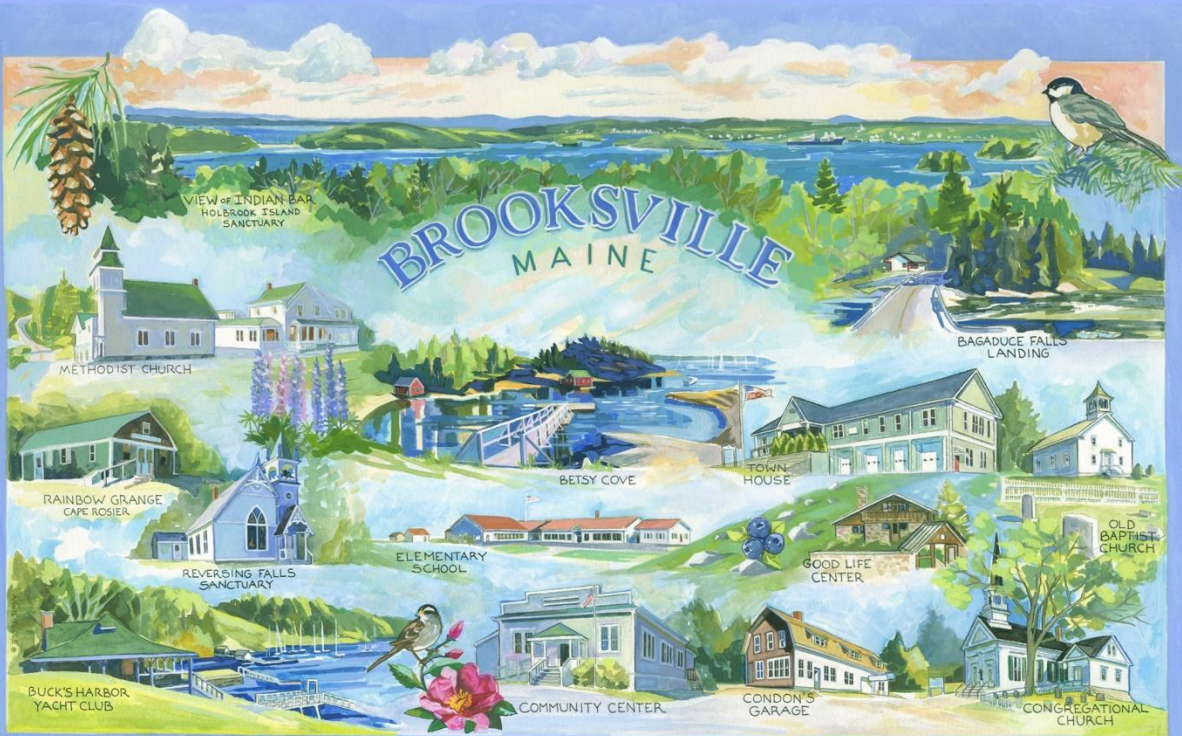


Comprehensive Plan



Town of Brooksville
December, 2021

Prepared by the
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And Special Thanks to Abbie McMillen for coordinating production of the FAQ leaflet, summary brochure and much more ...

We are indebted to the many residents of Brooksville who participated in and provided guidance in shaping this plan.

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Introduction

This comprehensive plan proposes a vision of Brooksville's desired future and suggests ways of realizing it. The vision expressed in this plan is informed by the views expressed by residents in the initial survey conducted in 2018, from subsequent input gathered from residents' responses to posted drafts of the Plan, and during the several public meetings held to solicit critiques and suggestions. Having an up to date comprehensive plan both helps a town plan for the future and makes it eligible for funds from State and other sources that are necessary to implement the plan's recommendations.

This is Brooksville's third Comprehensive Plan. The first was completed in 1980 and was updated in 2006. Certain issues highlighted in the first two plans remain concerns in 2021. Public access to marine and fresh water resources has improved significantly, but could be better. Brooksville still has no public all tide access to salt water. Just how to grow Brooksville's economy while preserving natural resources and the safety and integrity of residential areas remains a problem. Improving the efficiency of Town Government and providing adequate facilities in the light of growing demands also remains an ongoing challenge.

Other problems are new. The difficulties created by climate change and poor Internet access, for example, were not even mentioned in the 1980 Comprehensive Plan. The current Plan addresses these issues and also the potential problems that may be created in the next ten years by the significant new development pressures brought about by climate change and other factors. Foremost among these are the problem of affordable housing, and the need to think about the least restrictive ordinances that will encourage appropriate economic growth while still protecting the town from unwanted kinds of development.

Each chapter of this report begins with an inventory and analysis of the town in the following 14 areas: population, economy, housing, transportation, public facilities, marine resources, water resources, natural resources, agriculture, historical & archaeological, broadband, climate change and current and future land use. Each chapter ends with a chart articulating an overall goal for improving the situation in each area, a strategy for reaching the stated goal and a responsible party for implementing the strategy along with a time-line.

In order to realize goals in many of these areas it will be necessary to create committees to study and implement needed improvements. One of our overall goals (and one stated in the 1980 Comprehensive Plan) is to increase the participation of residents in these committees. Such participation is essential for the realization of our goals. It is our hope that this plan will help inspire and guide public involvement in the effort to make Brooksville the town we all want it to be.

Comprehensive Plan Guiding Goals

1. To promote the health, safety and welfare of the residents of the community.
2. To preserve and protect our natural and agricultural resources, and to maintain the rural, architectural, and scenic character of the community.
3. To increase the population of young people in the community, to create affordable housing and good employment opportunities, and to support continued improvement in the quality of education available to our students.
4. To maintain and enhance local community control, while exploring further inter-community cooperation.
5. To encourage economic growth in the community that is commensurate with local sensibilities.
6. To anticipate, mitigate and adapt to the probable effects of climate change.
7. To secure affordable, reliable, high-speed internet service.
8. To support, encourage, and increase community member participation in town advisory committees and other volunteer activities.

Vision Statement

Brooksville is a rural, coastal town, almost entirely surrounded by water, located about a half an hour's drive from US Route 1, the main coastal arterial. These geographical factors, along with the appreciation that residents have for the town's quality of life, have thus far protected Brooksville from the kind of development that has increasingly compromised the rural and scenic qualities of some of the more accessible communities along the Maine coast.

The majority of Brooksville residents favor maintaining the rural and scenic qualities of our town. Fending off inappropriate development while encouraging the kind of development that is consistent with what residents value will be one of our major challenges in the next ten years. Effectively addressing the threats posed by climate change is our other major challenge.

To encourage the kind of development that residents want, we need to have affordable housing to attract more young families to the area and keep those we have. We also need to find better ways to comfortably and affordably accommodate our older residents. We need high speed broadband to encourage entrepreneurs and others who depend on fast internet to settle here. At the same time we need to educate ourselves and communicate with one another in order to find the best and least restrictive ways to maintain our rural and scenic nature and ensure public access to open spaces and fresh and salt-water resources.

To address the threats of climate change we need to identify the vulnerable parts of our infrastructure, our agricultural and forestry resources and our archaeological treasures, and we need to plan ahead to upgrade or otherwise protect them as needed. We also need to do our part in reducing global warming by being as energy efficient as possible and by increasing our use of renewable energy sources where feasible.

If we succeed in finding effective ways to encourage growth and economic initiatives, while also developing the best and least restrictive means to protect ourselves from its possible negative effects, and if we anticipate the undesirable effects of climate change and take the necessary protective measures, Brooksville can expect to remain a delightful and desirable place to live.

Chapter A: Population

1. Purpose

Population is a foundational data set guiding all aspects of a comprehensive plan. The understanding of the town's past, current and future population trends support many other aspects of the plan, such as housing, land-use and transportation. This information will help the town prepare for future municipal expenditures and investments. This chapter:

- a) describes Brooksville's population trends;
- b) discusses how these recent trends relate to and contrast with Hancock County and the State;
- c) reviews likely future population trends.

2. Key Findings & Issues

In 2020 Brooksville's median age stood at 55 years, higher than surrounding towns, the County and State. Brooksville also had a higher median income (\$63,036) than that of the surrounding towns and state. The school age and workforce age population of Brooksville has decreased in proportion to the total population. Total population was projected to be on the decline after the 2010 census, but the 2020 census shows that the decline was either incorrect, or has rapidly reversed quite recently, and now stands at virtually the same number of total residents (936) as were living here in 2010 (934). A large majority of survey respondents expressed the wish to attract more young families and retain current young families, a view also expressed in the survey results from the 2006 Comprehensive Plan.

3. Key Findings & Issues from the 2006 Plan

In 2006 Brooksville had the highest median age in Hancock County, at 48.6 years, and a rapidly shrinking population of residents under age 45. The town also had a slightly higher than average educational attainment and household income for the surrounding towns and the county. In 2006, 84% of survey respondents wished to attract young families and retain current young families already residing in Brooksville. Seventy percent of seasonal residents planned to make Brooksville their year-round home within five to ten years.

4. 2018 Public Opinion Survey Results

As in the 2006 Comprehensive Plan's survey, a significant majority of residents wish to attract more young families and to retain young families already in town. 67.5% of respondents support a slow increase of the population; 24.2% wish to maintain the current population, while only 1.1% support a rapid increase. In addition to the large support for increasing the population, the overwhelming majority of respondents support maintaining the rural character and way of life in Brooksville (83%).

5. Historical Trends

Figure A – 1 and Table A – 1 both show historical population changes and projections through 2036. Many factors influence rural populations, including proximity to larger urban centers, access to public transportation and the condition of local and regional economies. Brooksville’s population increased rapidly until the Great Depression (1929-1933) and then fluctuated between population decrease and increase from the 1950s until 2000. Since then, the population has increased 2.5% between the years 2000 and 2010, and then remained constant even though it was projected to decrease. In 2018, the Maine State Economist projected Brooksville’s population would start increasing by 7.6% in 2021, and then gradually decrease again over the next fifteen years. The results of the 2020 census will undoubtedly require a recasting of those projections.

Brooksville’s trends were not projected to follow the larger regional trends projected for Hancock County nor the State. The County’s population did decrease dramatically in 1920. However, it then rose steadily over the following decades. The population projection for Hancock County showed a slight decrease of less than 1% between 2010 and 2036. This mirrors the State’s population projections: with gradual population increases for each decade and a slight decline projected in 2036. As with Brooksville’s projections, the projections for the County and the State will need to be revisited by the State Economist now that the 2020 census data is available.

At the time of writing rural Maine’s population appears to be increasing dramatically due to the influx of residents fleeing denser population areas due to the COVID-19 pandemic, civil unrest, an increase in remote job opportunities, and/or climate impacts in other regions of the United States such as severe drought, wildfires and seasonal storms. National projections forecast a continued migration towards rural places, like Maine, in the coming years. Brooksville’s population may thus increase far beyond the 2018 projections as more people seek out areas with lower population density, provided they are able to work remotely. Access to broadband/fiber internet could become an important determinant for many rural towns’ populations.

Figure A - 1: Brooksville's Population / Figure 1

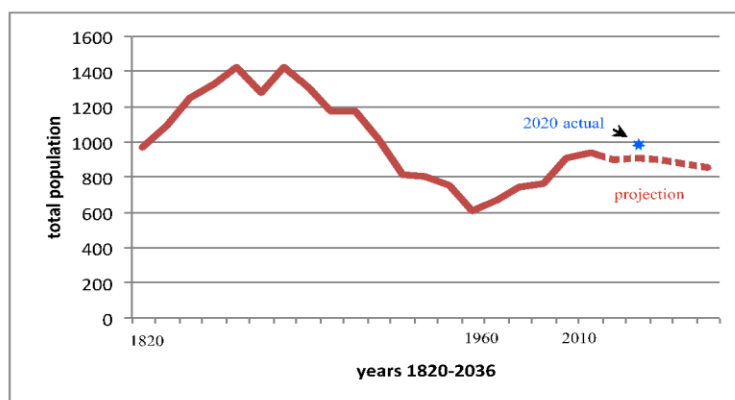


Table A – 1: Historic and Projected Population / 1

Year	Brooksville		Hancock County		State of Maine	
	Population	Percent Change	Population	Percent Change	Population	Percent Change
1820	972	N/A	31,290	N/A	298,335	N/A
1830	1,089	12.00%	24,336	-22.20%	399,455	33.90%
1840	1,246	14.40%	28,605	17.50%	501,793	25.50%
1850	1,333	7.00%	34,372	20.20%	583,169	16.20%
1860	1,428	7.10%	37,757	9.80%	628,279	7.70%
1870	1,275	-10.70%	36,495	-3.30%	626,915	-0.20%
1880	1,419	11.30%	38,129	4.50%	648,936	3.50%
1890	1,310	-7.70%	37,312	-2.10%	661,086	1.90%
1900	1,171	-10.60%	37,241	-0.20%	694,466	5.00%
1910	1,176	0.40%	35,575	-4.50%	742,371	6.90%
1920	1,019	-13.40%	30,361	-14.70%	768,014	3.50%
1930	810	-20.50%	30,721	1.20%	797,423	3.80%
1940	805	-0.60%	32,422	5.50%	847,226	6.20%
1950	751	-6.70%	32,105	-1.00%	913,774	7.90%
1960	603	-19.70%	32,293	0.60%	969,265	6.10%
1970	673	11.60%	34,590	7.10%	992,048	2.40%
1980	743	11.90%	41,781	20.80%	1,124,660	13.40%
1990	760	0.90%	46,948	12.40%	1,227,93	9.20%
2000	911	19.90%	51,791	10.30%	1,274,923	3.80%
2010	934	2.50%	54,418	5.10%	1,328,361	4.20%
2018	918		54,911		1,341,160	
2020	936	0.02%	55,478	1.95%	1,362,359	2.56%

Sources: US Decennial Census including 2020; years 2018 and 2019 are projections from American Community Survey (ACS) 5-Year Estimates, and Maine State Economist Population Projections, Office of the Governor. Future projections will need revision based on 2020 census data. Percent change in 2020 compares 2020 with 2010.

6. Current Conditions

Age Characteristics:

Tables A – 2 to A– 4 show comparative age characteristics for Brooksville, Hancock County and the State for 1990-2018. The most recent data relies on the 2018 American Community Survey 5-Year estimates, which do have a higher margin of error compared to the 1990, 2000 and 2010 Decennial US Census. However, the data is still usable especially if verified by local knowledge of the Comprehensive Planning Committee. Furthermore, the 2020 Census count was completed during a time of significant in-migration to rural Maine, and during the height of the COVID-19 Pandemic. The numbers may not be a true reflection of actual population numbers for Brooksville, and Hancock County. Thus, for the Plan we will rely on the 2018 ACS data.

Age distribution for Brooksville follows a trend similar to neighboring towns, Hancock County and the State in general, but does not reflect larger trends within the United States. Brooksville's population is getting older, and by 2018 had a median age of 55 years, compared to Blue Hill's 51, Sedgwick's 46.5, Castine's 21.3¹ and Hancock County's median age of 48.5 years of age. Brooksville's median age is also much higher than the 2018 State of Maine median age of 44.6.

In Brooksville, the age cohorts that showed the largest decrease as a percent of the total population between the years 2000 to 2018 are the following: Under 5 (-5.6 %), 5 to 17 (-17.8 %) and 18 to 44 (-25.9 %). The remaining three age cohorts all increased at the following rates: 45 to 64 (18.2 %), 65 to 84 (34.8) and 85 + (34.5 %). While population decreased from 2010 to 2018, there was an increase of 4.1 % since 2000. The town followed the larger population trends of both Hancock County and the State, which experienced similar decreases in the younger age groups and increases in the groups above 45 years of age. While the population for the State of Maine has increased since 2000, Hancock County's has decreased slightly in the years between 2010 and 2018 as did Brooksville's.

Educational Attainment:

Brooksville has significantly higher educational attainment than surrounding towns and the county for the population over 25 years of age. This is especially true for graduate level and professional degree holders. In 2018 only Castine had a higher portion of graduate degree holders, at 30.5%, compared to Brooksville's 24.1%, but this is probably due to the presence of the Maritime Academy. Neighboring Sedgwick has both a higher percentage of high school diploma and bachelor's degree holders, but a lower percentage of graduate and professional degree holders in the population over 25. See Table A – 5.

Table A – 2: Age Distribution for Brooksville / 2

Age Cohort	2000	% of Total	2010	% of Total	2018	% of Total	% Change 2010 - 2018	% Change 2000 - 2018
0 - 4	41	4.5%	35	3.7%	20	2.2%	-75.0%	-105%
5 -17	123	13.5%	108	11.6%	137	15.3%	21.2%	10.2%
18 - 44	242	26.5%	223	23.9%	175	19.5%	-27.4%	38.3%
45 - 64	317	34.8%	333	35.6%	255	28.5%	-30.6%	24.3%
65 - 84	162	17.8%	206	22.1%	304	33.9%	32.2%	46.7%
85+	26	2.9%	29	3.1%	5	0.6%	-48.0%	-42.0%
Total	911	100%	934	100.0%	896	100.0%	-4.2%	-1.7%

Source: US Decennial Census; 2018 American Community Survey – 5 Year Estimates

¹ This figure is lower due to the student population at Maine Maritime Academy.

Table A – 3: Age Distribution for Hancock County / 3

Age Cohort	2000	% of Total	2010	% of Total	2018	% of Total	% Change 2010 - 2018	% Change 2000 - 2018
0 - 4	2,516	4.9%	2,603	4.8%	2,383	4.4%	-9.2 %	-5.6 %
5 -17	8,365	16.2%	7,374	13.5%	7,099	13.1%	-3.9 %	-17.8 %
18 - 44	18,736	36.2%	16,155	29.7%	14,884	27.5%	-8.5 %	-25.9 %
45 - 64	13,889	26.8%	18,350	33.7%	16,969	31.4%	-8.1 %	18.2 %
65 - 84	7,219	13.9%	8,662	15.9%	11,068	20.5%	21.7 %	34.8 %
85+	1,067	2.1%	1,275	2.3%	1,628	3.0%	21.5 %	34.5 %
Total	51,792	100%	54,422	100%	54,031	100%	-0.7 %	4.1 %

Source: US Decennial Census: 2018 American Community Survey – 5 Year Estimates

Table A – 4: Age Distribution for the State of Maine / 4

Age Cohort	2000	% of Total	2010	% of Total	2018	% of Total	% Change 2010 – 2018	% Change 2000 – 2018
0 – 4	70,726	5.6 %	69,520	5.2 %	62,813	4.7 %	-10.7 %	-12.6 %
5 -17	230,524	18.1 %	205,013	15.4 %	183,540	13.7 %	-11.7 %	-25.6 %
18 – 44	471,280	37.1 %	432,077	32.5 %	424,553	31.6 %	-1.8 %	-11.0 %
45 – 64	315,783	24.8 %	410,676	30.9 %	387,328	28.8 %	-6.0 %	18.5 %
65 – 84	160,086	12.6 %	181,944	13.7 %	251,325	18.7 %	27.6 %	36.3 %
85+	23,316	1.8 %	30,032	2.3 %	34,653	2.6 %	13.9 %	32.7 %
Total	1,271,715	100 %	1,329,523	100 %	1,344,212	100 %	1.1 %	5.4 %

Source: US Decennial Census: 2018 American Community Survey – 5 Year Estimates

Table A – 5: Educational Attainment: Brooksville, Region, County & State (> 25 years old) / 5

Degree Type	Brooksville	Sedgwick	Blue Hill	Castine	Hancock County	Maine
High School Diploma	21.9%	34.6%	33.6%	14.5%	32.3%	31.8%
Some college, or Associate’s Degree	27.5%	18.1%	31.4%	23.8%	28.5%	29.6%
Bachelor’s Degree	25.7%	27.1%	18.4%	23.8%	19.4%	19.6%
Graduate / Professional	21.6%	14.5%	13.8%	30.5%	12.9%	11.3%
Total	96.7%	94.3%	97.2%	92.6%	93.0%	92.3%

Source: US Decennial Census: 2018 American Community Survey – 5 Year Estimates

Household Size:

Since 2000, Brooksville’s Average Household Size has increased from 2.21 persons per household to 2.33, following a pattern similar to some neighboring towns such as Sedgwick and Castine, but diverging from trends in the County and State (both of which had decreasing household sizes). Between 2010 to 2018 Brooksville’s Average Household Size (AHS) surpassed the County’s, though the reasons for this divergence from previous trends are hard to surmise without looking more closely at local data.

Table A – 6: Average Household Size: Brooksville, Neighboring Towns, County & State / 6

Town / Place	2000	2010	2018	Percent Change 2000 - 2018
Brooksville	2.21	2.14	2.33	5.2 %
Sedgwick	2.34	2.26	2.40	2.5 %
Blue Hill	2.23	2.08	2.18	-2.3 %
Castine	2.16	2.13	2.28	4.0 %
Hancock County	2.31	2.20	2.24	-10.7 %
State	2.39	2.40	2.33	-2.6 %
<i>Source: US Decennial Census: 2018 American Community Survey – 5 Year Estimates</i>				

Income:

According to the American Community Survey 5 year estimate, Brooksville’s median income of \$71,058 is notably higher than that of surrounding towns such as Sedgwick (\$48,750), Blue Hill (\$59,324) and Castine (\$52,500). It is also higher than that of Hancock County (\$53,068) and the State (\$55,425).

Other Information:

The 2000 Decennial Census identified Brooksville as 98.7% white. The 2018 ACS 5 – Year Estimates show a slight increase in multi-cultural diversity with 5.4% of non-white residents. By 2018 approximately 46% of the total population held a Bachelor’s degree or higher, and many residents were employed outside of Brooksville with an average commute time of 23.3 minutes. Seasonal household units have increased since 2000. It will be important to see how many of those units are converted to year-round residences in 2020 and 2021.

Seasonal Population:

Brooksville’s seasonal population has increased significantly since 2000. Maine Housing reports that by 2017, 55%, or 512 housing units out of 938 total occupied units were vacant seasonally. Based on the current average household size, this could add 1,192 persons in the summer months. The town also has two summer camps on Walker Pond, two summer inns, and several bed and breakfasts that contribute to the seasonal population.

7. Projected Population

Projecting small town population is often imprecise due to the many factors that influence rural population. Any estimate will need to be reviewed within five years to measure accuracy. Sources for more up-to-date population projections will be developed, and hopefully will result in more accurate predictions than were possible in 2018. At the time of writing, many unforeseeable factors are impacting migration patterns throughout the United States. These include climate change induced wildfires in California and Colorado, years long mega droughts in much of the western United States, the COVID-19 Global Pandemic and civil unrest in some urban areas. All of these factors have prompted people to move to Maine. Recent real estate turnover and prices indicate many of these people are moving to rural Maine. To predict how Brooksville’s population will change in the future, it will be necessary to review updated school enrollment figures as well as permits for new structures periodically.

8. Goals & Objectives

GOAL: Brooksville will strive to maintain its rural character in the course of population growth that is both gradual and includes increased diversity among peoples and ages.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Ensure residents can remain in town for as long as possible, well into their senior years.	Support age-in-place policies and investments that provide for facilities and services to support this need.	Select Board and/or designee(s)	Ongoing
Promote Brooksville as a place to live and actively seek out new residents and young families.	Work with local tourism and development agencies to reach a broad audience.	Select Board and/or designee(s)	Ongoing
Maintain an annual understanding of population changes in Brooksville.	Regularly review ACS and Census data, along with local sources of data to monitor population fluctuations.	Select Board, Planning Board, HCPC	Ongoing
Support Broadband/Fiber Internet Access throughout Brooksville to retain residents and attract new/younger residents.	Work cooperatively with state agencies and other towns in the region to secure better internet.	Brooksville Broadband Committee, Select Board	Immediate – Ongoing
Promote child care and early childcare education opportunities.	Work with BES and local businesses, nonprofits and community partners to explore childcare opportunities for residents with small children.	Select Board and/or designee(s), School Representatives	Immediate – Ongoing

Chapter B: Economy

1. Purpose

An understanding of past, current and future potential trends in the local and regional economy is essential for assessing the town's future needs. Employment patterns will change due to factors such as: increasing numbers of at-home workers and telecommuters; changes in the region's employment opportunities; and changes in location and composition of retail service centers. As a result of these changes, transportation, telecommunication and energy infrastructure will all be impacted and require adequate planning. This chapter:

- a) describes employment trends in Brooksville;
- b) describes the local and regional economy, and
- c) discusses likely future economic activity and market changes that may impact Brooksville.

2. Key Findings & Issues

Brooksville has lower unemployment rates than both the County and State, and even when seasonal fluctuations are factored in, maintains, on the average, a more stable employment outlook than both County and State. Many Brooksville residents work outside of town and are employed in either education or health care related fields. Agriculture & fisheries make up a larger share of Brooksville's workforce than that of Hancock County's. In the future Brooksville may wish to consider investing, on a regional basis, in fiber optic Internet capabilities to compete for new residents who can work from home and might choose to reside in Brooksville because of its abundant natural beauty, lifestyle and beneficial ecosystem.

3. Key Findings & Issues from the 2006 Plan

Brooksville offered limited local jobs in 2006 in construction and resource-based industries. Unemployment rates were also lower than the regional average with less seasonal fluctuation when compared to Hancock County.

4. 2018 Public Opinion Survey Results

The topic of local jobs is a priority for many residents, with 56% of survey respondents stating it requires attention by the town and another 14% supporting further study. Economic activities favored by respondents include: agriculture (93%), commercial/retail (76%), Inns, Bed and Breakfasts (76%), Restaurants (79%), and Health and related fields (60%). Heavy industry was largely not supported with 94% of respondents against. Gas Stations were also not supported with 57% of respondents against.

5. Recent Employment Trends

Employment & Unemployment:

The Labor Force of a town is described as all able bodied persons aged 18 to 64. According to the Maine Department of Labor (MEDOL) there were 433 persons of Brooksville’s year-round population able to work in 2019, see table B –1. The figures represent persons employed and/or looking for work and do not include self-employed persons or persons not seeking work. Brooksville’s unemployment rate is lower than the County average.

Table B - 1: Brooksville Employment Trends / 7

Brooksville	2012	2013	2014	2015	2016	2017	2018	2019
Labor Force	452	446	444	433	435	438	437	433
Employment	419	424	422	417	421	424	425	421
Unemployment	33	22	24	16	14	14	12	12
Unemployment Rate	7.3 %	4.9%	5.0%	3.7%	3.2%	3.2%	2.7%	2.8%

Source: Maine Department of Labor, Center for Workforce Research and Information

Table B – 2: Hancock County Employment Trends / 8

Hancock County	2012	2013	2014	2015	2016	2017	2018	2019
Labor Force	29,972	30,101	29,772	29,055	29,129	29,297	29,374	29,089
Employment	27,377	27,728	27,760	27,438	27,817	28,147	28,300	28,064
Unemployment	2,593	2,373	2,012	1,617	1,312	1,150	1,074	1,025
Unemployment Rate	8.7%	7.9%	6.8%	5.6%	4.5%	3.9%	3.7%	3.5%

Source: Maine Department of Labor, Center for Workforce Research and Information

Employment by Sector:

Table B – 3 shows employment by sector for Brooksville and Hancock County as reported in the 2018 American Community Survey 5 – Year Estimates. The table shows all Brooksville residents employed and the types of industry. This table represents both Brooksville residents who work in town and also those that commute to work. The largest sectors of employment for Brooksville residents are education, healthcare and associated services, which in 2018 employed 23.7 % of all working civilians. The next largest sectors are construction (13.3 %) and manufacturing (12.3 %). The local school and Blue Hill – Northern Light Hospital (formerly Blue Hill Memorial) are major employers, and while local construction and home building are still major employers, employment in this sector has fallen since the 2006 Comprehensive Plan, which reported approximately 15.6 % of residents employed in this sector. Agriculture, forestry and fisheries increased from 8.4 %, in 2006, to 9.4 % in 2018, and is a larger percentage of the total labor force when compared to the County. The percent of the regional labor force employed in retail, information technology and scientific & professional services is lower in Brooksville than the County. Brooksville’s natural resource-based economies are discussed further in the following chapters: G (Marine Resources), J (Agriculture and Forestry), I (Natural Resources), F (Recreation), and H (Water Resources).

Table B – 3: Employment by Sector, Brooksville & County / 9

Category/Industry	Brooksville		Hancock County	
	Number	Percent	Number	Percent
Agriculture/Fishing	39	9.4 %	1,788	6.7 %
Construction	55	13.3 %	2,137	8.0 %
Manufacturing	51	12.3 %	1,437	5.4 %
Wholesale Trade	24	5.8 %	469	1.8 %
Retail Trade	18	4.3 %	3,483	13.0 %
Transportation	0	0 %	1,000	3.7 %
Information	0	0 %	410	1.5 %
Finance, Insurance & Real Estate	17	4.1 %	1,188	4.4 %
Professional, Scientific & Management Services	24	5.8 %	3,029	11.3 %
Educational, Health & Social Services	98	23.7 %	6,944	26.0 %
Arts, Entertainment, Rec & Food Service	46	11.1 %	2,749	10.3 %
Public Administration	8	1.9 %	771	2.9 %
Other Services	34	8.2 %	1,326	5.0 %
Total	414	100 %	26,731	100 %

Source: 2018 American Community Survey 5 – Year Estimates

Table B – 4 compares seasonal unemployment rates for Maine, Hancock County and Brooksville for the years 2017 to 2019. Unemployment overall rises in the winter and falls during the summer. For most months during these years, Brooksville had a lower unemployment rate than the State or the County. However, with such a small number of unemployed people in Brooksville, it is difficult to determine a meaningful and predictable seasonal trend.

Table B – 4: Seasonal Unemployment Rates for Brooksville, County & State / 10

Month	Rate = Percent unemployed of the total labor force								
	2017			2018			2019		
	ME	HC	BVille	ME	HC	BVille	ME	HC	Bville
JAN	4.3	6.7	4.8	3.9	5.8	4.0	4.1	6.0	3.0
FEB	4.3	6.4	4.3	3.9	5.8	3.7	4.0	6.1	2.5
MAR	4.2	6.1	5.5	3.9	5.4	3.2	3.9	5.5	3.0
APR	3.7	4.5	3.8	3.5	4.3	3.8	3.4	4.4	2.7
MAY	3.5	3.6	3.4	3.2	3.4	3.4	3.0	3.1	3.9
JUN	3.3	2.9	3.0	3.2	2.8	3.6	2.8	2.4	2.6
JUL	3.2	2.8	3.3	3.1	2.6	1.9	2.7	2.3	2.1
AUG	2.7	2.4	2.2	2.7	2.3	1.7	2.3	1.9	1.8
SEP	2.7	2.4	1.5	2.7	2.2	1.5	2.3	2.1	2.8
OCT	2.7	2.4	3.1	2.7	2.4	1.8	2.4	2.1	2.7
NOV	3.0	2.7	1.9	3.1	3.4	2.2	2.8	3.2	3.1
DEC	3.0	4.3	2.2	3.1	4.3	2.4	2.9	4.0	3.2

Source: Maine Department of Labor, Center for Workforce Research and Information

Commuting Patterns:

Brooksville is a rural community which requires that most workers to commute. Average commute times have decreased for the majority of residents from 28.2 minutes in 2000 to 23.3 minutes in 2018, according to the American Community Survey 5 – Year Estimates. This is similar to the County average of 23.6 minutes. Census data can provide more accurate insights into the commuter destinations and travel times; however, the 2020 census has not yet provided the data to make these calculations. It should be reviewed when available to gain a better understanding of this topic.

Major Employers:

Brooksville’s beautiful rural landscapes and pristine coastal areas are major economic assets of the town, resulting in its ability to support a substantial agricultural and fisheries-related economy as well as tourism. There is one major boat-yard, Seal Cove, which primarily supports recreational boating in Brooksville and employs 20 people. Buck’s Harbor Marina brings significant seasonal business through mooring rentals and its provision of marine services. After the maritime sector the local school is the next major employer in town. Building, plumbing, heating and electrical contractors are also important employers in Brooksville. The 2018 public opinion survey showed strong support for limiting heavy industry and certain types of retail (“big box stores”) in Brooksville.

Two local enterprises that have been established, or significantly changed, since the 2006 Comprehensive Plan deserve special mention because of their importance to the community. Buck’s Harbor Market was acquired from its previous owners in 2006 by a long-time seasonal resident who wanted to ensure the market’s continued viability. In the years since, the owner has made major capital improvements to the property and has subsidized the store’s recurring operating losses. Viewed by many residents as the “beating heart” of Brooksville, the market is not only a convenient place to buy groceries and a wide assortment of prepared foods, but it also serves as a gathering spot where townspeople can connect with their friends and neighbors. Associated with the market is Buck’s, a full-service seasonal restaurant that offers fine dining in a casual setting and which also makes a valuable contribution to community life. Now retired, the owner of these businesses has informed the Committee that he may no longer be able to subsidize the year-round operation of the market, a potential development that warrants serious consideration by both town officials and the community at large.

Tinder Hearth, which was started by a team of local musician-baker-entrepreneurs in 2006, offers baked products, bread and pastries, which are sold both on site and in local stores, and a Pizza dinner which it serves in an outdoor dining area in the warm months. It also hosts a well- attended open stage.

Tourism is another important segment of Brooksville’s economy, with seasonal residents and visitors alike contributing to the economy through lodgings, food services and other hospitality industries. One of the town’s larger hospitality and tourism businesses is the Hiram Blake Camp, located on Cape Rosier with accommodations for 55 guests from June through mid-October. Significant economic activity is generated directly through laundry service, labor, and purchase of supplies. The camp’s on-site lobster fishery generates additional economic activity from wholesale and retail sales. Campers patronize businesses within Brooksville, including Four Season Farm,

Tinder Hearth Bakery and Buck's Harbor Market as well as nearby businesses such as the Bagaduce Lunch.

Other important seasonal businesses that support tourism and recreation in the summer months are Robin Hood Camp and Oakland House Inn. Robin Hood Camp provides nature-based and outdoors recreation for youths from twenty-five different countries. The Oakland House entertains guests with ten rooms, eight private cottages and a guesthouse situated on Eggmoggin Reach. Both operations provide significant economic benefit to Brooksville.

A growing segment of employment is the "work-from-anywhere" professional who requires only a stable and fast Internet connection. Brooksville will need to invest and cooperate on a regional basis to attract Fiber Internet providers to attract new residents in this segment. This growing segment can be a vital component to complement one of Brooksville's long-established mainstays, creative enterprises.

Brooksville supports a small but vibrant arts, crafts and creative economy that attracts both visitors and residents to the area. While especially active in the summer season, there are year-round residents creating local crafts that are sold at The Maker's Market, the Farmer's Market, or shown at the local library. Creative products that can be found for sale include: painting and sculpture, ceramics and pottery, weaving, woodcarving and fine woodwork, iron forging and metalwork, and other handicrafts fashioned from local materials such as rocks and shells. There is a lively community of writers who offer book readings and lectures at locations such as the famous Good Life Center on Cape Rosier and the Reversing Falls Sanctuary. The Bagaduce Theater in North Brooksville offers summer productions. Brooksville is popular with photographers and videographers. Seasonal music events and dances are held at David's Folly Farm and Tinder Hearth Bakery.

6. Projected Future Employers & Regional Issues

Brooksville's future economy will depend on a range of factors, including both regional and local demographics, as well as changes in climate and technology. Local businesses connected to the land and water are likely to succeed. Retail and other industries that rely on brick-and-mortar storefronts will continue to compete with larger regional centers such as Blue Hill and Ellsworth, and will likely not be major employers in the future. Climate change's impact on fisheries and marine based industries remains to be seen. This diverse sector, whether shellfish or sea-weed harvesting, etc., will be impacted by rising sea-temperatures and increasing cycles of extreme weather events. This could pose a major threat to the future of Brooksville's local economy. The town will also be in competition with other towns and regions that have fiber optic Internet as telecommuting increases in the Internet age. Furthermore, the lack of affordable and accessible childcare and early childhood education may also contribute to Brooksville's ability to attract new residents and retain current ones.

7. Goals & Objectives

GOAL: Brooksville will work to support local economic enterprises and attract new residents to the area so as to retain as much economic capital in the town as possible.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Actively pursue equitable access to fiber and broadband internet for all Brooksville residents.	Continue the efforts of the local broadband committee.	Local broadband committee, HCPC	Immediate and ongoing.
Prepare Brooksville for climate change impacts to current industries such as fisheries and other natural resource-based operations.	Have the climate change task force address this, and other climate change related issues with recommendations and a plan.	Select Board, the Committee, HCPC	Immediate – Completed within one year of plan adoptions.
Support current businesses and attract new business opportunities through actively researching and pursuing grants, loans and other financial support, and identifying appropriate capital investment projects in town.	The Select Board and town office will actively pursue Community Development Block Grant, USDA, state and private sources of funding for applicable capital investments and opportunities.	Select Board Town office	Immediate – On-going.
Encourage small home-based businesses that do not negatively impact the quiet rural character of the town and align with State environmental policies.	Designate a committee to review current land-use ordinances both local and state, to find a balance between projected development demand and Brooksville’s natural resources, and then formulate a policy if required.	Select Board, designees, HCPC.	Immediate – To be completed within one year of plan adoption.

Chapter C: Housing

1. Purpose

A comprehensive plan needs to address several key housing issues. These include changes in conditions and needs as well as projecting future demand for housing. This chapter:

- a) describes recent trends in Brooksville’s housing stock in terms of types and number of units created;
- b) discusses housing affordability (cost to rent or own);
- c) projects future housing needs;
- d) describes the benefits that will accrue to Brooksville from a supply of available and affordable housing, and
- e) recommends ways to increase the supply of housing that is safe, energy-efficient and affordable for a multi-occupational and multi-generational community

2. Key Findings and Issues

According to anecdotal evidence, the cost of purchasing and renting a dwelling in Brooksville has risen beyond the reach of many population subgroups upon which the current and future viability of Brooksville depends.

The official “affordability index” for housing in Brooksville has fluctuated between “affordable” (2020) and “unaffordable” (2018, 2019). The Maine Housing Authority calculated the “affordability index” for housing in Brooksville at 1.11 in 2020, 0.77 in 2019 and 0.94 in 2018. An index of less than 1.0 means that housing is “unaffordable” because a household earning the median income could not cover payments on a median- priced home by using no more than 28% of gross income for payments on a 30-year mortgage, taxes and insurance, according to the Maine Housing Authority. While home prices increased and were higher than the county, median rental cost remained lower than the region.

Notwithstanding official data, the lived experience in Brooksville is that housing costs are especially problematic for first-time renters and homebuyers, low-paid workers and individuals no longer in the workforce by reason of age, health, lack of employable skills or other reasons.

Since 2000, the number of year-round homes decreased significantly and now represents a smaller portion of housing units than seasonal units. Dwelling units remained mostly single-family detached units, with no real increases in multifamily units and significant decreases in mobile homes as a portion of all dwelling units in town.

Traditionally, Maine communities are multi-occupational and multigenerational, but a shortage of affordable housing makes it challenging for Brooksville to attract young people and families and even to retain those whose ancestors have been here since before the Town was incorporated in 1817. Senior citizens on fixed incomes may also find it challenging to retain their home. A shortage of affordable housing is making it increasingly difficult for local employers to find year-around seasonal workers, which limits the possibilities for business expansion. Furthermore, as property

values rise, especially shoreline properties, households on fixed incomes will find property taxes increasingly burdensome. Young people who wish to make their living in Brooksville may not be able to afford to live here.

3. Key Findings & Issues from the 2006 Plan

Affordability was an issue in the 2006 Comprehensive Plan. Purchase prices were higher than the County then, as they are today. Brooksville residents were concerned about the ability of young families, professionals, and median income persons to purchase a house in town because the inability to purchase a home could lead to a decrease in population as current residents age and the town fails to attract a replacement population. Other issues were substandard housing stock associated with the general age of many of the units.

4. 2018 Public Opinion Survey Results

Over 80% of respondents support residential development with a majority (68%) supporting gradual population increase. A strong majority (83%) support maintaining Brooksville's rural way of life. Affordable housing and housing costs were considered important to survey respondents, with over 50% either thinking it needs attention immediately, soon, or merits further study. Of the respondents, 95% own their place of residence and 94% live in a single-family detached home.

5. Recent Housing Trends & Analysis

Change in Dwelling Units, seasonal and vacant:

Between 2000 and 2018 Brooksville experienced a 7.5% decrease in year-round occupied dwellings, while the County increased by 8.2%. At the same time, the number of seasonal dwellings increased in both Brooksville and the County. Seasonal homes in 2018 accounted for almost 52% of total dwelling units in Brooksville, while in Hancock County the percent seasonal was almost 35%. This suggests that Brooksville residents are moving away, at least for the winter, and also that new residents in Brooksville, as well as elsewhere in the County, are purchasing homes for seasonal use, perhaps some with an eye toward eventual year-round living.

The Maine Housing Authority distinguishes between seasonal use and Vacancy. Vacancy rates have climbed markedly in both Brooksville and the County. In 2018, vacant dwelling units accounted for almost 20% of the total in Brooksville and 7.5% in the County. This trend will need further investigation since residential housing is already limited throughout Hancock County. According to the Maine Housing Authority, many municipalities in Hancock County with an affordability metric greater than 1.0 in 2010 were no longer considered affordable in 2018.

Table C – 1: Change in Dwelling Units (Occupied & Vacant) Brooksville 2000 – 2018 / 11

Brooksville	2000	2010	2018	% change 2000 – 10	% Change 2010 – 18	% Change 2000 – 18
Year-Round Occupied	412	437	381	6.1%	(12.8%)	(7.5%)
Percent of Total	52.09%	46.79%	38.45%			
Vacant Seasonal	361	427	512	18.3%	19.9%	41.8%
Percent of Total	45.64 %	45.72 %	51.66 %			
Vacant Non-Seasonal	18	70	89	288.9%	40.0%	444.4%
Percent of Total	2.28 %	7.49 %	9.89 %			
Total Housing Units	791	937	991	18.1%	6.1%	25.3%

Table C – 2: Change in Dwelling Units (Occupied & Vacant) Hancock Co: 2000 – 2018 / 12

Hancock County	2000	2010	2018	% Change 2000 – '10	% Change 2010 – '18	% Change 2000 – '18
Year-Round Occupied	21,864	24,221	23,661	10.8 %	(2.3 %)	8.2%
Percent of Total	64.41 %	60.28 %	57.85 %			
Vacant (Seasonal)	10,672	13,134	14,173	23.1 %	7.9 %	32.8%
Percent of Total	31.44 %	32.68 %	34.65 %			
Vacant (Non-Seasonal)	1,409	2,829	3,069	100.0 %	8.5 %	117.8 %
Percent of Total	4.15%	7.04 %	7.50 %			
Total Housing Units	33,945	40,184	40,903	18.4 %	1.8 %	20.5 %

*Source for Tables C-1 and C-2: 2000, 2010 U.S. Census and
2018 American Community Survey (ACS)*

Tables C – 1 and C – 2 give details on these trends. However, it is difficult to obtain accurate figures for seasonal properties. The data from the Census Bureau provides adequate figures to detect trends of seasonal units as a proportion of total housing units, but as more people continue to seek out rural Maine for year-round living, these figures could change. The town should revisit this trend in the near future to ascertain correct data on seasonal and vacant properties in town. This can be obtained from the assessing office, local networks and outreach within the community. As housing affordability decreases against rising demand the town will need to plan for future development and this will require data that is as accurate as possible for future policy.

Housing Unit Types and Occupancy:

Most Brooksville residents own their homes and live in detached single-unit houses. By 2018 most year-round residents in Brooksville were homeowners (87.4%), with 12.6% of residents renting their homes, see Table C – 3.

Table C – 3: Tenure of Occupied Year Round Housing / 13

Brooksville	2000	2010	2018	Hancock County	2000	2010	2018
Owner Occupied	358	379	333	Owner Occupied	16,550	17,704	17,773
% of Total	86.9	86.7	87.4	% of Total	75.7	76.0	75.4
Renter Occupied	54	58	48	Renter Occupied	5,314	5,596	5,806
% of Total	13.1	13.3	12.6	% of Total	24.3	24.0	24.6
Total	412	437	381	Total	21,864	23,330	23,579
<i>Source: 2000, 2010 US Census, 2018 ACS Selected Housing Characteristics</i>							

As seen in Table C-4, the percentage of duplex/multi-family homes remained roughly unchanged, while the number of mobile homes has dropped drastically since 2000. The number of duplex/multi-family units and mobile homes has remained steady in Hancock County from 2000 to 2018 (Table C-5).

Table C – 4: Change in Dwelling Unit Types (Occupied & Vacation) Brooksville 2000–2018 / 14

Type of Dwelling	2000		2010		2018		2000-2010	2010 - 2018	2000 – 2018
	No.	% of Total	No.	% of Total	No.	% of Total	% Change	% Change	% Change
Single Family	734	92.8 %	828	88.7 %	973	98.2	12.8 %	17.5 %	32.6 %
Duplex/ Multi-family	10	1.3 %	27	2.9 %	11	1.11 %	170 %	(59.3 %)	10.0 %
Mobile Homes	47	5.9 %	79	8.5 %	7	0.7 %	68.1 %	(91.1 %)	(85.1 %)
Total Units	791		934		994				
<i>Source: 2000, 2010 U.S. Census and 2018 American Community Survey (ACS)</i>									

Table C – 5: Change in Dwelling Unit Types (Occupied & Vacant) Hancock Co: 2010–2018 / 15

Type of Dwelling	2010		2018		2010 - 2018
	No.	% of Total	No.	% of Total	% Change
Single Family	32,240	81.9%	33,947	82.7%	5.3%
Duplex/Multi-family	3,750	9.5%	4,105	10.0 %	9.5%
Mobile Homes	3,364	8.5 %	2,997	7.3 %	-10.9%
Total Units	39,365	100.0 %	41,048	100.0 %	4.3%
<i>Source: 2010 US Census, 2018 ACS Selected Housing Characteristics</i>					

Table C – 4 shows housing units by dwelling type for Brooksville; Table C-5 for Hancock County. (The 2000 Census did not collect this data at the county level and thus is not tabulated for 2000 in Table C-5.) Mobile homes as a percentage of all housing unit types remained stable in Hancock County, but decreased dramatically in Brooksville (from 79 to 7 units) from 2000 to 2018. This information is undergoing review for accuracy. Per Title 30-A MRSA 4358, towns may not discriminate against mobile homes. In short, mobile homes may be located on individual lots within a town where other single-family residences would be located. Mobile homes are an effective method to address affordability issues.

Affordability:

Brooksville's affordability metric has fluctuated significantly since 2000. In 2019, the Maine Housing Authority's affordability ratio² for Brooksville was 0.77. As noted earlier, any number lower than 1 is generally considered unaffordable to median income buyers. In 2020 the metric was 1.11, and this is considered generally affordable. This metric is calculated by Maine Housing Authority (MHA) using the median home price for the town and the reported median income for the town. The MHA also calculates the median income required to purchase a house in the town. For 2019, the MHA calculated that this income needed to be greater than \$90,000 in order to afford the median sales price for a house in Brooksville, which exceeded \$390,000. The actual median income in Brooksville for that year was \$77,000. (For Hancock County it was \$57,000.)

Other data suggests Brooksville is not as unaffordable as reported in statewide sources. A recent MLS (Multiple Listing Service) search for current and past listings showed that out of 27 properties, 7 sold for less than \$150,000 and others for under \$300,000. The 2020 Median Home Price, per Maine Housing Authority, was \$277,750, which is considerably lower than it was in 2019. However, at the time of writing, due to global events and cultural shifts, many residents are seeking out rural Maine for its quality of life. This recent spike in sales and the increase in new residents of Hancock County, anecdotally supported by reports from real estate agents, supports the conclusion that housing affordability is bound to become a more pressing issue.

There are long-term negative consequences of unaffordable housing, including population decline, cultural homogeneity, and ultimately economic stagnation. When young families and those in lower income brackets are unable to attain safe and decent housing, the macro-scale effects can lead to tangible problems such as decline in educational quality because of difficulties attracting skilled teachers, shortage of laborers, and increased travel times to shops, amenities and services.

While homeownership in Brooksville appears to remain out of reach for many future residents, rents were lower in 2018 when compared to the County as a whole, see Table C – 6. It will be important to revisit these figures due to recent changes in the local and regional housing market.

² Maine Housing Authority also defines affordable housing as not costing more than 30% of household income for associated housing costs.

