March 3 Primary. Matt stated that unfortunately, the Town Clerk will require all of the space at Brunswick Junior High School.

Chair Darcy reminded the Steering Committee and public that there will be Comprehensive Plan Update related exhibits in the Morrell Meeting Room at Curtis Memorial Library through the month of February.

Chair Darcy adjourned the meeting at 8:39 PM.

**TOWN OF BRUNSWICK COMPREHENSIVE PLAN UPDATE STEERING COMMITTEE  
MEETING SUMMARY – DRAFT 1  
MARCH 3, 2020**

**MEMBERS PRESENT:** Larissa Darcy (Steering Committee Chair), Catherine Ferdinand, Alison Harris (Planning Board), Fred Koerber, Elizabeth Kohler, Marcy McGuire, John Perreault (Town Council Chair, District 4), Anthony Sachs, Jacqueline Sartoris, Sande Updegraph (Planning Board), Christopher Watkinson (Town Council, District 5), and Kathy Wilson (Town Council, At Large)

**MEMBERS ABSENT:** None

**STAFF PRESENT:** Matt Panfil, Director of Planning and Development  
Laurel Margerum, Administrative Floater

A meeting of the Town of Brunswick Comprehensive Plan Update Steering Committee was held on Tuesday, March 3, 2020, in the Town Hall Council Chambers, 85 Union Street. Steering Committee Chair, Larissa Darcy, called the meeting to order at 6:30 PM.

Chair Darcy opened the meeting for public comment. There was no public comment.

The Steering Committee reviewed the Share Your Vision Community Workshop Draft Meeting Report. The report, prepared by Craig Freshley of Good Group Decisions, summarized two (2) public workshops held in January 2020. Matt Panfil stated that the report did not provide specific direction toward a draft vision statement, but the Steering Committee should be close to being able to formulate a draft vision statement and identifying and prioritizing topics. He spoke of using three (3) filters to prepare the recommendations for the 2020 Comprehensive Plan Update: 1.) public participation, including the community survey; 2.) the 2008 Comprehensive Plan Update Report; and 3.) inventories required by the State that are being drafted by staff.

Councilor Watkinson asked if there will be a similar summary report for the climate change and housing panel discussions held at Curtis Memorial Library held on February 19 and 20, 2020 respectively. Matt Panfil responded that there will not be a similar report, but he will try to prepare meeting summaries and post the presentation slides online.

Jacqueline Sartoris asked when the Steering Committee would begin reviewing inventories. Matt Panfil stated that there are thirteen (13) inventories and wanted input from the Steering Committee as to whether or not they preferred to review each inventory collectively or divide the review process by topic-based subcommittees.

Chair Darcy asked for Steering Committee members' comments on the community workshops and panel discussions. Councilor Wilson stated that she was impressed by how informative the events were. Chair Darcy agreed about the depth of information provided

and comments received. However, she had hoped the summary report would provide more analysis that would lead to forming a draft vision statement. Councilor Watkinson stated that he attended the second community workshop and was pleased by the attendance and the public's general consensus as to where future development should and should not occur. Jacqueline Sartoris stated that she believed Craig Freshley did a good job moderating the meeting and ensuring that everyone's voice was heard. She was also pleased to hear that the panel discussions were well attended. She disagreed with how the mapping exercise was conducted and believed that more information should have been provided on the base maps so that the public could account for natural resources and other pertinent information. She is concerned about taking too much of value from the map comments. Councilor Watkinson added that he felt utilities should have been included on the maps and the term "development" should have been better defined for the public. Councilor Wilson felt that more public input is important as her experience at the events with the public helped inform her opinions on various topics. Catherine Ferdinand stated that she was disappointed that the attendance was not better for the community workshops, but those that participated were representative of the community. She added that the public input from the events is just the beginning of the dialogue with the community. She also was hopeful that the community workshop summary report provided more analysis rather than just a presentation of the data. Liz Kohler agreed with Catherine Ferdinand regarding the attendance and stated that to ensure more public input, an effort must be made to bring the Steering Committee's work to the people rather than hope they will attend the Committee's meetings and events. She suggested moving on from broad public input and start narrowing it down to solicit feedback on specific themes. Fred Koerber agreed that the attendance was less than he had hoped. He also agreed that it would be helpful to pull themes from the community workshop summary report.

Matt Panfil responded to the comments by stating that the base maps were completed as requested by the meeting facilitator, but staff could take the public maps and overlay them on maps with information such as natural resources and utilities.

Marcy McGuire stated that people are more interested and likely to attend events when there are specific topics for discussion, such as those held at the library.

Chair Darcy suggested the next step in the update process should be to review the public feedback, analyze it, and identify important areas that the Steering Committee can bring back to the public for more specific input.