Table C – 6: Median Rents Brooksville & Hancock County / 16

Brooksville			Hancock County		
Monthly Rent	Number	Percent	Monthly Rent	Number	Percent
\$ < 500	3	9.7%	\$ < 500	1,168	22.0 %
\$500 - \$999	21	67.7 %	\$500 - \$999	2,809	52.9 %
\$1000 - \$1499	3	9.7 %	\$1000 – 1,499	1,093	20.6 %
\$1500 +	4	12.9 %	\$1500 +	238	2.8
Total	31		Total	5,058	100 %
Median Rent	\$733		Median Rent	\$810	
No Cash Rent	17		No Cash Rent	498	
<i>Source: 2018 ACS Selected Housing Characteristics</i>					

Local Regulations & Affordable Housing Policies

Local land-use regulations focus on shorelands, wetlands and include local ordinances for minimum lot sizes and setbacks. There are no regulations that directly encourage or discourage the development of affordable housing. Due to Brooksville’s relatively high market costs for home ownership, this lack of affordable-housing policies could contribute to population loss over the medium-term, despite recent upticks in regional and local home purchases. First-time homebuyers and median-income earners would tend to be priced out of the market. Local affordable-housing policies could address this issue, along with measures to promote sustainable growth and incorporate affordable housing options within any new development.

6. Additional Key Observations from Community Input

1. Because real estate located on or adjacent to Brooksville’s waterfront commands a higher price than inland properties do, analysis of housing trends requires careful differentiation rather than generalizations.
2. Analysis of housing data in Brooksville is complicated by the percentage of housing units that are seasonal-use (vacation) properties rather than year-round dwellings.
3. In-migration to Brooksville, induced in part by the coronavirus pandemic that began in 2020, is likely to drive up housing prices.
4. Pandemic-induced in-migration to Brookville is likely to result in a subset of seasonal dwellings being converted to year-round dwellings.
5. It is important for housing to be safe, i.e., structurally sound and protected from nature- based and climate-change risks such as rain-event and coastal flooding. It is important for housing to be

constructed or retrofitted to benefit from increasingly affordable energy-saving design and operation.

6. Brooksville could engage Habitat for Humanity, a program in which Habitat holds the mortgage and offers a pay-it-forward solution. Homeowners participate in construction and volunteers make up labor. Community churches and organizations participate and help raise money and volunteers. Often finding land is the most difficult part of the entire process. Land acquisition is a key requirement.

7. Efficiency Maine Trust offers advice and financing for energy-saving housing upgrades.

8. Similarly situated rural, coastal communities in Maine have developed programs to address housing affordability, as discussed below:

Island Workforce Housing, a non-profit corporation, is working to “create housing solutions in Deer Isle and Stonington that are permanently affordable to individuals and families working in these communities,” says its mission statement. The rationale: “Housing these valued community members is a critical first step in securing the longevity of the economic development and civic health and well-being of the island.” As its first project, Island Workforce Housing and the Island Heritage Trust acquired 27.5 acres of land on the Sunset Cross Road. The upland 13.4 acres will be used to develop rental housing for Stonington’s year-round workforce, and the pond buffer (14.1 acres) will be conserved for public use.

The Washington County Sustainable Housing Work Team prepared a 2014 plan, “A Regional Plan for Sustainable Housing in Washington County” with three objectives: 1. Supporting the most effective existing public/private partnerships; 2. Developing a better understanding of problems and solutions for an aging population and an aging housing stock; and 3. Sponsoring new strategies to create jobs while improving our housing stock and reducing our reliance on increasingly unaffordable ways of staying warm in the winter.

In 1996, Cranberry Isles established a nonprofit Realty Trust to address their affordable housing issues. The Trust accepted federal HUD funds to help purchase three properties. The occupants of these properties must earn less than a maximum income, specified on an annual basis by the federal government.

On Islesboro, another nonprofit organization, Islesboro Affordable Property (IAP), constructed an eight-unit project, the Ruthie James Subdivision. IAP owns the land; residents own the homes. IAP subsequently built and subsidized the sale of a single-family home. All in all, IAP has built or acquired 13 homes for rent. Islesboro Affordable Property uses Camden National Bank and the Genesis Community Loan Fund, located in Brunswick, for its loans, as well as Maine Housing funds. Most of its money is raised through private fundraising. Islesboro’s comprehensive town plan identifies five issues related to housing on the island:

- 1) Preliminary discussions suggest that the Town wants to stabilize, and perhaps grow, its year-round population. Is this the case? If so, is affordability of housing a problem that undermines the goal of a more stable year-round community?

- 2) While it may be important, efforts to curb residential growth could have the undesirable effect of aggravating housing costs and affordability issues, driving more young adults and families from the community. What steps might the Town take to direct growth in ways that are less land consumptive and better support growth in ways that reduce its impacts on affordable housing for the Town?
 - 3) While most communities regulate subdivisions under the direction of the state subdivision law, thereby mitigating the more undesirable impacts of development, some communities regulate single family homes developed lot-by-lot. Yet lot-by-lot development, which creates only small impacts on an individual basis, creates larger, cumulative impacts when added together. These cumulative impacts are very difficult to manage. How serious is the impact of incremental, cumulative development in Islesboro? How should the Town best manage it?
 - 4) Given the lack of affordable housing on the Island, should the town encourage development of additional year-round rental units to provide more affordable family housing?
 - 5) Reduce minimum lot size and fees to support the development of affordable housing. Are these provisions adequate to help meet needs? What more might the Town do to encourage the creation of additional affordable housing, particularly in support of a more stable year-round community?
9. The Town should consider the appointment of a Housing Committee. The intent is for this committee to study the availability, affordability, energy efficiency and sustainability of Brooksville's housing stock and to recommend opportunities and solutions to create, enhance and sustain a multi-occupational and multi-generational community. It is recommended that the committee study how other rural coastal towns in Maine are addressing housing issues in conjunction with land trusts, non-government organizations, the philanthropic community and other private-sector sources of technical assistance, funding, financing and volunteers. It is also recommended that the committee explore technical assistance and funding support from state and federal programs.
10. Families with young children who are attracted to Brooksville because of new affording housing opportunities and programs will be challenged by the lack of child care opportunities.
11. Explore other development patterns such as conservation subdivision design and "Rural by Design" principals that would allow for denser development patterns, conserve open spaces and reduce demand on natural resources.

7. Goals & Objectives

GOAL: Recognize that Brooksville's viability, economy and overall wellbeing depend upon housing that is safe, energy efficient and affordable for a multi-occupational and multi-generational community.			
Objective	Strategy	Responsible Party(ies)	Timeline
Facilitate development of affordable housing, including rental and ownership options.	Provide at least 10% of new residential development from 2019 to 2030 to be affordable.	Select Board, Planning Board	Long Term (Within 10 years)
	Maintain, enact, or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Select Board, Planning Board, voters	2-5 years
	Encourage mixed uses and mixed income housing within residential areas of the town.	Select Board, Planning Board	Immediate and ongoing
	Support collaborative local and regional housing coalitions in addressing affordable housing needs.	Select Board	Long Term
	Participate in regional programs, grants and projects, to ensure sufficient, affordable housing options for elderly citizens and veterans.	Planning Board	ongoing
	Address reported violations of local ordinances and State laws and regulations that affect health, safety, or community conditions.	Select Board, Planning Board, CEO	ngoing
Create a Housing Committee to study affordability and sustainability and make recommendations.	Include in the committee's agenda the study of current growth management and land use regulations and propose possible amendments to support increased density and encourage development of affordable housing.	Select Board, Planning Board	Immediate and ongoing
	Compile and distribute information on programs, grants, and projects for subsidized housing, energy efficiency improvements, etc.	Housing Committee	2 yrs, ongoing
	Establish a special reserve account dedicated for funding potential affordable/workforce housing programs.	Select Board, Budget Committee, Housing Committee	2 yrs, ongoing

Chapter D: Transportation and Mobility

1. Purpose

Transportation systems and mobility are some of the most important factors that influence a community's economic well-being, and support (or negatively impact) the health and cohesion of its population. The transportation system, including parking, is also one of the most expensive infrastructure elements a town must maintain. This section will discuss and analyze the major transportation issues facing Brooksville. Specifically, this chapter:

- a) discusses the extent, use, condition and capacity of Brooksville's transportation systems;
- b) assesses the adequacy of this system to handle current and projected demands, and
- c) accounts for areas where sustainable transportation alternatives and long-term cost savings in infrastructure management may exist.

2. Key Findings & Issues

In 2018 Brooksville had approximately 50-57 miles of public roadways, with 15 State miles, and the remainder town roadways. The pressing issues are motorists driving at unsafe speeds for the existing road conditions, lack of enforcement, and crashes in certain areas, particularly the Herrick Road between Robin Hood Camp and route 15, and Coastal Road between Timothy's Lane and Route 15. The public opinion survey favored improvements to pedestrian and bicycle infrastructure. This showed no change from 2006.

3. Key Findings & Issues from the 2006 Plan

In 2006 the conditions were substantially the same as in 2018, described above, but the private road mileage was lower in 2006.

4. 2018 Public Opinion Survey Results

Results from the 2018 public opinion survey showed general satisfaction with the Town's maintenance of roads, snow removal and sanding, with nearly 80% and 70% respectively, saying it was adequate or better. A transportation topic about which respondents expressed concern was Bicycle Paths/Lanes, with 68% supporting either improvement/attention now, or further study. Pedestrian infrastructure, while not as much of a concern as bicycle infrastructure, still received 57% support for paths and trails, while sidewalks did not generate strong interest with only 42% either in support of immediate attention, future attention, or further study. Respondents' opinion of Public Transportation was divided with 51% saying it needs attention now, soon, or further study and 31% not thinking it an issue and 18% unsure. 50% think Senior Citizen Service is an issue with 35% unsure. A large majority, 63%, did not think summer traffic is an issue in Brooksville.

5. Brooksville's Roads

Classification of Roads:

Roads are classified into two major categories, administrative and functional.

“Administrative” defines a road in terms of what party or entity is responsible for maintenance. For example, a state highway is defined as a State Road; a residential street that is not part of a state route is a Town Way; and a Private Lane or road is maintained by either the property owner or a homeowner association.

“Functional” classification of roads divides roads into three classifications based on geometric design parameters such as width, speed, and traffic volume capability. The three functional classifications are:

Arterials – Roads that connect major settlements and are designed for high-speed travel with limited access points. Routes 1 and Route 95 are examples of arterial roads. Brooksville has no arterial roads.

Collectors – Roads that support traffic within a town or group of small towns or disconnected neighborhoods. They are designed to accommodate moderate speeds, 35 – 45 mph and a moderate traffic volume. Routes 175 and 176 are examples of collectors.

Local – Roads that are lightly traveled and comprise the network between residential areas and residential areas and downtowns. They are often narrower than the previous two road types and accommodate speeds under 35 mph. Most roads in Brooksville are classified as local roads.

Development considerations are often influenced by the road classification, especially when considering where to locate new development and what types.

Road Inventory and Conditions:

Brooksville maintains on the order of 40 miles of public, local roads that are not classified as collectors. The Town does not maintain private roads. Heavy industry and shipping would not be well suited to the travel patterns and character of the town on any of the existing local public roads, except possibly for the very short stretch (0.31 miles) of Route 15 that crosses part of Brooksville known as “the porch”. Table D – 1, on the following page, provides further details on road mileage and classifications as provided by the Maine Department of Transportation (DOT).

Table D – 1: Brooksville’s Public Road Inventory (per Maine DOT) / 17

Maine DOT #	Name and Condition	Collector	Local	Total
0015X	Route 15 B	0.31	0	0.31
0175X	Route 175 (Bagaduce) B	5.02	0	5.02
0176X	Route 176 (Coastal) B	10.09	0	10.09
00420	(off Bagaduce Rd) B	0	0.06	0.06
01748	Back Rd C	0	0.85	0.85
01807	Bakeman Rd B	0	0.30	0.3
01810	Black Bear Rd C	0	0.20	0.2
00419	Blake Rd na	0	1.91	1.91
01280	Breezemere Rd C	0	1.19	1.19
01276	Buck’s Harbor Marina na	0	0.12	0.12
00416	Cape Rosier Rd B	0	4.05	4.05
01278	Condon Point Rd B	0	0.20	0.2
00423	Cornfield Hill Rd B	0	0.32	0.32
01281	Dog Island Rd B	0	0.80	0.8
00410-11	Ferry Rd B	0	1.11	1.11
01748	Goose Falls Rd B	0	1.47	1.47
00419	Harborside Rd B	0	1.03	1.03
01748	Harborside Rd B	0	3.21	3.21
03137	Hay Landing Rd B	0	0.16	0.16
00413	Henry Point Rd B	0	0.69	0.69
00427	Herrick Rd B	0	2.96	2.96
01279	Horseshoe Cove Rd B	0	0.73	0.73
00429	Indian Bar Rd C	0	0.93	0.93
00411	Jones Point Rd B	0	0.86	0.86
01290	Mills Point Rd B	0	0.86	0.86
00426	Norumbega Rd C	0	1.10	1.10
00436	Old County Rd C	0	0.46	0.46
01284	Old Mine Rd C	0	0.15	0.15
01808	Old Mine Rd B	0	0.10	0.10
01277	Otis Gray Rd B	0	0.25	0.25
01288	Poor Farm Rd B	0	0.24	0.24
01283	Red Point Rd C	0	0.70	0.70
00843	Reynolds Rd B	0	0.26	0.26
00412	South Wharf Rd A	0	0.97	0.97
00421	Timothy’s Lane A	0	0.17	0.17
01286	Town House Rd B	0	0.39	0.39
01809	Town Landing Rd. B	0	0.41	0.41
00414	Varnumville Rd B	0	2.64	2.64
00419	Weir Cove Rd B	0	1.22	1.22
00415	Wharf Rd A	0	0.61	0.61
TOTAL MILEAGE		15.42	33.68	49.1
This list does not include all E911 roads, or any private roads or long driveways				
<i>Source: Maine Department of Transportation</i>				

There are several discrepancies between the information on Table D-1, provided by the Maine DOT, and the E-911 database kept by the Town. E-911 roads include all public roads, but also

private roads, long driveways and other non-town roads (any road the town is not responsible for) that are catalogued for emergency response purposes. Towns are required to have up-to-date catalogues of all roads, both public and private, for both maintenance planning and first responder access. The following roads on Table D-1 are classified as private roads by the E-911 database: Blake Rd, Buck’s Harbor Marina, and Mills Point Rd. The E-911 database also shows several roads as public which do not appear in the Maine DOT data of Table D-1. These are Bridge Rd, Dodges Point Rd, Hawes Farm Rd, Prentice Point Rd, Red Trail, Steamboat Wharf Rd, Undercliff Rd, Young’s Point Rd, and a portion of Jarvis Gray Rd. Of these, only Bridge Road is included in the DOT’s Collector Road category.

The E-911 database also shows different mileages for some of the roads listed in Table D-1. (For example, Table D-1 shows 10.09 miles for the collector Route 176, whereas the Town E-911 database shows 10.44 miles for Coastal Road.) The Town’s E-911 database tallies up a grand total of 57 miles of public roads in Brooksville, including the collectors. These discrepancies with the DOT data should be ironed out at some point.

Table D-1 also gives an assessment of road conditions as evaluated by the Town Road Commissioner. The key is as follows:

- A = Excellent
- B = Acceptable
- C = Needs Work
- D = Needs Redesign

Traffic Volumes:

Traffic volume in Brooksville has not significantly changed since 2011, and the amount of daily traffic remains stable. Some roads, such as State Routes 15, 176 (Coastal Road) and parts of Cape Rosier had a slight increase in traffic volumes, while other roads had slight declines in daily traffic. Table D-2 has the details.

Table D – 2: Traffic Volumes as Average Annual Daily Traffic (AADT) / 18

Location	2011	2014	2017
35006: IR414(Varnumville Rd) SW/O SR 176	NA	440	430
59908: ST 176 NW/O IR414 (Varnumville Rd)	NA	350	280
65208: ST176 NW/O IR1289 (Young’s Point Rd)	530	470	470
44405: IR 427(Herrick Rd) S/O SR 176	NA	350	NA
32704: IR436 (Old County Rd) SE/O SR 15/175	NA	230	NA

Table continues on next page

Location	2011	2014	2017
32705: ST 15/175 S/O SR175	NA	2750	3040
32708: SR 175 NW/O SR 15	1210	1130	1150
34307: SR176 (Coastal Rd) W/O SR 175	910	920	1020
34301: SR 175 (Walkers Corner) N/O SR 176	340	360	370
34401: SR 176 N/O IR 416 (Cape Rosier Rd)	560	610	620
34407: IR 416 (Cape Rosier Rd) W/O SR 176	550	560	620
34405: SR 176 S/O IR 416 (Cape Rosier Rd)	680	730	710
39773: IR 1748 (Goose Falls Rd) NE/O IR 1808 (Old Mine Rd)	NA	NA	60
34704: IR 419 (Weir CV) SE/O IR 416 (Cape Rosier Rd)	NA	260	NA
<i>Source: Maine Department of Transportation</i>			

Definition of terms: SW = South West, SE = South East, SW/O = South West of, SE/O = South East of, NW = North West, N/O = North of, S/O = South of, W/O = West of.

It is important to note that factored Annual Average Daily Traffic counts (AADT) do not show seasonal fluctuations in traffic volumes, such as peak tourism season. Therefore, road Level of Service (LOS) ratings, or the amount of congestion, is an average based on the AADT and road width. Many of these roads had increased daily traffic volume and a lower LOS in peak tourist seasons as well as an increased use by cyclists and pedestrians. Many residents in Brooksville are seasonal, and the population increase with summer residents also impacts these figures. Traffic counts will also invariably change as Brooksville’s population increases. It will be important to work with Maine DOT to have accurate and timely AADT updates for road maintenance planning and the location of new private roads or roads constructed in future subdivisions, to avoid conflict and decreased LOS in all seasons. The Town does have an ordinance governing the technical aspects of how driveways intersect with public ways.

High Crash Locations:

High crash locations (HCLs) both by intersection (node) and section (link) are another way to identify traffic problems. HCLs are ranked by their critical rate factor (CRF), which measures the extent to which a given road segment has more accidents than comparable road segments, and the severity of those accidents. Brooksville has no HCLs, either current or historic. However, there are several locally identified areas of concern, listed on table D – 3.

Table D – 3: Areas of Local Traffic Safety Concern / 19

Road Name & Location	Begin Node	End Node	Total Crashes	Percent Injury	Fatalities	Injuries	CRF [Critical Rate Factor]
Coastal & Condon Point Rd	22738	23396	0	0	0	0	N/A
Coastal & Timothy Lane	23396	22737	2	0	0	0	N/A
Coastal Road east of Buck's Harbor to SR 15	22706	22698	6	0	0	0	N/A
Stover Corner (Intersection of Route 176 & Wharf & Ferry Roads)	22758	N/A	0	0	0	0	N/A
Herrick Rd east of Robin Hood Rd to Sedgwick Town line	22683	22684	3	33%	0	1	N/A

Source: Maine Department of Transportation

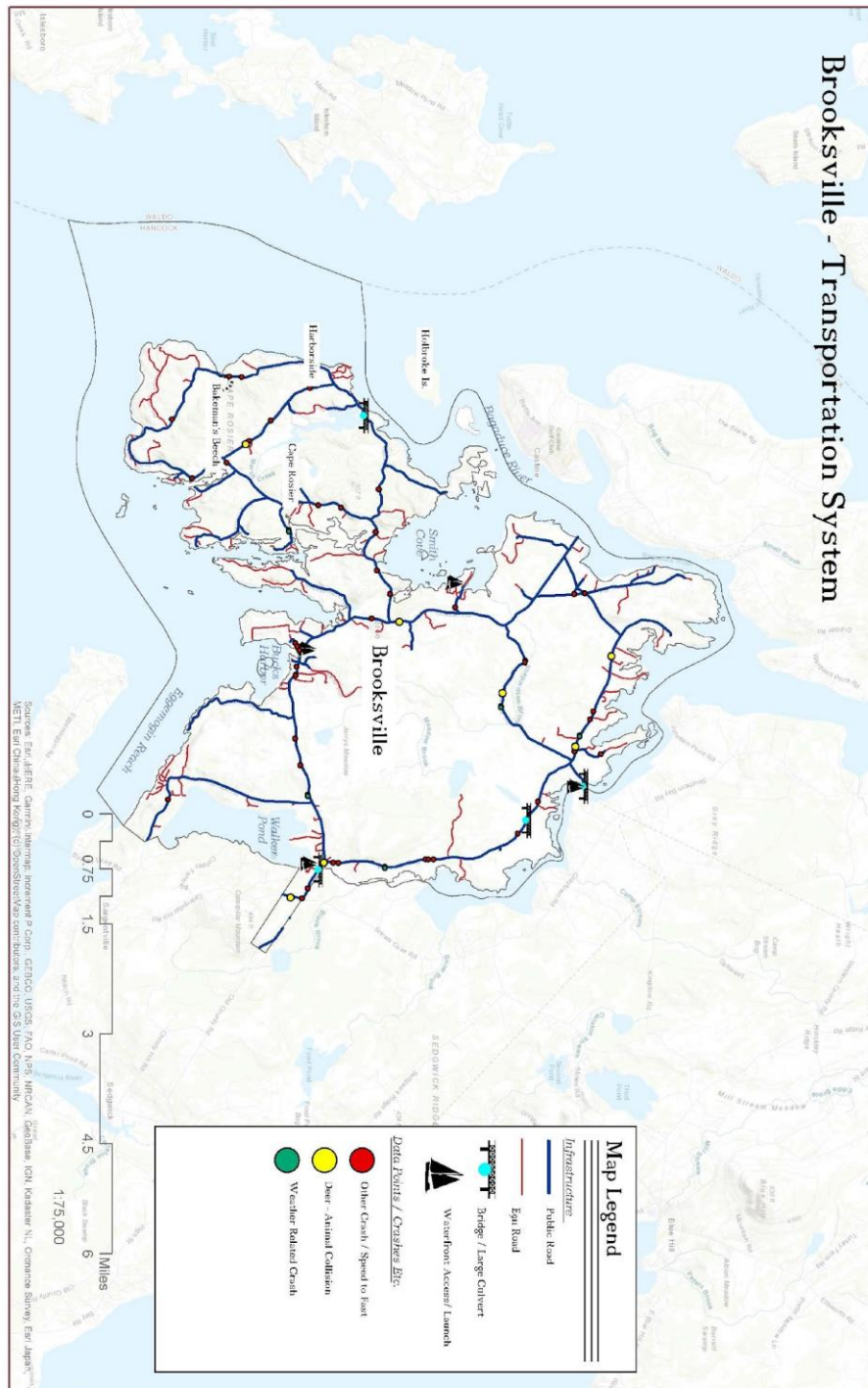
The road link between nodes 22738 to 23396, intersections of Breezemere Road and Coastal Road (SR 176) to Timothy Lane and Coastal Road (SR 176) does not have any recorded accidents between the years 2010 to 2020. While there are no recorded crashes, this site is documented due to local concerns of visibility due to the curves, hills blocking views and many accessing driveways, entrances and intersections. These factors, combined with speed, could all contribute to a future traffic conflict and the Town seeks to further address this issue. Stover Corner (Intersection of Route 176 & Wharf & Ferry Roads), Node 22758, also represents a location with to date, no crashes/conflicts. However, due to the posted speed and sharp right turn, and proximity to the local school, the town also is concerned about potential future safety issues even though the location does have good sight lines and lacks many obstructions due to the pastoral landscape and wide ditches along the roadway. Herrick Road, east of Robin Hood Road to the Sedgwick Town Line has many curves and hills that obstruct sight distance and it has narrow shoulders. This section of road presents challenges not only to drivers but also to pedestrians and cyclists.

The other locations were all sites of crashes between 2010 – 2020, though not sufficient to merit designation as a High Crash Location. In these locations contributing factors range from Deer Hit, Road/Weather Conditions and Speed-Too-Fast for Road Conditions, all with no personal injury and only property damage recorded.

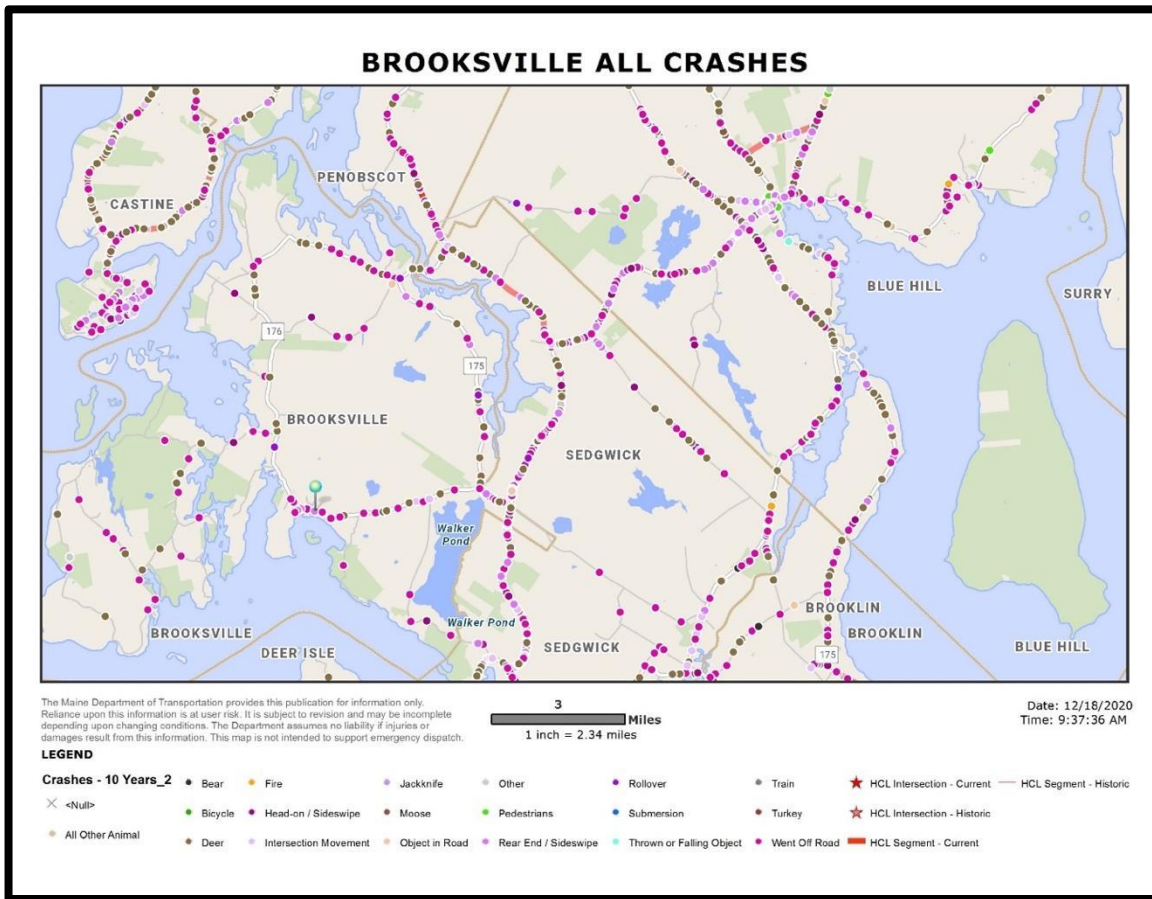
While Brooksville currently does not have any HCLs and benefits from a comparatively lower crash frequency and injury rate than neighboring towns, this could change as more residents and tourists use the roads in Brooksville. Map D-1 documents all crashes in Brooksville and surrounding towns between 2010 and 2020. Most crashes in town and the region are classified as Went-Off-Road, followed by Deer/Animal Hits. However, Pedestrian/Bicycle Hits, represented by the green dots,

do occur in Sedgwick, Blue Hill, and Castine. Though rare, these accidents mostly occur on the collector roads, such as SR 176, 175 and 15. The comprehensive plan committee has identified potential future pedestrian conflicts occurring as more residents report walking and bicycling for recreational and transportation purposes in Brooksville. Many walkers and runners do not seem to realize that it is for their own protection that Maine law states “Where sidewalks are not provided, a pedestrian shall walk facing approaching traffic on the left side of the public way or the way’s shoulder when practicable.” (MRSA 29-A Ch 19 sec 2056).

Map D - 1: Brooksville Transportation System / Figure 2



Map D - 2: Brooksville & Surrounding Towns - All Crashes 2010 – 2020 / Figure 3



Parking:

The Town of Brooksville maintains the following municipal parking areas:

- The Town office - 33 spaces
- The Community Center - 37 spaces
- Betsy’s Cove Town Landing - 7 spaces
- Elementary School - 30 spaces
- Sedgwick-Brooksville Landing at Walker’s Pond - 30 car and 5 trailer spaces
- Bagaduce Town Landing in North Brooksville - 6 spaces
- Dodge’s Point Town Landing - 10 spaces
- South Wharf Road Access - 5 spaces
- Bakeman’s Beach - 7 spaces

The Betsy’s Cove Town Landing, near the “Golden Stairs” off Route 176, presents a particular challenge for parking. Vehicles may only enter from one direction along Route 176, and vehicles with trailers cannot park at the parking lot. This presents a major challenge to visiting boaters who have nowhere to park their vehicle and trailer after unloading their boat. Adequate parking is often unavailable for large public events, such as gatherings at the school, the Community Center or for the Farmer’s Market during peak tourism season.

6. Pedestrian & Bicycle Infrastructure

Brooksville has no dedicated pedestrian and bicycle infrastructure connecting major locations, such as the school, store, parks, and waterfront access areas. Creating such connections is a challenge because many of the roads where dedicated lanes would be desirable are narrow and have no shoulders. These conditions impact residents' ability to safely walk and cycle, particularly in the winter months and at night. Despite the infrastructural limitations, many residents engage in walking and bicycling for recreation. In seasonal months, Brooksville's roads are popular for bicycle tourists and are recommended routes on several public websites that serve bicycling enthusiasts.

Increased access by non-motorized users to the transportation system can lead to higher chances of motorist-pedestrian and motorist-cyclist conflict (crashes) without proper planning and adjustments to the current infrastructure. The Bicycle Coalition of Maine (BCM) has several potential options that may be applicable in Brooksville. These range from temporary installations that do not impact road geometry (for example repositionable solar powered radar speed indicator signs, especially in summer) to educational programming for the local schools and community groups. The Town could provide all residents as well as lodgings with copies of the Maine Bicycling and Pedestrian Laws document published by the Maine Department of Transportation. Addressing pedestrian and cyclist safety will be an important topic for the town to consider as the number of such users increases. Improving the opportunities for residents and visitors to walk and bike safely will be an investment.

7. Public Transportation and Mobility Issues

Brooksville does not have regular public transportation or mass transit available. Downeast Community Partners provides limited services for eligible clients referred by Maine Department of Health and Human Services. Bangor offers year-round bus connections to Portland and Boston via Greyhound Bus and Concord Coach Lines, but there is no public transportation to connect to either of these carriers. Although the Island Explorer provides regular bus service within Hancock County, this service does not stop in Brooksville. Brooksville residents must drive or be driven to transit locations.

As the average age of Brooksville's residents increases, many residents will require transportation to important medical appointments, shops and general social activities. The only organization that currently provides rides for seniors is At Home, a program of Downeast Community Partners that serves Blue Hill Peninsula towns. Recent developments in mobile software applications may enable Mobility as a Service (MaaS) options for Brooksville's residents. Such services include on-demand and peak travel time ride shares such as are to be found with ITNAmerica, a nonprofit ride-sharing service for seniors and the visually impaired founded in 1995 in Portland, ME. There is grant funding available to explore MaaS options.

The closest airports are in Bangor and Trenton. Bangor International Airport has an 11,500 ft. runway with regularly connecting flights to Boston and New York City, along with chartered flights to Florida. The airport is also staffed with Customs and Border Protection Officers and Agents to clear passengers arriving from foreign points of entry. Bar Harbor – Trenton Airport in Trenton offer regular service to Boston and other regional cities on the east coast of the United States. Local airports for private use are located in Blue Hill and Stonington.

Since the closing of the Verso Mill in Bucksport, freight rail service has been discontinued in Hancock County. There is also no passenger rail service in Hancock County, although there is a short-distance scenic railroad ride in Ellsworth that operates from May to October.

Local Transportation & Mobility Issues:

Parking remains an important local issue along with road maintenance and repair. As mentioned before, access to MaaS is a current and future necessity for many Brooksville residents. This need will only increase as Brooksville's population continues to advance in age. Accomplishing Brooksville's age-in-place goals will require alternative means of mobility for elderly and impaired residents, especially to reach healthcare and other services.

Regional Transportation & Mobility Issues:

Hancock County and the surrounding region will face capacity issues with electric vehicle infrastructure. Motorists are switching to fully electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEV), increasing demand for charging opportunities. Towns and regions that are poised to provide this service may have a competitive advantage over others for tourism revenue and attraction of potential future residents. Along with fiber Internet, EV infrastructure will be an important component for future development in the region. Improving access to MaaS is also not just a local issue for Brooksville, but for surrounding towns that have similar demographic profiles.

8. Climate Change Impacts and Emerging Trends

Climate change is increasingly at the forefront of transportation planning concerns, particularly where sea level rise and extreme weather events are projected to damage and undermine many roads in coastal Maine. MaineDOT is interested in working with towns to make the transportation system resilient to future climate change. The Sea Level Rise and Climate Change Committee is currently evaluating the potential scenarios and flood risks to town-maintained roads. Planning for increased road safety, aging-in-place, and climate resilience simultaneously can help integrate multiple objectives into projects when funding is sought.

Various technological advances offer new opportunities to complement existing transportation systems. These include: vehicle automation and electrification, consolidation of vehicle ownership and the proliferation of ride-sharing services, all of which are facilitated by improved rural broadband internet (see Chapter L). All these factors will influence future transportation needs and possibilities, and therefore planning.

9. Goals & Objectives

Goal: Ensure that a safe, convenient, well-maintained, economically feasible, transportation system with diverse options, is available to all residents.			
Objective	Strategy(ies)	Responsible Party(ies)	Timeline
Improve pedestrian and bicycle access throughout Brooksville.	Work with Bicycle Coalition of Maine (BCM) on Bicycle & Pedestrian Safety programming at local schools & youth groups. Provide residents and visitors with easy access to Maine Bicycling Laws and BCM Biking Basics.	Select Board or their designee(s) to work with Bicycle Coalition of Maine, Hancock County Planning Commission & Maine Department of Transportation, Brooksville Historical Society & Recreation Committee	Immediate and on-going
	Source appropriate funding and grants to support non-motorized transportation in Brooksville.		
	Identify one or more bike routes around town.		
	Work with local land-trusts, conservation groups and property owners to identify potential trail networks and connectives through Brooksville and the region.		
Increase options for public transportation, transit and mobility services to all Brooksville residents, and work towards supporting age-in-place goals with MaaS.	Work with MaineDOT and HCPC to integrate the town in the Region’s expanding transit hub.	Select Board or their designee(s) to work with DCP, other providers and Hancock County Planning Commission & Maine Department of Transportation	Immediate and on-going
	Work with Downeast Community Partners (DCP), Maine DOT/Moving Maine Working Group to identify potential mobility options and MaaS providers, and develop public/private partnerships.		
Address issues of poor sight lines, narrow roads and excessive speeds.	Prioritize problem areas, such as roads experiencing increased traffic due to new developments and attractions (e.g. Bakeman Beach and a new walking path along Wharf Rd): devise strategies to slow traffic and create better signage.	Select Board or their designee(s); town road commissioner	Immediate and on-going
Integrate road safety, aging-in-place and climate resilience goals when scoping projects and seeking funding.	Assess town road maintenance needs and priorities against upcoming planned MaineDOT projects. Road crews will train on best practices for protecting natural habitats.	Select Board or their designee(s) to work with HCPC, MaineDOT.	Immediate and on-going
Anticipate and plan for the introduction of electric vehicles.	Create convenient EV charging stations (see Chapters E and M).	Select Board or their designee(s) to work with HCPC, MaineDOT.	Immediate and on-going

Chapter E: Public Facilities and Services

1. Purpose

A town's future growth can be constrained or catalyzed by the public facilities and services available. This chapter provides a thorough analysis and understanding of current conditions for Brooksville and potential future needs and issues. Specifically, this chapter:

- a) identifies and describe Brooksville's public facilities and services, and
- b) assesses the adequacy of these services to handle current and projected demands.

2. Key Findings & Issues

Solid waste management and recycling, while previously addressed in the 2006 Plan, has reemerged as an issue due to recent market changes and regional issues. Brooksville is not alone in facing solid waste and recycling challenges. Educational enrollment has remained stable at Brooksville Elementary. However, because of decreasing birth rates and school choice, enrollment may decline. As noted in the Housing chapter, housing affordability issues may also lead to staffing issues at the school.

3. Key Findings & Issues from the 2006 Plan

In 2006, public works equipment was a key issue along with increased workloads on town officials, particularly the Code Enforcement Officer. Solid waste and recycling were important issues then. These issues were resolved while the recycling market was stable for a number of years, but have since come back to the forefront of important issues facing Brooksville and the region.

4. 2018 Public Opinion Survey Results

Nearly 79% of survey respondents stated that the town government was responsive to their needs, versus 3% for "not very responsive." Other topics pertinent to this chapter include favorable views of emergency medical services (62%), secondary schools (63%), health care quality (61%), and favorable views of a range of services such as the cemeteries, elementary school, fire department at 75%, and very positive views of the public library. Some notable areas of concern were health care access, with 21% stating it needs improvement. Twenty-one percent thought solid waste disposal needed improvement.

5. Town Government

Current Conditions:

Brooksville has a town meeting form of government with daily affairs tended to by three selectpersons. There is no full-time staff, with the Code Enforcement Officer, Tax Collector, Town Clerk, Treasurer, Road Commissioner and seven seasonal winter maintenance employees, all serving

as part-time employees. The Town has a quality website where all services are listed and kept up to date, along with general information about Brooksville.

Current & Future Adequacy:

Brooksville has experienced a population decline of -1.7% since 2000; but could experience future development in housing and industry which may result in population increase. This would place increased strains on town staff. Any increased regulation, whether state or local, would also place a greater burden on code enforcement and other town officers. Regional sharing or multi-town cooperation, for example in code enforcement and assessing, might be both financially and logistically beneficial to Brooksville in the future. The Town website manager reports that the website is difficult to use: a different platform and upgrade should be considered.

6. Solid Waste Disposal & Recycling

Current Conditions:

Brooksville uses the Blue Hill-Surry Transfer Station for municipal solid waste disposal and recycling. Statewide, municipal solid waste recycling reached 36.7% in 2016, far short of Maine DEP's goal of 50%. Few Maine towns in the Downeast area have had municipal recycling programs since the 2019 closure of Coastal Recycling in Hancock and the 2020 closure of the innovative and experimental Fiberright facility in Hampden. As of 2021, the Blue Hill-Surry Transfer Station recycles scrap metal and cardboard when market conditions permit. Some residents in Brooksville still sort their household waste to remove recyclables, but ultimately most of it is sent to Penobscot Energy Recovery Company (PERC) in Orrington for incineration. Plastics represent the greatest volume of potentially recyclable materials entering the general solid waste-stream. Waste disposal in landfills and incinerators could be greatly lessened if recycling services were available, and it is probable that Brooksville community members would respond favorably to this opportunity.

Current & Future Adequacy:

Brooksville faces increasing costs associated with solid waste management and uncertainty regarding the future of the former Fiberright facility. This facility was shuttered due to operating difficulties and the bondholders are trying to sell it. The facility was originally championed by the Municipal Review Committee (MRC, a consortium of 115 municipalities in northern and eastern Maine, based in Orono), which retains a legal responsibility to the involved municipalities to protect their interest in the project. Currently, the closest household solid waste recycling option is in Portland (i.e. "ecomaine," which uses a traditional and proven single-sort technology), but transportation cost to that facility is prohibitive.

In a rural town like Brooksville, backyard composting is one way residents can divert some of their waste from the municipal waste stream. The Blue Hill-Surry transfer station accepts household food items and other compostable materials for general disposal (not composting). It does not accept industrial level shellfish wastes or other bulk compostables. One company, Maine Organics in Ellsworth, composts such waste (including mouse bedding from the Jackson Lab facility). If another facility that accepts household and other compostable waste were to be built near Brooksville, it could be a cost-effective solution for disposal of that part of the waste stream.

Solid waste disposal costs could also be lessened by local actions and regulations. These include lessening dependence on plastics, diverting household compostables through a community composting organization, and through regional approaches to cost sharing the transportation of recyclable materials. Due to the possible cost increases in disposal of municipal solid waste, Brooksville, Brooklin and Sedgwick are studying the feasibility of establishing their own combined transfer station, although it may not be open for operation on the same schedule as the current Blue Hill-Surry Transfer Station.

7. Fire Protection

Current Conditions:

The Brooksville Volunteer Fire Department (BVFD) serves Brooksville, and mutual aid agreements with Sedgwick, Penobscot, Deer Isle and Blue Hill provide extra support for larger fires. The average response time to a fire is 15 minutes. The response time to the most remote part of town is 25 minutes. The Department is dispatched by the Hancock County Regional Communications Center.

Facilities: Presently, there are two fire stations in Brooksville and one pending:

Station #1, located at the corner of Townhouse and Coastal Roads, was built in 1990. The facility comprises several areas totaling 5,375 square feet within the same structure as the town office and Library. In addition to the four heated equipment bays of 2,752 sq. ft. are: the office (80 sq. ft.); the utility room (80 sq. ft.); a meeting room (640 sq. ft.); a locker/bathroom (240 sq. ft.); a small kitchen (63 sq. ft.); and a storage area (1036 sq. ft.).

Station #2, located at the corner of Varnumville and Bagaduce Roads, was transported to this location in 1978. The one-story facility is composed simply of two heated equipment bays of 864 sq. ft. total.

Station #3, will be located on Cape Rosier Road at the site of the old Grange Hall. This site was recently acquired by the BVFD to serve eventually as an ancillary fire station and provide protection to more remote parts of town. The existing building on site would need to be removed before the Town would accept ownership of the property and issue a warrant article for the cost of the new station.

The three facilities would adequately house all of Brooksville's current fire-fighting equipment. However, the community is considering upgrades in several areas. A larger kitchen in Station #1 would be more practical for department activities. Significant renovations are being considered for Station #2, such as including taller doors to accommodate newer fire trucks in the future, and a new roof. Replacement of the building has also been discussed. The estimated cost for this is \$281,000.

Staffing: Brooksville has an all-volunteer fire department. Some officers receive a modest stipend from the department association (drawn from donations), and up to 25 annual training hours (per

individual) are paid. The town budget allocation for the Fire Department was \$35,000 in 2019. Operating an all-volunteer company is increasingly difficult because of complex regulations that govern fire departments. Firefighting training and other matters demand considerable time that many volunteers do not have. As of 2019, there were 14 volunteers in the department; 7 of these are available to respond to calls during the day; 6 members are qualified to perform interior attack. Sustaining enough volunteers is an issue of critical importance. The town may need to consider a paid force that is a shared resource between multiple towns.

Response: The Fire Department responds to a variety of types of calls each year, including, but not limited to structure fires, chimney fires, forest fires, grass fires, vehicular accidents, ambulance calls, miscellaneous rescue calls, and fire alarms. Calls for service are shown on Table E – 1. In addition to fighting fires and the other types of services, the department sponsors fire prevention programs at the Brooksville Elementary School. Fire permits for town residents are now issued by the Fire Chief, the Town Clerk, and online from the State.

Table E – 1: Brooksville Fire Department Calls for Service in Recent Years / 20

Year	Total Number of Calls
2011	41
2012	36
2013	62
2014	43
2015	38
2016	40
2017	31
2018	33
2019	53
<i>Source: Fire Department Records</i>	

Equipment: The current inventory of vehicles is shown in Table E -2. The department does not see the need for additional pieces of equipment in the near future as the current equipment is operational and could remain in service indefinitely with proper maintenance. However, the ideal lifespan of a fire truck is 10 – 15 years. Furthermore, some manufacturers no longer provide parts, and sourcing required parts for repairs can be challenging for a department with an aging fleet.

Table E – 2: Fire Department Vehicles, 2019 / 21

Type	Year	Condition	Years of Service Left
International Pumper/Tanker 1250 GPM pump with 1000 gallon tank	2012	operational	10 – 15
Chevrolet 3500 for fighting forest fires 300 Gallon tank	2016	operational	15 – 20
International Pumper/Tanker 1000 GPM pump with 1500 gallon tank	1990	operational	Replacement To Be Considered
Ford Tanker 500 GPM pump with 1800 gallon tank	1996	operational	Replacement To Be Considered
GMC 1-Ton Utility Truck	1999	operational	Replacement To Be Considered
<i>Source: Brooksville Fire Department, Fire Apparatus & Emergency Equipment Magazine</i>			

Current and Future Adequacy:

Possible major capital needs facing the department are the fire station renovations mentioned previously. The department indicates that water supplies throughout town are generally adequate for fire-fighting purposes. While no emergency vehicle access problems have been reported on town roads, the department does report a problem with overly narrow private driveways. This is a problem with both summer and year-round dwellings. The new station, when established at the Cape Rosier Grange location, will allow shorter response times to the Cape and perhaps lower insurance premiums for the nearby homeowners. There is a need for paid clerical assistance to effectively deal with increased paperwork and regulatory compliance. This clerical activity is not easily assumed by the volunteer members of the fire department. A paid, part-time position would address this need.

8. Law Enforcement

Current Conditions:

There is no municipal police department in Brooksville. Law enforcement is provided by the Hancock County Sheriff's Office, headquartered in Ellsworth, and the Maine State Police. Brooksville is served by the Hancock County Regional Communication Center, which is the Public Safety Answering Point (PSAP) for emergency dispatch services (911).

There were 79 incidents recorded in 2019 by the Sheriff's Dept. Of these, 26 were false alarms from a residence or business (8) and from cell phone misdials (18). There were 8 traffic accidents with no injuries and 3 with personal injuries.

Troop J of the Maine State Police is responsible for providing professional, full-service law enforcement services to Hancock and Washington Counties through two resource-sharing agreements that promote cooperation and maximize the effectiveness of limited law enforcement resources in rural areas. Their main office is located in Ellsworth. There is a field office in Jonesboro. Among their specialty services are defense tactics instruction, accident reconstruction, evidence collection, and firearm instruction. Among their members are two canine units.

In 2019, the State Police responded to a total of 63 incidents in Brooksville. The greatest numbers of these were: 21 for 911 Hang Up calls, 5 for alarms from residences or business, and 7 traffic accidents (2 non-reportable, 3 property damage only and 2 personal injury).

Opinion shifted from “needs improvement” in the 2006 Comprehensive Plan public opinion survey, to “good” in the 2018 survey. In 2018, 85% of respondents rated the service as “adequate or better.”

Current & Future Adequacy:

The formation of a local police force is not necessary or feasible due to the rural nature of Brooksville. However, enforcement of moving traffic laws, such as speed limits and hands-free regulations, continues to be an issue. Low-cost and non-enforcement-based solutions to such topics could be addressed by temporary interventions and programing, as discussed in the transportation chapter.

9. Emergency Medical Services

Current Conditions:

There are two emergency medical service (EMS) organizations serving Brooksville and other towns on the Greater Blue Hill Peninsula: Peninsula Ambulance Corps (PAC) and Lifeflight of Maine.

PAC, with headquarters in Blue Hill, provides ambulance service to seven towns: Blue Hill, Brooklin, Brooksville, Castine, Penobscot, Sedgwick and Surry. Other ground services available are Northern Light in Bangor and Memorial Ambulance Service in Deer Isle.

PAC has approximately 30 full and part-time EMTs and Paramedics who are paid based on their education/skills/years of service, and to whom it provides continuing education for mandated federal and state classes. There are three ambulances, allowing one on duty 24/7 and a second on duty 12/7. The third ambulance is a spare to use when an ambulance needs to be serviced, when one stands by at public events, or one is needed at times of high call volume.

PAC’s largest customer base is Medicare (federal government) and Medicaid / Mainecare (state government), which pay only \$0.30 at best for each dollar invoiced. PAC decreases this deficit in three ways: with the support of town governments, by individual donations to its annual appeal, and by using volunteer board members to accomplish administrative and fund-raising tasks.

Brooksville's voter-approved contribution to PAC in 2019 and 2020 was \$21,417, or \$22.93 per capita, of which \$18.50 was for PAC's operating budget and \$4.43 was for its ambulance reserve fund. The same amount was requested for 2021.

Of the 1,448 calls made by PAC in 2019, (which include inter-hospital patient transports as well as 911 responses) 62 of them were to Brooksville—an increase of 8 more than in 2018. The average response time to a 911 call to Brooksville is 17 minutes; response time to the most remote part of town can be 35 minutes.

Of the respondents to the 2018 survey who expressed an opinion, 93% rated ambulance service as adequate to excellent. This percent was similar to results of the 2006 survey except that the percent rating service "excellent" increased from 14% to 29%.

With the approval of the State of Maine, PAC is now partnering with Healthy Peninsula and Northern Light Blue Hill Memorial Hospital to provide Community Paramedicine services to the communities it serves. The program enables PAC emergency medical staff to visit patients in their homes and provide services such as wellness checks, home safety evaluations, medicine reconciliation, vital sign checks and other procedures as requested by a patient's physician. PAC then provides reports to the patient's physician and caregivers.

Life Flight of Maine (whose parent organizations are Central Maine Healthcare and Northern Light Health and its aviation operator Seven Bar Aviation) provides critical care air transport throughout Maine. Most of their transport routes (85%) are from small hospitals in rural areas to large hospitals; for example, in 2019 they transported 46 patients from Northern Light Blue Hill Memorial Hospital to larger hospitals in Bangor, Portland, and Boston. Since its formation in 1998, Life Flight has made a total of 37 landings in Brooksville, 3 of which were in 2019.

Current & Future Adequacy:

No substantive changes to Emergency Medical Services are necessary at this time.

10. Education

Current Conditions:

Brooksville Elementary School serves students from pre-K – 8, with an enrollment of 58 students for the 2020-21 school year. The original school was built in 1962 and renovations were completed in 1982 and 2006 to address capacity issues and accommodate more students. The gymnasium (3000 sq. ft.) was added in 1982 along with a storage area that has subsequently become the Music and Art classroom. An addition was completed in 2006 for the new library, allowing the former library space to be transformed into an updated kitchen facility. While the building will be sixty years in age in 2022, the structure, especially post-renovation, remains solid and functional as a school. A new septic system is currently planned and a section of the roof will need replacing soon.

Table E – 3: Student Enrollment 2005-2015 / 22

Year	Brooksville Elementary	Bay School	Home School	Other	High School	Total Student Enrollment
2005	72	7	11	2	47	139
2006	N/A	N/A	N/A	N/A	N/A	N/A
2007	64	12	1	0	44	121
2008	61	15	1	0	34	111
2009	69	12	2	0	37	120
2010	68	14	2	0	27	111
2011	65	11	2	0	35	113
2012	65	14	3	0	31	113
2013	44	11	3	0	31	100
2014	59	9	7	4	35	114
2015	58	5	7	6	26	102
2016	56	7	5	0	27	95
2017	63	6	3	0	25	97
2018	64	9	7	0	36	116
2019	59	5	7	0	39	110
2020	58	2	11	0	37	108
2021	TBD	TBD	TBD	TBD	TBD	TBD

Source: Brooksville School

Current & Future Adequacy:

Population fluctuations and regionalization of services will impact school operations significantly in the future years. In addition, many rural schools face staffing shortages and a problem retaining qualified educators and staff. This leads to increased teaching staff turnover that affects quality of instruction and impacts school culture. As fewer people choose education as a career choice, schools, including Brooksville, will face issues of staffing and operations. Staffing and operation issues are also affected by the higher-than-county-average housing costs in Brooksville and the relatively low wages paid to public school educators in Maine.

Other Educational Organizations/Groups:

Brooksville Education Foundation: The Brooksville Education Foundation (www.brookvilleeducationfoundation.org) was started in 2000 by a group of volunteers for the purpose of expanding education opportunities for Brooksville residents. It does so primarily by offering scholarships to residents of any age who are pursuing post-secondary degrees or certificates. As of school year 2019-2020, it has provided over \$700,000 in financial aid to 140 students, helping 95 complete degrees and currently supporting an additional 23 in school. In recent years the average amount of Foundation scholarships has been \$2,500, with an additional \$1,000 awarded to students who are in the first generation of their immediate families to pursue post-secondary education.

To encourage early childhood literacy, the Foundation distributes monthly free, age-appropriate books to all Brooksville children from birth to age 5 enrolled in its “Project Read-up!” program. It also provides annual grants to the Brooksville Elementary School, totaling \$35,000 to date, for program enhancement across a broad range of educational activities.

In mid-2021 the Foundation had an endowment of approximately \$1,600,000 held in eight funds at the Maine Community Foundation, from which it draws annually for making grants. These monies are supplemented by the proceeds of the Foundation’s annual appeal. In the coming decade, the Foundation aims to increase its endowment through gifts and bequests to \$2,000,000. Reaching that goal will allow grant making at current levels to become self-sustaining and make continued annual appeal donations available to fund increases in the size of scholarship grants.

11. Public Works

Current Conditions:

Road maintenance and other public works duties are the responsibility of the road commissioner with plowing performed by seven seasonal winter maintenance employees as of 2020. Paving is contracted out on a request-for-proposal basis, with no changes in the coming years.

The town owns the following road maintenance equipment: one tow-behind grader, purchased in the 1930s. It leases a backhoe-loader. Brooksville currently works with two other towns, Sedgwick and Brooklin, in cooperation on public works issues. The town also owns a storage shed, called Empty Pockets Garage, located on Cape Rosier Road, which is used for additional storage of Public Works and other Town equipment.

Current & Future Adequacy:

Road salt and sand costs often fluctuate seasonally in the Northeast. The town currently has a salt/sand pile near the townhouse that is uncovered. To date, Brooksville has raised \$125,477.68 for a covered salt shed and an additional \$20,000.00 will be added in 2021. The town would like to purchase a power grader in the future. However, this purchase is not currently in the upcoming budget or in the transportation reserve account. This budget will require annual updates and adjustments based upon climate and weather predictions and other impacts on the local road system.

12. Town Office

Current Conditions:

The current town office, within the public service building, was constructed in 1991 and consists of 2000 square feet. Major rooms include 560 sq. ft. of office space for the Select Board, Secretaries, and Code Enforcement Officer, a 730 sq. ft. meeting room and voting area, and 300 sq. ft. of offices for Town Clerk and Treasurer, respectively. Other rooms include the vault, bathrooms, kitchen, and general egress areas.

Current & Future Adequacy:

The Select Board has indicated that the current townhouse is no longer sufficient to meet the demands of current public services, and there are plans to expand the existing facilities. The Select Board recommends building an addition on the East side of the large meeting room to add another 420 square feet. The town will also need to review hours of operations and resources provided to town officials to see if current needs are met.

13. Library**Current Conditions:**

Originally built in 1994 and housed in the Townhouse, the current facility is approximately 1,985 sq. ft. of floor and attic space, and contains a general circulation area, main room, and a 323 sq. ft. children's area. This library also has its own meeting room and librarian's office.

The library is staffed by two paid employees and supported by an abundance of enthusiastic volunteers. Brooksville Free Library is open Monday, Wednesday from 9 – 5, and Thursday evening, 6 – 8, with morning hours on Saturday from 9 – 12. In 2019 there were 2,800 volumes in circulation, and 9,765 patron visits, up from 5,501 in 2018.

Current & Future Adequacy:

The library meets most standards and guidelines from the Maine State Library Association and no future upgrades or changes are required at this time.

14. Community Center**Current Conditions:**

The Community Center is housed in an older structure in South Brooksville, near Buck's Harbor Store and Market. Recent expansions to parking have mitigated some congestion, however, parking remains an issue, along with the current state of the stairs to the main entrance. This topic is further discussed and described in Chapter F (Recreation & Health).

15. Summary of Forecast Capital Expenditures

This section documents known capital expenditures planned by the municipality over the next ten years. These are defined as expenses exceeding \$10,000 and having a useful life beyond five years. They are separate from operational expenditures such as fuel, minor repairs, salary and benefits and other operating expenses.

Capital improvements are funded from several sources, such as appropriations on a town warrant, capital reserve funds, bonds, and loans. The other sources of income to fund these expenses are also

grants – federal, state or private. Any combination of these may be used to cover capital investment costs.

Brooksville is anticipating significantly higher capital investments in the future, compared to previous years. Presently approved capital investments include planned dredging of Betsy’s Cove and additional parking spaces at the adjacent parking lot, and expansions of the municipal offices and services building. Table E–4, shows capital investments for the coming fiscal year and future.

Table E – 4: Capital Investment Projections / 23

Item	Current Balance 12/30/2021	Budget 2021	Estimated Budget (1)		
			Within 5 Years	5-10 Years	Beyond 10 Years
Betsy’s Cove Dredging and Parking Space Addition: \$615,000 estimate with Maine DOT participation by grant of \$250,000		\$60,000	\$310,000		
School Roof Upgrades	\$5,000		\$30,000		
Highway Equipment New Grader					\$300,000
Salt Shed (2)	\$125,973	\$20,000		\$425,000	
Public Services Building Addition (3)	\$20,000	\$5,000		\$350,000	
EV Charging Stations (3 planned) (4)	\$10,000		\$50,000		
School Septic (5)	\$35,000	\$10,000	\$50,000		
LED Light Upgrades – Community Center (6)			\$8,000		
Fire Department LED Light Upgrades			\$5,000		
North Brooksville Fire Station (7)	\$55,000	\$10,000	\$281,000		
Cape Rosier Fire Station	\$0	\$0	\$0	\$0	\$0
Broadband (8)			Unknown		
Municipal Revaluation	\$45,000	\$10,000	\$150,000		
Fire Truck	\$50,000	\$5,000			350,000
School Bus	\$42,500			Unknown	
TOTAL	\$345,973	\$120,000	\$884,000	\$775,000	\$650,000

Notes:

(1) Indicates year when the investment is projected to be made. Time frame can be sooner depending on availability of grants and/or donations. Several of the listed items have reserve accounts that are accumulating annually.

(2) The total cost for the salt shed is likely to be less than \$400,000. Of that amount, \$146,000 has been raised in a reserve account, at a rate of about \$20,000 per year. At that rate it will take more than 10 years to raise the full amount.

(3) Has a reserve account: as of 2021 it has accumulated \$25,000

(4) To be funded partly by an anonymous gift to the Town - \$10,000

(5) Has a reserve account: currently stands at \$35,000

(6) Has a reserve account: currently stands at \$15,000

(7) Has a reserve account: currently stands at \$55,000

(8) It is currently unknown if the Town will have to raise capital for broadband. A survey presently underway indicates that residents are receptive to that, if it proves necessary. The Broadband Committee is exploring all possible options to avoid capital outlays by the Town

Table E - 5: Historic Mill Rates 5 - Years

Year	Rate
2020	6.32
2019	6.29

2018	5.89
2017	5.59
2016	5.65

16. Goals & Objectives

GOAL: Advance the health, safety, and welfare of Brooksville by ensuring the provision of government services in a fiscally responsible manner.			
Objective	Strategy	Responsible Party(ies)	Timeline
Ensure the townhouse can meet the needs of the public and municipal employees and officials.	Expand the townhouse to accommodate increased programming and functions.	Select Board	Ten Years
Explore staffing/duty options for certain municipal services and authorities.	Explore feasibility of changing from elected to appointed for some positions/offices.	Select Board	On-going
Explore opportunities for --and feasibility of – inter-municipal provision of services such as fire and police protection and other services.	Communicate, coordinate, and fund cooperative opportunities with neighboring municipalities.	Select Board, their designees, HCPC	On-going
Mitigate the amount of waste entering the solid waste stream and reduce municipal costs for garbage disposal.	Increase inter-town cooperation to explore alternative options and methods for solid waste disposal.	Select Board, their designees, HCPC	On-going
Ensure that plant and equipment required for road maintenance keep pace with evolving needs for road maintenance, repairs, and regulations.	Research alternative materials and methods and adjust as needed. Monitor and maintain current equipment for longevity.	Select Board, their designees	On-Going

Table continues on next page

Objective	Strategy	Responsible Party(ies)	Timeline
<p>Ensure fire protection is available and adequate for all residents of Brooksville while not becoming an overly burdensome tax expense.</p>	<p>The fire department will work with the town to communicate all needs, facilities, equipment, or training, and ensure that these needs are included in capital improvement plans.</p>	<p>Brooksville Volunteer Fire Department, Select Board</p>	<p>On-going</p>
	<p>Recognize that maintaining adequate fire protection will entail additional investment in plant and equipment and addressing the difficulty of basing fire protection solely on volunteers.</p>	<p>Brooksville Volunteer Fire Department, Select Board</p>	<p>On-going</p>
<p>Ensure educational facilities are adequate and properly maintained.</p>	<p>Work with the school department to prioritize and address issues with the roof, septic system and technology upgrades.</p>	<p>Brooksville School Department, Select Board</p>	<p>On-going</p>
<p>Ensure food security for all Brooksville students, while providing place-based educational opportunities through local agriculture participation (farm-to-school).</p>	<p>Expand the development and cooperation between the school and local farms through community involvement and coordination with the Town.</p>	<p>Brooksville School Department, Select Board</p>	<p>On-going</p>
<p>Ensure that the Town website continues to be an important resource for posting information about Brooksville for use by residents and others.</p>	<p>Study options for upgrading the website to make it easier to use and maintain.</p>	<p>Brooksville webmaster</p>	<p>Immediate and ongoing</p>

Chapter F: Recreation and Health

1. Purpose

A community's quality of life is an important factor for most people deciding on a place to live and is often related to the growth and development of a town or area. This section contains an inventory of current recreation and health facilities and an analysis of how these may be affected by future change and growth. Specifically, this chapter:

- a) describes current health and recreational resources in Brooksville;
- b) assesses the current and future adequacy of these resources, and
- c) predicts whether the availability of open spaces for public access and recreation will be threatened by future growth and development.

2. Key Findings & Issues

The majority of Brooksville residents are highly satisfied with the range of outdoor recreational opportunities provided by the Holbrook Island Sanctuary and the several land trusts that have preserved natural areas and provided trails to access and enjoy them. Many residents express a wish for more locally organized recreational activities and facilities (tennis/pickleball courts, outdoor basketball facilities), and many express the wish that local roads were safer and more accommodating to pedestrians and bicycles. Many also thought that recreational activities and resources should be better advertised through maps or newsletters.

Many residents express concern that the local hospital in Blue Hill is no longer providing common surgical procedures, necessitating longer trips to Ellsworth and Bangor. Older residents who don't drive, or are anticipating not being able to drive, expressed concern about transportation to sources of medical care. Many said they would use telemedicine if it were available, but expressed concern that their internet connection might not be good enough to accommodate bandwidth necessary for this service. The precarious future of Island Nursing Home in Deer Isle also causes concern for local residents.

3. Key Findings & Issues from the 2006 Plan

Sixty-two percent of respondents in 2006 were satisfied with recreational facilities or found them adequate, with 50% rating them good to excellent. Public comments also suggested the need for the formation of a recreation committee to address tourism, bicycle/pedestrian safety and arts opportunities in Brooksville.

4. 2018 Public Opinion Survey Results & Supplementary Survey Data

In 2018 public satisfaction for recreation decreased, with only 54% responding that recreation facilities were adequate or better. In 2018 only 35% responded that recreational programs were adequate or better. A supplemental survey with a smaller sample size focusing on recreation and

health was provided in late 2020 to increase understanding of this issue. In contrast to the 2018 survey, 85% of respondents in 2020 reported satisfaction with recreational programs in Brooksville. The reason for this change in satisfaction is possibly due to the fact that the supplementary survey clarified that open space recreation activities were to be included, along with more traditional community-based activities like the softball tournaments.

5. Current Recreation & Health Resources

Health Facilities:

Brooksville does not have a clinic, or any private medical or dental office. The school does have a nurse. An emergency vaccination clinic was recently (2021) organized by the Town, but aside from that single experience, residents travel to Blue Hill, or further, to visit health facilities (such as Stonington for dental care). Castine used to be a popular destination for general medical care: Brooksville residents were often born in the hospital there. A nursing home in Penobscot closed down in 2017, and the nearest alternative in Deer Isle closed in 2021. Hospitals that serve the area are listed in Table F-1, along with their travel distance in miles. Their distance in minutes varies with the season and the traffic. Information about emergency care is found in Chapter E, Public Facilities.

Table F – 1: Health Facilities / 24

Health Facility	Location	Distance From Brooksville	Emergency Room/Medicine
Northern Light Blue Hill Memorial Hospital	Blue Hill	11	Yes
Northern Light Maine Coast Memorial Hospital	Ellsworth	27	Yes
Northern Light Eastern Maine Medical Center	Bangor	50	Yes
Saint Joseph Hospital	Bangor	50	Yes
MDI Hospital	Bar Harbor	42	Yes
<i>Source: MEGIS, Open-Street map</i>			

Long term care options are also limited in the region and may be further reduced if Island Nursing closes in Deer Isle. Recent events at the time of drafting resulted in the owners announcing the facility's closure. The fate of the nursing home and where its current residents will live remains undecided.

Recreation Resources & Facilities:

Recreational programs and facilities are listed on Table F – 2. (Map F-1 shows the approximate locations, keyed to the numbers on Table F-2). Organized recreation and cultural activities are centered at the school, community center, and town office with the local land trusts and nature

preserves also providing nature-based recreation and educational programming. Examples of organized programs include school-based sports and cultural activities. The community center provides space for theatre and concerts, talent shows, dance recitals, yoga, cards, and other activities. All three spaces are available for rent for private functions as well.

Brooksville is also home to a thriving arts and culture scene. The school, library and community center provide ample cultural and educational programming for local adults and youth, along with the Reversing Falls Sanctuary, located in the former North Brooksville Methodist Church. This organization provides community engagement and interaction through arts, music, and ecological awareness. Along with these public organizations, there are many private businesses that support and engage in cultural activities as mentioned in the economy chapter.

Brooksville is blessed with abundant public access to the natural environment and shoreline. Holbrook Island Sanctuary and Wildlife Preserve, along with many of the land trust properties, regularly schedule ecologically themed educational programs and activities, as well as simply ensuring public access to nature. In addition to the programming offered by local organizations such as Friends of Holbrook Island, Bucks Harbor Yacht Club also provides summer sailing and tennis lessons to local youth enrolled in the Brooksville Elementary school, and a summer square dance.

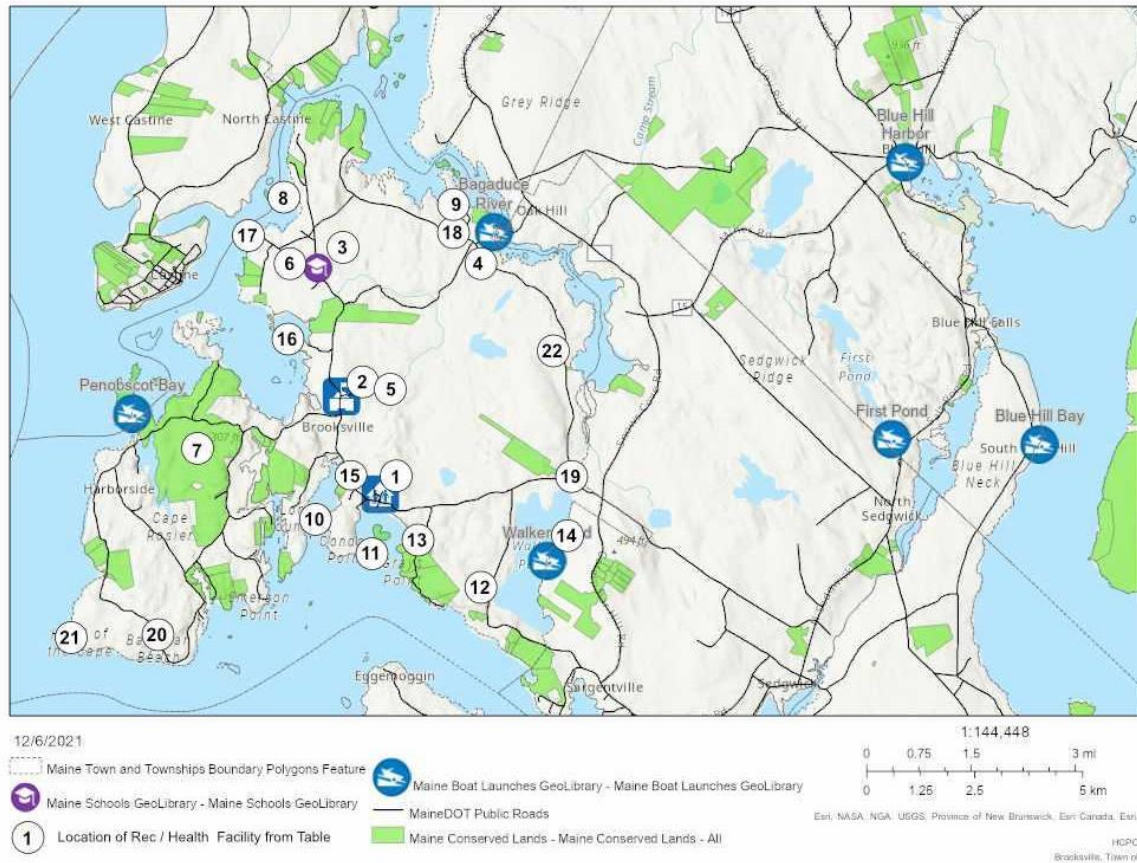
Table F– 2: Recreation Resources & Facilities / 25

Facility	Size - Feet or Acreage	Owner / Condition	Activities
1. Community Center	~ 1000 sq. ft / 0.3 ac	Town / New Roof & Porch Upgrade in summer of 2021	Basketball, theatre, music, dance, yoga, craft fairs, receptions, and events
2. Public Service Building	~3985 sq. ft/ 0.6 ac	Town / Expansion Required	Library, conference rooms, public offices
3. Elementary School	1.2 acres	Town / New Roof & Septic Upgrade Required	Cultural, social, and sports events.
4. Reversing Falls Sanctuary	unknown	Private ownership / Good	Arts, theater, music and social awareness causes
5. Athletic Field	4 acres	Town / Good	Baseball diamond
6. Soccer Field	2 acres	Private ownership / Good	Soccer
7. Holbrook Island Sanctuary	1,343 acres	State / Good	Hiking, mountain biking, cross-country skiing, picnic, boating, nature based educational programs.

Table continues on next page

Facility	Size - Feet or Acreage	Owner / Condition	Activities
8. Ferry Landing Natural Area	23 acres	Blue Hill Heritage Trust / Good	Kayaking, hiking, picnicking, bird watching
9. Snow Natural Area	40 acres	Blue Hill Heritage Trust / Good	Kayaking, hiking, picnicking, bird watching
10. John B. Mountain	38 acres	Blue Hill Heritage Trust / Good	Hiking, picnicking, bird watching
11. Harbor Island	unknown	Maine Coast Heritage Trust holds an easement upon a portion of private property / unknown	Picnicking, kayaking
12. Lookout Rock Preserve	½ mi trail	Maine Coast Heritage Trust / Good	Picnicking, hiking
13. Pilot Point Preserve (water access ONLY)	9.2 acres	Maine Coast Heritage Trust / Good	Walking, Picnicking, small beach
14. Sedgwick – Brooksville Walker Pond town landing	unknown	Towns / Good	Boat Launch, floats, picnic tables, swimming beach, self-contained toilet
15. Betsy’s Cove Town Landing (Buck’s Harbor)	0.34 acres	Town / Expansion & Structural Reinforcement Required	Boat launch, floats, dinghy tie-ups, kayaking
16. Dodge’s Point Town Landing (Smith Cove)	0.35 acres	Town	Boat launch, floats, dinghy tie-ups, kayaking, picnic tables
17. South Wharf Road – Town Landing	4.5 acres	Town	Boat Launch, kayaking
18. Bagaduce Falls Town Landing (North Brooksville)	Less than one acre	Town	Boat launch, kayaking, picnic table/bench
19. Walker Pond Outlet (Bagaduce River Mill Pond)	1 developed acre, 30 wooded acres	Maine Coast Heritage Trust	Alewife fishing, picnicking
20. Bakeman Beach	Less than one acre	Town	Boat launch, picnicking, kayaking
21. Ames Cove Beach (no parking, only Brooksville residents)	Less than one acre (right of way and beach only)	Point at Cape Rosier Homeowner’s Association	Nature appreciation, quiet picnicking
22. Bagaduce River Canoe Access	1 acre	Blue Hill Heritage Trust	Canoe portage access; birdwatching
<i>Source: CPC Guidance, Local Input, Town Records, Heritage Trust websites</i>			

Map F - 1: Public Access Recreation Areas / Figure 4



6. Adequacy of Brooksville’s Recreational & Health Resources

Adequacy of recreational resources is evaluated by means of State criteria that establish what resources a town of Brooksville’s size should have, supplemented by the subjective opinions of the residents themselves. The State standards are detailed in Table F – 3. As all towns are different, State standards are best considered as guidelines, and the local populace is the final judge of Brooksville’s recreational and health resource adequacy.

Brooksville benefits from strong regional cooperation in health and recreation. While the town does not have many local athletic facilities, nearby Blue Hill does have a recently opened indoor pool, recreation and athletic complex, the Lawrence Family Fitness Center, an indoor tennis club and other resources for recreation and culture.

7. Open Spaces

Inventory of Open Spaces:

Map F-1 shows where the recreational open spaces are located in Brooksville. It is important to note that this map shows only the publicly accessible open space. It does not include private

property that is enrolled in the open space tax incentive program or under conservation easement. A tally and map of the acreage under those programs is found in Chapter J.

Potential Threats & Impacts to Open Spaces:

The previous comprehensive plan discussed the many outdoor spaces that were in private ownership and were frequently used for recreational activities. Since the 2006 plan was written an abundance of private land has been acquired by local land trusts and conservation organizations (see map in Chapter J). While this provides future protection for public access with regards to hiking, biking and cross-country skiing, hunting is still only permitted on private lands or where designated acceptable by the State. Changes in land ownership, whether for private use or development, could impact this important aspect of Maine life. Preserving access to what is considered “the commons” could be promoted through such means as conservation subdivision methods and development regulations.

It is also important to recognize that new Maine residents may be fearful of allowing traditional public access to their land, out of liability concerns. This fear results in posting “no trespassing” signs in areas where residents were previously free to wander. Maine has a somewhat unique set of laws, borne out of our hunting tradition, that basically say that a landowner does not have liability for injury that occurs on their property unless the landowner is charging a fee for use, or is willfully negligent in knowing about hazards and not removing them or marking them. There is a special duty of care owed to children. More attention should be paid to this subject and accurate guidance provided to new landowners in Brooksville, by providing literature on this subject that has been prepared by various Maine land trusts.

Table F – 3: State of Maine Guidelines for Parks and Recreation Services / 26

Activity or Facility		Population Criteria		Present in Brooksville?
		< 1000	> 1000	
I Administration				
	1. Parks & Recreation Committee	Y	Y	N
II Leadership				
	1. Summer Swimming Instructor	Y	Y	N
	2. Summer Recreation Director	Y	Y	N
III Public Programs				
	1. Swim Instruction	Y	Y	N
	2. Supervised Playground	Y	Y	N
	3. Senior Citizens Club	N	Y	N
	4. Skiing Instruction	N	Y	N
	5. Ice Skating	Y	Y	N
	6. Community-wide Events	Y	Y	Y
	7. Arts & Crafts Programing	N	Y	Y
	8. Evening Adult Education	N	Y	Y
IV Public Facilities (Including School)				
	A) Outdoor Facilities			
	1. Community Recreation Area: 12 – 25 acres	Y	Y	Y
	2. Softball/Little League Diamond	Y	Y	Y
	3. Basketball Court	Y	Y	Y
	4. Tennis Court	Y	Y	N
	5. Multi-purpose field	N	Y	Y
	6. Ice Skating	Y	Y	N
	7. Playgrounds	Y	Y	Y
	8. Horseshoe	N	Y	N
	9. Shuffleboard	N	Y	N
	10. Picnic Areas w/Tables etc.	Y	Y	Y
	B) Indoor Facilities			
	1. School Facilities Available to Public	Y	Y	Y
	2. Gym or Large Multipurpose Room	Y	Y	Y
	3. Auditorium	Y	Y	Y
	4. Public Library	Y	Y	Y
V. Finance				
	A) Minimum \$6.00 per capita for part-time programming	Y	Y	N
<i>Source: Recreation & Open Space Planning Workbook</i>				

8. Local and Regional Issues

The following issues were identified by the 2018 and 2020 surveys described in Section 4.

Local issues:

- Need for safe and comfortable pedestrian/bicycle access:
 - Local roads more suitable for biking and walking
 - Interconnected walking/biking trail network
- Improved basketball infrastructure - indoor & outdoor
- Improved recreational programming for senior citizens
- Improved access for all abilities in natural areas
- More information & better dissemination of information regarding programs, facilities, locations and schedules

Regional Issues:

Increased usage of regional recreational facilities will result in increased traffic problems and maintenance costs. There is already too much litter being left in natural areas and public areas. This includes garbage, human waste and pet waste, which are both health hazards. Controlling this problem presents additional costs to the municipalities that host such facilities, as well as to the private organizations that own them. It is very difficult to stay on top of this issue. Better signage with a phone number to call when a visitor notices a problem could help, as could more waste receptacles and regular cleanout in areas where the problem cannot be resolved by “carry in/carry out” signage. For some areas, this includes “porta-potties.”

9. Goals & Objectives

GOAL: To provide a range of health and recreation activities to persons of all ages and abilities within the financial means of the town, and partner where appropriate with other organizations to meet current and future needs.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Improve access for all ages and abilities to various recreational facilities and resources.	Work with local land trusts, conservation groups and affiliated organizations to identify and seek funding to support Americans With Disabilities Act (1990) design standards.	Select Board or designee(s), Recreation Committee, Historical Society	Immediate and Ongoing
	Locate historic roads and trails no longer in use for improvement and public access.		
Monitor, change, update or improve recreational facilities and services based on changing needs and wishes of Brooksville residents.	Select Board will establish a Recreation committee.	Select Board	Immediate and ongoing
	Work with Maine Coast Heritage Trust and landowners to consider possible re-establishment of canoe/kayak access to the Bagaduce River near its headwaters at Walker Pond.	Recreation Committee	Within 5 years
	Work with local land trusts and conservation organizations to develop a town-wide map of all walking and biking trails.		
Encourage and expand community gardening opportunities in Brooksville to address food insecurity and promote socialization and exercise.	Establish a garden and landscape committee, possibly as part of the Agriculture Committee (see Chapter J).	Select Board or their designee(s), USDA Cooperative Extension Service	Immediate
Improve access to health care facilities and appointments, through senior mobility/ride-share programs.	See Chapter D, Transportation.		
Improve access to telemedicine for residents.	See Chapter L, Broadband		
Improve access to age- in-place and home care services.	See Chapters B, C and D		

Chapter G: Marine Resources

1. Purpose

It is important that a Comprehensive Plan provides a thorough analysis of marine resources. Specifically, this chapter:

- a) describes Brooksville's coastal marine resource areas, facilities, and water-dependent uses;
- b) assesses the adequacy of existing facilities, and public access points to handle current and projected use demands; and
- c) assesses the effectiveness of existing measures to protect and preserve coastal marine resource areas and water-dependent uses.

2. Key Findings and Issues

Marine resources contribute in important ways to Brooksville's economic and recreational activities, especially in the summer months when both the Buck's Harbor Yacht Club and Buck's Harbor Marina are open to serve members, visitors, and guests. The local fishing community, which has flourished in the past, now faces serious challenges from climate change, international tariffs, and new gear regulations for the protection of right whales.

The Shore Access Committee initially addressed the need for better public access to the water and completed Betsy's Cove Town Landing in 2001. In 2002, Brooksville adopted a Harbor Ordinance to regulate marine activities in Brooksville. It established a Harbor Committee and a Harbormaster who is appointed annually by the Selectmen. The Ordinance also sets forth controls for moorings in: Buck's Harbor, Smith Cove and other coastal waters in town.

3. Key Findings & Issues from 2006 Plan

Most survey respondents said that there was a need for good public access to our waters and 67% rated that access as "poor" to "adequate". Only 33% of respondents felt that access facilities were "good" to "excellent". Workshop attendees suggested that the Shore Access Committee be revived and that Shoreland Zoning be improved.

4. 2018 Public Opinion Survey Results

By the 2018 survey, there was a very substantial positive shift in viewpoints: 56.6% of the respondents said that public access to coastal waters was good to excellent, and 21.6% said it was adequate. Those that viewed public access as poor decreased from 34% to 14.2%.

This shift in viewpoints undoubtedly reflects the fact that the Town developed several more public access points following the one in Betsy's Cove: Bagaduce Falls Town Landing -in North Brooksville, Dodge's Point Town Landing in Smith Cove in West Brooksville, and a right of way to the Bagaduce River shore on South Wharf Road in West Brooksville. In 2020, the Town accepted Bakeman Beach on Weir Cove Road in Cape Rosier as a gift from Maine Coast Heritage Trust.

5. Marine Resource Inventory

Shellfish:

While some shell fishing continues in Brooksville, harvesting license information from the Maine Department of Marine Resources indicates that it is on the decline. Some areas are closed to shellfish due to polluted water. These closed areas include Buck's Harbor, Penobscot Bay and parts of the Bagaduce River. The closed areas can change periodically, but this has not been done for many years.

The Town adopted, by referendum, a Shellfish Conservation Ordinance on March 3, 2014, with the purpose of establishing a shellfish conservation program for the Town, to ensure the protection and optimum utilization of shellfish resources, especially clams, within its limits. At Town Meeting the following evening an Article to fund the Ordinance was denied, which resulted in the Department of Marine Resources Commissioner being unable to approve the Ordinance. The Town's flats in Smith Cove and up along the Bagaduce River are, therefore, open to all diggers. There are currently no plans to bring the issue before the Town again.

Aquaculture:

Brooksville has potential for shellfish aquaculture, especially in the Bagaduce River. There are currently 9.5 acres comprising two commercial leases for suspended oyster culture in the River above Reversing Falls in North Brooksville. There are currently no new leases under review, but increased pressure and limitations on lobster and scallop commercial fisheries could increase interest and investment in aquaculture in the future. Parts of the Bagaduce River and Smith Cove have good potential for aquaculture. Care must be taken that any potential development does not affect access for shoreland owners or interfere with navigation or other designated current uses, such as mooring and anchorage. As stated in the Town's Harbor Ordinance in Section 11:

11.1 Moorings within Brooksville tidal waters related to aquaculture projects that require a permit from any State or Federal authority also require a permit from the Town of Brooksville.

11.2 Moorings connected to any aquaculture project requiring a permit from State or Federal Authority may be subject to review with special consideration to the economic, scenic, ecological, recreational, and commercial fishing effects of the project.

Kelp could be farmed on long lines off Cape Rosier and Harborside, but to date there is no interest. Seaweed harvesting is controlled by the shoreland property owner.

Alewives:

There is considerable local interest in restoring the ability of this once-plentiful anadromous species to migrate to its traditional freshwater spawning grounds. The three-town Peninsula Alewife Committee, of which Brooksville is a member, is working with the Maine Center for Coastal Fisheries and others to restore access to Meadow Brook, which flows into the Bagaduce River. When finished with the restoration work, there will be a nature trail with interpretive signage explaining the historic importance of this native species, a type of large herring.

Marine Licenses in Brooksville:

The licenses listed in Table G-1 are those sold by the Maine Department of Marine Resources (DMR) to Brooksville residents. These include Brooksville residents who may fish out of town but do **not** include non-residents who may fish in Brooksville. The numbers shown thus understate the full use of Brooksville’s waters. As can be seen in the table, there has been a precipitous drop in the number of licenses issued in 2021 compared with previous years.

Table G – 1: Brooksville Marine Licenses, Boats and Tags / 27

License Type	Number of Licenses per Year					
	2016	2017	2018	2019	2020	2021
Commercial Fishing (crew/single)	2	0	1	0	0	0
Commercial Shellfish	7	7	3	6	4	0
Lobster/crab all classes	59	60	58	63	58	27
Marine Worm Digging	1	0	0	1	0	0
Scallops Diver	0	0	1	0	0	0
Scallops Dragger	4	4	4	4	4	3
Sea Urchin Diver	n/a	n/a	n/a	n/a	n/a	n/a
Sea Urchin Dragger	1	1	1	1	1	1
Seaweed Harvester	5	7	14	15	10	1
Total of Licenses	79	79	82	90	77	32

YEAR *	1998	1999	2000	2001	2002
Lobster Tags Issued	10,689	10,847	12,134	13,244	12,510
Fishing Boats Registered	62	64	62	65	63
Retail Seafood licenses	10	8	8	8	6
Wholesale Seafood licenses	2	2	2	2	2
<i>SOURCE: Maine Department of Marine Resources * More recent data has been requested</i>					

Lobster, scallop, crab and urchin fishing, as well as other forms of commercial fishing, are a significant source of employment. There has also been some harvesting of clam, shrimp, eel, marine worm and seaweed in past years. Lobster tags, which are issued by the State to register the fisherman and boat on each lobster trap, have generally been on the increase, but current data, although requested, has not been provided.

Harbors, Marinas & Other Public Access to the Coastal Shore:

Tables G-2 and G-3 below list the privately owned harbor and marina facilities for the town of Brooksville, as well as other access points in public ownership. These include developed Town landings in Betsy's Cove, Dodge's Point in Smith Cove at the end of Town Landing Rd, Bagaduce Falls in North Brooksville, and the Right of Way to the shore at the end of South Wharf Road in West Brooksville. The privately owned access points to salt water in Brooksville include a marina, a yacht club, and a boatyard.

Table G – 2: Brooksville Coastal Marine Boating Facilities / 28

Name and Location	Facilities
Bagaduce Canoe Landing off Bagaduce Road	Canoe launch site owned by the Blue Hill Heritage Trust to the Bagaduce River. Roadside parking only.
Bagaduce Falls Town Landing in North Brooksville	Town-owned small boat, kayak and canoe launch at the reversing falls bridge. No floats; tie-up on shore only. Paved parking for 8 and off-road grass parking for 10 vehicles.
Betsy's Cove Town Landing in Buck's Harbor	Town-owned paved boat ramp and floats in Betsy's Cove. 25 dinghy tie-up sites. 7 on-site parking spaces.
Bakeman Beach on Weir Cove Rd on Cape Rosier	No pier or floats. Parking for 7 vehicles.
Buck's Harbor Yacht Club in Buck's Harbor	Two private piers, floats, playground, tennis courts, unpaved boat ramp, 28 parking spaces, 5 mooring permits, and 50 dinghy tie-up spaces. Membership required for use of facilities unless a guest.
Buck's Harbor Marina in Buck's Harbor	Private pier, marine services (fuel, pump out) and supply store. Parking and rental moorings. Membership required for use of facilities.
Clifford Family Dock in Weir Cove	Private pier, marine services (fuel, pump out) and supply store. Parking and rental moorings. Membership required for use of facilities
Dodge's Point Town Landing in Smith Cove	Town-owned paved boat ramp and parking spaces. Floats with 20 dinghy tie-up spaces. Picnic tables. On land storage for canoes and kayaks.
Holbrook Island Sanctuary on Cape Rosier	State Park -- 1 pier and 30 total parking spaces, a few mooring sites and short term dinghy tie-up space on the mainland. One large float and day mooring on Island.
Seal Cove Boatyard Horseshoe Cove Rd	Private full-service boatyard offering maintenance and upgrade services (carpentry, fiberglass, paint, varnish, rigging, fabrication), storage, rental moorings, and emergency haul-out.
S Wharf Rd Town Landing in West Brooksville	Bagaduce River boat access is owned and maintained by the town. Minimal parking in road right-of-way.

For more resources and facilities, see the Water Resources, Natural Resources, and Recreation and Health sections.

Table G – 3: Marine Boat Moorings and Floats 2019 / 29

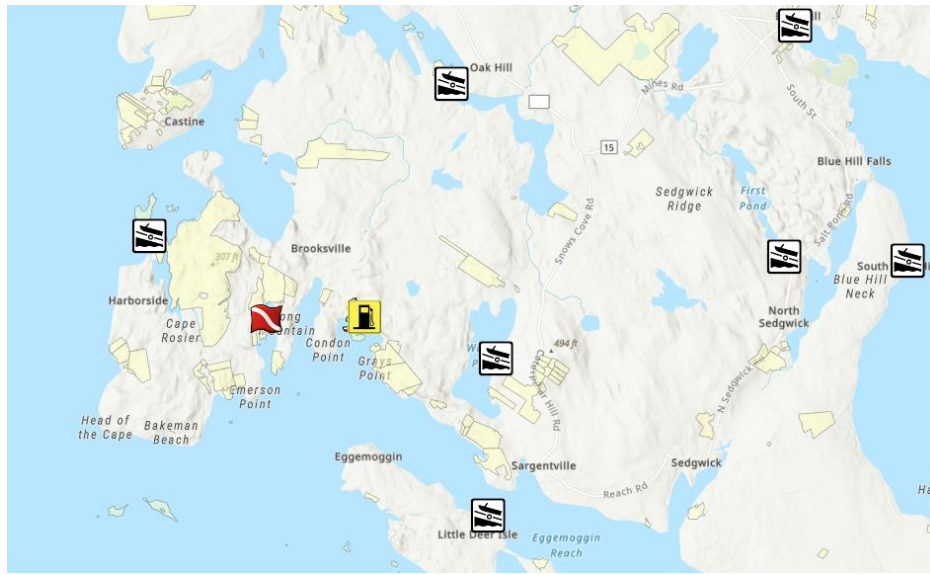
Area	Number
Bagaduce River	32
Buck’s Harbor	345
Cape Rosier (Orcutt Harbor to Head of the Cape)	231
Eggemoggin Reach	38
Harborside (including Tom Cod Cove)	48
Smith Cove	199
TOTAL	886
<i>Source: Brooksville Harbormaster</i>	

6. Adequacy of Access

The town has made major investments in its access facilities in recent years and plans to continue to do so. With the planned improvements to the new Town Landing at Bakeman Beach on Weir Cove Rd on Cape Rosier, Brooksville will have taken another step in fulfilling its goal of providing good public access to the coastal shore for its citizens and visitors. The Town will continue to look into the potential development of other access points.

Water-Dependent Uses:

Water-dependent uses are defined as those uses that require direct access to coastal waters and cannot be located away from these waters. These include fishing operations, piers, and the like. Boat building, maintenance and storage are significant contributors to Brooksville’s economy. Since boatyards require at least some access to coastal waters, their needs should be considered in evaluating water-dependent uses. Brooksville’s current water-dependent uses are shown on Map G – 1 on the following page.

Map G - 1: Locations of Water Dependent Uses / Figure 5

Source: Local Knowledge

Legend: Boat on a ramp = boat launching site, red flag = commercial boatyard, yellow gas pump = commercial marina

7. Effectiveness of Existing Measures to Preserve Marine Resources

The primary way that marine resources are protected in Brooksville is through its Shoreland Environmental Protection Ordinance passed in December 2016. This is the basic ordinance that all Maine towns are required to have. When Brooksville is revising its land use ordinances, it may also want to review its current treatment of water quality concerns such as storm water runoff from development. The ordinance revisions could call for stricter attention to erosion and sedimentation prevention in new subdivisions. Site plan review procedures could stress standards for the extent of impervious surface and drainage. Such measures could build on those already in place. Enforcement is an important part of any land use ordinance. Vegetative clearing and the construction of large homes have altered the view of the shorefront from the water. The impact of such development could be mitigated by thorough enforcement of existing (and any future) shoreland zoning standards.

Overall, it is becoming more difficult for Brooksville and other coastal towns to retain their fishing heritage. The high price of shoreland, competition for public access, and federal fishing restrictions are making fishing more challenging. One specific measure that could be considered is a shoreland zoning restriction to protect water-dependent uses from being converted to residential use. There is presently no such protection beyond the small Commercial Fisheries and Maritime Activity Districts shown on the map of Current Land Use in Chapter N.

8. Regional Marine Resource Issues

Brooksville shares its marine resources with other communities adjoining Penobscot Bay and Eggmoggin Reach. It thus may want to address issues such as water quality and public access cooperatively with these towns.

9. Goals & Objectives

Goal: Assure community access to the Town's marine resources.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Replace the seawall holding up the entrance road to the Town Landing at Betsy's Cove before Summer 2022.	Essential project: bid specifications out for response in Fall of 2021. Estimated total project cost \$600,000. Funding will come from Town, Maine DOT and Maine Dept. of Marine Resources. Will add 4-6 new parking spaces.	Harbor Committee Town Vote (voted in affirmative, July 2021)	Within 1 year.
Provide additional parking within walking distance for Betsy's Cove Town Landing.	Determine and designate off-site parking.	Harbor Committee Select Board	Immediate and ongoing.
Maintain the existing Town Landings and a Reserve Account for major repairs.	Maintain the existing Town Landings on an on-going, as needed basis. Maintain a Reserve Account for major repairs and maintenance items (e.g., replacement of floats, piers, and launch ramps).	Harbor Committee, Select Board	Annual and ongoing.
Monitor for sea level rise and its effects on moorings and Town Landings.	Confirm that mooring tackle specifications are consonant with changes in water depth.	Harbor Committee Sea Level Rise and Climate Change Committee	Annual and ongoing.
Ensure that the current commercial and maritime uses of property on the Buck's Harbor waterfront remain as currently designated.	Amend the Shoreland Environmental Protection Ordinance and other relevant ordinances as needed to ensure that no current commercial and maritime uses convert to residential use.	Harbor Committee Planning Board Select Board Town Vote	1-2 years.
Plan for future growth at Dodge's Point Town Landing	Monitor usage of parking and kayak storage and explore options for expanding the Landing's footprint.	Harbor Committee Town	Current and ongoing.

Table continues on next page

Objective	Strategy	Responsible Party(ies)	Timeframe
Provide all tide access to Betsy's Cove Town Landing floats.	Continue to explore all tide access to the floats in Betsy's Cove. This access, now estimated to be completed by 2029, would be the only public all tide access in Brooksville. Funds for this project, whose cost is not yet known, would come from the Town, the US Army Corps of Engineers, Maine DOT, and MDMR.	Harbor Committee Town Vote	3-9 years.
Protect shoreline environments	Consider restrictions on moorings and other infrastructure in eel grass areas to promote living shorelines.	Harbor Committee	3-9 years.

Chapter H: Water Resources

1. Purpose

This chapter presents an overview of Brooksville's water resources, including the town's drinking water. Specifically, this chapter:

- a) describes the characteristics, uses, and quality of Brooksville's significant water resources;
- b) predicts and considers potential negative impacts to water quality caused by future growth and development, and
- c) assesses the effectiveness of existing measures to protect and preserve Brooksville's water resources.

2. Key Findings and Issues

Brooksville residents depend primarily upon bedrock wells for their drinking water. Some wells have high levels of iron, arsenic and radon requiring on site water treatment. Ten percent of respondents to the 2018 survey felt potable water needs improvement or attention. An additional 23% recommended further study. Sixty-eight percent of the survey respondents said access to freshwater ponds is adequate compared to 22% in 2006. This is probably the result of the increased access afforded by the Walker Pond Landing – a joint effort of Brooksville and Sedgwick. Callahan Mine and the municipal salt/sand pile are still considered possible threats to groundwater. No other serious threats to the town's ground water resources have been identified.

In addition to its largest surface water resources (which are marine and estuarine), there are four freshwater great ponds in town. The Callahan Mine Site is a known source of pollution in Goose Pond, and has been declared a federal superfund site. Remediation is ongoing. As of 2021, Brooksville has only one active overboard discharge listed by Maine DEP, an approved summer-only discharge. All others in the town have been eliminated.

3. Key Findings & Issues from the 2006 Plan

In 2006 there were eight overboard discharges in town and the Callahan mine was leaching heavy metals into Goose Pond. In three separate questions, over 90% percent of respondents favored ordinances to protect aquifers, streams and ponds. Wetlands were favored for protection by 85 %. Ten percent said that potable water was a major problem with an additional 26% indicating it is a minor problem. Only 22 % of survey respondents felt that residents have adequate access to Brooksville's ponds. Sixty-one percent indicated that access is "poor" while the remaining 17 % checked "don't know/not sure."

4. 2018 Public Opinion Survey Results

Ten percent of all respondents felt potable water needs improvement or attention, while an additional 23% recommended further study. Sixty-eight percent of survey respondents said access to fresh water ponds is adequate, compared to 22% in 2006. This undoubtedly is a result of increased access afforded by the Walker Pond Landing, which opened to the public in 2012.

5. Surface Water Resources

Fresh Water Resources:

There are four great ponds (naturally made fresh water ponds greater than 10 acres) in Brooksville. There are about a dozen small ponds, some of which are man-made. These small ponds are not subject to state laws such as the Natural Resources Protection Act.

Table H – 1: Characteristics of Brooksville’s Ponds / 30

Name	Acres	Elevation (Feet)	Direct Drainage Area (Acres) *	Access
<i>LARGE PONDS</i>				
Goose Pond	107	6	1,209 (100%)	Public access at state park
Parker Pond	69	62	2,023 (100%)	No formal public access
Snake Pond	25	65	254 (100%)	No formal public access
Walker Pond	685-	19	1,283 (45%) in Brooksville	See Section I.4.C for more information on access to Walker Pond.
			1,539 (55%) in Sedgwick	
<i>OTHER NAMED FRESHWATER AREAS</i>				
Breezemere Dike	4	3	150 (100%)	Just off Breezemere Road. Sometimes used for skating.
Fresh Pond	8	110	55 (100%)	State park-- access via trail
Lily Pond	2	170	63 (100%)	No formal public access
Round Pond	3	170	15 (100%)	No formal public access
<i>Maine Department of Environmental Protection</i>				

**Direct drainage area does not include the area of the pond itself or other ponds with associated drainage areas that may feed into the pond.*

The only Pond for which the DEP keeps significant water quality data is Walker Pond. Water quality monitoring data has been collected at Walker Pond since 1980. In summary, the water quality has been found to be above average. It has very clear waters averaging about 20 feet with a maximum depth of 47 feet.