Acknowledging the arrival of members of the public to the meeting, Chair Darcy reopened the meeting for public comment. Cindy Lloyd stated her belief in the importance of comprehensive planning and thanked the Steering Committee for their efforts. She expressed her interest in being able to participate in more public workshops and events.

The Steering Committee discussed the results of the community survey. Laurel Margerum stated that the results of more than 500 surveys have been calculated. The results for questions pertaining to schools and demographics were not included in the packet provided to the Steering Committee members, but she stated that the schools received

positive feedback and the demographics of respondents was mostly those over 50 years old with at least a master's degree. She further described the process by which the data was analyzed and presented and then reviewed some of the responses. Liz Kohler asked if the additional qualitative comments included by some of the respondents would be available for Steering Committee review. Laurel Margerum stated that there are still hard copies of these materials, but no summary or analysis has been provided to date. Matt Panfil stated that they would try to scan the comments and provide them to the Steering Committee.

Jacqueline Sartoris asked how the survey information would be distributed to the public. Matt Panfil responded that he still needed to review the digital survey submissions and provide a comparison of 2008 and 2020 results.

The Steering Committee had a lengthy discussion regarding their role and ability or inability to address issues such as increased property taxes and potential economic decline that were identified as the biggest threats to the Town's long-term livability. It was generally agreed that prioritization of recommendations should consider the potential impact on property taxes rather than being an impractical "wish list."

Matt Panfil stated that the 2008 Comprehensive Plan Update Report Subcommittee has met twice for three (3) each time. The subcommittee making edits when applicable but is also identifying items that require further discussion among the whole Steering Committee. He stated that he was hopeful to have a draft ready for the next Steering Committee meeting.

Chair Darcy summarized that for the next meeting she would like to see inventories and a draft of the updated 2008 Report to begin the next steps of the process. Matt Panfil stated that staff would be working toward providing this information over the next few weeks. He suggested that once the Steering Committee identified opportunity areas they could hold meetings with the relevant boards, commissions, and committees to assist in the development of goals and action items. Jacqueline Sartoris recommended policy area-based "joint-listening sessions" with the Steering Committee, boards, commissions, committees, and public.

Alison Harris suggested moving the date of the April meeting to allow staff more time to complete their work and for the Steering Committee to have more time to review the materials. Policy-area based meetings could then be held in May. Matt Panfil suggested two (2) meetings in April: a meeting to review the 2008 Report in early April and another meeting to review inventories mid-April.

Chair Darcy stated that it would be helpful to review all the materials to identify top priorities before drafting a vision statement. Liz Kohler agreed and stated that it would be helpful to make sure that the Steering Committee has reached out as widely as possible to identify priorities and then to make sure to include organizations such as non-profits to participate in meetings focused on those priorities. Catherine Ferdinand agreed and mentioned that the 2008 Update included an appendix of non-profit organizations. Chair Darcy asked Fred Koerber for more information on the "cottage meetings" held as part of the 2008 Update. He responded that they were informal and held in homes or other public

spaces outside of the Council Chambers. He felt that they provided access to a variety of voices, especially those who need to be heard from, but do not have the awareness of the process or ability to participate. Jacqueline Sartoris agreed and felt possibly more time is needed for more public participation. The Steering Committee generally agreed that more public input is desirable and acknowledged that the timeline would likely need to be extended by a few months.

Jacqueline Sartoris recommended bringing in experts, such as Evan Richert, to educate the Steering Committee on land use issues, especially identifying the costs and benefits of land use decisions. Matt Panfil indicated that he could start looking into her suggestion.

Fred Koerber stated that he spoke with Rick Wilson, Community Outreach Coordinator for Brunswick High School, and some of the students have formed a group to adapt the community survey for high school students. There was approximately a 50% response rate and they plan to present the data to the high school and the Steering Committee. Chair Darcy suggested that the social media accounts could be used not just for outreach, but also to gather input from the public.

Chair Darcy asked the other Steering Committee members to accept the December 3, 2019 Draft 2 Meeting Summary, January 7, 2020 Draft 2 Meeting Summary, and January 15, 2020 Draft 2 Meeting Summary. All meeting summaries were approved. Steering Committee members were asked to provide Matt any comments on the February 4, 2020 Draft 1 Meeting Summary prior to the April meetings.

Matt Panfil announced that he recently updated the website to include the presentation slides from the climate change panel discussion, updated the quick poll, and posted new residential data in the form of a time-lapse video. He added that he has provided additional readings for the Steering Committee to review, including previous quick poll results and articles from the Maine Municipal Association.

Chair Darcy adjourned the meeting at 8:20 PM.