Susceptibility to phosphorus loading and other contaminants has been identified by the DEP as an important factor in water-body quality. Phosphorus is a naturally occurring element that clings to soil particles and organic matter. Increased phosphorus runoff into a lake will cause algae to become a nuisance and negatively affect cold-water fish. An abundance of algae turns the lake green and blocks sunlight to deeper waters. This process can destroy the water quality of the lake.

The DEP has identified Walker Pond as "moderate/sensitive" in its vulnerability to phosphorus levels. This rating is derived from many variables such as the extent to which the water is renewed during rainstorms, and development of housing along the shore. The moderate/sensitive rating indicates that Walker Pond has a relatively high potential for recycling phosphorus from bottom sediment. The DEP estimates that the pond can handle 20 pounds of phosphorus from Brooksville's share of the watershed each year. That means that only 0.16 pounds of phosphorus per

acre should be exported to Walker Pond from Brooksville. This same number per acre applies to the Sedgwick portion as well.

DEP protection standards are advisory only but can be used as a planning guide for allocating or limiting development in the watershed. Many communities have taken measures to regulate phosphorus runoff resulting from residential development and related activities in their watersheds.

Walker Pond is a state-stocked brown trout fishery and is also an important resource for other recreational uses. Walker Pond is also one of the few potential surface water sources of drinking water in Brooksville. As such, it should be carefully protected. The 5.6 sq. mi. Walker Pond Watershed has been mapped by the Friends of Walker Pond. About half of the watershed area is within the Town of Brooksville. The border of Brooksville's watershed, at its maximum, is more than a mile west and northwest from the shore of the pond. See Map H – 1 on the next page.

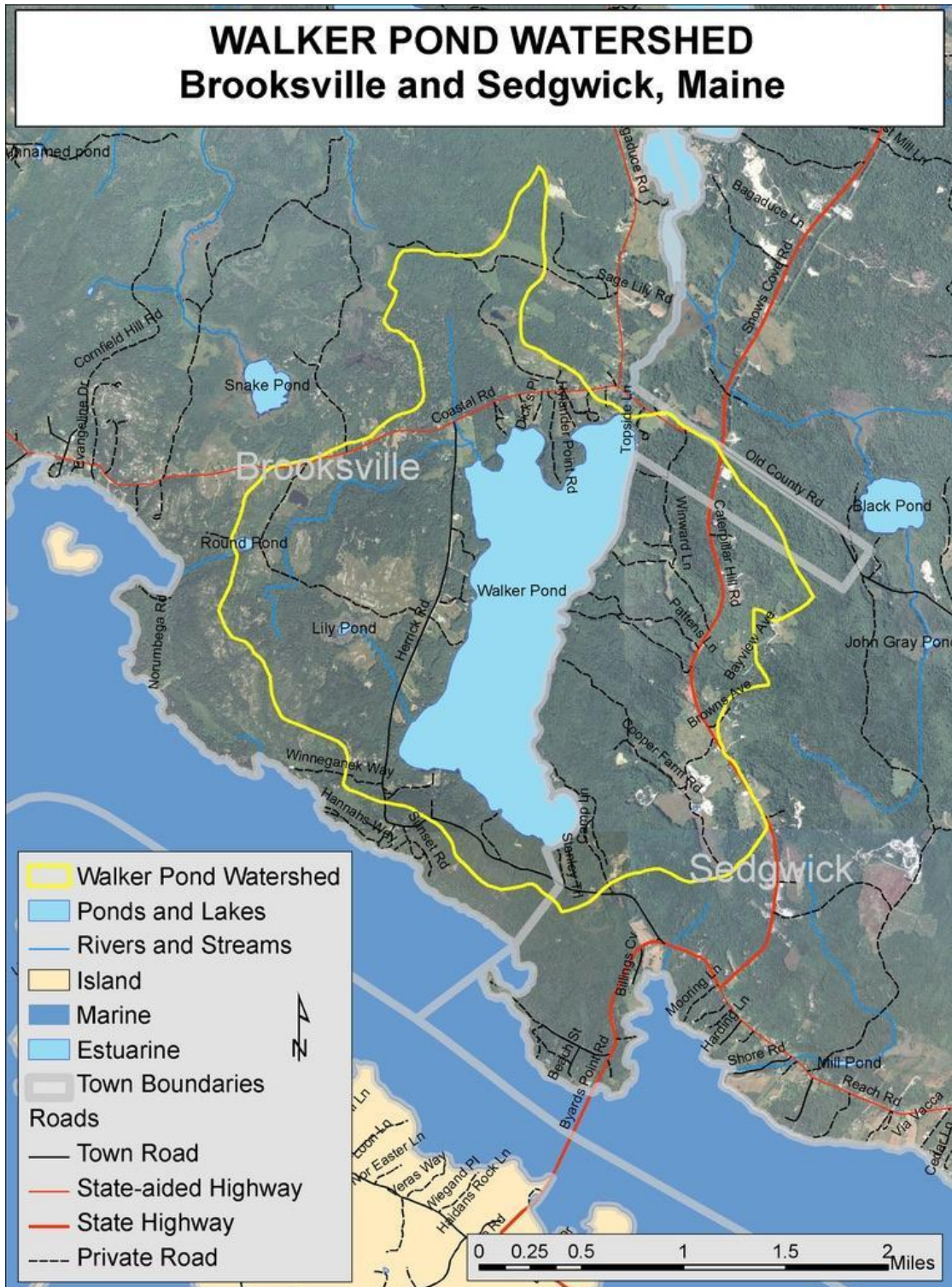
With its peninsular geography, Brooksville has many small, relatively short brooks from its interior to the shore. Billings Brook, Shepardson's Brook, and Mill Stream (Parker Pond Outlet) are considered significant fisheries habitats by the Maine Department of Inland Fisheries and Wildlife that are worthy of increased local protection. See Table H-2 for a listing of streams.

Brooksville's one "river", the Bagaduce, is actually a saltwater body. The Route 175/176 bridge culvert creates a reversing fall with the changing of the tides. (In historic times a dam and a mill were located there, to take advantage of the tides.) The upper Bagaduce (south of the bridge and closer to Walker Pond) has a lower salt content due to freshwater input and the restricted tidal influence. In addition to recreation, these waters are currently used for raising oysters under aquaculture leases.

Table H – 2: Characteristics of Brooksville's Freshwater Streams / 31

Name	Length (miles)	Terminus	Comments/Access
Benson Brook	0.5	Smith Cove	
Billings Brook	0.8	Walker Pond	Significant fisheries habitat
Jerry's Brook	0.6	Meadow Brook	
Lily Pond outlet	0.6	Walker Pond	Begins at Lily Pond
Marsh Creek	1.2	Goose Pond	Begins at Fresh Pond
Meadow Brook	2.9	Parker Pond	Begins at Snake Pond
Mill Stream	1.3	Bagaduce River	Significant fisheries habitat Begins at Parker Pond
Round Pond outlet	0.3	Buck's Harbor	Begins at Round Pond
Shepardson Brook	4.2	Wasson Cove	Significant fisheries habitat
Walker Pond outlet	0.7	Bagaduce River	Begins at Walker Pond
<i>Source: Maine Department of Environmental Protection</i>			

Map H - 1: Walker Pond Watershed / Figure 6



Source: Lake Stewards of Maine; LakesofMaine.org
based on data from survey by Friends of Walker Pond

Marine Water Quality:

The DEP classifies all surface water in Maine, both fresh and saltwater. These classifications set the standards allowed for discharges of pollutants. The majority of waters in the state, including those adjacent to Brooksville, are classified "SB," which is the second highest classification and denotes that the water is swimmable and fishable. Per DEP standards, habitats in these waters "shall be characterized as unimpaired." No discharges that would cause closure of open shellfish areas are permitted. Dissolved oxygen contents are set at 85 percent. For more information on marine water quality, see Chapter G (Marine Resources).

Threats to Surface Water Resources:

There are two types of pollution that threaten surface water: point and nonpoint. Point pollution is attributable to a specific source such as a pipe discharging into a stream. Nonpoint pollution comes from a general source such as storm water runoff that carries oil spilled on a road into a stream. The U.S. Environmental Protection Agency (USEPA) placed the Callahan Mine site in Harborside on its Superfund list for clean up because it is considered a threat to nearby water resources. The Callahan Mine Site is a former zinc-copper open pit mine adjacent to and beneath Goose Pond, a semi-tidal estuary. Operations at the mine ceased in 1972, leaving several piles of tailings and other waste. The tailings piles leach acidic and metal-containing water onto the site and into Goose Pond, which samples show is contaminated with zinc and copper. The EPA expects to complete stabilizing and installing a cover system on the tailings piles in 2021. They currently are awaiting funding for the sediment dredging portion of the cleanup.

The only other known point source of pollution in Brooksville is a summer-only overboard discharge that is slated for near-term removal.

Access to surface water resources:

Providing public access to Walker Pond realized a goal established in the town's 2006 comprehensive plan. Working jointly with the town of Sedgwick, and with the help of a grant from the state, road access and a boat launch were established on the east side of the pond. Working together, the two towns were able to add a beach and picnicking areas for families, thus providing the opportunity to swim, fish, boat and ice skate.

Recently, the Maine Coast Heritage Trust offered Sedgwick and Brooksville the opportunity to own and manage a park at the outlet dam for Walker Pond as an additional lakeside public area. This has been accomplished. The considerable necessary restoration work was done by MCHT at no cost to the Town.

Access to marine waters is covered in Chapter G (Marine Resources) and Chapter F (Recreation).

6. Groundwater Resources

As mentioned in Chapter C (Housing), Brooksville residents and businesses depend on individual wells for their water supply. Sand and gravel aquifers yield large quantities of water to wells, but

Brooksville's geology includes no sand and gravel aquifers. Rather, most wells in Brooksville are drilled in bedrock. Bedrock wells generally yield about 10 to 50 gallons per minute (gpm). Normally, a well yielding about 1-5 gpm is considered sufficient for domestic use.

Seven wells in town are listed as vital, high-demand wells by the Maine Drinking Water Program due to the fresh water demand placed on them. These wells serve the school, restaurants and inns and other places that cater to the public, and are listed in Table H-3. There are no major current problems in Brooksville with ground water supply. However, ground water resources are notoriously unpredictable and new development might create problems for existing wells.

Table H – 3: Wells in Brooksville Listed in the Maine Drinking Water Program / 32

ID Number	Owner	Location	Risk Type and Rating		
			Geology	Area	Control
23427101	Buck's Harbor Market	6 Cornfield Hill Road	moderate drainage	high	moderate
2140101	Hiram Blake Camp	220 Weir Cove Road	moderate drainage	low	low
MD0000123	Elementary School	Route 176	moderate drainage	moderate	high
2136104	Oakland House Inn	435 Herrick Road	moderate drainage	moderate	moderate
2136105	Oakland House Inn	435 Herrick Road	moderate drainage	low	moderate
2136106	Oakland House Inn	435 Herrick Road	moderate drainage	low	moderate

Source: Maine Department of Environmental Protection Drinking Water Program

Groundwater Quality:

The DEP has rated Brooksville's groundwater as GW-A. This is the highest DEP water-quality classification, and it applies to all groundwater in the state unless specifically noted otherwise. DEP standards mandate that these waters be of such quality that they can be used for public water supplies. They shall, per DEP standards, be free of radioactive matter or any matter that affects their taste or odor. Brooksville's 1980 Comprehensive Plan noted that some of the wells in West Brooksville had high iron content. Some in the Goose Pond area are high in sulfur. Recent changes to water testing standards have caused the detection of naturally high arsenic levels and radon in some private wells. Well owners should take advantage of more accurate available testing methods to assure that their water is safe to drink.

Threats to Groundwater:

Given the low incidence of nonpoint pollution in Brooksville and the overall low density of the population, the groundwater supply is generally considered safe. Two sites, the Callahan Mine and the municipal salt/sand pile are considered possible threats to groundwater.

The Maine DEP deemed the salt/sand pile on Route 176 below the town house to be safe. The town has established a reserve account to construct a salt shed and is currently investigating alternative methods such as brine and modification of the sand-to-salt ratio to maintain safe winter roads, while continuing to protect the groundwater.

As mentioned before, the Callahan Mine is on the US EPA Superfund list for cleanup. The Agency for Toxic Substances and Disease Registry (ATSDR), an agency of the U.S. Department of Health and Human Services, studied groundwater near the Callahan Mine site in Harborside for potential exposure to toxins via various pathways including drinking water. ATSDR determined that contaminants from the waste piles or other source areas could infiltrate into the groundwater beneath the site. If people used this groundwater for drinking, they could be exposed to contaminants. A few private drinking water wells are near the site. All samples of these wells to date show that no contaminants are present above drinking water comparison values. Therefore, this pathway is not expected to lead to any adverse health effects and has been dropped from further consideration by the agency.

7. Assessment & Adequacy of Existing Efforts to Protect Brooksville's Water Resources

If the moderate rate of growth projected for Brooksville proves to be correct, current drinking water supplies should be adequate for the foreseeable future. The only potential problem would be threats to individual wells from contamination. The Walker Pond watershed will be studied for special protection should the town ever choose to develop the pond as a water source to augment groundwater in areas that develop a need.

Brooksville's current measures to protect water resources consist of the Shoreland Environmental Protection Ordinance approved in 2016, the subdivision review standards, and the requirement for all new structures to obtain a Subsurface Wastewater Disposal permit and a plumbing permit from the Code Enforcement Officer. The current site plan review ordinance has standards to protect against water pollution and assure adequate sewage disposal and storm water drainage. If the town decides to enact a town-wide land use ordinance, it could develop additional measures to protect water quality. These might include standards for maximum impervious surface, drainage provisions, and storage of pollution-causing materials.

Non-government organizations currently provide assistance that is welcomed as an essential means of preserving the quality of significant water resources in Brooksville. The Friends of Walker Pond (FWP), a local lake association formed to study and make recommendations related to maintaining the quality of the pond and its wildlife, currently monitors water quality in Walker Pond. Test reports indicate that, despite high clarity ratings, the pond has limited ability to sustain cold water fish due to dissolved oxygen depletion, and that the lake has "moderate/sensitive" vulnerability to phosphorus levels. The latest water quality survey is available on the town website. In 2019 the FWP sponsored a watershed survey. Under the guidance of the Maine DEP and the Lake Watershed Resource Management Association, and with help from the Sedgwick Brooksville Joint Landing Committee and local shore landowners, a physical survey of the entire Walker Pond watershed was conducted and documented (see Map H-1). Individual recommendations were made, but no significant sources of pollution were found. The survey summary is available on the town website.

The Bagaduce Watershed Association is another local non-profit organization that helps to promote and protect the Bagaduce River and its watershed.

The Maine Center for Coastal Fisheries and the Tri-Town Alewife Committee (Brooksville, Penobscot, Sedgwick) have been working systematically on projects to restore the migration of alewives to local ponds. With financial help from the Maine Coast Heritage Trust, alewife access to Walker Pond has been enhanced. A recreational park has been created at the Mill Pond with historical signage and parking, and the dam has been reinforced and modified for better flow control. The outlet at Parker Pond has also been modified to encourage the return of the alewife migration and is scheduled to be finished in 2021. Alewives are an important part of the freshwater ecosystem since they are a food source for other fish and wildlife and act as host for freshwater mussel larvae. The mussels, when mature, filter impurities from the water.

8. Regional Issues

There are no immediate regional groundwater resource issues facing Brooksville. The town does not share any sand and gravel aquifers with surrounding towns. Given the moderate rate of growth projected for the town, there is no foreseeable likelihood of the town needing to tap into a public water system from surrounding towns. Although Walker Pond is entirely in Brooksville, much of its watershed is in Sedgwick. To adequately protect the resource in the long term, the two towns will need to continue to work together.

9. Goals & Objectives

GOAL: Protect Brooksville’s vital water resources for long-term health.			
Objective	Strategy	Responsible Party(ies)	Timeline
Pollution Source Management	Ensure town regulations include adequate provisions to manage point and nonpoint pollution in conjunction with Sedgwick.	Select Board, Planning Board, Code Enforcement Officer	Immediate, ongoing
Groundwater protection	Ensure compliance with local and state regulations regarding groundwater protection.	CEO	Immediate, ongoing
Ensure continued adequate access to fresh water facilities.	Establish a reserve account to maintain fresh water access facilities.	Select Board	1 year
Maintain optimal water levels at Walker Pond for multiple objectives.	Establish procedures to monitor and regulate water levels in Walker Pond.	Fish Committee (Brooksville members of Tri-Town Alewife Committee)	Ongoing
Protect Walker Pond habitat from invasive species.	Reinstate an inland harbor master position to oversee operation of the Courtesy Boat Inspector program to control invasive species; monitor Walker Pond water level; regulate recreational use of landing; plan for increased parking and picnic areas as required.	Select Board’s designee(s)	3-5 years
Protect habitat in sensitive riparian areas delineated by the DEP.	Work with Beginning with Habitat to secure public access to, and create a resource protection buffer around habitats delineated by DEP.	Select Board and Planning Board in conjunction with Hancock County Planning Commission.	5 years
Educate new residents on well water monitoring.	Provide new residents with information on how, why, and when to monitor their wells.	CEO	Immediate and ongoing
Educate new residents within the Walker Pond watershed on ways to protect the pond.	Provide information on the extent of the watershed, types of common pollutants, and how pollutants can migrate from surface runoff.	Friends of Walker Pond	Immediate and ongoing

Chapter I: Natural Resources

1. Purpose

This chapter provides analyses and a detailed overview of the town's vital natural resources, and addresses issues related to wildlife, fish habitats and other important ecological systems. Development on or near these vital resources could unbalance the natural systems and negatively affect many quality-of-life issues such as: clean drinking water, protection from flooding, and clean air. Specifically, this chapter:

- a) describes Brooksville's critical natural and scenic resources;
- b) assesses the effectiveness of existing efforts to protect and preserve these resources, and
- c) predicts future impacts to these resources by growth and development.

2. Key Findings and Issues

Brooksville benefits from its clean environment and the quality of life provided by the local and regional diversity of plant and animal life and their functioning ecosystems and habitats. Residents continued to support protecting these habitats and forestlands in the 2018 survey. While the town does comply with Maine State requirements for shoreland protections, other measures could be explored to protect resources vital to the town.

3. Key Findings & Issues from the 2006 Plan

As a coastal community, Brooksville has a diversity of animal and plant life. (See Table I-1) The coastline is an important habitat for waterfowl. The town contains the essential habitat and nesting areas of the threatened bald eagle. Brooksville is also home to four rare or exemplary natural communities identified by the Maine Natural Areas Program. A spruce-pine woodland is located in the Holbrook Island Sanctuary on Cape Rosier. A pitch-pine woodland can be found between Buck's Harbor and Walker Pond, and there is a pitch pine bog in the middle of the pitch-pine woodland.

4. 2018 Public Opinion Survey Results

When asked if the Town should make it a goal to protect 14 different categories of Town natural resources, citizens responded overwhelmingly in the affirmative. Approval for protecting the Town's natural resources ranged from 94 % for recreational waterfront access to 74% for forested land.

5. Summary of Critical Natural Resources

Brooksville's major species and habitats are discussed below. There is further discussion of marine-related resources in Chapter G (Marine Resources) and of farmland, forestland and open space in Chapter J (Agriculture and Forest Resources).

Wildlife:

Table I – 1: Wildlife Found in Brooksville / 33

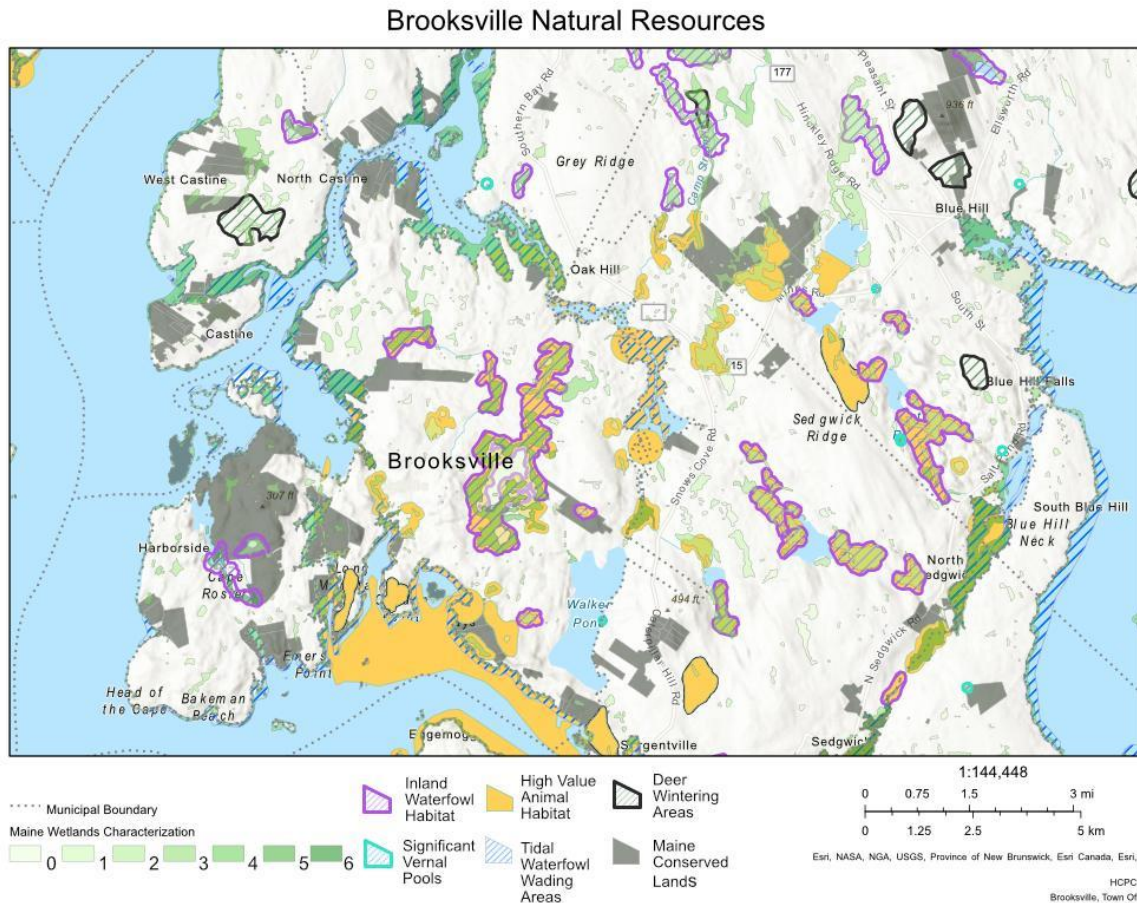
Wildlife Commonly Found in Brooksville
MAMMALS: beaver, coyote, eastern gray squirrel, hare, harbor seal, muskrat, raccoon, red fox, red squirrel, white-tailed deer, skunk, porcupine, mink, groundhogs/woodchucks.
BIRDS: American goldfinches, alder flycatchers, broad winged and other hawks, bald eagles, common crows, common ravens, great crested flycatchers, hermit thrushes, Eastern phoebes, rock doves, blue jays, red-winged blackbirds, black-capped chickadees, robins, slate colored juncos, turkeys, ruffed grouse, spruce grouse, swamp sparrows, tree swallows, white-throated sparrows, woodcock, owls, ospreys, purple finches, downy woodpeckers, pileated woodpeckers, yellow shafted flickers, kingfishers, turkey buzzards, hummingbirds, cardinals, Eastern bluebirds, cedar waxwings, hairy woodpeckers.
SEABIRDS and WATERFOWL: Black backed gulls, black ducks, bufflehead, double-crested cormorants, eiders, golden eyes, great blue herons, herring gulls, long-tailed duck, mergansers, terns and guillemots (islands only), loons.
Wildlife Occasionally Seen in Brooksville (rare, reclusive, migratory, etc.)
MAMMALS: Moose, black bears, bobcat, foxes
BIRDS: Black-throated green, myrtle and yellow warblers, grebes, barrow’s golden eye.
Wildlife Reported in Brooksville on Rare Occasions
MAMMALS: Ermine, fisher, mountain lions, lynx
BIRDS: Golden eagle
<i>Source: Brooksville Residents, Maine Dept. of Inland Fisheries and Wildlife</i>

Wetland Areas

Wetlands are one of the most critical natural resources. They often serve as aquifer recharge areas, allowing underground water supplies to be recharged. They are also crucial wildlife and bird habitats. Wetlands are an important part of nature's drainage system since they hold storm water. Areas that have experienced extensive filling of wetlands often face increased flooding problems. Wetlands are also important breeding areas for waterfowl and habitat for other wildlife such as amphibians, reptiles, and insects.

There are several major freshwater wetlands in Brooksville. The largest are found in the vicinity of Parker Pond. Others are scattered on Cape Rosier and in West Brooksville. There is a large forested wetland surrounding Snake Pond. An analysis of National Wetlands Inventory maps indicates that Brooksville contains about 760 acres of non-forested freshwater wetlands, 740 acres of forested wetland and 500 acres of inland open water (in addition to Walker Pond’s 685 acres). These wetland areas comprise about 9% of the town’s 21,600 terrestrial acres. Brooksville’s wetlands are important habitats for aquatic animals such as beaver and muskrat. These areas are also important breeding areas for waterfowl. The DEP rated 5 of Brooksville’s wetlands as “high” for wildlife habitat. (See Map I – 1 on following page).

Map I - 1: Brooksville Natural Resources / Figure 7



Source: Maine Inland Fisheries and Wildlife

Wildlife Habitats:

Brooksville has multiple different wildlife habitats. Tidal flats are important wintering areas for waterfowl. Birds found on the flats in winter include bufflehead, goldeneye, black duck and scaup. Walker Pond is home to loons, osprey, eagles, king fishers, terns, gulls and cormorants. The upland environment, which includes mature forests, pioneer hardwood stands and blueberry barrens supports deer and an occasional black bear or moose. Other animals found in this environment include ruffed grouse, pheasant, woodcock, hare, and squirrel. Much of the central section of Brooksville is an upland environment. The Maine Natural Areas Program found two large deer wintering areas on the peninsulas flanking Orcutt Harbor. Areas of spruce-pine woodland, pitch pine woodland and pitch pine bog are also found.

Fisheries Resources:

Fresh Water: The Department of Inland Fisheries and Wildlife currently stocks Walker Pond with brown trout. Brooksville and Sedgwick currently provide public access to Walker Pond for boat launching, swimming, and parking.

Salt Water: Lobsters, scallops and finfish are among the common species found in the open waters of the Bagaduce River, Eggemoggin Reach and Penobscot Bay, while clams and sea worms are found on the tidal flats. Marine resources are discussed further in Chapter G (Marine Resources).

Rare Plants & Natural Areas:

The Maine Natural Areas Program (MNAP), within the Department of Agriculture, Conservation and Forestry maintains the records of rare plants and other natural features of special concern. Brooksville contains habitat and nesting areas of the bald eagle. The town is home to four rare or exemplary natural communities identified by the MNAP. These are spruce-pine woodlands that are located in the Holbrook Island Sanctuary on Cape Rosier, a pitch-pine woodland found between Buck's Harbor and Walker Pond, a pitch-pine bog that is situated in the pitch-pine woodland, and a salt-hay marsh natural community at Bells Marsh north of Long Mountain on Cape Rosier. Also identified are coastal and inland waterfowl and wading bird habitat, migratory shorebird habitat, a seabird nesting island, deer wintering areas and a rare plant population. Refer to Map I – 1 on page 84.

Changes in land use in these areas may threaten these important species and habitats, so it is important to protect them. It is possible that there are other environmentally valuable areas, interrelationships, and ecological links that have yet to be identified. In the face of climate change and increased sensitivity to the complexity of the natural environment, other locations in Brooksville may be identified in the future as ecologically important. An inventory could be conducted by interested citizens under the guidance of the MNAP.

Other wildlife habitat information is shown on Map I – 1, based upon data from the Maine Department of Inland Fisheries and Wildlife (MDIFW). The map shows nearby islands that are particularly important habitats for shorebird nesting, wading and feeding. Various inland wetlands are also important wading bird habitat, as is Holbrook Island Sanctuary, a large protected area containing a variety of habitats and species representative of the entire town.

6. Scenic Resources

Brooksville is a town with excellent scenic views from many public roads and trails. The combination of hills, coves, bogs, blueberry fields and farms provide a rich variety of scenic resources, which are integral to the town's rural character. There are areas of high scenic value that can be appreciated from the roads overlooking Castine, the Bagaduce River, Snow Cove, Smith Cove, Orcutt Harbor, Buck's Harbor and Walker Pond. Many scenic hiking trails crisscross Brooksville. There are also many scenic views from the water.

Finally, Brooksville has one of the finest night skies in the Northeast, and this should be considered when adding lighting facilities that could interfere with this valuable resource.

7. Assessment of Existing Efforts to Protect Natural Resources

Brooksville meets the minimum State shoreland protection requirements, detailed in Chapter 1000 “Guidelines for Municipal Shoreland Zoning Ordinances” established under the Mandatory

Shoreland Zoning Act (MSZA). This provides a certain level of protection to natural resources on or near the shoreline. There is, however, only incidental protection to resources outside of the shoreland. The town may want to consider other measures to protect natural resources such as enacting a town-wide land use ordinance or exceeding the State minimum standards for shoreland zoning. These could include larger minimum lot sizes and stricter setback standards in areas where higher-value natural resources are present.

Portions of the shoreland zone are presently zoned resource protection. These include areas around wetlands, ponds and coves as well as along stretches of the Bagaduce River and Penobscot Bay. The restrictions in the resource protection zone offer a fairly high level of protection for natural resources located along the shoreline. However, there are locations adjacent to the shoreland that have important habitats and are not zoned “resource protection.” This limits the effectiveness of the State’s shoreland statute to prevent negative environmental consequences, such as algae blooms, run-offs and other pollutants that enter waterways and water bodies.

Greater protection could also be provided by revisions to the subdivision ordinance. These could involve creative lot-layout patterns such as clustering. It is possible to make minor changes in the location of lots in a subdivision to minimize the disruption of views from a neighboring property or public roads. Also, the initial subdivision application to the Planning Board could include a requirement that any important habitats identified by the Maine Department of Fisheries and Wildlife (MDIFW) be noted. See Table I-2 for more strategies to help protect Brooksville's natural areas.

8. Regional Issues

Brooksville, along with neighboring towns and the larger region, faces challenges associated with climate change and sea level rise that will affect natural resources and vital habitat areas. Some negative impacts include projected tidal marsh migration, changes to tree stands and tree-stand migration, other plant species migration (especially invasive species such as giant purple loosestrife), non-native insect introductions (emerald ash borer, brown tailed moth, certain tick populations moving further north), non-native shellfish (green crab, zebra mussel), and increased vector-borne illnesses such as equine encephalitis, Powassan virus, West Nile virus, and the pernicious norovirus.

Regional efforts to address some of these issues include a coordinated approach to revitalize the traditional alewife population in Hancock County and Maine (see Marine Resources). Many towns, including Blue Hill, Brooksville, Sedgwick and others in the region (Tremont, Mount Desert), have formed sea level rise and climate change committees to address the future challenges. Table I – 3 lists some of the organizations dedicated to protecting habitats, natural resources, and public access to natural lands in Brooksville and the region. Some of the strategies that might be useful to explore on a regional basis are listed in Table I – 4 on page 88.

Table I – 2: Tools for Conserving Natural Areas in Brooksville / 34

<p>1) Conservation Easements are voluntary legal agreements that allow landowners to place permanent restrictions on the amount and type of future development and other uses on all or part of the property they own. Some easements reduce the property tax burden of owners.</p> <p>2) Concept Plans are land use plans initiated by the landowner and reviewed by the Maine Department of Conservation. They may include permanent commitments to conservation in specific areas in exchange for variances in land use regulations in other areas.</p> <p>3) Corporate Conservation Initiatives are voluntary efforts by landowners such as timber companies to identify and protect areas of unique ecological, scenic, recreational, or historic importance. Since the landowner designs the conservation plan, this is a flexible way to protect the resource while pursuing business objectives and enhancing the corporate image.</p> <p>4) Certified Timberlands are evaluated by independent companies and certified as being managed and harvested on an environmentally sensitive and sustainable basis. These techniques are designed to increase long-term profitability of their timberlands.</p> <p>5) Resource Plans are negotiated agreements that define standards for timber harvesting, road building, and development and are customized to protect wildlife habitat and recreational opportunities.</p> <p>6) Managed Recreation maintained by the landowner or a service contract, builds upon Maine’s tradition of public access to private lands in the Northern Forest. Facing increased recreational use and demands, some Maine landowners charge visitors for access to their lands and roads. The proceeds fund the landowners’ costs in providing recreational access to lakes and remote campsites.</p>
<p><i>From Hitchcox, Susan: “What Conservation Looks Like In Maine – Tools To Build a Future For Our Woods, Waters, and Wildlife” Maine Audubon society, 2001. See also “Beginning with Habitat; Conserving Maine’s Natural Landscape for Plants, Animals and People”, MDIFW, 2102.</i></p>

Table I – 3: Conservation Organizations of Interest for Brooksville / 35

Organization – Address	Organization – Address
<p>Blue Hill Heritage Trust – 157 Hinckley Ridge Rd P.O. Box 222 Blue Hill, Maine 04614 Phone: (207) 374-5118 Email: info@bluehillheritagetrust.org</p>	<p>Maine Coast Heritage Trust – 1 Bowdoin Mill Island, Suite 201 Topsham, ME 04086 Phone: 207-729-7366 main Email info@mcht.org</p>
<p>Holbrook Island Sanctuary – 172 Indian Bar Road, Harborside, Maine 04642 Phone: (207) 324-4012</p>	<p>The Nature Conservancy – 14 Maine Street, Suite 401 Brunswick, ME 04011 Phone: 207-729-5182 Email: naturemaine@tnc.org</p>

Table I – 4: Conservation Strategies and Methods for Organizations and Individuals / 36

1. Identify and conserve wide corridors linking high-value habitats and wetlands.
2. Work with willing property owners on purchase or voluntary measures.
3. Work with state agencies to garner support for projects and seek necessary funds.
4. Work cooperatively with neighboring towns on regional conservation issues.
5. Educate officials and citizens to support and manage local conservation initiatives.
6. Continually map boundaries of conservation areas, corridors, and other features
7. Work with Beginning with Habitat to conduct an assessment of existing efforts to protect natural resources.

9. Goals & Objectives

GOAL: Brooksville will to the best of its ability protect its natural resources and address and monitor threats posed by climate change to said resources, as they are vital to the town's health, safety, and economy.			
Objective	Strategy	Responsible Party(ies)	Timeline
Anticipate threats to natural resources posed by climate change and other factors (development, infestations, natural resource extraction, etc.).	Encourage Brooksville Sea Level Rise and Climate Change Committee (BSLRCCC) to monitor, assess and make recommendations.	Select Board or their designee(s), BSLRCCC, HCPC	Immediate and ongoing
Town ordinances should give authority to the Planning Board to require a natural resources assessment to be part of applications for major development.	Require a natural resource review and assessment for the development application process.	Select Board, Planning Board	Immediate and ongoing
Encourage sustainable development, such as "Rural by Design," to protect open spaces and public access, pastoral scenic views, and wildlife habitats.	Encourage creative approaches to residential development through tax incentives.	Select Board, Planning Board	Immediate and ongoing
Encourage conservation easements in places with critical habitats and natural resources.	Identify critical habitats and natural resources based upon the map, and document adjacent parcels.	Planning Board, BSLRCCC, HCPC	Immediate and ongoing
Protect the scenic quality of Brooksville and its local landscape character.	Identify and document important historic, cultural, or natural landscapes, scenic views in Brooksville.	Historical Society, BSLRCCC, HCPC	Immediate and ongoing
Encourage greater property-owner understanding of the importance of conserving natural resources.	Provide educational opportunities and encourage voluntary activities to increase tree cover, reduce invasive species, protect nesting areas etc.	BSLRCCC, conservation organizations active in Brooksville	ongoing

Chapter J: Agricultural, Forest and Open Space Resources

1. Purpose

This section presents an overview of Brooksville's Agricultural, Forest and Open Space Resources, particularly land available for natural resource utilization and the various benefits to humans from the natural environment, such as drinkable water, productive soils and farmlands, timber lands, etc. Specifically, this chapter:

- a) describes the extent of Brooksville's farming and forest land;
- b) predicts potential future threats to this land by development and climate change;
- c) assesses the effectiveness of current protective measures to preserve important available lands for farming and forestry production, and
- d) quantifies land held in the open space tax incentive program.

2. Key Findings & Issues

There was a significant increase in the number of parcels participating in the Maine Open Space tax incentive program and Farmland tax incentive program. The acreage in Open Space tax classification has increased, but the acreage in farm tax classification has declined. The number of parcels in the Tree Growth tax program, as well as total acreage in that program, declined as well. In 2013, Brooksville passed a food sovereignty ordinance resulting from increased local interest in supporting local farmers and local self-reliance, and continuing long-standing agricultural traditions. Climate change poses a potential long-term threat to farms and forests. Changes in temperature and weather patterns (including periods of drought and increased heat) and resulting changes in growing patterns indicate this phenomenon warrants further monitoring and mitigation of the negative consequences. The most immediate threats include development pressures and invasive plant, animal, and insect species. There has been minimal change to the percent of Brooksville's forest cover since the previous plan. With climate change making agriculture difficult in other parts of the country, coupled with potential in-migration of new residents, conservation of Brooksville's existing and potential farmland could become very important for local food security.

3. Key Findings & Issues from 2006 Plan

In 2006 approximately 79% of Brooksville's 21,600 acres of land area was forested. The town was home to a diverse ecosystem of tree softwoods and/or hardwoods stands. In 2006, amount of land held in preferential tree growth tax classification increased and had approximately 20 farms.

4. 2018 Public Opinion Survey Results

Ninety-three percent of respondents supported agriculture and forestry related development in 2018. Respondents also strongly supported protecting agricultural lands (83%) and forestlands (74%).

5. Agricultural Resources

The Past:

Brooksville has a long tradition of sustainable agriculture and resilience. During the height of its seafaring past (mid to late 1800s), much of the arable land in town was cleared for small farms, often managed by wives and other family members while the men were at sea. Grange Halls were active in promoting technical and social interaction among Brooksville's farming families, and local men were active participants in the Maine Board of Agriculture. Table J-1 shows Brooksville's agricultural production for 1863, a fairly typical year in that era, with Brooksville being a fairly typical town in Hancock County. This was not the peak year of agricultural production in the County. That occurred in 1880.

Table J – 1: Brooksville's agricultural production in 1863 / 37

Product	Amount	Units	Product	Amount	Units
Cattle, all kinds	680	number	Corn	200	bushels
Sheep, all kinds	1,750	number	Wheat	200	bushels
Wool skins	1,500	number	Barley	3,000	bushels
Swine	63	number	Oats	500	bushels
Horses, all kinds	82	number	Buckwheat	200	bushels
			Potatoes	9,800	bushels
Wool	6,135	pounds	Turnips	1,500	bushels
Butter	3,600	pounds	Carrots	600	bushels
Cheese	500	pounds	Beets	300	bushels
Honey	400	pounds	Apples	500	bushels
			Beans	250	bushels
Hay, all kinds	1,020	tons	Peas	300	bushels
<i>Source: Eighth Annual Report of the Secretary of the Board of Agriculture, Augusta, 1864, pp. 82-83</i>					

In spite of migration of farmers to the Midwest following the Civil War, Brooksville's small farm tradition continued through World War II, when "victory gardens" were popular, both for local self-sufficiency and to provide support for the nation's war effort. Since that time, many of the former farm fields (pasture and hay land as well as cropland) have reverted to native tree cover. Traces of old stone walls and "rock dumps" mark where former landowners cleared their land to make it suitable for farming.

The Present:

Major crops for Brooksville include blueberries, vegetables, fruits, maple syrup, honey, poultry, and some livestock. The livestock is limited to goats, pigs and sheep. There are no beef cattle or dairy cows. One of the limiting factors contributing to low poultry and livestock production is the distance to the nearest USDA-certified slaughterhouse which is in Gardiner 2.5 hours away.

The Farm and Open Space Act (Title 36 of Maine Registered Statutes, Sub-section (§§) 1101-1121 first enacted in 1975) provides tax incentives for property owners who have parcels over five acres that meet certain conditions, such as providing a minimum income of \$2000 from agricultural production. State records from Maine Revenue Services show a 29% decrease in Brooksville’s total acreage enrolled in the farmland tax program, but an increase of 27% in the number of parcels enrolled.

Table J – 2: Change in Farmland Taxation Parcels in Brooksville / 38

Year	Number of Parcels	Acres
2009	33	843
2010	33	772
2011	34	974
2012	25	973
2013	42	972
2014	39	972
2015	0	595
2016	42	536
2017	42	299
2018	42	599
2019	42	598
2021	41	576

Sources: Maine Revenue Service: Municipal Valuation Return Statistical Summary, 2009 – 2019; 2021 from Town of Brooksville Municipal Valuation Return. Parcels in 2015 and acres in 2017 remain an unexplained anomaly.

In 2006 there were 19 Brooksville farms participating in USDA-sponsored programs, but that number has recently decreased. Comparison of this data with the number of parcels participating in the state farmland tax program indicates that there are a number of small farms in Brooksville that are active producers but not participating in USDA programs. This is important, because federal (USDA) resources are allocated to states depending on the number of farms as well as acreage devoted to farming.

Brooksville was the location of the homestead of the well-known back-to-the-land pioneers Scott and Helen Nearing. This attracted many “back-to-the-land” migrants in the 1950s-70s. Harborside is now the location of the Good Life Center, the former Nearing Homestead, which offers community learning events, and a model for environmentally sustainable living. Four Season Farm is an internationally known example of maximizing cultivable soil and year-round growing techniques.

In 2013 the voters passed the Local Food and Community Self-Governance Ordinance for the purpose of articulating the right of residents “to produce, process, sell, purchase and consume local foods, thus promoting self-reliance, the preservation of family farms, and local food traditions.” Recently, the town’s potential agricultural production has been promoted by the Tent Project, a local initiative to engage Brooksville students in understanding the farm-to-table process, as well as providing food sovereignty and security via fresh produce at school lunch. The school also runs a popular summer garden camp that teaches youth gardening techniques. This summer camp is an extension of the year-round agricultural arts program offered at the elementary school.

The Future:

The USDA’s Natural Resources Conservation Services (NRCS) provides national level soil survey data and an analysis of soils best suited for agricultural production. This data is further analyzed by Maine’s Department of Agriculture, Conservation & Forestry (DACF), providing an accurate account of the soil types and conditions throughout Maine. The rating considers factors that include soil type, drainage, bedrock geology and the amounts of glacial erratic and other rock deposition in the soils. Farmland considered “Prime” has few limitations to successful farming, whereas Farmland of State Importance may have some limitations that can largely be overcome through management strategies and appropriate crop selection.

Table J – 3: Agricultural Soils in Brooksville / 39

Category	Acreage	Percent Total Land Area
Prime Farmland Soil	405	2%
Farmland of State Importance	4,813	23%
Total	5,218	25%
<i>Maine Department of Agriculture and Forestry, Municipal Planning Assistance Program & USDA Web-Soil Survey Data – 2020</i>		

5,218 acres may not seem like a lot, but according to various calculations, it would feed 1,000-1,700 customers of a “Community Supported Agriculture” (CSA), an effort that provides vegetables to subscribers.

Map J – 1 shows the areas with soils potentially well suited for farmland in Brooksville, overlaid on the town tax map. This map, prepared by the Maine Farmland Trust, uses the soil data from NRCS and DACF. Table J-4 gives the soil type code from the map, the soil descriptive name, and the types of crops that can be successfully grown on that type of soil, given proper management for drainage, irrigation, and soil amendments as needed. The DACF and the NRCS caution that any soil map requires site-specific field verification, as there may be significant irregularities on a portion of the designated land due to local geology.

This map is presented to guide owners of the land, designated as good farmland, to help them decide on its best use. This will discourage irreversible changes that would prevent farming in the future because good farmland is also attractive for development. It is relatively level terrain that is already cleared of trees. The soil is often well suited for construction and septic systems because it is well drained and has few rocks, boulders or ledges.

Table J – 4: Key to Farmland Map J – 1 / 40

Symbol	Full Name	Suited For*
FARMLAND OF STATEWIDE IMPORTANCE		
AdB	Adams loamy sand, 0 to 8 percent slopes	cultivated crops, wild blueberries, softwoods
BwC	Buxton silt loam, 8 to 15 percent slopes	hay, pasture, softwoods
CoB	Colton gravelly sandy loam, 0 to 8 percent slopes	blueberries, hay, pasture, cultivated crops, softwoods
HmB	Hermon-Monadnock complex, 3 to 8 percent slopes	cultivated crops, hay, pasture, blueberries, hardwoods
LaB	Lamoine silt loam, 3 to 8 percent slopes	cultivated crops, hay, pasture, softwoods
LbB	Lamoine-Scantic complex, 0 to 8 percent slopes	hay, pasture, softwoods
LCB	Lamoine-Scantic-Buxton association, gently sloping	softwoods
MaC	Marlow fine sandy loam, 8 to 15 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
NcB	Nicholville very fine sandy loam, 3 to 8 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
NcC	Nicholville very fine sandy loam, 8 to 15 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
SmB	Sheepscot sandy loam, 0 to 8 percent slopes	cultivated crops wild blueberries, hay, pasture, hardwoods
TuC	Tunbridge-Lyman complex, 8 to 15 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
TWC	Tunbridge-Lyman-Marlow complex, strongly sloping	hay, pasture, hardwoods, softwoods
PRIME FARMLAND		
DaB	Dixfield fine sandy loam, 3 to 8 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
DsB	Dixfield-Colonel complex, 3 to 8 percent slopes	cultivated crops, wild blueberries, hay, pasture, hardwoods
TuB	Tunbridge-Lyman complex, 3 to 8 percent slopes	cultivated crops, wild blueberries, hay, pasture, hard and softwoods
* After site-specific survey, drainage, irrigation and soil amendments as needed.		
<i>Information from "Soil Survey of Hancock County Area, Maine", USDA publication, 1988</i>		

New dynamics will likely impact Brooksville’s existing and potential farmland. Heat, drought and pest infestation elsewhere in the U.S. could shift a portion of food production to more temperate parts of the country such as Maine. In addition, climate risks in high-heat and flood-prone parts of the country will make Maine increasingly popular for residential, commercial, industrial, and agricultural development. Those factors underscore the importance of Brooksville adopting land-use policies that appropriately balance economically beneficial agricultural production, appropriate residential and commercial development, and conservation of land that mitigates the negative effects of climate change by storing excess carbon dioxide.

6. Forestry Resources

Brooksville is predominantly forested. Due to slow rates of development and growth, much of the town's forestland remains intact with no significant decreases in the canopy cover since 2006. Recent events which have spurred a sudden interest in moving to rural Maine may change this reality. Brooksville could experience a decrease in forested land available for timber harvest, should development follow increased in-migration of new residents seeking Brooksville's high quality of life and strong community. New and existing residents might choose to increase the number of acres of forested land, although not for timber harvesting purposes. If some of the new residents are interested in farming, it is also possible that land that was formerly cleared for farming, but has since reverted to forest, may once again be cleared for agriculture.

Brooksville's forests are comprised of a mix of temperate deciduous and northern coniferous species. This diversity is not necessarily simply an act of nature. It is also furthered by human interaction with the local environment. Activities such as sustainable farming, responsibly managed timber harvesting, gardening and other human activity can in fact promote increased biological diversity in general, and diversity of forest species in particular. Species diversity is normally considered a stabilizing force against future environmental change.

Forestry Resource Threat Analysis:

Brooksville has not experienced large-scale clearcutting of its forests within recent decades. Most tree cutting is associated with single unit dwellings, but there are many threats to the forest canopy besides unsustainable timber harvest or reallocation to other uses such as housing and farming. Significant threats are already manifesting in areas such as Cape Rosier, due to past clear cutting, shallow depth to bedrock, and insect infestations. Particularly vulnerable are abandoned farmland and old forest clear cuts that have grown rapidly into even-age stands of softwoods now reaching or past maturity and subject to insect damage. This has resulted in some timber stands subject to blowdowns, which are not only unsightly but also a fire hazard. Individual landowners are faced with a serious and costly management problem on these parcels.

Climate change also poses potential future threats to forest resources. These include an increase in invasive species, increased pathogenic diseases, and new types of insect infestations. Sustained high heat events due to climate change weaken species adapted to a former, colder year-round climates.

New insect infestations include the *browntail moth*, which targets hardwoods (especially apple and oak), and the *hemlock woolly adelgid* (recently found in Mount Desert). Past infestations include the *forest tent caterpillar* that damaged many trees near Walker Pond; *spruce bark beetle* that has affected trees on Cape Rosier and elsewhere; *gypsy moth* that decimates oaks; and *apple tree borers*, which make it difficult to establish new orchards without the use of significant pesticides. Brooksville's forests are also threatened by various blights and rusts affecting hardwoods and softwoods. A listing and description of these and other threats is available from the Maine Department of Agriculture.

The Tree Growth Tax program in Brooksville:

The Tree Growth Tax program was enacted into law in 1972 to help Maine landowners maintain their property as productive woodlands, and to broadly support Maine's wood products industry.

Enrollment requires that landowners have at least 10 acres managed primarily for production of commercial forest products, and that landowners adopt a Woodland Management Plan describing “well planned harvests”. There are tax penalties for withdrawing the land from the program.

Table J – 5 shows that in Brooksville, the number of parcels and acres enrolled in the program has decreased significantly since 2015, particularly hardwood acres.

Table J – 5: Tree Growth Tax Parcels in Brooksville / 41

Year	Number of Parcels	Softwood Acres	Mixed-Wood Acres	Hardwood Acres	Total	Parcels Withdrawn
2015	23	629	359	118	1,097	0
2016	20	569	412	118	1,098	3
2017	18	599	362	102	1,012	0
2018	18	549	362	102	1,012	0
2019	15	354	365	37	755	3
2021	14	400	210	39	648	1
<i>Maine Revenue Service: Municipal Valuation Return Statistical Summary, 2015 – 2019 2021 from Town of Brooksville Municipal Valuation Return</i>						

Landowners and commercial loggers occasionally harvest timber in Brooksville. The Maine Forest Service keeps track of commercial harvests as part of the Forest Practices Act. This law largely prevents “liquidation harvesting” (clearcutting with an intent to sell the land afterward), encourages practices that promote regeneration, and generally protects the health of the forest, an important resource for the state. To implement this law, the Forest Service requires various permits and keeps track of harvests by municipality. Table J – 6 shows the recorded harvests for Brooksville since 1991.

Some of the harvested acreage was enrolled in the tree growth tax incentive program. Because the individual reports are confidential, information on distribution among these categories is not available. What can be gathered from the data in this table is that the total acreage subjected to harvest in any given year has been, at a maximum, less than 2% of the land area of the Town, and on average is less than 1% annually over the 28 years of data in the table. Clearcutting is minimal in Brooksville: there was only one year where clearcut acreage exceeded 10 acres.

Table J – 6: Tree Harvest Data for Brooksville/ 42

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991	55	0	0	55	0	3
1992-1994	75	13	0	88	0	5
1995	245	0	0	245	0	5
1996	90	0	0	90	0	3
1997	172	71	0	243	0	9
1998	243	12	8	263	0	19
1999	366	49	5	420	1	42
2000	92	8	0	100	3	39
2001	119	0	5	124	0	23
2002	14	0	0	14	0	15
2003	38	0	0	38	0	18
2004	162	0	0	162	14	13
2005	80	0	0	80	0	13
2006	41	0	0	41	0	11
2007	167	0	0	167	0	19
2008	119	43	0	162	2	20
2009	73	45	0	118	5	20
2010	84	80	0	164	2	24
2011	140	0	0	140	0	26
2012	168	0	18	186	0	25
2013	161	0	0	161	0	15
2014	291	15	1	307	0	20
2015	276	0	0	276	0	17
2016	74.5	0	0	74.5	0	17
2017	33	0	0	33	0	9
2018	47	0	0	47	0	11
2019	124	0	5	129	5	20
Total	3549.5	336	42	3927.5	32	461
Average	131	12	2	145	1	17

Source: Maine Forest Service

7. Open Space in Brooksville

The Farm and Open Space Act mentioned previously provides for open space classification, which can be used to protect forested and other areas. There are no minimum parcel size requirements or income metrics. However, the property must meet conditions of providing a public benefit. There is a long list of such public benefits that help to qualify a parcel: see Table J-8 on the following page 100. The amount of the tax benefit depends on how the land is classified: *“Ordinary” open space, Public Access, Permanently Protected, Forever Wild, or Managed Forest*. Public Access results in the greatest tax

benefit to the landowner, but it is important to understand that not all parcels in the open space program permit public access. If a tax benefit has been granted, there are financial penalties for withdrawing the land from the program. Table J – 7 shows that in Brooksville, both the number of parcels and acreage enrolled in the Open Space program has increased. Map J – 2 on page 101 shows the locations of all the Farm, Open Space and Tree Growth tax properties as well as those parcels protected by the State, Blue Hill Heritage Trust, and Maine Coast Heritage Trust. Another discussion of public access open space is found in Chapter F (Recreation and Health).

Table J – 7: Change in Open Space Taxation Parcels in Brooksville / 43

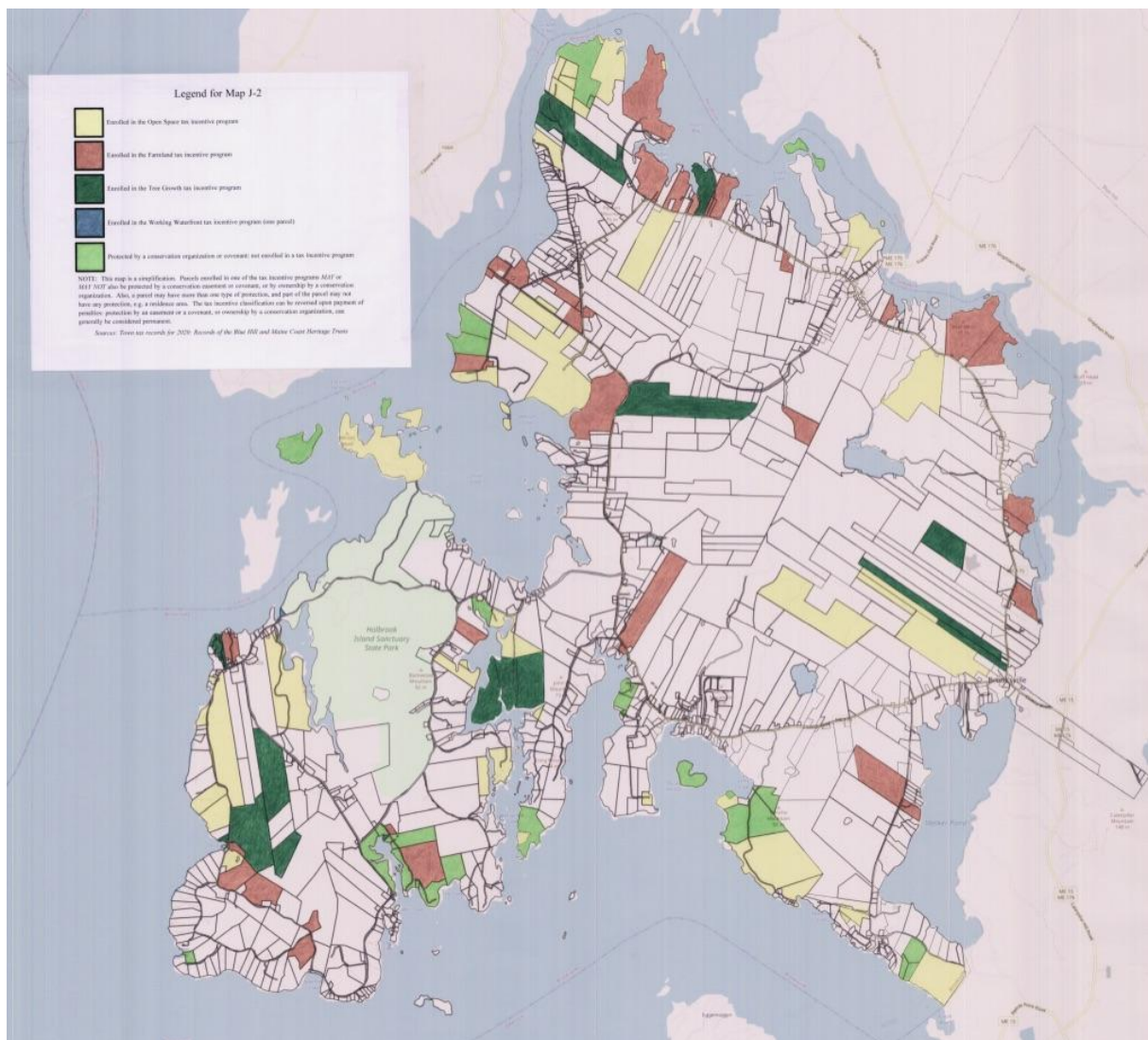
Year	Number of Parcels	Acres
2009	31	1371
2010	34	1439
2011	35	1439
2012	38	1439
2013	38	1439
2014	38	1439
2015	38	1439
2016	39	1502
2017	38	1549
2018	38	1655
2019	40	1659
2021	42	1899

*Maine Revenue Service: Municipal Valuation Return Statistical Summary, 2009 – 2019
2021 from Town of Brooksville Municipal Valuation Return*

Table J – 8: Public Benefit Criteria for Open Space / 44

<ul style="list-style-type: none"> ● The importance of the land by virtue of its size or uniqueness in the vicinity or proximity to extensive development or comprising an entire landscape feature ● The likelihood that development of the land would contribute to degradation of the scenic, natural, historic or archaeological character of the area ● The opportunity of the general public to appreciate significant scenic values of the land ● The opportunity for regular and substantial use of the land by the general public for recreational or educational use ● The importance of the land in preserving a local or regional landscape or resource that attracts tourism or commerce to the area ● The likelihood that the preservation of the land as undeveloped open space will provide economic benefit to the town by limiting municipal expenditures required to service development ● Whether the land is included in an area designated as open space land or resource protection land on a comprehensive plan or in a zoning ordinance or on a zoning map as finally adopted ● The existence of a conservation easement, other legally enforceable restriction, or ownership by a nonprofit entity committed to conservation of the property that will permanently preserve the land in its natural, scenic or open character ● The proximity of other private or public conservation lands protected by permanent easement or ownership by governmental or nonprofit entities committed to conservation of the property ● The likelihood that protection of the land will contribute to the ecological viability of a local, state or national park, nature preserve, wildlife refuge, wilderness area or similar protected area ● The existence on the land of habitat for rare, endangered or threatened species of animals, fish or plants, or of a high-quality example of a terrestrial or aquatic community ● The consistency of the proposed open space use with public programs for scenic preservation, wildlife preservation, historic preservation, game management or recreation in the region ● The identification of the land or of outstanding natural resources on the land by a legislatively mandated program, on the state, local or federal level, as particular areas, parcels, land types or natural resources for protection ● Whether the land contains historic or archaeological resources listed in the National Register of Historic Places or is determined eligible for such a listing by the Maine Historic Preservation Commission, either in its own right or as contributing to the significance of an adjacent historic or archaeological resource listed, or eligible to be listed, in the National Register of Historic Places ● Whether there is a written management agreement between the landowner and the Department of Inland Fisheries and Wildlife or the Department of Agriculture, Conservation and Forestry ● Whether the land is maintained in accordance with criteria that are adopted under local ordinance that provide for preserving the integrity of historically important structures or conserving a scenic view
<p><i>Source: Maine Revenue Services, Property Tax Division, 2017</i></p>

Map J - 2: Parcels in Open Space, Tree Growth & Farmland Tax Incentive Program / Figure 9



Source: Town tax records. Additional conservation properties from the records of the Blue Hill and Maine Coast Heritage Trusts. One small parcel near Goose Falls is the only parcel in town taking advantage of the Working Waterfront tax incentive program

NOTE: This map is a simplification. Parcels enrolled in one of the tax incentive programs MAY or MAY NOT also be protected by a conservation easement or covenant, or by ownership by a conservation organization. Also, a parcel may have more than one type of protection, and part of the parcel may not have any protection, e.g. a residence area. The tax incentive classification can be reversed upon payment of penalties. However, protection by an easement or a covenant, or ownership by a conservation organization, is generally considered permanent.

8. Adequacy of Existing Measures to Protect Farmland, Forest Land and Open Space

The sum of the 2019 acreage enrolled in the farm, open space, and tree growth tax incentive programs shows that the resulting 3,012 acres represented about 14% of Brooksville’s total land area. (For 2021 the acreage is slightly larger: 3,123 acres). In a part of the state that is on the verge of potential change in land use, the penalties for premature removal of land from these programs

may be preventing more landowners from taking advantage of them, although the trend is toward more parcels being enrolled in open space. The total acreage in these tax incentive programs does not represent the total amount of protected acreage in town. The Holbrook Island Sanctuary alone comprises another 1,345 acres of open space in Brooksville (Holbrook Island itself is not in the town), and there are numerous additional protected acreages owned by the Blue Hill Heritage Trust and the Maine Coast Heritage Trust, or protected under conservation easements held by these entities. Some of these open space parcels permit some level of farming activities and sustainable timber harvesting. Some conservation easements permit one or two residential structures as well. Quite a few allow public access. The details differ with each easement.

There are other measures that could be applied to increase protection of agricultural and forested lands. Some of these measures have implications for the ability of landowners to optimize their personal use of the land, which is a longstanding local tradition, not easily set aside. Such measures include designated farming districts and development restrictions on prime soil areas. A more realistic approach includes convincing landowners of the importance of conserving their best farm and forestland for the future, working with conservation groups on easements, and promoting increased housing density on non-farm soils through creative development approaches. (See Chapter C – Housing.)

9. Regional Issues

Brooksville, along with all neighboring towns, faces a threat from climate change and invasive plant and animal species. All towns on the Blue Hill peninsula will need to coordinate to protect vital forest habitats and canopy covers so as not to create large habitat gaps that ultimately undermine the wider biodiversity of the region. Protection of farmland is also a regional issue, likely to become more important for local food security than is currently widely understood.

Recently, an initiative has commenced to quantify and enhance the atmospheric carbon dioxide reduction potential of Maine forestland and open space. This effort is being spearheaded by the Governor's Task Force on the Creation of a Forest Carbon Program. In a draft report issued August 25, 2021, the Task Force examined the potential for increased enrollment in the tree growth and open space programs through increasing the tax benefit. One very interesting and important concept in this draft report is a recommendation for the State to help towns make up the lost revenue when land is placed in these programs.

10. Goals & Objectives

GOAL: Brooksville will preserve agricultural and forested land for production and benefit to future generations and promote increased local agricultural activity to ensure food security and sovereignty.			
Objective	Strategy	Responsible Party(ies)	Timeline
Support local ordinances that address the above goal.	Research similar towns and their approaches to find appropriate models for Brooksville.	Select Board and/or their Designee(s), Hancock County Soil & Water Conservation District (HCSWCD)	Immediate and On-going
Create an Agriculture Conservation and Enhancement committee (ACEC)	Engage local stakeholders (farmers, non-profits, food related businesses) to study the opportunities and threats to the farmland resource: make recommendations in concert with the Climate Change Committee, Housing Committee and Planning Board.	Select Board	Immediate and On-going
Anticipate threats posed by climate change and other environmental factors.	Coordinate between local farmers and foresters, with the Sea Level Rise and Climate Change Committee.	Select Board, Brooksville Sea Level Rise and Climate Change Committee	Immediate and On-going
Anticipate potential impacts to farmland and forest cover posed by increased residential or commercial development.	Work with Planning Board, HCPC and HCSWCD to assess proposed development impacts and effectiveness of current subdivision ordinance to ensure the above goal is achieved.	Select Board, Planning Board, HCPC, HCSWCD	Immediate and On-going
Protect local agriculture and forestry industry in Brooksville.	Ensure “right to farm” and “right to harvest timber” policies are in place to limit nuisance complaints by existing or potential development.	Select Board, Planning Board, ACEC	Immediate and On-going

Table continues on next page

Objective	Strategy	Responsible Party(ies)	Timeline
Support the local agriculture and forestry industry in Brooksville.	Promote local producers and farmers markets at a regional and statewide level, particularly through the Acadia Gateway Center and other tourism resources – promoting Agritourism.	Select Board, HCPC, Downeast Acadia Regional Tourism, Interested Farmers Market Groups, ACEC	Immediate and On-going
Optimize economic use of farmland.	Identify opportunities for fallow farmland to be put back into productive use for crops that increase food security and agriculture-employment opportunities.	Select Board, Planning Board, HCPC, HCSWCD, ACEC	Immediate and On-going
Inform landowners (particularly new residents) on the agriculture and forestry resources of their parcels.	Develop a pamphlet with this objective, which describes the benefits of understanding what their parcel has to offer and listing sources of more information and professional assistance. Publicize and circulate the pamphlet.	Planning board, HCSWCD, Soil Conservation Service, Extension Service, ACEC	Immediate and On-going

Chapter K: Historical & Archaeological Resources

1. Purpose

Historical and Archaeological resources are vital elements of a community's identity. A comprehensive plan must identify important historical and archaeological resources not only for the sake of the historical record, but also to preserve the present-day value of the town's identity and character, while encouraging tourism. Specifically, this chapter:

- a) presents a brief history of Brooksville;
- b) describes its historical and archaeological resources;
- c) assesses threats to these resources, and
- d) assesses the effectiveness of existing measures to protect and preserve these resources.

2. Key Findings & Issues

The growth and resilience of the Brooksville Historical Society in the 15 years since the last comprehensive plan was written underscores the community support and concern for its proud history. Brooksville has prehistoric sites (i.e., those predating European settlement) along its salt and freshwater shores. Several features of the local landscape bear names given by the indigenous people. While the town has many buildings of historic interest, only two are on the National Register of Historic Places. There are many other places that may be eligible for listing. Brooksville has generated many published histories, but to date there is no systematic and comprehensive inventory and evaluation of all its historic structures and sites. There is no specific program for widespread public recognition and preservation of these resources.

3. Key Findings & Issues from the 2006 Plan

Brooksville had many documented sites of pre-colonial settlement (20) left by the original indigenous peoples of Maine, the Passamaquoddy and Penobscot. These sites are primarily located along salt and freshwater coastlines. While the Maine State Historic Preservation Commission has documented these specific sites, a full archaeological survey has not been completed and there may still be other undiscovered pre-colonial sites in Brooksville. The South shore of Walker Pond did have a thorough archaeological survey. Brooksville had one site listed on the National Register of Historic Places, with eleven others eligible.

4. 2018 Public Opinion Survey Results

The survey indicates that changes to the fabric of the Town should be minimal. 89% of respondents favored measures to protect Brooksville's historic sites and buildings. Citizens at the community workshop held prior to pandemic restrictions supported efforts to document and preserve Brooksville's architectural gems.

5. History of Brooksville

Apart from cataclysmic natural phenomena such as flooding, tornadoes and volcanoes, it is the human history of a town that gives rise to its archaeological and historical resources. In this section we briefly explore the history of Brooksville, starting with the earliest human settlements, focusing on that part of our history that has led to the buildings, land alterations, and artifacts that we see today. Much more information is available in numerous publications of the Brooksville Historical Society.

Pre-Colonial History:

Human habitation in the Blue Hill peninsula region started with the retreat of the Laurentide ice sheet and the arrival of the first humans to the area, as early as 10,000 years ago. The earliest humans in this area are known to archaeologists as the Red Paint people. The name, "Red Paint," is derived from the heavy concentrations of red ochre (iron oxide) found in burial sites, although none are known in Brooksville. These people are thought to be non-agricultural due to the lack of farming implements and pottery found at their sites.

A second influx of peoples from southern New England occurred around 1,700 BCE. These Algonquin used different tools, natural resources and land use patterns, which distinguish them from earlier inhabitants. From this second migration arose numerous tribes known collectively as the *Wabanaki*, or “people of the dawn land”.

Common archaeological sites such as shell heaps, or middens, offer valuable insight into the lives of New England’s early people. They commonly wintered along the coast eating shellfish and other marine foods. During the summer, many moved inland to hunt and fish. Contact with Iroquois peoples to the West spurred the adoption of agriculture, which cushioned seasonal food and resource supplies.

European exploration and early settlement:

European seafarers visited the Maine coast earlier than the first written records of the 16th and 17th centuries. Early French settlement in Maine and Maritime Canada focused on trapping and trading efforts, while early English settlers were primarily involved in fishing on the Grand Banks.

Traveling with the expedition of Captain George Weymouth in 1605, James Rosier – the namesake of Cape Rosier – reported extensive contact with the indigenous population. Native names were attached to certain natural features in Brooksville before the earliest European settlements, and some are recognizable today: e.g. *Eggemoggin* Reach (the fish weir place), *Bagaduce* or *Majabignaduce* (big tideway river). However, some of the native names of landscape features are not commonly known today. In her book Indian Place-Names of the Maine Coast, Fanny Hardy Eckstorm lists the following for Brooksville:

- *Moosikatchik* - “the moose’s rump” – a huge rock in Orr’s Cove, Cape Rosier, still in place
- *Edalichichiquassik* or *Ooneganoosis* – “a very narrow place” – a short carry around Goose Falls, which was largely obliterated along with the Falls by mining operations;
- *Minnewokun* – “the many direction route” – on the Bagaduce River proceeding from Castine, through Walker Pond, over the hill to Eggemoggin Reach; and
- *Winneganeke* – “the carrying place” – over the hill from Walker Pond to Eggemoggin Reach

The first local English trading post was built in 1623 at Castine, originally *Pentagoet* (possibly a French term for the tidal falls of the Bagaduce River). No major European settlement took place in the area until 1759, the end of the so-called “French and Indian Wars”. In 1762 the Massachusetts General Court granted six townships, each six miles square, to David Marsh and others. Parts of Township #3, (Penobscot) and Township #4 (Sedgwick) eventually formed Brooksville, which was officially incorporated on June 13, 1817 and named after John Brooks, the Governor of the Commonwealth of Massachusetts.

Nineteenth Century Industry and Commerce:

Between the original European settlements and the eventual incorporation of Brooksville, the town was established. Early settlers cleared land, grew crops and built grist and sawmills. By clearing trees and rocks many families could produce enough to supply their own needs with occasional surpluses providing a limited income. Residents also engaged in fishing and trading in the summer as well as woodcutting and ship building in the winter.

The first ship to be built in Brooksville was the 55-ton sloop Endeavor, built about 1793. More than 60 other sloops, barks, brigs and schooners were built in Brooksville before 1902, supplying coastal and worldwide trade. The global trading vessels carried fish and lumber, and later granite and bricks, returning with sugar, molasses and rum from the West Indies, salt from Portugal, and manufactured goods from England. Regarding the coastal trading vessels, in his 1878 “Survey of Hancock County”, Samuel Wasson called West Brooksville “Coasterville” because just about every man in town was involved in some way in the coastal trade, owning or sailing - a “coaster”.

Fishing was also a major occupation for which a number of vessels were built. Cod was the primary fishery in the first half of the nineteenth century, peaking around 1830 and then slowing, following the repeal of a government bounty in 1866. Mackerel increased in importance throughout the nineteenth century and replaced cod as the major fishery. From the late 1800's lobstering also grew in importance. Menhaden, also known as porgy, were caught and pressed for oil and for fertilizer and “porgy chum” was used as sheep feed. Porgy Wharf remains a sign of the extraction factory built in South Brooksville in 1875. In the early 1900's herring became an important fishery. They were caught in weirs located on Nautilus Island and other places in town. The fishing industry varied in response to changes in demand for, and supplies of, different fish species. Remnants of weirs and piers, pilings and cribs are still visible in some parts of the town.

A complementary industry to fishing and shipping was the cutting of ice. The Maine Lake Ice Company cut ice on Walker Pond between 1910 and 1917. The ice was then pulled to the Reach and shipped at least as far south as Baltimore. This industry also used the sawdust from sawmills as insulation.

Lumber, another industry in Brooksville, was used for shipbuilding and for trade. The straightest and tallest pines were used for masts, while other trees were either taken to local sawmills to be cut for lumber or used as fuel, particularly at the lime kilns in Rockland. The first sawmill was built at Goose Falls. Later mills were built in Brooksville Corner in 1767 and in North Brooksville in 1768. By 1870, all but the most inaccessible trees in the once virgin forests had been cut, leaving only second growth trees for future harvesting. The advent of railroad freight opened up Maine's north woods to lumber export, further quashing demand for local lumber products. Shipping and thus ship building began to decline after the 1880's due to competition by railroads.

Quarrying for granite, which began in 1836, became a major local industry by the late 1800's. Kench's Mountain, the shore of Buck's Harbor, and the southern shore of Walker Pond all had quarries. Competition from inland sources served by the newly developing railroads as well as a diminishing market for granite building and paving material led the industry into decline along the entire Maine coast.

Mineral and ore mining were also taking place in Brooksville in the late 1800's. There are reported to have been at least seven copper and silver mines. Two hundred men, including miners from Cornwall, England, were employed to work four shafts at the Rosier Copper Mine on Cape Rosier in the late 19th century. This site near Goose Pond was actively mined as recently as the 1970s. The presence of richer deposits elsewhere and falling prices combined to curtail activity at the site which is now closed and under remediation to eliminate leached metals from contaminating nearby waters. The current cleanup, funded by the Federal "Superfund", is ongoing.

Based on population figures for the area, Penobscot Bay was most heavily populated between 1840 and 1860. Natural resources accessible to ocean-going vessels meant prosperous industries, and the rugged coast with its many small harbors presented an ideal opportunity for water-based transportation. Meanwhile the vast interior could only be traversed with great difficulty and cost. Products from Maine's forests, its rich fishing grounds, and productive quarries were traded around the world. By the 1860's, however, the economy of the area began to decline due to developments in transportation technology and the acquisition of territories in America's west. Railroads made the vast fertile areas in the interior of the United States more accessible and more attractive than the thin, rocky Maine soils. The transition from wooden sailing vessels to iron-hulled steamships curtailed boat building in the area as neither coal nor iron necessary for shipbuilding was readily available. The dependable service provided by the steamships did, however, make the area more accessible to summer vacationers who began coming to the area in the late 1800's.

Twentieth Century Developments:

The end of the 19th century marked the beginning of a new industry catering to middle and upper class families: summer vacations. Although the first vacationers came as early as 1880, they did not appreciably slow the outmigration already in progress. Boarding houses, then hotels and summer cottages, were built to serve these seasonal visitors. At the turn of the century there were two large hotels at South Brooksville and one – "Undercliff" – on Cape Rosier. The summer crowds supplied a seasonal but important source of employment for many people living in Brooksville and other towns on the Blue Hill peninsula. The Great Depression of the 1930's slowed the number of people able to visit the area and it was not until after World War II that the tourist industry was revived.

Following WWII, railroad freight and passenger services to the Blue Hill peninsula began to shut down because of competition with a new mode of transportation: the automobile. The Federal Highway Act of 1956 ushered in a shift to cars and trucks, numbering the days of convenient and affordable rail and ferry service to Brooksville and other local towns. Changes in tourism and recreation habits following America's post-war economic boom meant that Brooksville's transformation as a recreation and tourism hub was well underway. Some young people also moved into the area in what has been termed the "back-to-the-land movement" of the 1970s. Although some residents were (and still are) involved in fishing, shipping, and cutting wood, Brooksville's economy was slowly evolving into being service oriented with many year-round residents commuting to jobs in the three major regional job centers: Bangor, Bucksport, and Ellsworth.

Twenty First Century Developments:

With the beginning of the 21st century, Brooksville has seen an increase in the number of retirees finding Maine coastal communities to their liking. These newcomers have appreciably affected the community, and account for the increase in population. In 2017, Brooksville celebrated its bicentennial with town-wide events and festivities.

Brooksville's present character is as much the result of developments occurring outside of town as from the town's unique character and location. Thus, for Brooksville to maintain those valued characteristics, it must evaluate its present and future growth with an eye to state, regional and even national developments.

For more detailed accounts of Brooksville's history, see the numerous publications of the Brooksville Historical Society.

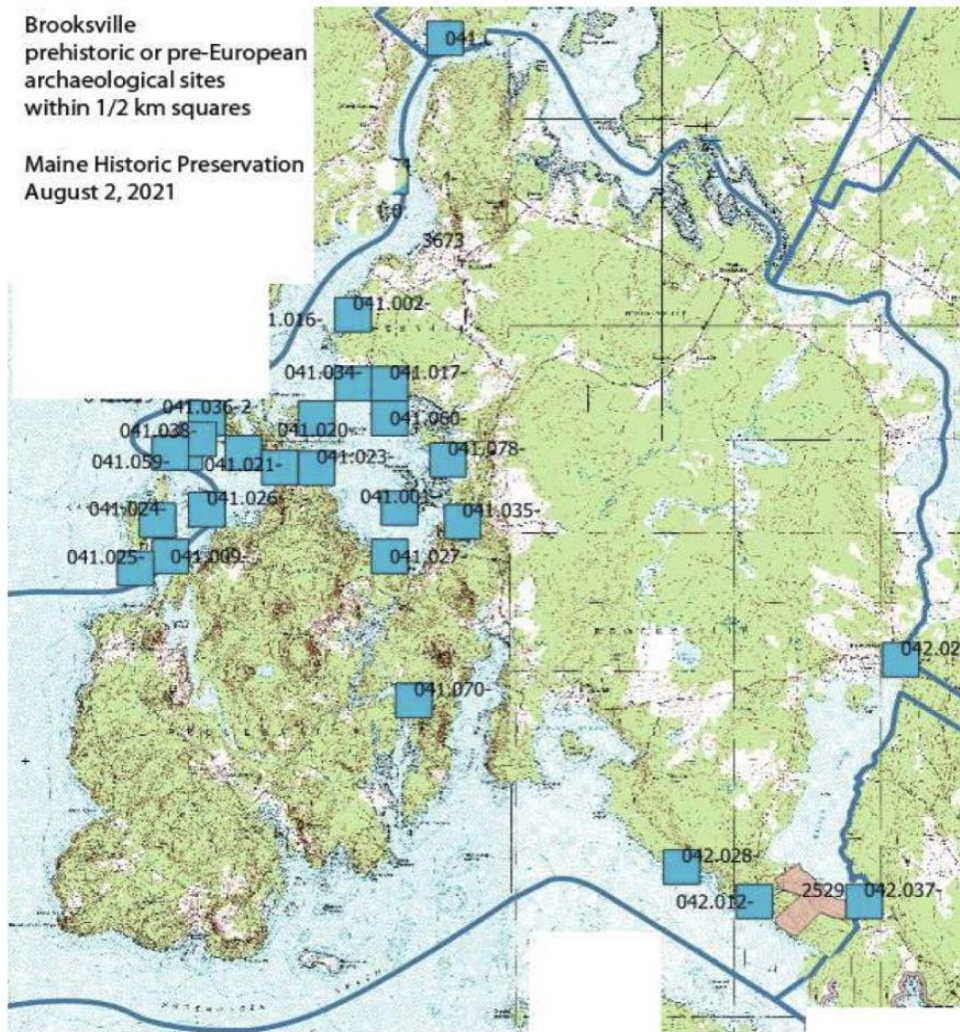
6. Archaeological and Historic Sites

Pre- Colonial Archaeological Sites:

An archaeological site is any place that contains physical remains of human use. In Maine, human habitation dates back to the retreat of the last glaciers – as far back as 10,000 years ago. The sites that existed before any written record are called *Prehistoric Archaeological Sites*. These might include evidence of villages, burials, monuments or art, or sites where indigenous people created stone tools or harvested natural resources. The specific locations of these sites are not publicly disclosed to prevent damage from artifact hunters. Other common threats to prehistoric archaeological sites include construction of buildings and roads, and erosion from rivers, streams and (now) sea level rise.

In August of 2021, the Maine Historic Preservation Commission (MHPC) prepared a map of the prehistoric or pre-European archaeological sites in Brooksville. (See Map K – 1 on the following page). In order to protect the sites, their exact locations are not disclosed: the site is not in the direct center of the half-kilometer square on the map. It can be seen, however, that they conform to the common location for such sites: within 50 meters of canoe-navigable water, on relatively well drained, level land. Site # 2529 shown in pink on the map at the south end of Walker Pond is the only site that has had a professional archaeological survey, in about 1989, in advance of a subdivision: no evidence of prehistoric human activity was found.

Map K - 1: Prehistoric Archaeological Sites / Figure 10



The Archaeological Conservancy owns one of the sites, the Von Mach site. This site was originally excavated by Warren K Moorehead in the 1920s and was listed in the National Register of Historic Places in 1989. Located near the Bagaduce River, the Von Mach site contains a large shell midden with remains of ash, ceramics, and bone and stone tools. Eleven other known sites are thought to be National Register eligible, according to the 2006 plan.

The site at the North end of the pond, where the alewives run, had a burial site which was excavated in 1912 by Moorehead, but due to the presence of European copper ornaments and other indicators, it was determined not to be prehistoric.

Official Historic Archaeological Sites:

Where an archaeological site can be identified or understood through written record, it is known as a *Historic Archaeological Site*. These can include shipwrecks, battlefields, cemeteries, houses, and industrial buildings. There are eleven known historic archaeological sites documented in Brooksville, shown in Table K – 1. (Readers will note that in this context, “pottery” is not an artifact, it is a site where pottery was made.) Seven of those sites are shown on Map K – 2.

Table K – 1: Historic Archeological Sites / 45

Historic Archaeological Sites				
Site Name	Site Number	Site Type	Periods of Significance	National Register Status
Corinna	ME 061-001	Shipwreck, Screw	Constructed 1899, Burned 1912	Undetermined
Gardiner G. Deering	ME 061-002	Shipwreck, Schooner	Constructed 1903, Burned 1930	Undetermined
Historic Indian Village	ME 061-003	Camp	Mid- to Late-17th Century	Undetermined
Diabliesse	ME 061-004	Shipwreck, Gas Screw	1900-1942	Undetermined
Eva and Belle	ME 061-005	Shipwreck, Gas Screw	1881-1934	Undetermined
Laura J	ME 061-006	Shipwreck, Gas Screw	1906-1916	Undetermined
Hannah	ME 061-007	Shipwreck	September 1779	Undetermined
Rebel Battery (unfinished)	ME 061-008	Military Battery	July - August, 1779, the Penobscot Expedition	Undetermined
Nautilus Island Battery	ME 061-009	Military Battery	Constructed by American Forces, July - August, 1779	Undetermined
Nautilus Island Fish House	ME 061-010	Fish House	Built in the 1790s	Undetermined
Pottery	ME 061-011	Pottery	Based on Photographic Evidence	Undetermined

Source: Maine Historic Preservation Commission

Map K - 2: Brooksville Archeological Sites / Figure 11



Historic Buildings

There are currently two federally recognized historic buildings in Brooksville: “Topside” which is a residence on Walker Point off Route 176, and the West Brooksville Congregational Church off Route 176.

Topside was designed by Tennessee architect William Crutchfield and built in 1918-20. This unusual log structure more closely resembles vacation houses found in the mountain areas of the southern United States than those generally found in Maine. It was added to the National Register of Historic Places (NRHP) on August 13, 1975. It is privately owned and not open to the public.



"Topside" – a 1918 summer home of logs and stone

The West Brooksville Congregational Church on Route 176 was built in 1855 in the Greek revival style from designs created by Thomas Gardner, a local builder. The building was listed on the NRHP in 1995



West Brooksville Congregational Church

Old cemeteries:

There are many very old graves in the four active publicly accessible cemeteries in Town. As cataloged by the Brooksville Historical Society, the Town is home to at least 45 old historic cemeteries and private burial places, as well as the four active cemeteries. Publications of the Society published from 2003-2004 name them all, give GIS coordinates, list the people buried there, and provide identifying photos. Maine Cemetery law states that any descendant has a right to visit their ancestors' gravesites wherever they are located. The general public may visit the old cemeteries as long as the access to the site is public, or permission is obtained to traverse private land.

Other Historical Sites:

The Museum: The Brooksville Historical Society was incorporated in 1968 as a volunteer-run and non-profit organization. In 1991 it acquired the "Boathouse Museum" (a 1930s vintage boat-building barn) and moved it onto property donated by Edna Lund at the northern end of Walker Pond. The Society has operated the museum continuously since it was acquired, with public open hours during the summer. The museum was recently moved onto a permanent foundation with climate controlled archival storage in the lower level.



Relocated museum in place and secured

Nautilus Island: Not often recognized as part of Brooksville, Nautilus Island has a rich history dating back at least as far as the Revolutionary War. It had a very important role in the ill-fated Penobscot Expedition, well described in various history books. It is accessible only by boat and is privately owned. The "battery" and "fish house" are listed in Table K – 1.

First Baptist Church at Brooksville Corner: This building was erected in 1834. An effort was made to have it placed on the National Register of Historic Places, but it was determined by the State that too many alterations had been made to the original building. Facing a threat of being sold to private parties, a grassroots nonprofit organization, the "Keepers", was formed to rescue and restore the building, which was successful.

Historic Farms: Brooksville is home to two Bicentennial Farms, i.e., farms that have been in the same family ownership since the signing of the Constitution in 1787. These are: the farm on the Bagaduce Road still occupied by descendants of John Lymburner who came from Scotland in 1767;

and the Billings farm which became Oakland House, still operated by descendants of John and Hannah Billings who were granted the land in 1767. In 1988, there were only 30 Bicentennial farms in Maine.

Historic Homes, Camps, churches and other buildings: Publications of the Historical Society list many homes that have been in existence since before the Town was incorporated in 1817 or shortly thereafter. Among them are the *Old Bray House*, the *Halfway House*, *David's Folly Farm*, and the *James Gray House*. Of more recent vintage from the late 1800s-early 1900s, many more homes still exist, some badly in need of repair or restoration, others in good condition. The *Hiram Blake Camp*, for example, began operation in 1916, and still has buildings that are over a century old. The lovely *North Brooksville Methodist church* was built around 1900; the iconic *South Brooksville Methodist Church* was dedicated in 1893. Information on these and many other structures exists in the archives of the Historical Society, but it remains to be assembled into a coherent document.

Site of the Rope Ferry: Crossing the Bagaduce River to get from Brooksville to Sedgwick and thence to Blue Hill in the early days necessitated the use of a *rope ferry*, a crossing method in existence since ancient times. The land part of the route included a rough road on the land currently owned by the Fowler family, but the road has been abandoned for decades and is no longer passable by vehicles. Likewise on the Sedgwick side, the official Rope Ferry Road does not reach the shore, and the ferry landing site is hard to find without a local guide.

Remains of the Walker Pond Ice Works: Some of the elements of this fascinating industry are still visible south of Walker Pond. There is cribbing underneath the water of the pond as well as the "Punch Bowl", and some of the granite foundation of a massive ice house is located on private land, overgrown with vegetation.

Other evidence of Brooksville's industrial past: During the heyday of shipbuilding and sailing, there were wharfs and piers in several key locations in West Brooksville and South Brooksville. Some traces of these remain. There was another ferry landing that linked Castine and Brooksville that was in operation for over 100 years starting before the Revolution. The remains of the town's significant granite quarries are all now in private ownership. There was a tidal mill in Smith Cove, and traces of the rock dam remain. Some traces of the smaller old mining locations remain. The most notable mine was on Cape Rosier, first a deep shaft mine and then an open pit mine, which created at one time the deepest man made "hole" on the Eastern Seaboard. Before it became a superfund site closed to the public, one could find many interesting artifacts left behind from the time the mine was in operation.

7. Threats to Historic and Archaeological Resources

Threats:

Common threats to historic architecture are inappropriate repairs or reuse, structural decay, demolition for other development, and fire. It is expensive to keep up an old structure, particularly homes built before 1900. In addition, modernization to meet the needs of today often results in sacrifice of beautiful old features.

The Town's old historic cemeteries have suffered greatly from neglect. Many of them are barely accessible and the gravestones are flattened, broken, and overgrown. Some of the more impressive and beautiful markers were stolen in the past, and shipped away by plundering thieves.

As mentioned previously, archaeological sites, particularly shell middens, are often plundered by treasure hunters. Map K-1 represents, in the words of the MHPC, "a compromise, providing some location information but not allowing someone who might want to loot a site to walk exactly to the location." But it does provide useful information should the Town wish to provide protection of these unique sites. MHPC can provide language regarding archaeological site survey requirements appropriate for insertion into subdivision ordinances.

Other historic features that are reminders of Brooksville's former industries are already, or are in danger of, becoming permanently inaccessible to the public because those features are now in private ownership. Some old historic buildings have been moved and repurposed, others demolished. Some are sadly being allowed to succumb to misuse and the ravages of time.

Private development of land parcels is occurring without knowledge of the historic resources they may contain. Old cellar holes, stone-lined wells, stone walls, and rock piles tell stories about how the land was used long ago and how much hard work was involved. Old rock piles in particular were often waste disposal sites, and can yield historic artifacts such as medicine bottles, old shoes and the like. Old cellar holes and wells are often filled in, and stone walls plundered for the stone. Nationwide, historically productive farm fields are being converted to irreversible residential use. This could become a problem in Brooksville: see chapter J.

Sea level rise is threatening to obliterate significant sites such as the Condon Rock, a historic marker on the shore in Smith Cove, many of the remnants of wharfs and piers and camps and other buildings located near the shore. The archeological sites shown on Map K-1 are also severely threatened by sea level rise.

Assessment of adequacy of protection:

Few protections exist to mitigate the above-mentioned threats. The important Von Mach archaeological site seems to be well protected by the Archaeological Conservancy, and the Maine Coast Heritage Trust recently restored and protected the old mill site at the outlet to Walker Pond. This site is now owned by the Town. The old cemeteries are occasionally visited by the Town when it is time to place flags on veterans' graves, but otherwise it is up to the abutters and descendants to keep them clear of blowdowns and restore the stones, which can be a prohibitively expensive proposition.

There is currently no program to identify and provide a plaque of recognition for historic homes and other buildings, as is the practice in many other communities fortunate enough to host such structures. Owners can develop pride in the history of their buildings through such a program, incentivizing their preservation through voluntary means. In addition, there is no program in place to identify, enhance, and preserve features of Brooksville's industrial past. Photography became widespread by the late 1800s and the Historical Society has many photographs of the industries that were functioning at that time, as well as pictures of buildings from the late 1800's to mid-1900s. For

many of these historic and archaeological features, their only protection is in the photographs that have survived them.

8. Goals & Objectives

GOAL: Brooksville desires to protect its key historical and archaeological resources from incompatible development and undertake measures to assure the long-term enhancement of its historical sites and structures.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Town ordinances should encourage preservation of key historical, scenic, and archaeological resources.	Select Board will appoint a committee to review ordinance models that could be applicable in furthering this objective.	Select Board or their Designee(s)	Report in 2 years
Create a consistent and documented inventory of historic and archaeological sites and structures.	Increase funding of the Historical Society to enable it to hire a consulting intern to undertake this specific task.	Budget committee, Historical Society, consultant	2 years
Consider significant archaeological sites and historic properties for inclusion in National Register of Historic Places.	Working from the inventory and in consultation with owners and the State, develop applications for inclusion.	Historical Society, consultant	5-8 years
Create a program for labeling of historic structures with honorary plaques.	Working from existing inventories and in consultation with owners, design and implement the program.	Historical Society	Immediate, ongoing
Protect historic and archaeological sites from climate change, including sea level rise, extreme heat, wind and rain.	Conduct a survey using MHPC template or similar.	Sea Level Rise and Climate Change committee: Historical Society	Near term

Chapter L: Broadband

1. Purpose

In its early years, the Internet was seen primarily as a convenience; more recently it has become a necessity upon which many people depend for their wellbeing and livelihoods. The purpose of this section of the Brooksville Comprehensive Plan is to provide a general assessment of the availability of adequate internet access, or “broadband”, in our community and to outline the steps the Town has taken and will hopefully take in the future to ensure that high-speed, reliable, and affordable internet is universally available to all residents and businesses that wish to subscribe, with minimal risk or expense to the municipality. Specifically, this chapter:

- a) describes the current status of internet service in Brooksville;
- b) assesses future needs and demands for internet services, and
- c) seeks solutions and strategies to improve internet services.

2. Key Findings & Issues

The United States economy is becoming increasingly networked. The Internet is no longer a luxury, but must be considered an essential component of infrastructure, just like electricity, telephones and roads. Commerce, employment, business opportunities, health care, access to information, education, remote monitoring, communications, entertainment and other major social and economic functions of our society, too numerous to mention, are increasingly dependent upon the internet.

The increasing range of applications and the sheer volume of internet traffic have made access to high-speed internet carriers, broadband providers, and processing centers essential for participation in this rapidly changing world of communications. One critical component is the availability of high speed, reliable, affordable service at the local level.

By this measure, Brooksville is woefully underserved and disconnected. The shortcomings of Brooksville’s current level of internet service have been underscored recently by the COVID-19 pandemic, which has resulted in most students struggling with virtual classes, and many employees juggling work on-line from their homes. Seventy-five percent of Brooksville residents are dissatisfied or highly dissatisfied with their current internet providers according to recent polling. Additionally, about 20% of households report having no internet service of any form, either by choice or unavailability. Internet usage is likely to accelerate in the years ahead, suggesting that the future prosperity of Brooksville and general wellbeing of the community depends upon access to high-speed internet for all community members, businesses, and public facilities.

Internet development has languished in rural areas due to the current general reliance on the private sector for building and managing the systems. Low population densities have made it unprofitable for companies to operate in rural towns. However, in the past few years, state and federal governments have come to recognize the need for public funding to close the gap between what rural customers can afford to pay for service and what internet service providers feel they can afford to spend to expand networks in rural areas. As a result, loans and grants are becoming increasingly

available from government sources to supplement private sector investment in rural internet services.

In Maine, the institutional framework supporting internet expansion in rural areas seems to be improving as well. A bipartisan bill in the Maine legislature, supported by Governor Janet Mills and recently signed into law, creates a Maine Connectivity Authority with funding and a legal status to promote public/private partnerships in a variety of forms. The mission of this new authority is to advance rural broadband expansion across a wide front. Maine was allocated \$128 million of federal funding under the 2021 American Recovery Act, which will be deployed by this new Maine state agency. In addition, the American Rescue Plan Act of 2021 allocated funding to states, counties, municipalities, and tribal governments for investment in broadband expansion. There is a prospect of more funding from additional federal infrastructure legislation likely to be passed by Congress in the next few years. In Augusta, there is talk of state appropriations for internet expansion as well. In short, there has never been a better time for Brooksville to proactively improve its internet service by taking advantage of new funding and technical resources.

Although the Brooksville Broadband Committee recognizes that there are a variety of emerging technologies that might be used to keep up with Brooksville's requirements and demands, a consensus has emerged that the town should focus on securing and maintaining access to fiber optic internet service for all locations through whatever arrangements will produce the most timely, reliable and affordable outcome for the community, at the least financial risk to the Town of Brooksville.

3. Key Findings & Issues from 2006 Plan

The 2006 Brooksville Comprehensive Plan barely mentioned the internet. The library had two public access computers with internet services. However, the 2006 Plan noted that there would likely be an increase in the number of businesses and people who would connect electronically to a distant employer through the internet. The 2006 Plan recommended "encouraging the development of broadband internet and other infrastructure to promote telecommuting and other entrepreneurial endeavors." (p. 96 of 2006 plan).

4. 2018 Public Opinion Survey Results & Supplementary Survey Data

By 2018, it was impossible to ignore the importance of the internet to rural Maine, or the desire for better service in Brooksville. The Selectmen appointed a Broadband Committee to address the issue and find options for improvement. That same year, work on updating the Comprehensive Plan began in earnest. In summer 2018, the Comprehensive Plan Committee, partnering with the Hancock County Planning Commission, conducted a survey of residents to determine the need for internet services. That same year the Broadband Committee also surveyed community members. Response to these surveys was high, with almost all households participating in one or more of the surveys. The combined survey results were as follows:

- Of those surveyed by the Comprehensive Plan Committee, 84% had internet service, but 116 respondents had no internet. Reasons for "no internet" included cost, slowness of connection, and unavailability of service, as well as "not applicable" for 70 of the respondents.

- The Broadband Committee survey had a total of 352 respondents. A question was asked if respondents were "happy" with their current internet service. There were 280 respondents who answered this question, of which 211 (75%) said they were dissatisfied with their current service. Reasons cited included slowness, unreliability, and even unavailability of service. Some respondents were quite emphatic in their unhappiness.
- Eighty percent of respondents to the Broadband Committee survey were willing to pay \$50 to \$75 per month for improved service. Twenty percent were willing to pay more than \$75 a month for service.
- Fifty-seven percent of 70 businesses surveyed by the Broadband Committee said they would benefit from improved internet service.
- The Comprehensive Plan public opinion survey asked whether respondents used the internet to do work from home; 58% of 311 respondents responded in the affirmative.

It is reasonable to assume that if this last question were asked today during the COVID-19 pandemic, the proportion would be far higher. In the three years since the surveys were conducted, many of the recent complaints to the Broadband Committee have been from exactly those “telecommuters” who work from their Brooksville homes, likely a rising trend.

Better internet bandwidth is vitally needed by more people in order to send and receive larger digital files that include textbooks and homework for students, architectural drawings and medical imaging for professionals, and billing and accounting for businesses. The dramatic increase in the number of live video meetings by Zoom and other vendors for online conferencing, virtual doctor appointments, webinars, workshops, and projects also requires increased bandwidth.

In the past year alone, the Brooksville Broadband Committee has received reports from parents of primary and middle school students who are now behind in their studies or missing classes due to slow or interrupted internet. Private consultants have reported that significant contracts have been lost due to unreliable internet. Families hoping to connect with parents, grandparents, and children during COVID too often get the message “your internet is unstable” just before it freezes and shuts down. And for people quarantined in their homes hoping to watch movies, many face buffering issues.

In the future, the absence of adequate internet service will restrict business development, education and employment opportunities, and health care as tele-medicine becomes a norm. In addition, real estate agencies report that poor internet throughout our region is already depressing property values, with many customers unwilling to even consider locations without good internet. There is considerable anecdotal evidence that many people who wish to live, rent or work in Brooksville do not do so because of the lack of adequate internet service. Many community members who lack sufficient internet service at their homes rely upon internet service at public facilities, such as the school and library.

The 2018 Broadband Committee survey results determined that, with the exception of the Brooksville School and Library, no other locations in our town had reported internet access at speeds that met or exceeded performance minimums established by the Federal Communications Commission (FCC). These are internet speeds of 25 megabits per second (Mbps) download and 3 megabits per second upload, written as 25/3 Mbps. Most speeds reported by Brooksville residences and businesses were substantially lower. Furthermore, the 25/3 standard has recently been

upgraded by the State of Maine to 50/10, which nobody in Brooksville has, except for a few customers (< 6) who have, in desperation, paid enormous sums for private “business fiber” lines. Until a month ago, when the library received a significant upgrade, people attempting to transmit large documents and work-related videos overtaxed its relatively “fast” connection (which, although faster than 25/3, still did not meet the new 50/10 standard). During summer months, as part-time residents return, the already slow residential internet service slows down even more as additional people sign-on and use available bandwidth.

5. Inventory & Analysis

Regular speed tests received by the Brooksville Broadband Committee in 2020 showed that the situation had not significantly changed. This conclusion is confirmed by the Maine State Government’s internet authority, ConnectME, that set up a statewide speed test website which it encourages residents to use. While this survey is ongoing, March 2021 results confirmed that virtually nobody in Brooksville has “adequate” internet speeds, as defined by the FCC and described above, let alone the new statewide minimum acceptable speeds. A new town wide survey is currently underway.

Even what is currently considered “adequate” speed by the FCC lags behind recent developments in much of the country where “symmetrical” speeds of 100 Mbps, both uploading and downloading, are becoming common on optical fiber networks. Even speeds of 1,000 Mbps (“Gigabit” speeds) are already available in some metropolitan areas.

The need for speeds of 100 to 1,000 Mbps may seem far-fetched from the perspective of what most people in Brooksville require today. However, Brooksville is home to architecture and design companies, which require expansive internet data usage, along with many other businesses and professions. In addition, the regular user will need to access embedded high quality multi-media contents on nearly any given webpage.

Research and analysis done by the Broadband Committee concludes that for Brooksville the best available technology is optical fiber which will be able to provide "gigabit" speeds in the future with very little, if any, additional investment after the initial fiber is installed. With fiber, any future system upgrades are likely to be located at network centers and not involve replacement of the fiber cables running throughout the town. The useful life of optical fiber is measured in decades, not years. Recent industry experience shows that fiber optic networks are proving to be far more reliable and less costly to maintain than the older copper telephone networks through which many Brooksville residents currently receive inadequate internet service over phone lines.

6. Goals & Objectives

GOAL: Ensure all residents of Brooksville who wish to do so can access reliable, affordable, high-speed internet services, with minimal risk or cost to the Town and taxpayers.			
Objective	Strategy	Responsible Party(ies)	Timeframe
Secure available grants from Federal, State, and private organizations that fund improved rural internet access, and find the best corporate provider that meets Brooksville and the region’s needs.	Regularly monitor and apply for grants and funding opportunities, communicate with various internet service providers regarding costs and capabilities, and analyze success stories from other Maine rural towns.	Select Board, Brooksville Broadband Committee	On-going
Increase awareness and understanding of high-speed internet benefits.	Hold public information sessions on the importance of fiber optic internet services to our community.	Brooksville Broadband Committee	On-going
Seek and secure the benefits of high-speed internet access on a regional basis at the lowest possible cost.	Coordinate with neighboring towns to promote broadband access and awareness. Continue regional cooperation.	Select Board, Brooksville Broadband Committee	On-going
Provide technical assistance regarding internet usage to any interested community member.	Implement provisions of Digital Literacy Project already funded by Maine Community Foundation.	Brooksville Broadband Committee	On-going
	Explore utility of creating a private space somewhere in town for telemedicine conferences.		
Continue to seek and secure outside funding for internet related education and technical assistance.	Maintain relationship with Maine Community Foundation and similar funders.	Brooksville Broadband Committee	On-going
Continuously monitor economic and social impacts associated with inadequate internet services.	Regularly survey residents to collect pertinent information and opinions and access State level data as required.	Brooksville Broadband Committee	On-going

Table continues on next page

Objective	Strategy	Responsible Party(ies)	Timeframe
Establish in detail the required physical infrastructure information of Brooksville required by various funding agencies and providers.	Gather and analyze all required geospatial and environmental data, along with population data required by the various parties involved in funding and providing high-speed internet service.	Brooksville Broadband Committee	On-going
Advance appropriate installation of a fiber optic network in Brooksville.	Evaluate proposals in response to RFP and select preferred provider: negotiate contract and determine financing options.	Brooksville Broadband Committee, affiliated towns	Immediate, within three years
Keep monthly subscriber rates for basic services between \$50 – \$75 (adjusted for inflation), with a lower sliding-scale structure for persons / households with low-income and also households /persons with special needs.	Work with ConnectME. Maine Connectivity Authority and or other funding sources to secure construction subsidies to minimize subscriber costs over time.	Brooksville Broadband Committee, affiliated towns	Immediate, within three years
Improve access to telemedicine for Brooksville and neighboring towns.	Research the requirements for telemedicine as it relates to privacy regulations and develop a secure quiet room for telemedicine at a central location in town.	Brooksville Broadband Committee, affiliated towns	

Chapter M: Climate Change

1. Purpose

Climate change and its associated impacts will negatively affect humans and non-humans in many ways. This chapter assesses projected impacts to the community, including: coastal infrastructure, human habitation, coastal habitats, inland habitats, food security, and loss of historical and archeological assets. Specifically, this chapter:

- a) notes that climate change will impact coastal habitats and infrastructure and the occupations that rely upon them;
- b) note that current municipal operations depend upon use of fossil-fuels, and
- c) looks at ways the Town of Brooksville can mitigate and adapt to projected future impacts.

2. Key Findings & Issues in 2020

As noted below in Section 6, sea level rise, shoreline erosion, increased ocean and air temperatures, and increased pest infestation are likely to impact Brooksville during the coming decade.

3. Key Findings & Issues from the 2006 Plan

In 2006, the terms “climate change” and “sea level rise” were just gaining attention. The 2006 Comprehensive plan began investigating climate change and assessing coastal flood mitigation. At that time, the town used maps that incorporated the National Oceanographic and Atmospheric Administration (NOAA) and US Federal Emergency Management Agency (FEMA) coastal flooding maps.

4. 2018 Public Opinion Survey Results

In 2018, the Committee’s survey asked respondents to report whether their observations of various effects of climate change during the prior three years had been frequent or somewhat frequent. They reported their observations as follows:

- 46% Increased property damage from natural storm events
- 45% More frequent utility outages during storm events
- 44% Higher coastal water temperatures
- 40% Increased operational and maintenance repairs following storm
- 38% Changes in trees and plant life
- 36% Changes in habitat for non-marine species, e.g., wildlife, birds
- 31% Unusually high tides

5. Current Infrastructure and Habitats

Municipal Services:

Currently all municipal operations in Brooksville rely on fossil fuels for running municipal vehicles, or for heating and hot water. There are no immediate plans to convert the Town House or other municipal buildings to full or partial solar electric or solar hot water. The Town is encouraging the use of electric vehicles by enabling installation of two Level 2 charging stations, funded by an anonymous private donor, one at the Town House. Under consideration is the installation of one fast charger (Level 3) at the Community Center.

Brooksville has been engaged in a lengthy process of converting its electricity source from fossil fuels to solar. It began in the spring of 2018 with several solar contractors being invited to assess the economics of Brooksville Elementary School's conversion to solar. The legislative constraints (solar regulations) at that time limited the cost-benefit of such a conversion until Maine LD 1711 was enacted, which granted special consideration to municipalities. The law allows a solar contractor and Town to enter into a long-term contract (Power Purchase Agreement) that reduces Town electricity costs and fossil fuel emissions. The following events culminated in Brooksville signing such a contract with Revision Energy (RE).

- The Town convened an ad-hoc Solar Committee to evaluate the conversion to solar.
- Revision Energy provided an overview of converting to solar to the Select Board in a meeting open to the Town.
- A warrant was drafted and a special Town meeting was convened on December 19, 2019 during which the town residents granted the Select Board the authority to enter into such a contract (PPA).
- The committee circulated a Request for Qualifications in order to select a local solar contractor (RE).
- The Solar Committee evaluated the various options offered by RE and recommended participation in a remote-located solar array at a guaranteed savings of 15% off supply charges.
- The recommendation was detailed to the Select Board, which approved and signed the contract 25 August 2020.

Arrangements are being made at this time to finalize the processing of the “execution contract” with an expected date of service to begin late in 2021 or early in 2022.

Floodplain Mapping:

Between 2006 and 2011, the Hancock County Planning Commission produced updated FEMA floodplain maps for all municipalities and the Unorganized Territories within the county. These maps were based upon data provided by NOAA and the Maine Geological Survey. These maps are still current and provide valuable information to Brooksville concerning projected coastal flooding associated with sea level rise and extreme tidal flooding events.

Recent efforts on coastal floodplain mapping include those of “Peninsula Tomorrow”, a regional coalition of towns on the Blue Hill Peninsula. More information on this effort is on the HCPC website under Peninsula Tomorrow.

Stormwater Management Infrastructure:

Much of the coastal infrastructure in Hancock County consists of underperforming culverts and stormwater drainage systems. Many coastal culverts throughout Brooksville face either partial or complete failure during major tidal inundation events. Examples include the culverts on Coastal Road (SR 176), Poor Farm Road, and Bagaduce Road.

Certain road segments are also projected to be reclaimed by the sea, including portions of Dodge Point Road, Indian Bar Road, Back Road, Weir Cove Road, Undercliff Road, Dog Island Road, Bridge Road and the Reversing Falls Bridge, Breezemere Rd and adjacent sections of Coastal Rd. For more information see the interactive web-app produced for Peninsula Tomorrow, located on HCPC’s website. This interactive web app will show coastal inundation areas such as road segments, culverts in peril, and marsh migration scenarios.

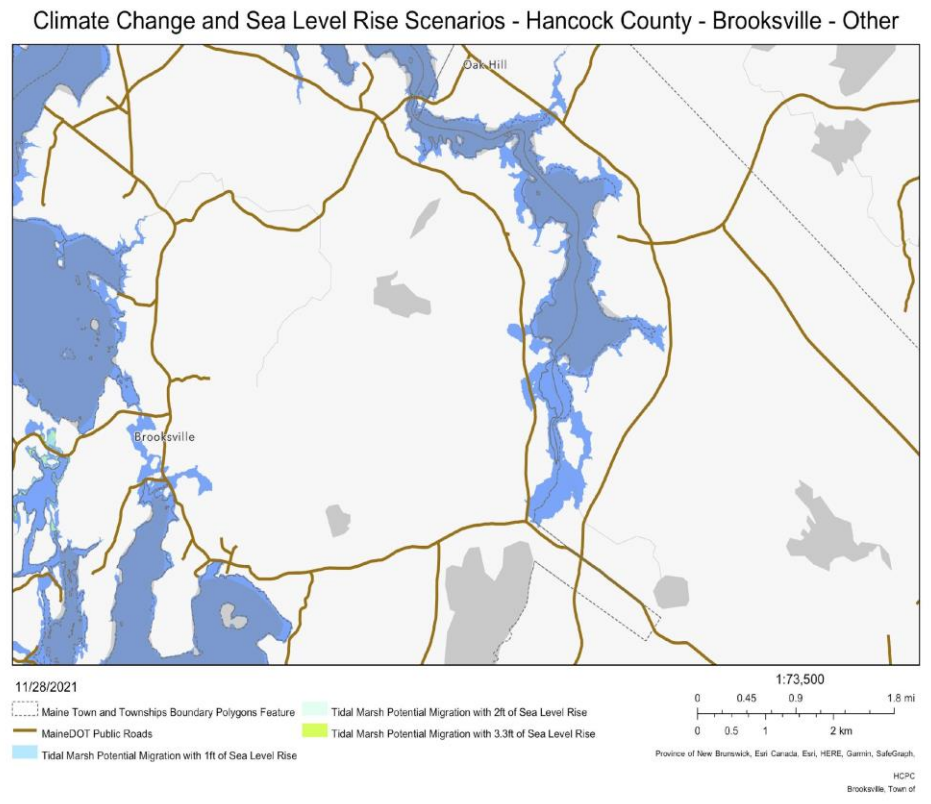
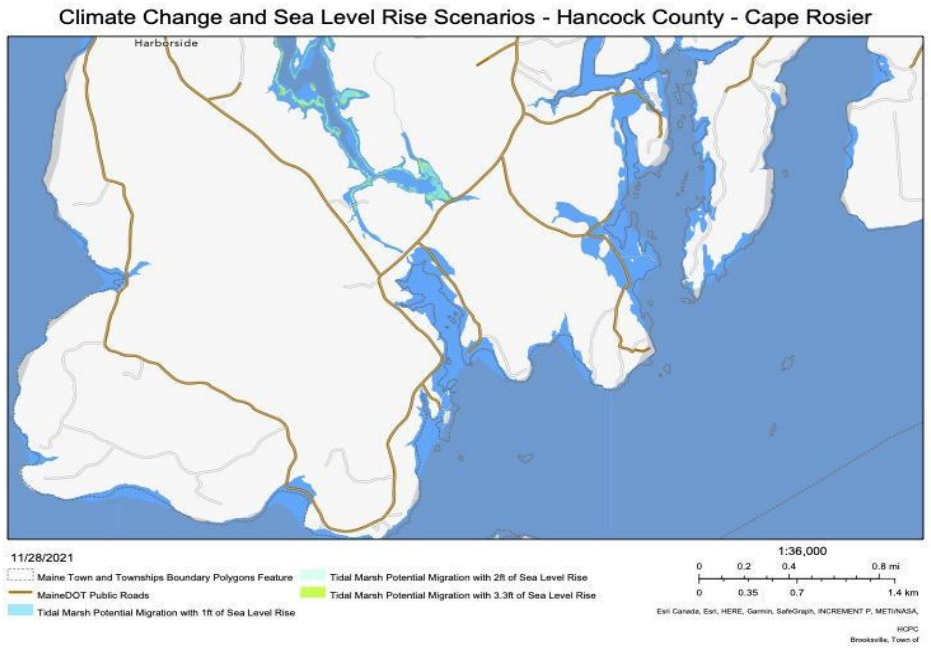
Future Development and Climate Change:

Brooksville’s subdivision ordinance guides large-scale residential development. Other than this ordinance, there are no land-use development controls that would mitigate climate change impacts upon any future developments, residential, commercial or industrial. Brooksville could consider revising the subdivision ordinance to account for climate change projections and adopting a land use ordinance that integrates those projections. Brooksville does not have any stormwater management plans, capital improvement plans or economic development plans that take into account climate change projections.

Barriers to Marsh Migration:

The Maine Tidal Restriction Atlas has identified several barriers to tidal flow in Brooksville. Tidal barriers, such as undersized culverts at road crossings, limit natural tidal exchange with resulting impacts on marsh and estuarine communities upstream. Tidal marshes upstream of barriers may experience reduced sediment supply and can reduce resilience to sea level rise by inhibiting marsh growth or migration. This data is available at www.maine.gov/dmr/mcp/environment/tr-atlas/. See Maps M – 1 & M – 2: Projected Marsh Migrations on the following page. The light green sections are predicted marsh-migrations based upon a projected 3.3-foot tidal inundation. Marsh migration can help counteract the loss of marsh habitat that is drowning with higher sea levels. Because of its topography as a fairly hilly area due to volcanic activity about 500 million years ago, Brooksville is predicted to incur less marsh migration than more low-lying towns. Still, transportation issues are predicted. Weir Cove Road, which skirts the edge of Bakeman Beach and separates it from a marsh, is already frequently littered with beach sand, seaweed and other tide-swept materials, and occasionally is partially under water at high tide. The beach, or even the ocean, eventually will reclaim the road.

Map M - 1 & M - 2: Projected Marsh Migrations in Brooksville / Figure 12-13



6. Conditions and Trends

Maine's Climate Future: 2020 Update, prepared by the University of Maine Climate Change Institute, provides a range of projections for Maine towns and cities. These include changes in precipitation, increased drought periods, less snowpack and warmer winters, increases in water temperature in the Gulf of Maine and associated impacts on coastal communities and working waterfronts. Brooksville will face all of these scenarios, as will neighboring towns and the entire State of Maine.

Another harmful climate change event might be the advent of 'sea-water heat waves'. As the Gulf of Maine warms, so will the waters around Brooksville. The warming water temperatures may result in decreased populations of *Calanus finmarchicus*, a species of zooplankton and an essential food source for larval lobster. Sea-water heat waves can cause shellfish closures and may result in local species extinction for species that fail to adapt to warmer water.

One potential boon could be increased blueberry crop production associated with increased air temperatures. However, blueberry production is not as major an economic asset for Brooksville as lobster and other shellfish harvesting.

Other projections include more flooding and tidal inundation associated with increased frequency of extreme weather events. Public infrastructure, particularly Betsy's Cove Town Landing, could be damaged. Many coastal properties in low-lying areas could also be inundated in such an event, with attendant erosion and saltwater intrusion into wells and existing septic systems.

An increase in drought conditions could also lead to greater risk of forest fires and infestation of new damaging insect species, both of which can severely affect trees and other plant species.

The Maine Historic Preservation Commission's 2021 report on climate change and historic and archeological assets also describes threats from climate change and sea level rise. Many historic indigenous sites associated with pre-contact and pre-colonial Passamaquoddy and Penobscot could be damaged or fully lost to sea level rise. Historical buildings also face threats from increased frequency of severe weather. Brooksville should consider assessing potential impacts to the current and known historic and archeological inventory. (See Chapter K, Historical and Archeological Resources.) However, it is difficult to determine a course of action to protect these resources. Perhaps like so many other historic resources that have been obliterated by change, the best that can be done is to accelerate efforts to document them.

Brooksville takes note of two important developments: publication of *Maine Won't Wait: A Four-Year Plan for Climate Action*, produced by the Maine Climate Council, and guidance to municipalities from the State Planning Office on how to address climate change in the preparation of comprehensive plans. That guidance is reproduced below:

State Considerations for Climate Change

A. Analyses and Key Issues

Use Conditions and Trends data in Section 14(C) to answer the following questions:

- (1) How does the current delivery of municipal services contribute to greenhouse gas emissions? For example, what are the sources of greenhouse gas emissions such as tailpipe emissions from municipally owned and operated vehicles, streetlights, energy use in municipal buildings, waste collection and disposal, etc.?
- (2) Are current floodplain maps accurate and up to date? If not, how could the community consider a buffer around floodplains to accommodate for greater flooding?
- (3) Does the community have sufficient stormwater management infrastructure? What is the ability to accommodate anticipated increased frequency and intensity of precipitation events?
- (4) How does the community consider and build preparedness for climate change impacts when updating land use plans, as well as municipal capital improvements, economic development plans, stormwater management standards and floodplain regulations?

For coastal communities:

- (5) What are the barriers to landward migration of coastal marshes, beaches, and other intertidal natural communities?

B. Conditions and Trends

- (1) Most recent analysis of likely foreseeable climate change effects on the state of Maine prepared by the University of Maine Climate Change Institute: *Maine's Climate Future: An Initial Assessment*. This resource provides insight to what the impacts will be on recreation, forest resources, transportation, water resources, etc.
- (2) Assessment of the community's risk and vulnerability to climate change based on local knowledge of both historical and developing hazards and challenges.

C. Policies

- (1) To reduce greenhouse gas emissions resulting from the delivery of municipal services.
- (2) To reduce the impacts of climate change effects on the community's economic development and quality of life.
- (3) To discourage growth and new development in areas where, because of coastal storms, flooding, changes in precipitation, landslides or sea level rise, it is hazardous to human health and safety.

D. Strategies

- (1) The municipality collaborates with surrounding municipalities to strengthen comprehensive climate change adaptation and mitigation planning.

Education/Outreach:

- (2) Identify opportunities to reduce greenhouse gas emissions in the community, for example, implement anti-idling regulations for vehicles in the municipal fleet, rerouting school buses to decrease vehicle miles traveled (VMT).

- (3) Inform residents about ways to save money by reducing energy consumption, such as connecting residents with local, regional, state, or national energy programs.

Capital Investments:

- (4) Evaluate municipal stormwater management infrastructure for ability to meet or exceed anticipated needs.

Land Use Regulations:

- (5) Promote development outside of floodplains, and encourage 2'+ freeboard, i.e., designate floodplains as identified by Federal Emergency Management Agency as resource protection areas within shoreland zoning ordinances.
- (6) Update and effectively implement building codes, shoreland and floodplain zoning provisions to ensure that municipal facilities are designed and sited to reduce the impacts of flooding and retain normal mobility of emergency and community services during extreme weather events.

For coastal communities:

- (7) Reduce future development and subsequent costs in damages in areas vulnerable to sea level rise or other coastal hazards.
- (8) Require that physical public access to coastal resources is sited, designed and managed to avoid significant adverse impacts from sea level rise or other coastal hazards.
- (9) Limit public expenditures within undeveloped coastal barrier systems to acquisition for purposes of conservation, public safety, education, restoration and removal of exotic vegetation, recreational use, and/or research facilities.
- (10) Promote conservation of low-lying, undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise.

The guidance above could constitute a good “action” plan for Brooksville’s Sea Level Rise and Climate Change Committee to address.

In addition, Brooksville will do well to monitor the ongoing work of the Maine Climate Council and consider local and regional initiatives to implement strategies of the Council as appropriate.

7. Goals & Objectives

Goal: Adapt to climate change and attempt to mitigate its negative impacts on Brooksville			
Objective	Strategy(ies)	Responsible Party(ies)	Timeline
Reduce Brooksville’s contributions to climate change.	Continue reducing reliance on fossil fuels for Town facilities, plant and equipment.	Select Board Sea Level Rise and Climate Change Committee	Immediate and ongoing
	Increase the capture of carbon dioxide (carbon sequestration) by such activities as marshland restoration, seaweed cultivation, planting of trees on land unsuitable for agriculture.		
	Increase the use of electric vehicles of all types by encouraging public and/or philanthropic funding for affordable, conveniently located electric-vehicle supply equipment (EVSE), to include EV charging stations.		
	Participate in interlocal mitigation efforts, e.g., Peninsula Tomorrow.		
Identify and mitigate local climate change risks.	Commission vulnerability and risk assessment of all tidal waterfronts, including recommendations for addressing those risks.	Select Board Sea Level Rise and Climate Change Committee	Immediate and ongoing
	Consider need for other mitigation efforts related to drought, water supply, forest fires or other emerging climate change vulnerabilities.		
	Inform the community about climate risks and how to prepare for them (e.g., emergency evacuation procedures and warning systems; avoiding flood risks; reducing fire risks).		
Recognize transportation’s impact on climate change.	Support increased electrification of vehicles.	Sea Level Rise and Climate Change Committee	Immediate and ongoing
	Offer Brooksville as a pilot project for climate-mitigating transportation policies and programs.		
Adapt to Climate Change.	Explore the importance and feasibility of participating in the National Flood Insurance Program.	Select Board Sea Level Rise and Climate Change Committee	Immediate and ongoing
	Explore programs to help transition workers in the most affected livelihoods, e.g., those working with fossil fuels or in affected fisheries.		
	Develop land use planning processes that recognize and prepare for climate change risks.		
	Prepare local services such as fire volunteers to deal with emerging climate change risks (e.g., heat waves, droughts, flooding), including improved communication systems as needed.		
	Participate in interlocal adaptation efforts, e.g., Peninsula Tomorrow.		

Chapter N: Current Land Use

1. Purpose

This section discusses current land use patterns in Brooksville. Specifically, this chapter:

- a) summarizes the amount of developed and undeveloped land in terms of estimated acreage and location, and
- b) discusses recent changes in Brooksville's land use and how these might affect future land use.

Because land use plays an important role in the current and future life of a community, this plan discusses land use in two separate but complementary chapters: this Chapter N - Current Land Use, and Chapter O - Future Land Use.

2. Key Findings and Issues

Brooksville continues to experience residential development along the coastline and along major transportation routes in the interior areas of town, specifically Varnumville Rd and Routes 175 and 176 (Bagaduce Rd and Coastal Rd.) Concern exists about the ability of long-time residents to remain in town with increasing land prices and tax valuations as new residents demand more services. There are also concerns about potential commercial and industrial uses that could impact residential quality of life. An overwhelming majority of public opinion survey respondents supported maintaining the “rural way of life” and confining any new commercial development to specific village areas

3. Key Findings & Issues from the 2006 Plan

Brooksville is a very rural town. About 4% (864 acres) of its total land area (21,600 acres) was developed for residential uses.³ About three quarters of its land area had low to very low potential for development due to poor soils. While the town had five village-type areas, most development had occurred along the shore or in the more rural parts of town. The interior of the town remained mostly undeveloped. A moderate rate of growth was projected for the future. It was estimated in 2006 that an additional 182 acres of land would be developed for residential uses by 2015. Minor increases in commercial development were projected. More land would possibly be held in conservation easements. Ample land was deemed available to accommodate future development. The challenge facing the town was determined to be deciding how to manage its growth. An interesting and forward-looking set of recommendations was provided in the 2006 plan and is reproduced in this plan, in Chapter O (Future Land Use).

³ Coincidentally, the US census bureau estimated that the population in 2006 was 865 people, or almost exactly one person per residentially developed acre.

4. 2018 Public Opinion Survey Results

When asked, “What things about Brooksville’s current way of life are most important to you?” many residents gave narrative responses. Nine pages of these responses are on the Town webpage. Table N – 1 summarizes common responses.

Table N – 1: Summary of Quality of Life responses from 2018 Survey) / 46

- | |
|---|
| <ul style="list-style-type: none"> ○ Rural character: agriculture, forestry and seafaring lifestyle ○ Unspoiled natural landscape; beautiful vistas, low building density ○ Sense of Community: friendliness, good will, neighbors helping neighbors ○ Mix of diverse talents and life experiences; multigenerational families ○ Quiet, safe neighborhoods: tranquility, safe to leave doors unlocked ○ Access to water and open space: hiking trails, boating ○ Good library, store, café, bakery, theatre, farmer’s market ○ Low traffic, especially tourist traffic ○ Community knowledge and appreciation of its history ○ Environmental awareness, wildlife, stars at night ○ Town meeting government, relatively low taxes, good civic management ○ Town does not need changing ○ For those born here, Brooksville will always be home |
|---|

One comment is representative: “Brooksville is a quiet space tucked away in a corner of Maine. We need spaces like Brooksville as our world outside becomes more complex and crazy. The people, natural beauty, just the simplicity of living here all make it an incredible place to live and raise a family.”

5. Acreage of Developed Land

Table N – 2 (following page) shows the amount of developed land in Brooksville. Currently, based on geospatial analysis of assessed properties data provided by the State of Maine Office of GIS, there are about 1,464 developed acres in Brooksville (all residential and commercial uses combined). To obtain this figure, the number of principal structures was multiplied by an assumed lot size of 1 acre for residential land; for commercial properties, the actual parcel areas were calculated using a spatial analysis algorithm. Of the remaining land at least 5,452 acres are “permanently” restricted from development because they are part of a state park, held in one of the three tax incentive programs discussed in Chapter J (farmland, tree growth and open space classification), covered by a conservation easement, or owned outright by a conservation organization.

According to this analysis, about 6,916 acres are already either “developed” or restricted, leaving 14,684 acres or about 68% of the land in Brooksville “available for development”. This is a slightly different percentage from the calculation in the 2006 comprehensive plan, which estimated that approximately 66% of Brooksville’s total land area was available for development at that time. The 2006 plan probably categorized more land as “undevelopable” due to the presence of wetlands, unsuitable geology, and/or soil conditions.

Table N – 2: Current Land Use in Brooksville / 47

Description	Number of Dwelling Units or Parcels	Calculated Acreage	Percent of Total
Total Land Area		21,600	100%
<i>Land:</i>			
Year Round Residential	318 Dwelling Units	318	1.5%
Seasonal Residential	512 Dwelling Units	512	2.4%
Total Residential	830 Dwelling Units	830	3.9%
Commercial	13 Parcels	184	0.9%
Public / Institutional	18 Parcels	133	0.6%
Total Non-Residential	31 Parcels	317	1.5%
Total Developed Land		1,464	6.9%
<i>and that Cannot Be Developed:</i>			
Farmland	38 Parcels	1,062	4.9%
Tree Growth	17 Parcels	748	3.5%
Open Space	51 Parcels	1,608	7.4%
Other conservation*	23 Parcels	631	2.9%
State Owned	Sanctuary -2 parcels	1,302	6.0%
Total Protected	131 Parcels	5,351	24.7%
Total Developed plus Protected Land		6,916	32.0%
Total Land “Available for Development”		14,684	68.0%
*“Other conservation” includes land held in conservation easements or owned by conservation organizations, but <i>not</i> enrolled in one of the tax incentive programs.			
<i>Sources for Protected Land: Town tax records. Parcels in “other conservation” from records of Blue Hill and Maine Coast Heritage Trusts. This table uses the total acreage for each parcel. In actuality the portion protected may be less than 100%. Source for developed land: Maine Office for GIS (MeGIS) – assessed properties 2017 database with QGIS Field Calculator Area Analysis</i>			

However, the calculation presented in Table N – 2 is a bit misleading. The land that is privately protected through private restrictive covenants and conservation easements has development restrictions that are not fully known at this time. It is possible that some limited development can occur on some of these parcels. Conversely, there are development restrictions on land not listed as protected in Table N – 2. For example, legally binding permanent covenants for the Northland subdivision at the head of Cape Rosier (the Town’s largest subdivision) mandate that no more than two dwellings can be built on any of the 40 lots, and the ownership of the lot can never be subdivided. Thus, for this 462-acre parcel, the average “house lot size” is a maximum of 5 acres, rather than one acre as used for the calculation in Table N – 2. In addition, the acreage shown in this table differs from the acreage under the tax incentive programs as reported in Chapter J. Part of the reason for this is probably that on any given parcel, not 100% of the acreage is in the tax incentive program.

Map N – 1 shows current land use by parcel in the following categories:

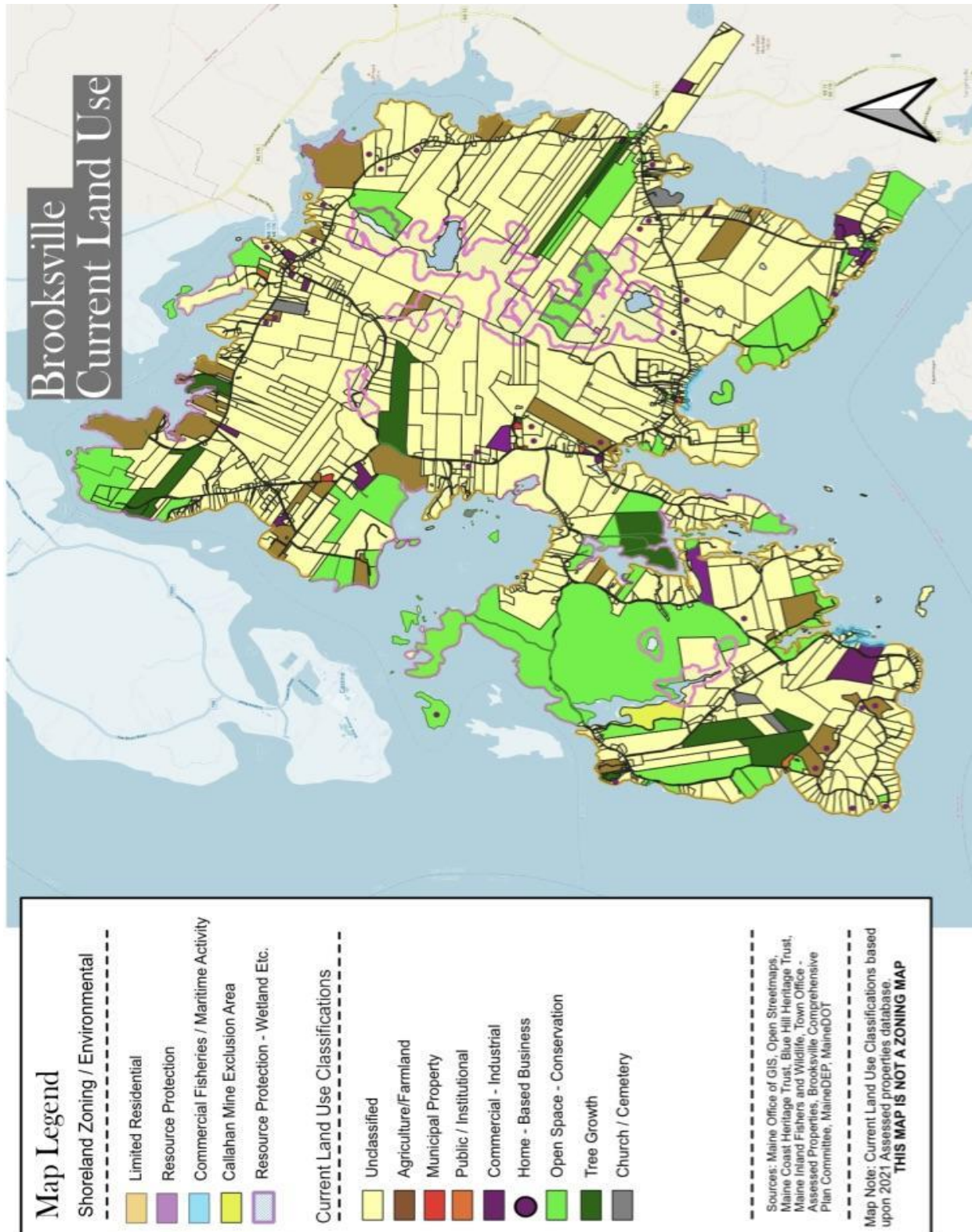
- Town-owned
- shoreland protected in several categories (limited residential/commercial, resource protection, commercial fisheries/maritime activities)
- wetlands
- the Callahan mine superfund site
- commercial properties including businesses dependent on proximity to the sea
- home-based businesses
- churches and cemeteries
- protected open space in all categories
- farmland parcels
- tree growth parcels
- cultural institutions

All parcels not coded for one of these uses could be considered existing (or potential) residential or commercial areas, depending on soil suitability, topography and other factors relating to successful development.

It is important to note that a given parcel (particularly some of the larger ones) may contain several categories of current use. For example, a parcel containing a protected wetland may have existing residences outside of the wetland. Similarly, a parcel designated agricultural may contain a home-based commercial bed and breakfast.

The map shows colored dots indicating the approximate locations of current home-based businesses. These include, where known, registered business addresses of owners of fishing vessels, the locations of home-based craft businesses, store-front businesses established in a residence, B and B's, and the residences/business addresses of consultants, architects, and many other professionals. Collectively these home-based businesses represent a very significant portion of Brooksville's economy. It is likely that only a fraction of these existing businesses show up on the map. Home-based businesses may become more numerous as improved broadband makes telecommuting feasible.

Map N - 1: Current Land Use, Brooksville/ Figure 14



6. Current Land Use Patterns

Overview:

Brooksville's land use pattern continues to be rural in nature and low-density. In recent years, the seasonal portion of the total population has increased significantly. Seasonal housing units now outnumber year-round housing units. This pattern may reverse in the near term with the increasing popularity of rural Maine as a destination for home purchases. The most densely populated areas continue to be the shorelines and established village districts: Brooksville Corner, North Brooksville, South Brooksville, West Brooksville, Cape Rosier, and Harborside. Other areas that attract development are along the collector routes (Routes 175 and 176) and the Varnumville Road. Large areas of the interior of Brooksville are undeveloped. This area is characterized by many wetlands and forested areas.

The Coastline:

The coast is a popular attraction for visitors to Maine and also for those seeking either seasonal homes or new homes. Despite projected sea level rise, development along the coast of Maine is continuing. The state-mandated Shoreland Zoning Ordinance regulates various factors of development along the coastline and also interior waters, such as setbacks from the shoreline and riparian zones. It also regulates how much timber can be harvested in these zones, and the size of development in square footage for a house and/or building in certain settings designated as "Resource Protection" (RP). In other designations such as "Limited Residential" (LR), there are no restrictions on building footprints. Brooksville complies with the State's minimum requirement for shoreland protection and enforces its Shoreland Environmental Protection Ordinance.

The Villages:

Brooksville's historical context provided for moderately dense habitation around six core village centers that were established when travel by boat was the predominant means of transportation: Brooksville Corner, North Brooksville, South Brooksville, West Brooksville, Cape Rosier, and Harborside. See map N-1, Current Land Use. These rural villages followed a land use pattern common to many rural New England and Maine villages and towns. Each village typically included a school, a church, a post office, one or more retail stores, specialized services such as a blacksmith shop, barber shop, or a physician's office, possibly a grange hall or other community center, and a cluster of houses often sharing vital resources such as water and commons for livestock. Most importantly, these villages provided social life and interaction. As the Town has developed to date, these village centers are experiencing a significant decline in the services available. The post offices have been consolidated into a single regional service, not located in any of the village centers, and it no longer serves as a place for residents to congregate socially. The grange halls have disbanded, leaving just the Community Center, the Town House and the School as the only public gathering spaces. The retail stores are gone except for one market in South Brooksville, and many specialized services are no longer available. There is now just one school. There are only two active churches remaining (South Brooksville and West Brooksville), although four other church buildings remain standing (Brooksville Corner, North Brooksville, and two on Cape Rosier): these are occasionally used for various functions.

Routes 175 & 176:

State Routes 175 & 176 (and a small section of Route 15) are the only “collector route” highways through the town. New residences have been built along these roads and also along the Varnumville Road and the Cape Rosier Road. Since these roads are used by all residents of the Town, all share in major concerns including speed enforcement, new driveway entries, impacts of extreme weather events, planning for future electric vehicles, and increasing mobility for all residents. (See Chapter D, Transportation).

Remote Areas:

Brooksville’s arable land is no longer predominately used for agriculture, as discussed in Chapter J. Instead, it consists of a patchwork of overgrown fields and regenerating forests, which in some instances are interfering with scenic resources and views.

The interior of Brooksville to this day remains mostly undeveloped. Development does not extend far from the roadside (See Map N-1, Current Land Use). In the past ten years there has been only one large subdivision, located off Herrick Road, still in the ownership of Downeast Property Management. Fifteen of the 16 lots range in size from 2.08 to 5.95 acres, with one lot at 26.23 acres. The total acreage in this subdivision is about 78 acres.

7. Recent Land Use Changes

Fifty-four new dwelling units (most likely all single-family homes) have been constructed since 2010 (see Housing Chapter Table C – 1). This increase has occurred mostly along the coastline. Brooksville experienced increased real estate turnover in 2019 and 2020 due to global and national events such as the COVID-19 Pandemic and renewed urban flight. This trend is not expected to slow or reverse, and property owners may be tempted to subdivide larger parcels into smaller subdivisions in the near term as the market demand increases. The popularity of short term, online rental services has increased the repurposing of existing structures and the building of new structures for additional income from short term rentals.

8. Current Land Use Regulations in Brooksville

Brooksville has no town-wide zoning ordinance and no requirements for a building permit. Property owners may build outside of the shoreland protection area without any town review or process of approval except for a septic permit, a plumbing permit, and a review of driveway access to a Town road. The town’s Shoreland Environmental Protection Ordinance is compliant with the State minimums. The town also has a Subdivision Ordinance that governs subdivision approvals, a Cell Tower Ordinance, and a Wind Energy Systems Ordinance.

9. Goals & Objectives

GOAL: Brooksville will review its existing land use regulations to determine if they conform to the desire of residents to retain the current quality of life in the face of possible future development pressures.			
Objective	Strategy	Responsible Party(ies)	Timeline
Maintain knowledge of development trends affecting Brooksville and the region.	Keep a running inventory of pertinent information about new structures.eg location, demographic information including seasonal usage, etc.	Select Board, their designees, Planning Board, HCPC	Immediate – within 2 years.
	Study the development trends in nearby towns.		
Keep tax records up to date with new property values.	Annually assess one quarter of Brooksville’s taxable parcels.	Select Board, Planning Board	Immediate - within 2 years
Inform residents on recent development trends, with an eye toward developing consensus about future plans.	Research the experience of other similar communities with adopting growth management strategies.	Select Board, Planning Board	Immediate and ongoing
	Organize public open houses and community dialogue sessions to gather public input on development concerns and methods.	Select Board, or their designees, (for example a special land use committee)	Immediate and ongoing

Note: These goals and objectives relate to gathering background information necessary to prepare for future land use planning, which is the subject of Chapter O – Future Land Use.

Chapter O: Future Land Use

1. Purpose

This section discusses likely future land use patterns in Brooksville. An understanding of land use trends is particularly important in determining Brooksville's ability to manage future growth. Specifically, this chapter:

- a) attempts to predict growth scenarios for the town;
- b) identifies land areas suitable and unsuitable for potential growth over the next ten years;
- c) describes options for growth management, and
- d) provides a set of steps that can be taken to engage residents in the growth management process.

2. Key Findings and Issues

Although Brooksville has experienced minimal fluctuations in population and land use during the past few decades, there is good reason to believe that during the next decade the town will experience a growth in population. There is, therefore, a need to find ways in which the town can accommodate increased population while maintaining the rural nature of the town.

Among the factors likely to increase Brooksville's population are these recent dynamics:

- increased heat throughout the United States, which will increase the appeal of Maine because of its cooler temperatures
- sea-level rise, which will increase the value of Maine's generally rocky coast in comparison with less protected shorelines elsewhere
- Maine's investment in strategies to address climate change, which compare favorably with policies in other states
- Maine's diligence in addressing the coronavirus pandemic, which compares favorably with actions in other states, and
- a recognition, in many sectors of the economy, that it is possible to work remotely ("from home") in locations where robust, affordable broadband is available

Increased population is likely to include the following impacts:

- increase housing prices, which will reduce the availability of affordable housing
- change seasonal dwellings to "three-season" or year-round residences
- increase the expectations for municipal services, and thus increase taxes
- degrade the rural qualities that are preferred by a large majority of residents, and
- create tensions in situations where land uses are incompatible with surrounding abutters

Brooksville will do well to institute a whole-community planning effort - information-gathering, discussion and prioritization, involving all residents - to address probable future land use issues soon, rather than wait for population pressure to create a critical situation. The Town can draw upon the experience of community members, as well as on examples of other communities that have accommodated reasonable, slow growth while preserving their rural nature.

Because many towns in Maine will probably face similar impacts from increased population, it is likely that both the state and non-governmental organizations will increase the availability of technical assistance to help communities address increasingly complex land-use issues.

3. Key Findings & Issues from the 2006 Plan

An interesting and forward-looking set of recommendations was provided in the 2006 plan and is reproduced in Table O – 1.

Table O – 1: Pertinent Land Use Recommendations from the 2006 Comprehensive Plan / 48

<ol style="list-style-type: none"> 1) When and where permitted, require commercial and industrial uses and other non-residential land uses to blend into the adjacent landscape and neighborhood pattern to protect surrounding properties and the look, feel and character of the area. Such examples include: a) commercial, b) industrial, c) mobile home parks, d) multi-unit residential complexes, e) sub-divisions, f) others as necessary. 2) Ensure that town wide regulations serve the needs of the public and maintain a balance between the needs and rights of the individual and the needs and rights of the greater good. 3) Define growth areas and rural areas within the town and manage growth accordingly. 4) Provide building standard guidelines for properties to be built in sensitive areas such as wetlands, the shoreline and critical habitat areas. 5) Regularly seek public input and wishes on land use issues in town to consider any additional revisions.

4. 2018 Public Opinion Survey Results

Eighty-two percent of respondents supported maintaining the “rural way of life” with less than 1% saying that it was not important. Sixty-seven percent supported allowing residential development anywhere in town, with 20% supporting some restrictions on where this type of development may occur. As to commercial development, 31% of respondents supported restricting it to designated areas, 35% supported development close to the “village centers.” Only 16% supported allowing commercial development anywhere in Brooksville.

5. Future Land Use Patterns

Overview:

Without interventions to guide its growth and development at least for the next decade, Brooksville’s land use pattern is projected to continue, with an increasing influx of seasonal and permanent residents building homes wherever opportunity permits. Although this land development pattern is easy for the town to accommodate in the short term – it arrives without the friction of

developing, applying and enforcing land use regulations – it can exact long-term costs. Those costs can be both financial and aesthetic. Also, widely spaced development creates a community that becomes gradually “suburbanized”, rather than retaining the rural character currently favored by a clear majority of residents.

The Coastline:

Despite projected sea level rise, the demand for buildable residential land along the coast of Maine, including Brooksville, likely will increase, although landowners who are aware of how climate change will affect their properties and who have the financial means will attempt to buttress the property with, for example, riprap or seek higher ground. Landowners should be mindful of projected curtailment of transportation access due to sea level rise. (See Chapter M – Climate Change.)

The Shoreland Zone is defined in State statute as the land within 250’ (measured horizontally) from the normal high-water line of any great pond, river, wetland, or the coast. Towns may enact stricter standards than the State minimums for shoreland protection, and also designate which districts/areas will fall under resource protection. Brooksville’s Shoreland Environmental Protection Ordinance adheres to the State minimum standards. However, as development continues within the shoreland area, Brooksville may want to consider adopting a local ordinance that goes beyond the State minimums to protect the coastline and coastal waters from, for example, construction-related overland flow or other pollution, which could impact important marine based industries. Presumably, as the coastline recedes, the 250-foot zone will migrate inland, subjecting new areas to the state-mandated Shoreland protections.

The Villages:

If unmanaged development continues primarily along the shore and the major traffic routes, there is a risk that Brooksville’s development pattern will result in more costly public services such as longer/slower school bus routes, more public road maintenance, longer emergency response times, and other higher infrastructure costs than if new housing were more concentrated in areas where conditions are most suitable for building. Incentivizing development near the historic villages can help reduce future costs to the Town and also re-align with traditional Maine development patterns.

On the other hand, public service costs in Brooksville continue to be among the lowest in the state, consistent with a population that has the ability and desire to be self-reliant and independent. Densification of development also means more concerns for water supply and sewage disposal. Adequate design that takes these concerns into account increases development costs (for example, costs of private roads and community water supply or sewage disposal). Those increased costs can be borne by the developers and ultimately the residents of the denser development areas, or by the Town, through general tax increases. The net cost effect is not immediately obvious and depends on the particular development proposals.

Routes 175 & 176:

Densification of development within the historic villages would consolidate services, reducing additional potentially hazardous intersections of new private driveways with these collector roads, and also reducing vehicle miles traveled by having residential units closer to potential new services and amenities. Reliance on long commutes for gasoline and groceries, for example, is likely to

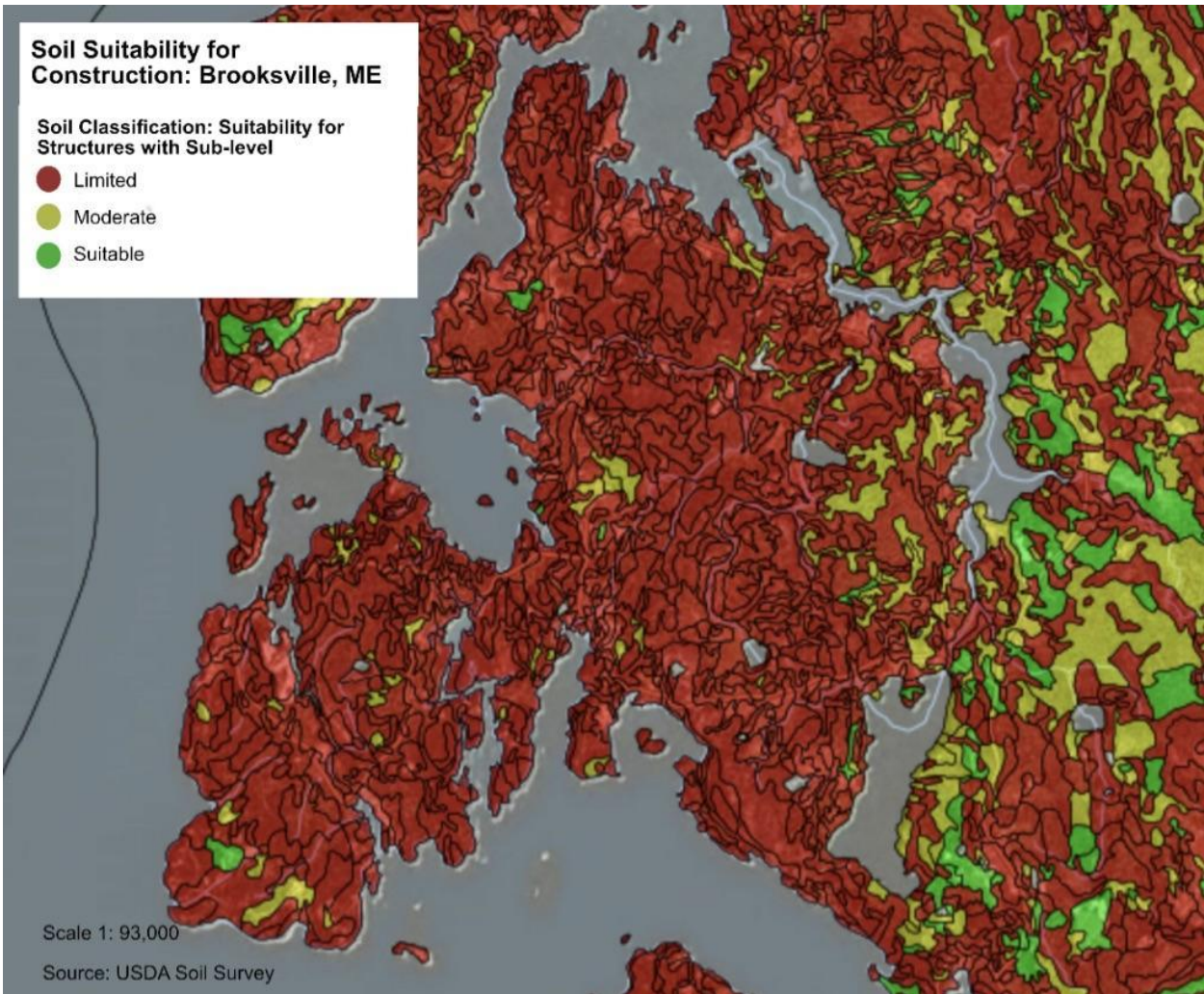
become increasingly problematic, and an increasing population will result in more traffic on these collector routes.

Remote Areas:

As previously noted in chapter N, the interior of town may not be particularly well suited for residential development due to topography, geology, and the presence of many ponds, streams and wetlands. The presence of wetlands, wooded areas, and other intact ecosystem components in these areas could be negatively impacted by development, thus decreasing the environmental quality of the town by reducing vital habitats and the wetlands that filter pollutants, retain water during drought periods, contribute to groundwater recharge, and prevent erosion and sedimentation. Despite these geotechnical constraints, modern building technologies can overcome many environmental factors. The increased development that these advances make possible could be a detriment to the surrounding environment – or they could be a means of allowing additional growth within the town, while at the same time preserving valued open space and rural character. This will depend on the particular development proposals. There are several locations in town where historic roadways could be reopened, to create building opportunities for new, less costly, housing while reducing the development pressure on the coast and major town roads.

6. Areas Suitable for Growth

Table N – 2 from the previous chapter shows that Brooksville has an abundance of undeveloped acreage. However, as described in Chapter N, due to soil constraints and other factors, not all of this land is suited to or available for development. Much of the soil is classified as being suitable only for low or very low-density development. The soil ratings are based upon factors such as soil drainage, septic system suitability, suitability for construction of basements, and suitability for road and driveway construction. These are based upon State of Maine building standards. See Map O – 1 on the following page.

Map O - 1: Soils Suitability for Structures with Sub-Levels (e.g., basements) / Figure 15

Most of Brooksville is situated on poorly drained soils and/or bedrock surficial geology. These areas are only marginally suitable for development projects such as subdivisions or even modern two-story dwellings with basements and septic systems. However, geology is not the only factor that determines suitability of an area for development. Transportation access is another. Subdivisions are often situated near traffic collectors and major roads. Such transportation-oriented developments are often more appropriate than remote subdivisions due to their ease of access and less potential for traffic congestion. It is also important to consider significant wetlands and watersheds when siting residential or commercial developments. In addition, protection of agricultural land should be considered for the reasons outlined in Chapter J.

7. Future Development in Brooksville from 2020 – 2030

Formulating development projections is not an exact science. Many factors are associated with making such projections, and, as in any predictive model, the unexpected can always arise.

The town's geography has been a major factor in isolating Brooksville and keeping development pressure minimal, but with better internet Brooksville residents will be able to engage in previously unfeasible commercial activities and diverse employment opportunities. In addition, development pressures will likely increase due simply to national migration trends. In fact, as seen in the 2020 census, Brooksville's downward population trend has probably already reversed. See Chapter A.

Using the past decade of population increase for the County as a whole (8.5%) as an estimated forecast for Brooksville from 2020 to 2030, approximately 80 new residents will be added to town. At 2.3 people per household, approximately 35 new dwelling units will be needed over the next ten years for year-round housing, not counting turnover of existing buildings whose owners will have died or moved away. Of course, as said earlier, population projection is not an exact science, and the future scenario could be very different. It is prudent for the Town to be prepared for more development and institute reasonable controls if it truly wishes to preserve its rural character.

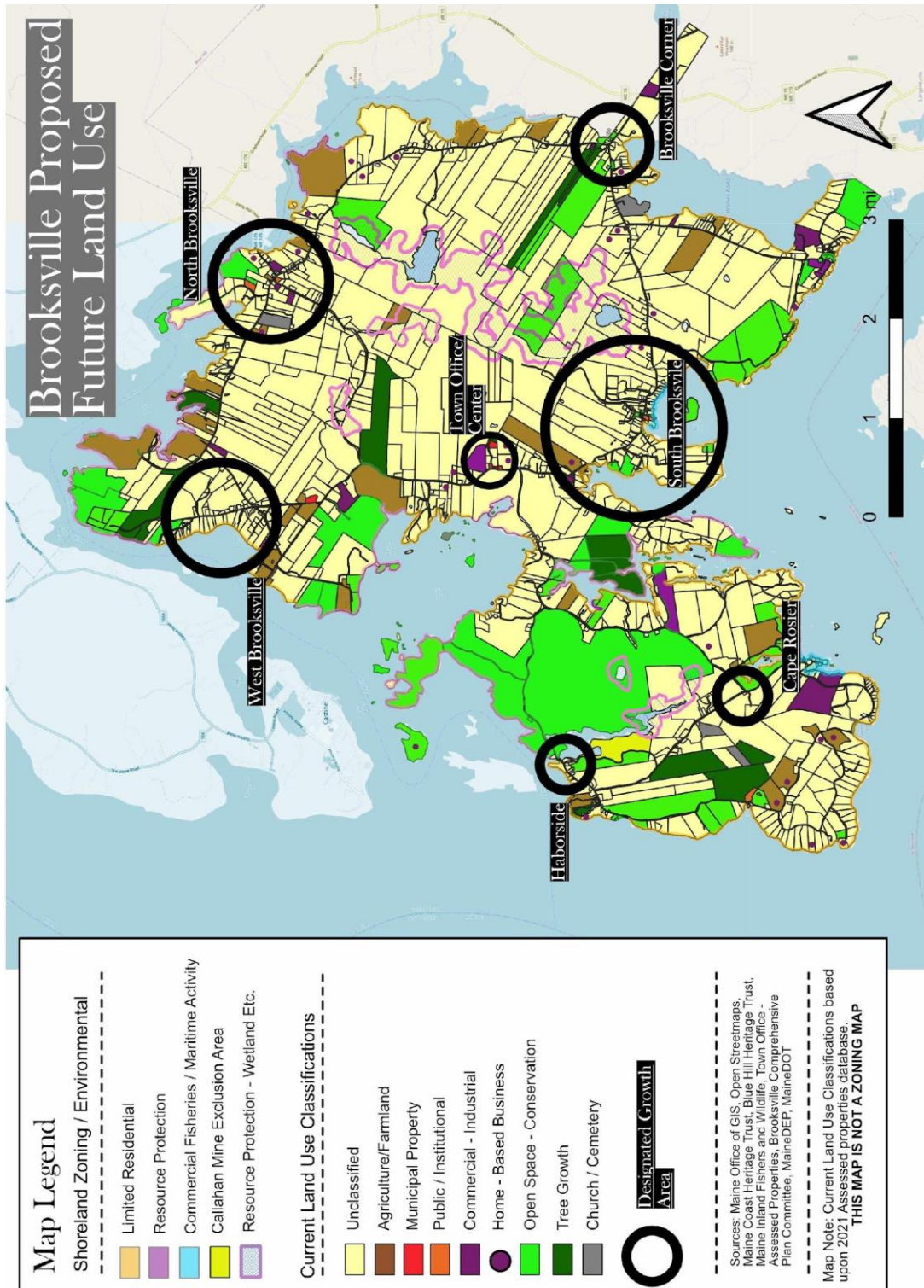
Conservation land (protected by easements and Land Trusts) provides a method for the town to ensure that residents can maintain access to natural areas, open spaces for hiking, hunting, fishing, snowshoeing, snowmobiling, ATV-ing, and other recreational activities popular in Maine. Although protecting open spaces can reduce property tax revenues, Brooksville and other nearby towns have found the benefits of open space outweigh the cost of reduced tax revenues, particularly if public access is granted.

One impediment to private landowners providing public access is concern over liability. Informing landowners that provisions of Maine law limit landowner liability for public access will reduce concerns and encourage enrollment in open space and public access programs. It is also possible that there may be a new statewide initiative to boost participation in conservation programs for the purpose of assisting in the mitigation of atmospheric carbon dioxide. Such an initiative should include rebates to the towns for lost tax revenue.

Rural towns, including Brooksville, need to find a balance among four important factors: promoting development, conserving natural resources, controlling municipal taxes, and preserving local culture. While there remains ample developable land throughout Brooksville, the question is, will there be enough land to hold an increased population while at the same time preserving the rural character which the majority favors? The answer depends on how Brooksville chooses to develop. Map O – 2 on the following page shows one possible scenario.

This map shows the locations of Brooksville's traditional village centers, and a new growth area in the vicinity of the Town House, where there are already several important public services. Modest growth in the areas encompassed by circles should be encouraged. Development, both within and outside of these areas, must take into account preservation of farmland, important views, conserved lands, wetlands, soil suitability and transportation requirements, as well as the desires of the current residents. These factors are discussed throughout this plan.

Map O - 2: Proposed Future Land Use / Figure 16



8. Goals & Objectives

GOAL: Brooksville will encourage appropriate new development while maintaining its rural small-town character and pristine environment, without placing an undue burden on taxpayers.			
Objective	Strategy	Responsible Party(ies)	Timeline
Promote development in best-suited areas of town such as the historic villages.	Devise a rural subdivision design guideline and strategy document to inform the public, developers and designers, and policymakers on alternative methods of development.	Select Board, their designees, Planning Board, HCPC	Immediate – within 2 years.
	Consider whether changes to the existing Subdivision Ordinance are warranted.		
	Approve non-residential development only in existing vacant or underused properties of matching or similar use. (e.g, a gas station /convenience store at vacant store).		
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan		
Identify targets of opportunity for development projects that are of clear benefit to the community and conform to the desired outcome of maintaining its rural character in the face of future change.	Explore the “brownfields” redevelopment opportunity offered by the Callahan Mine site.	Planning Board landowner	Immediate – within 2 years
	Consider areas of town most suitable to achieve the housing goals expressed in Chapter C	Housing committee, Planning Board	
Protect the rural character and historic land use patterns of Brooksville, such as scenic views, working farms and intact natural areas.	Encourage coordination between conservation groups, conservation easement properties and various landowners on outreach and educational materials.	Planning Board, MCHT, etc.	Immediate – ongoing
Preserve current working farmland and facilitate new opportunities for future production and agricultural development.	Work with Maine Farmland Trust and local partners to support local farmers and property owners. (See Chapter J).	ACEC, Maine Farmland Trust, Hancock County Soil and Water District	Immediate – ongoing

Table continues on next page

Objective	Strategy	Responsible Party(ies)	Timeline
Promote greater community wide understanding of land use challenges and opportunities.	Provide educational materials to property owners and developers on best practices in construction and land use.	Select Board, or their designees, (for example a special land use committee)	Immediate - ongoing
Foster engagement and dialogue to keep the public well informed and develop community consensus on future development and land use directions in Brooksville.	Create a process for community involvement in development review based upon set of guidelines for future development proposals. These guidelines will consider the impact of development on the natural environment, “the look, feel, and character” of the town, economic, social wellbeing and physical safety of town residents.	Select Board, or their designees, (for example a special land use committee)	Immediate - ongoing
	Organize public open houses and community dialogue sessions to gather public input on development concerns and methods.		

Implementation and Evaluation Program and Regional Coordination Summary

A) Implementation & Evaluation Program

Brooksville's Comprehensive Plan for 2020 – 2021 contains many strategies that address local, regional and national to global issues that the town will face in the coming ten years. Each chapter contains specific goals and an objectives matrix containing the specific policies and approaches the town will enact to accomplish the tasks determined in this plan. The matrices determine a goal (what is to be accomplished), and an objective (how it will be accomplished), a responsible party (who will implement the goal), and a time-frame (when it will start, and when it will be completed).

This Plan is a guide to assist the Select Board, Town Administrator and various committees to establish annual work plans for town departments and to prioritize capital expenditures, investments and improvements to Brooksville's public facilities. This plan is also a tool for supporting decision making by elected and municipal officials, and the success of this Plan is contingent upon it's being actively used in day-to-day operations. Brooksville's Comprehensive Plan implementation must be monitored.

To accomplish this, an annual meeting will be held that includes, in addition to members from the comprehensive plan committee, the Select Board, and members of the Planning Board, the Budget Committee, and members from other committees whose responsibilities are pertinent to evaluation and implementation of the Plan. The findings will be published in the annual town report.

The Growth Management Act, Title 30-A, Chapter 187 of Maine State Statutes, requires that progress on the Plan be evaluated at minimum, every five years to determine the following:

1. The degree of implementation of Future Land Use strategies
2. The Percent of capital investments dedicated to the growth areas defined in the Future Land Use Plan
3. The location of new development relative to the established growth areas and
4. The amount of critical natural resources, waterfront, recreation and open spaces protected through the acquisition of property, conservation easements and other methods available to the Brooksville.

These four mandated requirements will serve as guidance for the previously mentioned meeting and metrics to measure implementation.

B) Regional Coordination Summary

Each chapter in Brooksville's Comprehensive Plan identifies regional coordination challenges and opportunities pertinent to the chapter topic. These are either located within a subsection labeled Regional Issues or embedded within the Goals and Objectives subsection. This section summarizes the most important areas of ongoing and recommended regional cooperation.

Federal & State Government:

Brooksville interacts with federal, state, and regional governments and agencies in a variety of ways in the daily operations of the town. These include statutory requirements, grants, programs and services. The Town maintains a relationship with the State on fisheries and water quality issues, consulting with the Department of Marine Resources (DMR) and the Maine Department of Environmental Protection (DEP). On transportation issues, Brooksville consults with Maine Department of Transportation (MeDOT). The State Police provide policing and protection to the town as well. Brooksville also consults with the Federal Environmental Protection Agency (EPA), and Maine DEP on the superfund site at Callahan Mine. Economic development and support on State and Federal grants and funds is coordinated with Maine's Department of Economic and Community Development (DECD), particularly for Community Development Block Grants (CDBG). *Maine Can't Wait* and the Governor's Office of Policy, Innovation & Future (GOPIF) provides guidance for climate change planning.

County & Local Government:

Hancock County provides essential services through the Sherriff's Office, Hancock County Emergency Management Agency, along with support on certain economic development issues.

Brooksville closely coordinates with neighboring towns including, Sedgwick, Brooklin, Penobscot, Blue Hill, Deer Isle and Stonington on various issues such mutual aid for Fire and Emergency Response, solid waste management, watershed management, recreational programming, broadband development and other important economic activities. Other recent programs include the Blue Hill Peninsula coalition of select boards to address important topics including housing and road maintenance. Brooksville also participates in Peninsula Tomorrow to address climate change at a regional scale. Brooksville covers the tuition for its high school aged students at George Stevens Academy in Blue Hill, or other regional high schools. AtHome, based in Blue Hill, provides services to Brooksville's seniors and persons dealing with mobility issues and chronic illnesses.

Other Coordination with Regional Partners:

Brooksville is a member of Hancock County Planning Commission (HCPC) and works with HCPC to address issues related to Household Hazardous Waste Collection, economic development via Community Development Block Grant technical assistance, climate change resiliency technical assistance and various planning assistance. This provides the town with a central location for regional coordination and integration with planning efforts by other towns in Hancock County, the Downeast Region and throughout the State of Maine.

Summary of Community Engagement

From 2018 through 2021, throughout the process of drafting the comprehensive plan, the Comprehensive Planning Committee has been fully attentive to engaging members of the community. Even during the shutdown caused by the COVID-19 pandemic, the committee engaged community members, via Zoom and via the town website. In fact, the availability of Zoom enabled participation by committee members and “Friends of the CPC” whose part-time residence beyond Brooksville would have prevented them from joining discussions. As drafting intensified, the committee adopted an every-other-week meeting schedule to complete the draft.

Following is a list of specific community engagement activities:

- Initial survey summer 2018 -- The survey was answered by 364 people out of the total population of roughly 900 souls.
- Town meeting in Town House August 2018 -- large-group discussion and breakouts facilitated by Hancock County Planning Commission (See following handwritten meeting notes pages 188 -199). This was attended by approximately 20 – 30 residents. The subjects presented included every component and chapter of the comprehensive plan as required by the State.
- Communications from our joint chairmen to the community (sent in 2020 and 2021):
 - December 16, 2020 supplementary survey seeking additional input on recreation and health (see following survey and results on pages 179 - 187).
 - Letter permanently posted on the Town website seeking comment and explaining how to provide input to the plan (see letter on page 162).
- Multiple drafts of each chapter posted to the town website commencing in 2021
- Notice of updated chapter drafts on posted on town website for public comment in The Weekly Packet, eight postings (March through September 2021)
- Comprehensive Plan information shared with parents through BES school newsletter.
- Standing invitation to the public to attend and participate in Committee meetings. Invitations to the 14 appointed committee members also were sent to a “cc” list of 17 “friends” who expressed an interest in being notified.
- Meeting agendas and minutes from 50+ meetings were posted on line and at Town Office.
- Reports of the Committee’s progress were placed in each Annual Town Report released in the spring of 2018, 2019, 2020 and 2021 (forthcoming).
- Establishment of the Comprehensive Planning Committee Facebook page.
- Preparation of a readable and engaging Summary, extracting major points from the full plan, and providing copies of the Summary in the library and Town Office. See pages 201-228.
- Preparation and wide distribution of a 3-fold FAQ sheet, designed to answer key questions residents are likely to have about process and content, and describing how to review and have input to the document. See page 229.
- Placement of four copies of the full draft plan in the town library: 2 for circulating (take home to read) and 2 for desk reference (for reading in the library).
- Holding two public discussion sessions, on October 14 and November 4, and posters alerting residents to these meetings (page 199).
- News releases describing availability of draft plan for review (news release and article on page 200).
- Public meeting to be held post-State review, in advance of Town Vote, to describe any required changes (forthcoming, February 2022).

Letter to Residents:

Dear Brooksville Community Member,

It will be three years come the summer of 2021 since we began working on our 2018 Comprehensive Plan. We now need your input again as we move forward with writing the Plan

A good Comprehensive Plan will not only help us chart our future, but will also greatly increase the Town's ability to raise funds from both public and private sources to implement projects. Your continuing input, which we first solicited in 2018, will ensure that the Plan accurately reflects your vision for Brooksville's future.

Over the next three months we will be posting drafts of each section of Brooksville's Comprehensive Plan as it is completed. Although we would prefer to receive your comments at an in-person public meeting, Covid restrictions make this impossible. We are therefore providing several alternative ways for you to communicate with us:

1) Connect with us on line. The Minutes of our bi-weekly meetings and some summaries of our work have been posted on the Town website (www.brookvillemaine.org) since 2018, and the drafts of each section of the Plan will be posted there as it is completed. Comments on these drafts can be emailed to us at the email address below.

2) Connect with us without internet. Printed drafts of sections of the Plan can be requested at the Town House walk-up window and returned either there or in the drop-box with your comments. You can also return your comments by mailing them to Town of Brooksville CPC, PO Box 314, Brooksville, ME 04617.

In addition, you can leave comments via telephone by calling our Secretary, Debbie Grimmig, at 326-8788, or a Committee member of your choice, or by writing Jonathan Hall, 43 Condon Point Rd, Brooksville, Maine 04617.

You are also welcome to join our Zoom meetings on alternate Wednesday evenings at 6:30 PM. You may email Jonathan Hall at the email address below, to request an invitation. A schedule of meetings will be posted on the Town Website.

Thank you very much for your time and assistance.

Jonathan Hall and John Gray
Co-Chairs Brooksville Comprehensive Plan Committee

To comment on the drafts or to request an invitation to the Zoom meetings, please email:

brookvillecpc@gmail.com

Public Opinion Survey Results

Q1 What type of development would you like to see in Brooksville during the next 10 years?

Answered: 352 Skipped: 12

	YES	NO	TOTAL
Development of any kind	37.44% 76	62.56% 127	203
Agriculture/forestry	93.20% 288	6.80% 21	309
Commercial (trade/services)	76.29% 222	23.71% 69	291
Gas stations	43.01% 120	56.99% 159	279
Heavy industry	6.42% 17	93.58% 248	265
Inns, B&Bs, hotels	78.60% 235	21.40% 64	299
Light industry	58.82% 160	41.18% 112	272
Medical	60.94% 156	39.06% 100	256
Offices	60.07% 161	39.93% 107	268
Residential	80.62% 233	19.38% 56	289
Restaurants	79.44% 228	20.56% 59	287

Q2 During the next 10 years, I would like Brooksville's population to:

Answered: 351 Skipped: 13

ANSWER CHOICES	RESPONSES	
Stay the same	24.22%	85
Slowly increase	67.52%	237
Increase rapidly	1.14%	4
Decrease	.85%	4
Don't know/unsure	6.27%	22
TOTAL		351

Q3 Maintaining the rural way of life in Brooksville is:

Answered: 351 Skipped: 13

ANSWER CHOICES	RESPONSES	
Extremely important	82.91%	291
Somewhat important	16.24%	57
Unimportant	.28%	1
Don't know/unsure	0.57%	2
TOTAL		351

Q4 What things about Brooksville’s current way of life are most important to you?

Answered: 270 Skipped: 94

Q5 Please check where you feel it is most appropriate for the following land uses to occur:

Answered: 351 Skipped: 13

	ANYWHERE	IN DESIGNATED AREAS	CLOSE TO VILLAGE CENTERS	NOWHERE	UNDECI DED	TOT AL
Agriculture/forestry	62.13% 210	31.07% 105		2.37% 8	3.85% 13	338
Commercial (trade/services)	16.13% 55	31.67% 108	35.48% 121	10.26% 35	6.45% 22	341
Heavy industry	1.48% 5	6.51% 22	0.89% 3	86.09% 291	5.03% 17	338
Inns, B&Bs, hotels	51.02% 175	12.83% 44	20.70% 71	8.75% 30	6.71% 23	343
Light manufacturing	12.99% 43	43.20% 143	6.34% 21	28.40% 94	9.06% 30	331
Mobile home park	3.80% 13	21.35% 73	0.88% 3	65.20% 223	8.77% 30	342
Residential	67.26% 228	20.35% 69	2.95% 10	5.90% 20	3.54% 12	339
Seasonal rentals	69.73% 235	17.21% 58	3.26% 11	4.45% 15	5.34% 18	337
Other	12.70% 8	17.46% 11	7.94% 5	14.29% 9	47.62% 30	63

Q6 Should it be a goal of Town government to protect the following:

Answered: 315 Skipped: 49

	YES	NO		TO TA L
Agricultural land	82.95% 253	9.51% 29	7.54% 23	305

Aquifers for drinking water	91.94% 285	4.19% 13	3.87% 12	310
Coastal land	88.27% 271	6.84% 21	4.89% 15	307
Forested land	74.26% 225	11.22% 34	14.52% 44	303
Historical and archaeological resources	89.32% 276	5.18% 16	5.50% 17	309
Lakes and ponds	93.23% 289	3.87% 12	2.90% 9	310
Recreational open space inland	80.98% 247	8.85% 27	10.16% 31	305
Recreational waterfront access	94.82% 293	2.59% 8	2.59% 8	309
Scenic views	78.18% 240	10.42% 32	11.40% 35	307
Streams and rivers	90.79% 276	6.25% 19	2.96% 9	304
Wetlands	86.27% 264	6.21% 19	7.52% 23	306
Wildlife habitats	86.27% 264	6.54% 20	7.19% 22	306
Working waterfronts	89.90% 276	4.23% 13	5.86% 18	307

Q7 Please provide your opinion of these Town services.

Answered: 316 Skipped: 48

	EXCELL ENT	GOOD	ADEQUATE	NEEDS IMPROVEMENT	DON'T KNOW/NOT SURE	TO TA L	
Cemeteries	15.76% 49	27.65% 86	13.50%	42	4.18% 13	38.91% 121	311
Elementary school education	13.55% 42	29.03% 90	11.29% 35	10.65% 33	35.48% 110	310	
Elementary school facility	12.26% 38	29.35% 91	17.10% 53	5.81% 18	35.48% 110	310	
Fire protection	16.45% 51	37.42% 116	21.29% 66	7.74% 24	17.10% 53	310	
Library	51.91% 163	33.12% 104	9.55% 30	1.59% 5	3.82% 12	314	

Public access fresh water	20.90% 65	30.23% 94	17.04% 53	12.86% 40	18.97% 59	311
Public access to salt water	23.23% 72	33.23% 103	21.61% 67	14.52% 45	7.42% 23	310
Recreational facilities	8.50% 26	20.92% 64	24.18% 74	19.93% 61	26.47% 81	306
Recreational programs	6.21% 19	10.13% 31	19.28% 59	20.26% 62	44.12% 135	306
Road maintenance (town roads only)	18.41% 58	37.14% 117	24.44% 77	17.46% 55	2.54% 8	315
Snow removal/sanding	21.41% 67	32.91% 103	15.34% 48	8.31% 26	22.04% 69	313
Town Office customer service	62.66% 198	25.00% 79	7.59% 24	1.58% 5	3.16% 10	316

Q8 Please provide your opinion of the following services that are shared by the Town of Brooksville with other communities.

Answered: 316 Skipped: 48

	EXCELLENT	GOOD	ADEQUATE	NEEDS IMPROVEMENT	DON'T KNOW/NOT SURE	TOTAL
Ambulance	19.03% 59	29.03% 90	14.19% 44	4.52% 14	33.23% 103	310
Health care access/availability	9.32% 29	31.83% 99	19.94% 62	20.90% 65	18.01% 56	311
Health care service quality	9.58% 30	31.63% 99	20.13% 63	18.21% 57	20.45% 64	313
Police protection	4.84% 15	23.23% 72	30.65% 95	10.32% 32	30.97% 96	310
Secondary schools	16.67% 52	32.05% 100	13.78% 43	3.53% 11	33.97% 106	312
Senior citizen services	2.57% 8	24.44% 76	14.15% 44	16.08% 50	42.77% 133	311
Solid waste	8.12% 25	25.97% 80	23.05% 71	21.10% 65	21.75% 67	308

Q9 Please provide your opinion of the following aspects of community life:

Answered: 316 Skipped: 48

	NEEDS IMPROVEMENT OR ATTENTION AWAY	NEEDS IMPROVEMENT OR ATTENTION	NEEDS STUDY	NOT AN ISSUE	DON'T KNOW/NOT SURE	TOTAL
Affordable housing/housing costs	10.82% 33	22.30% 68	20.00% 61	19.67% 60	27.21% 83	305

Air quality	1.29% 4	6.47% 20	11.33% 35	71.52% 221	9.39% 29	309
Bicycle paths/lanes	13.36% 41	32.57% 100	22.15% 68	24.10% 74	7.82% 24	307
Job opportunities locally	18.36% 56	37.70% 115	14.10% 43	11.15% 34	18.69% 57	305
Off-road trails for multi-users	5.30% 16	16.56% 50	24.17% 73	32.78% 99	21.19% 64	302
Pedestrian paths or trails	9.27% 28	23.51% 71	25.83% 78	32.45% 98	8.94% 27	302
Pedestrian sidewalks	9.90% 30	14.52% 44	17.49% 53	47.19% 143	10.89% 33	303
Population growth	4.59% 14	13.44% 41	28.85% 88	38.03% 116	15.08% 46	305
Potable water/water quality	1.97% 6	7.87% 24	22.62% 69	45.25% 138	22.30% 68	305
Public transportation	6.58% 20	21.38% 65	23.36% 71	30.59% 93	18.09% 55	304
Senior citizen services	6.21% 19	23.20% 71	20.92% 64	14.71% 45	34.97% 107	306
Summer traffic	5.54% 17	12.05% 37	13.03% 40	62.54% 192	6.84% 21	307
Youth services	3.30% 10	21.12% 64	19.80% 60	12.87% 39	42.90% 130	303

Q10 Is the current property tax structure fair?

Answered: 311 Skipped: 53

ANSWER CHOICES	RESPONSES	
Yes	64.95%	202
No	10.29%	32
Unsure/don't know	24.76%	77
TOTAL		311

Q11 Do you get good value for your property taxes?

Answered: 312 Skipped: 52

ANSWER CHOICES	RESPONSES	
Yes	71.15%	222
No	11.22%	35
Unsure/don't know	17.63%	55
TOTAL		312

Q12 How responsive is the Town's government to your needs?

Answered: 313 Skipped: 51

ANSWER CHOICES	RESPONSES	
Very responsive	53.35%	167
Somewhat responsive	25.24%	79
Not very responsive	2.88%	9
Not at all responsive	0.96%	3
Don't know/unsure	17.57%	55
TOTAL		313

Q13 What can the Town's government do to improve service to residents?

Answered: 102 Skipped: 262

Q14 On November 8, 2016 Maine voters approved Question 1 and joined eight other states to have legalized the recreational use, retail sale and taxation of marijuana. Do you approve or disapprove of the Town regulating activities in regard to marijuana in the following areas?

	APPROVE	DISAPPROVE	TOTAL
Commercial agriculture	72.82% 217	27.18% 81	298
Medical purposes	71.67% 215	28.33% 85	300
Recreational Use	61.64% 180	38.36% 112	292
Retail Sales	66.44% 196	33.56% 99	295
Social Clubs	55.48% 162	44.52% 130	292

Q15 Do you have internet service in your home?

ANSWER CHOICES	RESPONSES	
Yes	83.54%	264
No	16.14%	51
Unsure/Don't Know	0.32%	1
TOTAL		316

Q16 Do you use the internet to work from home?

Answered: 311 Skipped: 51

ANSWER CHOICES	RESPONSES	
Yes	57.56%	179
No	42.44%	132
TOTAL		311

Q17 Do you have internet service in your business – a business that is not located within your home?

Answered: 307 Skipped: 57

ANSWER CHOICES	RESPONSES	
Yes	16.94%	52
No	15.31%	47
Not Applicable	66.78%	205
Unsure/Don't Know	0.98%	3
TOTAL		307

Q18 If you do not have internet service in your home or business, please indicate the reason(s) below:

Answered: 116 Skipped: 248

ANSWER CHOICES	RESPONSES	
Not applicable	60.34%	70
Not available	7.76%	9
Not interested	6.03%	7
Slow connection in my area	12.07%	14
Too expensive for monthly fee	11.21%	13
Too expensive to install	6.03%	7
Use internet in other locations	12.07%	14
Other (please list)	17.24%	20
Total Respondents: 116		

Q19 If you have internet at home or in a business located within Brooksville, who is your provider?

Answered: 302 Skipped: 62

ANSWER CHOICES	RESPONSES	
Not applicable	14.57%	44
Cellular/Hot Spot	5.30%	16
Hughes/Satellite	2.32%	7
Fairpoint/Consolidated Communications (digital subscriber line, i.e., DSL)	73.84%	223
Redzone/Premium Choice	6.29%	19
Other (please list)	1.99%	6
Total Respondents: 302		

Q20 Is your internet service adequate for your needs?

Answered: 310 Skipped: 54

ANSWER CHOICES	RESPONSES	
Yes	47.42%	147
No	41.94%	130
		158

Not applicable	10.65%	33
TOTAL		310

Q21 Would you support the Town’s investment of tax dollars to improve the availability and quality of internet service?

Answered: 315 Skipped: 49

ANSWER CHOICES	RESPONSES	
Yes	71.11%	224
No	11.43%	36
Maybe/unsure	17.46%	55
TOTAL		315

Q22 During the past three years, to what extent have you experienced or observed the following at your property in Brooksville?

Answered: 307 Skipped: 57

	FREQUENTLY	SOMEWHAT	MINIMALLY	NOT AT ALL	NOT APPLICABLE	NOT SURE	TOTAL
Changes in habitat for marine species	17.41% 51	16.04% 47	9.56% 28	23.89% 70	18.09% 53	15.02% 44	293
Changes in habitat for non-marine species, e.g., wildlife, birds	11.82% 35	24.32% 72	17.23% 51	30.07% 89	3.38% 10	13.18% 39	296
Changes in trees, plant life	14.29% 43	22.92% 69	23.26% 70	28.90% 87	1.33% 4	9.30% 28	301
Coastal erosion	13.99% 41	14.68% 43	16.38% 48	24.91% 73	19.45% 57	10.58% 31	293
Coastal flooding	7.22% 21	9.97% 29	16.49% 48	33.33% 97	19.93% 58	13.06% 38	291
Diminished catches/harvests	6.55% 19	10.00% 29	2.76% 8	13.10% 38	39.31% 114	28.28% 82	290
Higher property-insurance premiums due to flood/weather risk	3.44% 10	7.56% 22	9.62% 28	42.61% 124	20.62% 60	16.15% 47	291
Increase in coastal water temperatures	20.81% 62	22.48% 67	11.41% 34	10.74% 32	12.75% 38	21.81% 65	298
Increased operational maintenance, repairs after a storm	17.91% 53	22.30% 66	18.92% 56	20.27% 60	9.12% 27	11.49% 34	296
Increased property damage from natural storm events	19.26% 57	27.36% 81	20.27% 60	18.92% 56	6.42% 19	7.77% 23	296
Inland flooding	2.10% 6	5.24% 15	8.74% 25	43.36% 124	18.88% 54	21.68% 62	286
Made a weather-related property insurance claim	1.03% 3	3.10% 9	4.48% 13	64.14% 186	20.00% 58	7.24% 21	290

More frequent utility outages during storm events	20.81% 62	23.83% 71	18.46% 55	16.78% 50	7.05% 21	13.09% 39	298
Saltwater intrusion into drinking-water well	0.34% 1	0.69% 2	3.10% 9	64.14% 186	20.69% 60	11.03% 32	290
Sea-level rise	8.90% 26	8.90% 26	12.67% 37	27.40% 80	19.18% 56	22.95% 67	292
Sea-level rise requiring docks/other structures to be raised up	3.82% 11	4.17% 12	7.99% 23	36.46% 105	31.25% 90	16.32% 47	288
Shoreline change	8.25% 24	11.00% 32	19.24% 56	28.18% 82	19.24% 56	14.09% 41	291
Storm surge	8.39% 24	10.49% 30	16.08% 46	24.83% 71	20.28% 58	19.93% 57	286
Unusually high tides	13.06% 38	17.53% 51	15.81% 46	18.90% 55	17.53% 51	17.18% 50	291
Other (please list below)	24.53% 13	0.00% 0	0.00% 0	15.09% 8	30.19% 16	30.19% 16	

Q23 Are you a seasonal or year-round resident of Brooksville?

Answered: 326 Skipped: 38

ANSWER CHOICES	RESPONSES	
Seasonal	45.09%	147
Year-round	54.91%	179
TOTAL		326

Q24 Do you own or rent (from another party) the property in which you live?

Answered: 143 Skipped: 221

ANSWER CHOICES	RESPONSES	
Own	95.80%	137
Rent	0.00%	0
Other (list)	4.20%	6
TOTAL		143

Q25 How many months during a year do you reside in Brooksville?

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Number of months:	4	499	140
Total Respondents: 140			

Q26 How many years have you been visiting or seasonally residing in Brooksville?

Answered: 140 Skipped: 224

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Number of years:	37	5,215	140
Total Respondents: 140			

Q27 Do you plan to move to Brooksville year-round?

Answered: 140 Skipped: 224

ANSWER CHOICES	RESPONSES	
Yes	4.29%	6
No	69.29%	97
If "yes," when?	26.43%	37
TOTAL		140

Q28 How long have you lived in Brooksville? Answered: 167 Skipped: 197

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Number of years:	25	4,150	167
Total Respondents: 167			

Q29 What is the type of dwelling in which you live?

Answered: 169 Skipped: 195

ANSWER CHOICES	RESPONSES	
Apartment	1.78%	3
Duplex	0.59%	1
Mobile home	1.78%	3
Single-Family	94.08%	159
Other (list)	1.78%	3
TOTAL		169

Q30. Do you own the dwelling in which you live?

Answered: 171 Skipped: 193

ANSWER CHOICES	RESPONSES	
Own	92.40%	158
Live with parents/other family member(s)	2.92%	5
Rent	2.92%	5
Other (list)	1.75%	3
TOTAL		171

Q31 What is your employment status?

Answered: 170 Skipped: 194

ANSWER CHOICES	RESPONSES	
Disabled	1.18%	2
Employed full-time	19.41%	33

Employed part-time	8.24%	14
Multiple occupations	4.71%	8
Retired	44.71%	76
Self-employed	18.24%	31
Student	0.59%	1
Unemployed	0.00%	0
Other (list)	2.94%	5
TOTAL		170

Q32 If you commute to your workplace, what is the one-way distance to your workplace?

Answered: 151 Skipped: 213

ANSWER CHOICES	RESPONSES	
up to 5 miles	9.27%	14
5 miles to 20 miles	20.53%	31
more than 20 miles	7.95%	12
not applicable	45.03%	68
work from home	17.22%	26
TOTAL		151

Q33 In what section of Brooksville do you live (year-round or seasonally)?

ANSWER CHOICES	RESPONSES	
Brooksville Corner	5.43%	17
Cape Rosier	28.43%	89
North Brooksville	13.42%	42
South Brooksville	27.16%	85
West Brooksville	22.36%	70
Unsure	3.19%	10
TOTAL		313

Q34 What is your age bracket?

Answered: 313 Skipped: 51

ANSWER CHOICES	RESPONSES	
under 18	0.00%	0
18-24	0.96%	3
25-40	6.39%	20
41-55	11.50%	36
56-70	42.49%	133

over 70	38.34%	120
prefer not to answer	0.32%	1
TOTAL		313

Q35 In your household, how many people are in each of the following age categories?

Number of people	1	2	3	4	5	6	7	8	9	10	TOTAL	
up to 7 years	43.75% 7	43.75% 7	6.25% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6.25% 1	0.00% 0	0.00% 0	0.00% 0	16
8 to 13	65.63% 21	18.75% 6	6.25% 2	0.00% 0	3.13% 1	0.00% 0	0.00% 0	3.13% 1	0.00% 0	3.13% 1		32
14 to 18	62.96% 17	25.93% 7	7.41% 2	0.00% 0	3.70% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0		27
19 to 25	53.13% 17	31.25% 10	9.38% 3	6.25% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0		32
26 to 40	44.23% 23	32.69% 17	11.54% 6	3.85% 2	3.85% 2	0.00% 0	0.00% 0	1.92% 1	0.00% 0	1.92% 1		52
41 to 55	31.48% 17	55.56% 30	5.56% 3	3.70% 2	1.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.85% 1		54
56 to 70	43.29% 71	53.05% 87	1.22% 2	0.61% 1	1.22% 2	0.00% 0	0.00% 0	0.61% 1	0.00% 0	0.00% 0		164
over 70	51.49% 69	45.52% 61	0.75% 1	0.75% 1	0.00% 0	0.00% 0	0.75% 1	0.75% 1	0.00% 1	0.00% 0		

Answered: 301 Skipped: 63

Q36 What is your annual household income?

Answered: 310 Skipped: 54

ANSWER CHOICES	RESPONSES	
up to \$30,000	6.13%	19
over \$30,000 to \$45,000	9.35%	29
over \$45,000 to \$60,000	8.39%	26
over \$60,000 to \$75,000	6.13%	19
over \$75,000 to \$95,000	8.39%	26
over \$95,000 to \$200,000	16.45%	51
over \$200,000	10.00%	31
prefer not to answer	35.16%	109
TOTAL		310

Q37 Which of the following activities do you expect to do during the next 5 years?

Answered: 177 Skipped: 187

ANSWER CHOICES	RESPONSES	
Become a year-round resident	11.86%	21
Move from Brooksville permanently	4.52%	8
Provide land in Brooksville for a family member to build a home	13.56%	24
Retire or not work full-time	46.33%	82
Sell my home elsewhere and purchase a home in Brooksville	2.26%	4
Sell vacant land in Brooksville	9.04%	16
Start a business in my residence	6.78%	12
Start a business in Brooksville outside my residence	1.13%	2
Subdivide my land in Brooksville for sale	4.52%	8
Other	29.94%	53
Total Respondents: 177		

Q38 What issues do you anticipate the Town of Brooksville will face during the next decade? During the next 20 years? What other concerns and observations do you wish to share with the Comprehensive Plan Committee? Please use the space below to offer your thoughts to the Comprehensive Plan Committee.

Answered: 214 Skipped: 150

Comments and Corrections

This notebook contains the draft sections of the Brooksville Comprehensive Plan update. We welcome corrections and suggestions. There are three ways for you to send your comments:

by email to: brooksvillecpc@gmail.com

or phone: Debbie Grimmig, 326-8788

or, write them in the form below. Use as much space as you need. We will collect your comments periodically and replace this page with a blank form for more comments. Please include your contact information in case we need to contact you for more information.

Your name, phone # or email	Date	Chapter Letter/page #	Comment/Correction (continue on next block, or other side if needed)

Brooksville Supplementary Survey –

December 11, 2020

The following questions are designed to guide the Town’s efforts to improve Brooksville’s recreational opportunities.

Question 1a: How would you rate organized recreation, such as school-based sports, town and community sponsored/organized recreation (after school sports clubs, summer/winter camps) in Brooksville?

5 – Highly Satisfactory	4 - Satisfactory	3 – Somewhat Satisfactory	2 – Unsatisfactory	1 – Very Unsatisfactory

Question 1b: Please explain your response to 1a.

Question 1c: During which season(s) are you most likely to access recreation opportunities in Brooksville?

A– Summer	B - Fall	C – Winter	D – Spring	E – All Seasons

Question 1d: What might be improved, added/removed to improve recreational opportunities?

Question 1e: How would you rate the quality of outdoor recreation opportunities in Brooksville, such as Holbrook Island Sanctuary, Blue Hill Heritage Trust lands, Sedgwick-Brooksville Town Landing, etc.?

5 – Highly Satisfactory	4 - Satisfactory	3 – Somewhat Satisfactory	2 – Unsatisfactory	1 – Very Unsatisfactory

Question 1f: What changes/improvements would lead you to engage in more recreational activities in Brooksville?

Health Impacts and Aging in Place Survey

Many rural towns face personnel and facility issues in providing long-term care and support to senior citizens. This section deals with services and facilities related to health security.

Question 2a: How likely are you to move out of Brooksville after a certain age or point in your life?

5 – Very Likely	4 - Likely	3 – Somewhat Likely	2 –Not Very Likely	1 – Not at all Likely

Question 2b: Are you concerned about your ability to access health related and home support services in Brooksville at present?

5 – Very Concerned	4 – Concerned	3 – Somewhat Concerned	2 –Not Concerned	1 – No worries at all.

Question 2c: Are you concerned about your ability to access health related and home support services in Brooksville in the future?

5 – Very Concerned	4 – Concerned	3 – Somewhat Concerned	2 –Not Concerned	1 – No worries at all.

Question 2d: If you are concerned now or will be in the future, please provide examples of types of services/supports that would help you? If you are not concerned, please state why.

Question 2e: Would you access and utilize telehealth and other internet-based health services if they were available?

5 – Very Likely	4 – Likely	3 – Somewhat Likely	2 –Not Very Likely	1 – Not at all Likely

Question 2f: Please explain your response to this question.

Q1 How would you rate organized recreation, such as school-based sports, town and community sponsored/organized recreation (after school sports clubs, summer/winter camps) in Brooksville?

ANSWER CHOICES	RESPONSES	
Highly Satisfactory	18.18%	8
Satisfactory	45.45%	20
Somewhat Satisfactory	22.73%	10
Unsatisfactory	11.36%	5
Very Unsatisfactory	2.27%	1
TOTAL		44

Q2 Please explain your response to question 1:

Answered: 44 Skipped: 13

Q3 During which season(s) are you most likely to access recreation opportunities in Brooksville?

ANSWER CHOICES	RESPONSES	
Summer	21.15%	11
Fall	1.92%	1
Winter	3.85%	2
Spring	0.00%	0
All Seasons	73.08%	38
TOTAL		52

Q4 What might be improved, added/removed to improve recreational opportunities?

Answered: 43 Skipped: 14

Q5 How would you rate the quality of outdoor recreation opportunities in Brooksville, such as Holbrook Island Sanctuary, Blue Hill Heritage Trust lands, Sedgwick Brooksville Town Landing, etc.?

ANSWER CHOICES	RESPONSES	
Highly Satisfactory	69.64%	39
Satisfactory	26.79%	15
Somewhat Satisfactory	1.79%	1
Unsatisfactory	0.00%	0
Very Unsatisfactory	1.79%	1
TOTAL		56

Q6 What changes/improvements would lead you to engage in more recreational activities in Brooksville?

Answered: 43 Skipped: 14

Q7 How likely are you to move out of Brooksville after a certain age or point in your life?

ANSWER CHOICES	RESPONSES	
Very likely	7.41%	4
Likely	12.96%	7
Somewhat Likely	12.96%	7
Not Very Likely	33.33%	18
Not at all Likely	33.33%	18
TOTAL		54

Q8 Are you concerned about your ability to access health related and home support services in Brooksville at present?

ANSWER CHOICES	RESPONSES	
Very Concerned	12.50%	7
Concerned	10.71%	6
Somewhat Concerned	28.57%	16

Not Concerned	26.79%	15
No worries at all	21.43%	12
TOTAL		56

Q9 Are you concerned about your ability to access health related and home support services in Brooksville in the future?

ANSWER CHOICES	RESPONSES	
Very Concerned	14.29%	8
Concerned	26.79%	15
Somewhat Concerned	37.50%	21
Not Concerned	12.50%	7
No worries at all	8.93%	5
TOTAL		56

Q10 If you are concerned now or will be in the future, please provide examples of types of services/supports that would help you? If you are not concerned, please state why.

Answered: 46 Skipped: 11

Q11 Would you access and utilize tele-health and other internet-based health services if they were available?

ANSWER CHOICES	RESPONSES	
Very Likely	43.64%	24
Likely	21.82%	12
Somewhat Likely	16.36%	9
Not Very Likely	10.91%	6
Not at all Likely	7.27%	4
TOTAL		55

Q12 Please explain your response to Question 11:

Answered: 49 Skipped: 8

Focus Group Notes

CP FOCUS GROUPS: NOTES 08.16.2018

Environment

(Areas to be preserved, natural resource protections, water, scenic views)

concerns - value coastline, watersheds
areas - Really appreciated - Please maintain.
Highly - impact of climate change on environment
Health impacts
economic impact sea level
assessment -
energy needs - environment/opportunity solar
scenic view ordinance
solar power - Tremont -
Storms/draughts / downed trees / fire
hazard
Southern pine cover forestry water availability

RECREATION

(Areas to be preserved Natural Resource Sections, water, scenic views)

(Trails, parks, Shore Access, ballfields, YMQ membership)

public

affordable utilities, Sust. energy, roof shingles
solar cells -
Furbenies

we own natural resources
and want to care for them

Environment

(Areas to be preserved, Natural resource protections, water, scenic views) V

Assesment of potential impact of sea level r~~ise~~
 and other impacts of climate change.

~~General Impact of Natural Resources~~

► General Impact of Climate change on Natural Resources ◀

- * coastal safety ^{Health} issues
- * Economic impacts
- * Energy ne

- solar opportunities?

Comprehensive view ordinances?

RECREATION

(Trails, • parks, Shore Access} ballfields, YMCA membership)

♡ =

v.e. private shore _

Economic Development

What makes up a good Main Street/Downtown:

(Microbusinesses, sidewalks, street lights, parks, shopping, artisans)

Bucke Harbor - a store year round. Area of
 congregation + nature the stores. A center store -
 Community Center + Farmers Market.

A place with parking. Good shoulder to walk
 or wider area.

What is needed in order to boost the economy of Brooksville: Ideas

Downtown Center/industrials Park/Parking/internet/waterfront industries/agriculture/tourism/home businesses

(Microbusinesses, sidewalks, street lights, parks, shopping, artisans)

Store year Round - Buck's Haber - Store closing
Area of congregation
Nurture Store &
F. market
parking - shoulder x
Case - right only
Wifi access
townhouse - serves Res - some resource gathering

What brought you to Brooksville
consistent wifi - (Webpage - Brooksville marketing)

Bagaduch
Long range
Local currencies
Community
People invested
in community

What is needed in order to boost the economy of Brooksville: Ideas
Downtown Center/Industrial Park/Parking/Internet/waterfront industries/agriculture/tourism/home businesses

Farmers invest in businesses - Risk takers -
work with grant -
marketing under Brooksville
business cater to everyone
Seek successful busin
tourism - McCloskey
elder-care assistance
Public trans. portation
to Brooksville
Tender Heart
Successful

Sense of center
Saddled w/
disbursed
facilities
extra-succes.

Money to invest into businesses - risk takers.
 Biz to cater to all. Thinking of biz like Horseshoe
 Care Built Building. Something year round.
 Tourism like Rob. McCluskey Festival. Elderly care/assisted
 Community
 Public Transportation/Elder Bus.

Economic Development: What makes up a good Main Street/Downtown:
 (Microbusinesses, sidewalks, street lights park shopping artisans)

Substance of survey - we
 difficult part page one

WiFi hi speed internet
 employment opportunities - commuting distance
 affordable housing - trailers
 quality education
 reliable land lines

Attracting/Retaining families to Brooksville: What is needed?

(Education and schools, Daycare, family recreation, YMC A membership, after school programs, affordable housing)

Elderly Issues and Services

(housing, medical, transportation)

affordable electricity
heating - affordable
need better medical svcs. of shortage of docs.
expansion transportation / no ability
good insecurity

(housing, medical, transportation)

Employment opportunities
Overall climate, education / communication / transportation
Possible tax incentives
entrepreneurial mentors

Attracting/Retaining families to Brooksville: What is needed?

(Education and schools, Daycare, family recreation, YMCA membership, after school programs, affordable housing)

school programs, affordable housing, opportunities
AFFORDABLE
EMPLOYMENT & HOUSING
1. HI-SPEED INTERNET
COMMUTABLE DISTANCES FOR JOBS
QUALITY EDUCATION
RELIABLE LAND-LINE

Local +
-7865 w/ins
community
distance on
good roads
year round

Elderly Issues and Services

(housing, medical, transportation)

AFFORDABLE UTILITIES / ^{electricity} heating
SUPERIOR MEDICAL SERVICES, ATTRACT MED. PROF.
EXPANSION OF TRANSPORTATION / MOBILITY OPPORTUNITIES

employment opportunities

encourage on the premises - incentives?

Professional Assistance

~~Tax Incentives to bring companies here~~
STIMULATE THE ECONOMY THROUGH EDUCATION, COMMUNICATION & TRANSPORTATION - LEADING TO A HEALTHY ECONOMY = JOB CREATION

Traffic and Congestion Problem Areas, Roads, Sidewalks, Bike Lanes

problem areas, roads, sidewalks, bike lanes)

walking- shoulders, signage in risky areas
Walking trails
signs warning pedestrians
state roads walking paths bikes
off Coastal road

Emergency Services

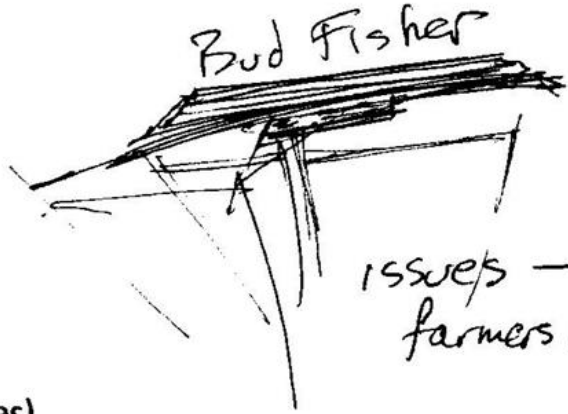
(fire, ems, police coverage)

all signs - tax

Regional Concerns

Peninsula Ambulance

technology & full time
teacher Nancy Sanford



issues - farmers market

Traffic and Congestion

(problem areas, roads, sidewalks, bike lanes)

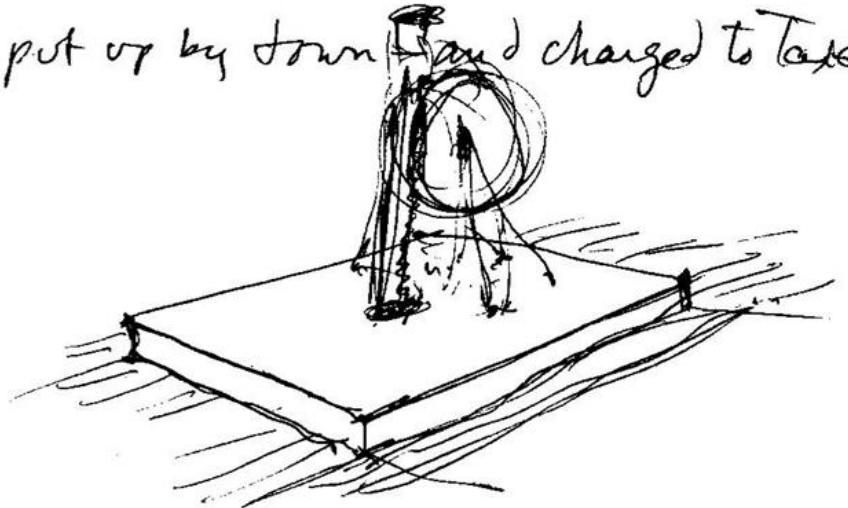
walking paths, sidewalks
fill in the shoulder

difference between state roads & town roads
maybe separate walking paths -> get walking shoulders
if we wanted to do this - what is our relationship to the state
signs: careful! walkers

Emergency Services

(fire, ems, police coverage)

green sign for each (provided by town)
house - so that EMS
put up by town and charged to taxes



Skip Eaton
person to have
ones drive

Regional Concerns

peninsula ambulance! good -
176 from Donahouse/Varmville - abrupt ups
& downs, corners

What are the characteristics of Brooksville that you like the most:

(Quaint village, quietness, small town feel, farmland, shore, views, taxes, less

^{traffic}
 Rob Chatterly - rural, small connect w/ community
 community participation, diversity - background educ.
 interests tend to cooperate. get along, low
 beam great town staff library - not faceless
 make "life work." sense of quality do it well.
 Beautiful - psych/physical health
 food is amazing - easy to feed yourself -
 Beauty - careful zoning to protect respect
 homeownership but careful planning.
 intangible sense of place / town participation
 open doors will address to town participation
 sense of safety

What are the characteristics of Brooksville that you like the most:

(quaint village, quietness, small town feel, farmland, shore, views, taxes, less traffic

Characteristics that you dislike the most:
 want local population to attend walk more places bike
 (quaint village, quietness, small town feel, farmland, shore, views, taxes, tourism,
 traffic, too far from shopping) Norumbega Rd jobs need internet
 "litter" roadside
 obscure food scarcity -
 food insecurity - peninsula wide issue
 School lunch - proud people - won't ask for help.
 divide town / zoning discussion
 should take place
 "too old" aging population - need to attract
 young people
 affordable housing
 No public transportation
 Real estate prices
 WIFI
 think of species as
 habitats

Characteristics that you dislike the most:

(quaint village, quietness, small town feel, farmland, shore, views, taxes, tourism,

~~Frame, too far from shopping~~
Signage/enforcement -
MDOT Ditching
Breakfast / School / Kids



Poster for Meeting

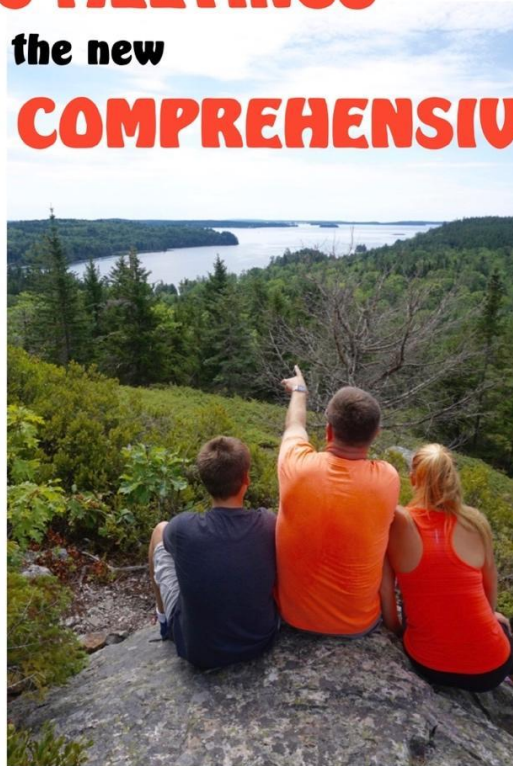
NOTICE !

you are invited to

PUBLIC MEETINGS

to discuss the new

TOWN COMPREHENSIVE PLAN



When and Where?

October 14 ~ 7 PM ~ Community Center

November 4 ~ 7 PM ~ School

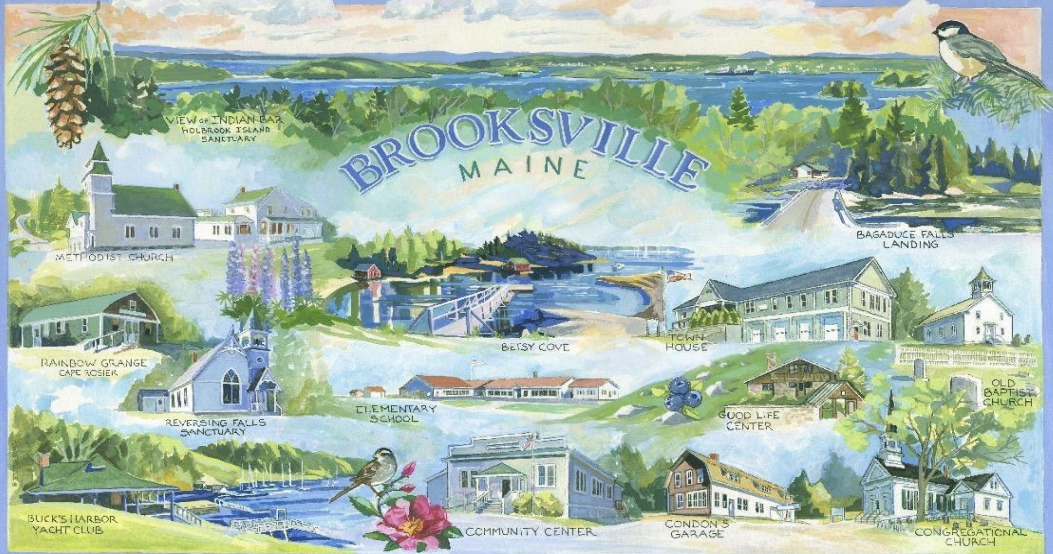
All are welcome

Informal Discussion, Q & A

For more information, call Debbie at 326-8788

Comp Plan Summary

Draft Comprehensive Plan SUMMARY



Town of Brooksville
October, 2021

Brooksville Comprehensive Plan
prepared with the technical assistance of
Hancock County Planning Commission
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Looking toward the future from John B Mountain

Cover Image courtesy of Annie Poole
Full size copies of the poster are available from anniepoole.com

Photos throughout by Chris Raphael

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Town of Brooksville, Maine

First settled in 1777
 Incorporated June 13, 1817

Celebrating 200+ years

SELECTMEN AVAILABLE
WEDNESDAY MORNINGS
 1 Town House Road
 PO BOX 314
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A Unique & Friendly Maine Town

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 Mark Hurvitt

BROADBAND INITIATIVE COMMITTEE
SEA LEVEL RISING & CLIMATE CHANGE

October 1, 2021

Dear Brooksville Community Member,

This is a Summary of the 150-page, new Draft of the 2021 Brooksville Comprehensive Plan. Our hope is that this Summary will make the full Plan more “user friendly” and that you will find it interesting.

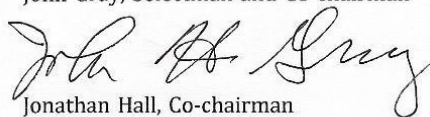

The Comprehensive Plan Committee began the process of writing the Draft Plan in 2018, starting with a community opinion survey. As each section of the Draft Plan was completed, it was posted on line and made available at the Townhouse for public comment.

Now that all sections are drafted, we are preparing to send the Draft Plan to the State for their necessary review and approval. We welcome your input on the Draft Plan between now and the end of November.

Comments can be left online per instructions on the Comprehensive Plan section of the Town Webpage, or on comment sheets available in the Library, where you can find copies of the entire Draft Plan. We look forward to hearing from you.

The Final Plan, (which may include changes required by the State, as well as changes suggested by you) will be considered for approval by the voters at the March 2022 election.

Sincerely,
For the Comprehensive Plan Committee:

John Gray, Selectman and Co-chairman

 Jonathan Hall, Co-chairman


Summary of Chapter A Population

Brooksville’s median age of 55 is higher than the surrounding towns and the State. At the present time, we may be the “oldest” town in Maine. We also have a higher median income than the surrounding towns and the State, and the population over the age of 25 has a higher educational attainment than the surrounding towns and county. There has been a “gray shift”: the school-age and workforce-age population has decreased as a proportion of the total population.

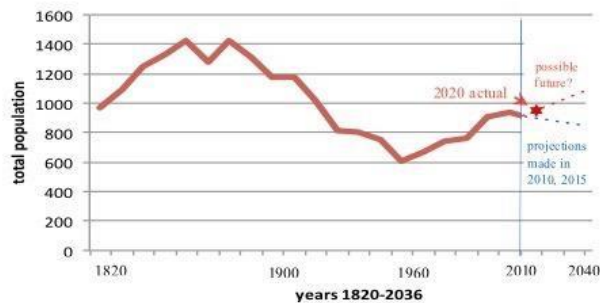
Official projections made between 2010 and 2019 predicted that Brooksville’s population would gradually decline. However, when the 2020 census results were released, it was discovered that Brooksville had in fact gained two people over that decade, going from 934 to 936. Since over those years 116 of our residents had died, new births and in-migrants apparently reversed the declining trend, keeping the population stable.

Brooksville’s seasonal population has increased significantly since 2000. In 2017, 55%, or 512 out of 938 housing units, were vacant seasonally (mostly during the winter). This implies an increase of approximately 1,200 persons in the summer months, based on current average household size. A doubling of population in summer is not unusual in coastal towns.

Because of countrywide changes created by climate change (fires, floods, hurricanes and heat waves), Maine has become a desirable destination for many, and this is confirmed by the experience of local realtors. These recent changes make it difficult to predict accurately how Brooksville’s population will change in the future, though an increase seems likely if the trends of the past several years continue. Additional conversion of seasonal to year-round residence seems likely.

Given these trends, the main issue for Brooksville is to attract and welcome younger people and families to the area in order to maintain the vitality of the community and economy, while maintaining our rural character and close knit community. As they did in 2006, most survey respondents expressed the wish to attract more young families to town, and to retain those we have. Better broadband should help toward this goal. Programs that foster aging-in-place will continue to be important for Brooksville’s residents.

Changes in Brooksville's Population



Summary of Chapter B Economy

According to the Maine Department of Labor, in 2018 Brooksville's labor force consisted of about 433 persons in the year-round population. (This does not include self employed persons, of whom Brooksville has many, but it does include a small number of unemployed persons seeking work.) The chief employment sectors for this labor force are Education and Healthcare (24%), Construction (13%) and Manufacturing (12%). Arts, Entertainment, Recreation and Food Service employ 11%, while Agriculture, Forestry and Fisheries employ another 9%. Most of the employers are located out of town, except for the construction and natural resources-based sectors. Thus commuting distances and times are important for Brooksville residents. Both of these commuting factors have improved over the past decade.

Brooksville's beautiful rural landscapes and pristine coastal areas are major economic assets of the town. Seasonal residents contribute greatly to the tax base, directly and indirectly. Major in-town employers include the Seal Cove Boat Yard, Buck's Harbor Marina, and Hiram Blake Camp. During the summer, housing, feeding and entertaining the influx of visitors, seasonal residents, campers and hikers provide important employment and opportunities for local business, including tourist accommodations. Most residents support economic growth that is consistent with the Town's rural nature. The 2018 public opinion survey showed strong support for limiting heavy industry and certain types of retail ("big box stores") in Brooksville.

Although Brooksville has a lower unemployment rate than surrounding towns, it still needs to find ways to attract more young people to the Town in order to maintain its vitality. Increasing Broadband access is considered to be an important way to do this, as will providing more affordable housing units. It will also be important to anticipate the effects of climate change, which may significantly affect important local economic activities, particularly those related to fishing and agriculture.

Finally, Buck's Harbor Market, which is an important hub of both economic and social activity in town, needs support from the town and/or an organization of local residents if it is to continue to function. A local seasonal resident has subsidized it for the past several years, but we have been informed by this resident that this arrangement cannot continue indefinitely.

Seal Cove Boatyard: Brooksville's largest employer



Summary of Chapter C Housing

While the official ‘affordability index’ for Brooksville has fluctuated between affordable and unaffordable in the last three years, anecdotal evidence collected by the Comprehensive Planning Committee clearly indicates that there is an affordability problem: a farmer told us he was having to convert work sheds into housing for his employees; a teacher told us she had to find new housing every year because she depended on seasonal rentals; workers at the local market told a similar story. And these are just a few examples. Affordability is also an issue for many retired residents, particularly those on fixed incomes. This is clearly a problem the town needs to face and solve if it is to guarantee a supply of housing for a multi-occupational and multigenerational community and maintain a vital economy in the coming decades, which is a goal strongly supported by survey respondents.

The most significant changes in Brooksville’s housing stock are that there are now more seasonal units than year-round homes, and that there has been a significant decrease in the number of mobile homes as a percentage of all dwelling units in town. Observation indicates that many mobile homes have been replaced by permanent houses on the same land parcels.

It is apparently difficult to obtain accurate figures for seasonal properties from the census data. To get a more accurate picture of local housing trends it is recommended that the town consult the assessing office and conduct its own surveys. Planning to ensure adequate housing stock for all segments of the population requires that data be as accurate as possible.

Anecdotal evidence from local news and real estate sources suggests that there has been a significant spike of interest in the past year among people from other parts of the country in moving to coastal Maine. If this trend continues, homes are likely to become even less affordable in the near future. Brooksville needs to keep this in mind as it seeks solutions to its housing problem.

The Plan establishes this overall goal for Housing:
Recognize that Brooksville’s viability, economy and overall wellbeing depend upon housing that is safe, energy efficient and affordable for a multi-occupational and multi-generational community.

To achieve this goal, the creation of a Housing Committee is recommended. This committee would look into the existing land use regulations to see what could be done locally to encourage or create more affordable housing. One popular concept for the near term is to encourage accessory apartment additions to existing structures, where the site is suitable. The Housing Committee would also study what is being done to address housing issues in other communities similar to Brooksville.

Building an affordable house - in Sedgwick!



Summary of Chapter D Transportation and Mobility

The 2018 public opinion survey indicated a general satisfaction with the Town's maintenance of roads, and snow removal and sanding. As in 2006 a major concern of residents was the lack of bicycle paths/lanes, and lack of pedestrian infrastructure on roads frequently used by pedestrians, especially those in the vicinity of Buck's Harbor. The lack of public transportation was a concern of many, especially as it affects senior citizens who do not drive. Recent mobile software applications like "Mobility as a Service" (MaaS) could help alleviate this problem. Possible impacts of climate change and vehicle electrification are also concerns.

In 2018 Brooksville had 50-57 miles of public roadways. Although Brooksville has had relatively few accidents compared with other nearby towns, (and no "HCL's" – High Crash Locations), certain roads have been identified as inviting accidents because of a tendency of motorists to drive at unsafe speeds for the existing road conditions, particularly parts of Herrick Road, and Coastal Road between Timothy's Lane and Route 15.

This chapter provides an inventory of the roads Brooksville maintains and an assessment of their condition. However, there are several discrepancies between E-911 road database maintained by the town, and the information on Brooksville's roads provided by the Maine DOT. These discrepancies should be reconciled as soon as possible.

Traffic volumes in Brooksville have not changed significantly since 2011. However, the data only represents averages, and not seasonal fluctuations. Many of Brooksville's roads are used much more heavily during peak tourist seasons both by vehicular traffic, and cyclists and pedestrians. The DOT should be encouraged to provide traffic volume records that reflect significant seasonal variations, as this would help the town in planning its transportation infrastructure.

Parking is a major problem in Brooksville, especially in the Buck's Harbor area in the summer. The Buck's Harbor Market and associated Buck's Restaurant; the Farmer's Market; traffic associated with nearby marine facilities like the Yacht Club, Bucks Harbor Marine and Betsy's Cove Landing all generate traffic in this area which needs to find places to park, often at the same time. Betsy's Cove Landing presents a particular challenge. Vehicles may only enter from one direction along Route 176 and vehicles with trailers cannot remain in the parking lot. There is no obvious solution to this problem.

The Sea Level and Climate Change Committee will work to identify those parts of the Town's transportation infrastructure threatened by sea rise and extreme storm events and also changes required by the introduction of electric vehicles (EV's).

The goal as stated in the plan is **to ensure that a safe, convenient, well-maintained, economically feasible transportation system with diverse options, is available to all residents.** Among the initiatives to achieve this goal are creating EV charging stations, improving bicycle and pedestrian safety, and increasing the number and variety of public transportation options.

Summary of Chapter E Public Facilities and Services

Respondents to the 2018 survey characterized the town government as very responsive to their needs.

There are no new law enforcement issues in town: residents expressed satisfaction with the existing state and county services. Residents expressed some concern about traffic moving at excessive speeds on certain stretches of road frequented by pedestrians: low-cost solutions are discussed in Chapter D. 93% of survey respondents rated the emergency medical services provided by the Peninsula Ambulance Corps (PAC) and Life Flight of Maine as adequate to excellent. The school needs a better roof and septic system, the salt pile needs to be covered with a shed, and the Town needs to acquire a power grader. Betsy’s Cove needs dredging and more parking area. Future climate change will create impacts from storm surges and tidal flooding of roads and culverts. The Town should prepare for the advent of electric vehicles, and take steps to conserve energy through installing LED lights.

Other key concerns and ways to address them are:

- 1. Improving solid waste disposal and recycling.** Brooksville is studying the feasibility of establishing a combined transfer station with Brooklin and Sedgwick to maximize efficiencies and effectiveness.
- 2. Maintaining educational quality if enrollment decreases.** School enrolments have slightly decreased for the third year in a row. The issue of how to attract more families to the area is discussed in the Population chapter (A) and the Economy chapter (B). Maintaining high quality education programs and retaining dedicated and qualified teachers will help to maintain or increase enrollment: having a school in town is a significant asset for the community.
- 3. Maintaining fire-department service in the face of lower volunteer participation.** The Fire Department facilities will see some upgrades and a new fire station is planned for Cape Rosier. However the most pressing issue is sustaining enough volunteers. If this cannot be done the town will need to consider a paid force that is a shared resource between multiple towns.
- 4. Town House office space and staffing levels.** The overcrowded conditions at the Town House will be relieved by a proposed 420 square foot addition. If new ordinances that require town monitoring, record keeping or reporting are approved by the town, the town will need to review staffing needs and hours of operation to make sure they are adequate to meet the new demands.

Across the road from the Town House



**Table E-4
Capital Investment Projections**

Item	Current Balance 12/30/2021	Budget 2021	Estimated Budget (1)		
			Within 5 Years	5-10 Years	Beyond 10 Years
Betsy's Cove Dredging and Parking Space Addition: \$615,000 estimate with Maine DOT participation by grant of \$250,000		\$60,000	\$310,000		
School Roof Upgrades	\$5,000		\$30,000		
Highway Equip. esp, New Grader					\$300,000
Salt Shed (2)	\$125,973	\$20,000		\$425,000	
Public Services Building Addition (3)	\$20,000	\$5,000		\$350,000	
EV Charging Stations (3 planned) (4)	\$10,000		\$50,000		
School Septic (5)	\$35,000	\$10,000	\$50,000		
LED Light Upgrades – Community Center (6)			\$8,000		
Fire Department LED Light Upgrades			\$5,000		
North Brooksville Fire Station (7)	\$55,000	\$10,000	\$281,000		
Cape Rosier Fire Station	\$0	\$0	\$0	\$0	\$0
Broadband (8)			Unknown		
Municipal Revaluation	\$45,000	\$10,000	\$150,000		
Fire Truck	\$50,000	\$5,000			350,000
School Bus	\$42,500			Unknown	
TOTAL	\$345,973	\$120,000	\$884,000	\$775,000	\$650,000

For detailed notes please see Chapter E

Multi-purpose Town House, Fire Station and Library



Summary of Chapter F Recreation and Health

Brooksville residents expressed a high degree of satisfaction with the recreational opportunities available in Town, particularly outdoor recreational opportunities (and related outdoor educational programs) provided by local land trusts and Holbrook Island State Park. The creation of Sedgwick-Brooksville Walker Pond Town Landing in 2013 represents a significant addition for local access to freshwater and an increase in opportunities for boating, swimming, fishing and beach related activities. The establishment of the Lawrence Family Fitness Center in nearby Blue Hill significantly improves access to healthy recreational activities during the winter, and recent establishment of a community garden in town has provided another new kind of recreational activity for residents.

Although the town provides some organized recreational activities at the Community Center, the Townhouse and our local softball field, survey respondents expressed a wish for more of these, especially activities appropriate for older residents. A number of residents expressed a wish for a public outdoor basketball facility and/or tennis/pickleball court in town. As in 2006, many residents expressed a wish that local roads were safer for pedestrian and bicycle traffic.

In the 2006 plan, the creation of a Recreation Committee was recommended to facilitate recommended improvements. This was not done, but seems necessary if any of the suggested improvements listed above are to be realized.

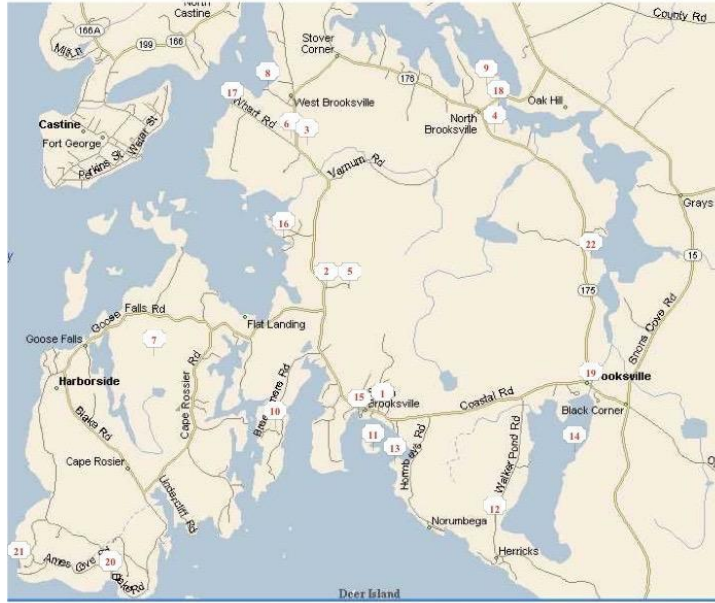
Regarding Health facilities, Brooksville is too small to have any of its own, and a significant change since 2006 has been the curtailment of many common surgical procedures by the Blue Hill Community Hospital. This has necessitated longer trips to health facilities in Ellsworth and Bangor, which is particularly a problem for older residents who require transportation. Many residents said they would use telemedicine if their internet access enabled it.

The closure of both the Penobscot and Deer Isle Nursing Homes has made the access to age-in-place facilities and home care services more vital than ever.

Play ball!



Public Access Recreation Areas



Note: Some of the road names shown on this map are in error! "Walker Pond Rd" = Herrick Rd; "Varnum Rd" = Varnumville Rd; "Goose Falls Rd" = Back Rd; "Blake Rd" = Cape Rosier Rd; "Wharf Rd" = South Wharf Rd

1	Community Center
2	Public Service Building
3	Elementary School
4	Reversing Falls Sanctuary
5	Athletic Field
6	Soccer Field
7	Holbrook Island Sanctuary State Park
8	Ferry Landing Natural Area
9	Snow Natural Area
10	John B. Mountain
11	Harbor Island
12	Lookout Rock Preserve
13	Pilot Point Preserve (water access only)
14	Sedgwick-Brooksville Walker Pond Town Landing
15	Betsy's Cove Town Landing
16	Dodge's Point Town Landing
17	South Wharf Road Town Landing
18	Bagaduce Falls Town Landing
19	Walker Pond Outlet
20	Bakeman Beach
21	Ames Cove Beach (no parking, Brooksville residents only)
22	Bagaduce River Canoe Access

Summary of Chapter G Marine Resources

Public Access to Salt Water

In 2001, the Town completed a public dock in Betsy's Cove, joining an earlier public access dock at the Town Landing in Smith Cove, and the mooring sites in Holbrook Island Sanctuary. However, in the 2006 survey, a major issue for the town was still the lack of adequate public access to Brooksville's salt waters: only 33% thought it was good to excellent.

By 2018 there was a significant positive shift in residents' views on this subject, with 57% rating public access as good to excellent. The reason for this shift is probably because during the intervening years, the town had developed three more salt water access points: Bagaduce Falls Town Landing in North Brooksville; Dodge's Point Town Landing in Smith Cove; and a right of way to the Bagaduce River on South Wharf Road. The Blue Hill Heritage Trust created a public canoe access portage to the Bagaduce River. To add to this, in 2021 the Town accepted Bakeman Beach as a gift from the Maine Coast Heritage Trust. In the near future, a necessary replacement of the seawall at the "Golden Stairs" will add 4 -6 new parking spaces to Betsy's Cove Landing. The town has also been exploring ways of providing all-tide access to the floats at Betsy's Cove, which would provide the only all-tide public access in Brooksville.

Private access to salt water is provided by the Buck's Harbor Yacht Club, the Clifford Family Dock, Buck's Harbor Marina, and Seal Cove Boatyard.

Marine Resources & commercial harvesting

While shell fishing continues in Brooksville, it has been on the decline partly due to green crab predation of the clam populations. The town decided not to fund a Shellfish Conservation Ordinance in 2014 so there are currently no local restrictions on clamming.

Brooksville, and the Bagaduce River in particular, have good potential for aquaculture. There are currently two commercial leases for suspended oyster culture in the river. Aquaculture moorings in Brooksville require a town permit. Kelp could be farmed off Cape Rosier and Harborside, but there are no such projects proposed. Seaweed harvesting, controlled by the shoreland property owner, may no longer be a significant commercial activity in Brooksville, as the 10 licenses granted in 2020 have dropped to only one in 2021. Local farmers make good use of the seaweed that has washed ashore. There has been a regional effort to restore alewives to the peninsula. A three-town Peninsula Alewife Committee is working on restoration of alewives to Meadow Brook.

Lobster fishing is a significant source of employment in Brooksville. The average number of lobster/crab licenses granted from 1999-2004 was 34. The average number for 2016-2020 was 60, but dropped precipitously to 27 in 2021 (from 58 in 2020). Recent data was requested repeatedly from the Department of Marine Resources regarding the number of lobster tags issued, fishing boats registered in Brooksville, and retail and wholesale seafood licenses, but it hasn't arrived yet. The most recent data available was from the year 2002. Given the importance of this sector of Brooksville's economy, more needs to be understood about this subject, and the reasons for the recent changes.

Marine Moorings and Floats

The Harbormaster keeps track of the moorings and floats in Brooksville waters. For the year 2019, there were 886 of them. Many of these are seasonal facilities owned by summer residents.

Area	Number
Bagaduce River	32
Buck’s Harbor	345
Cape Rosier (Orcutt Harbor to Head of the Cape)	231
Eggmoggin Reach	38
Harborside (including Tom Cod Cove)	48
Smith Cove	199
TOTAL	886
<i>Source: Brooksville Harbormaster</i>	

Protection and Maintenance of Marine Resources

Maintenance of the existing and possible future public access facilities is the responsibility of the Harbor Committee, working with the Sea Level Rise and Climate Change Committee to predict future threats to these facilities.

Because the ocean environment is global, protection and maintenance of the marine resource is a statewide and even a multi-national responsibility. The Sea Level Rise and Climate Change Committee can maintain a vigilant understanding of threats to the resource and communicate those threats, and possible mitigating measures, to the town.

Brooksville can also do its small but responsible part to assist the global effort by keeping its 56 miles of shorefront free from pollution and overharvesting of species that tend to remain local, like clams. To that end, Shoreland Environmental Protection Ordinance can be reviewed to see if changes that would limit erosion and surface runoff from new development are warranted.

A delectable Brooksville marine resource!



Summary of Chapter H Water Resources

Drinking Water quality

Brooksville residents depend primarily upon bedrock wells for their drinking water. Some wells have high levels of iron, arsenic and radon requiring water treatment, and recent changes to water testing standards allow a more accurate analysis of water quality. Well owners should take advantage of these new tests to make sure their water is safe to drink. Although the Callahan Mine and the municipal salt/sand pile are considered possible threats to ground water, no problems have been identified. The DEP has rated the overall quality of Brooksville's ground water at GW-A, the highest water quality classification.

Groundwater Quality and Pollution

Good progress has been made in reducing point source pollution in Brooksville, such as pollution from discharge pipes, dumps and drainage ditches. In 2006 there were eight overboard discharges in town and the Callahan Mine was leaching heavy metals into Goose Pond. There is now only one overboard discharge listed by the DEP, and significant progress has been made in limiting pollution from the mine site.

Fresh Water Access

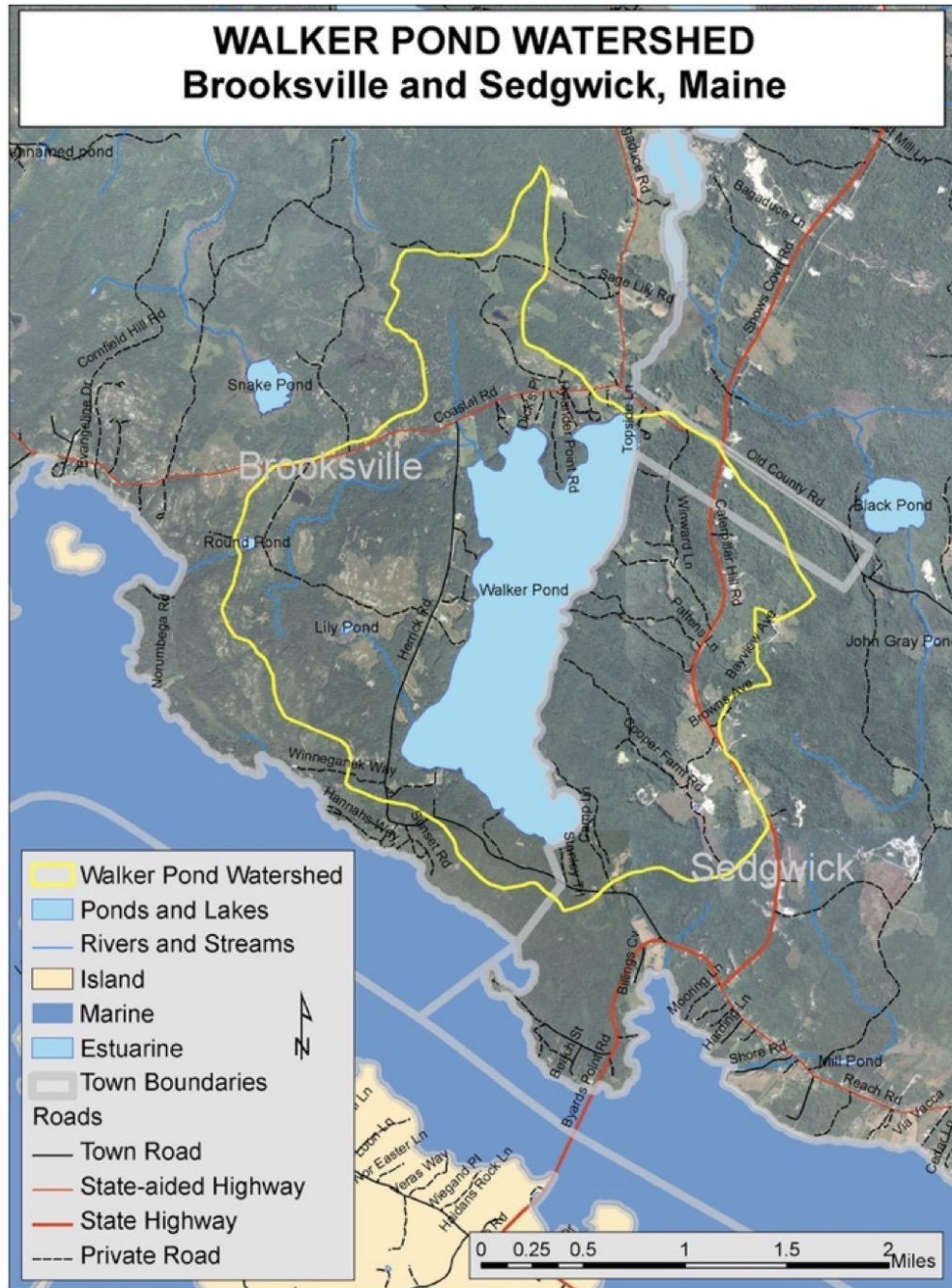
Public satisfaction with access to fresh water ponds increased significantly between 2006 and 2018 due to the creation of a public beach and boat launch at Walker Pond. Also, Brooksville has recently taken over ownership of a park at the outlet dam for Walker Pond from Maine Coast Heritage Trust. This is the site of a dramatic alewife migration in the spring, and the park will greatly improve public access to this spectacle.

Protection of Brooksville's Water Resources

At the projected rate of population growth, water supplies in Brooksville should be adequate for the foreseeable future. Brooksville's current measures to protect water resources are: 1) the Shoreland Environmental Protection Ordinance; 2) the town's subdivision review standards; 3) the requirement that all new structures obtain a Subsurface Wastewater Disposal permit from the Code Enforcement Officer; and 4) the Courtesy Boat Inspection Program at Walker Pond to prevent the spread of invasive aquatic plants and animals.

The Friends of Walker Pond (FWP) are active in monitoring the water and wildlife in and around the Pond. In 2019 the FWP sponsored a watershed survey that found no significant sources of pollution or other pressing problems. There is, however concern about the vulnerability of the Pond to rising phosphorous levels that could result from increased development activity in the watershed.

The Bagaduce Watershed Association is another local organization that helps to promote and protect the Bagaduce River and its watershed.



Map provided by Friends of Walker Pond

Summary of Chapter I Natural Resources

The term “Natural Resources” covers wildlife (animals and birds and their habitats including wetland areas), fisheries (both fresh and saltwater), rare plants, natural areas, and scenic resources. With its low population density, diverse geography and rural nature, Brooksville has abundant natural resources that are important to the town’s economy and quality of life. As in 2006, the 2018 survey indicated that residents recognize the value of our natural and scenic resources and strongly support their protection.

The inventory of natural resources in Brooksville has not changed appreciably over the last decade or so. With respect to the wild animal population, over 19 species of mammals, over 40 species of land-based birds and over 14 species of sea birds and waterfowl have been recorded. Bald Eagle populations have rebounded since 2006 so, while they are still protected in Maine, they are no longer on the Endangered Species list. Regarding fisheries, the region (including Brooksville) has adopted a coordinated approach to revitalizing the alewife population.

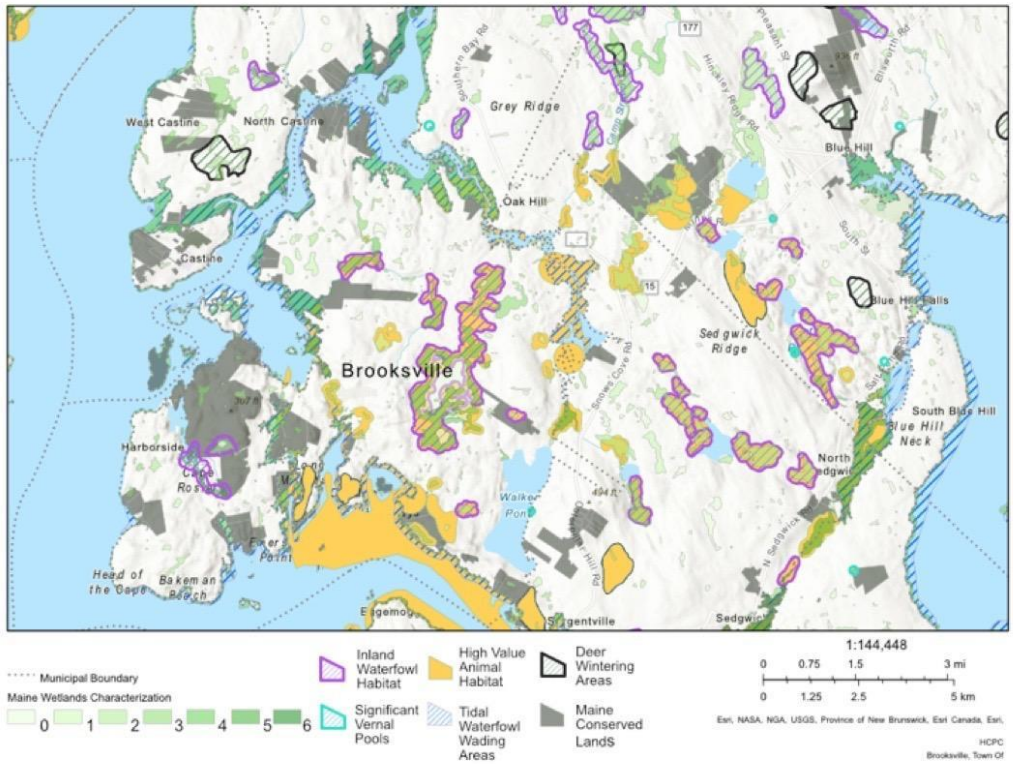
Insects are not generally listed as “natural resources” but they are important, and can be beneficial or harmful to humans and their activities. On the negative side, the brown-tailed moth, which targets hardwoods and injures humans, has recently proliferated, as have ticks. Critically important beneficial native bee populations are on the decline, and some of the more colorful and popular insects like Monarch butterflies are struggling.

While Brooksville complies with Maine State requirements for shoreland protection, additional measures should be explored for protecting other vital natural resources in town, especially wetlands. About 9% of Brooksville’s terrestrial land area consists of wetlands. Not only are they crucial habitats for wildlife (especially birds), but they also hold storm water and help prevent flooding. In addition to challenges posed by climate change, increased development could also threaten wetlands and other habitats. The Plan recommends that an inventory of critical habitats be conducted by interested citizens under the guidance of the Maine Natural Areas Program, and that land use techniques that can help preserve valuable natural resources be considered for adoption by the town.

The scenic qualities of our natural landscape are also a vital resource in town, and should be considered in any land use changes or major development projects. Not to be forgotten is the beauty of our night sky, which can be marred by unnecessary or excessive light sources being used after dark.

The overall Goal expressed in the Plan is this: **Brooksville will to the best of its ability protect its natural resources and address and monitor threats posed by climate change to said resources, as they are vital to the town’s health, safety, and economy.**

Brooksville Natural Resources

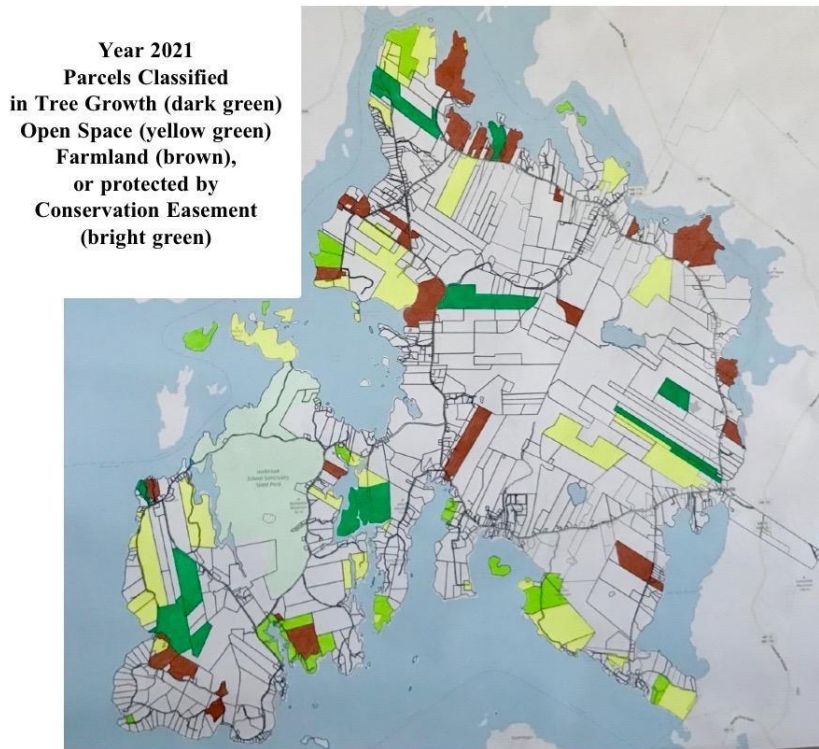


Frequently seen nowadays

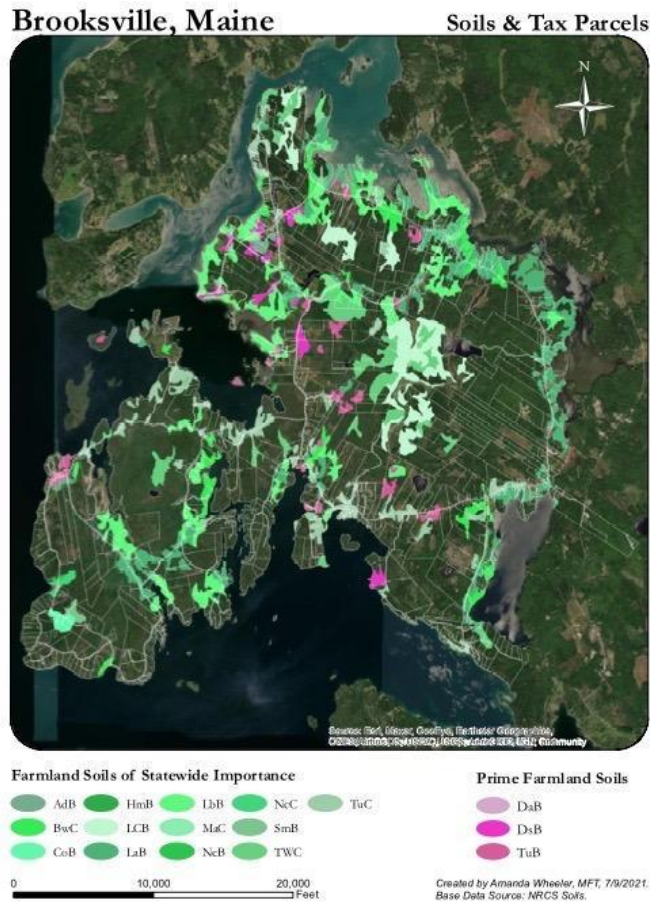


Summary of Chapter J Agricultural, Forest and Open Space Resources

Including the Holbrook Island Sanctuary state park, about 25% of Brooksville’s land area is formally devoted to open space, agriculture and/or forest uses. This map shows the parcels that are enrolled in the three statewide tax incentive programs designed to encourage these uses. The map also includes land that is not enrolled in one of these incentive programs but is protected by permanent, private conservation easements. Most of the rest of the land not classified in one of these programs in fact consists of fields and woods that have reminders of their agricultural history.



In the past, Brooksville was an important farming town, and was a center of the “back to the land” movement of the 1950s-1970s. Brooksville contains a surprising amount of land suitable for farming – over 5,000 acres or about 25% of the total soil surface is classified as either “prime farmland” or “farmland of state importance”. Small farms could become an important feature of the town in the future, as climate change makes remote sources of food more problematic. The Plan recommends the creation of an Agriculture Conservation and Enhancement Committee to study both threats to the resource and opportunities for its development. The overall goal stated in the plan is this: **Brooksville will preserve agricultural and forested land for production and benefit to future generations and promote increased local agricultural activity to ensure food security and sovereignty.**

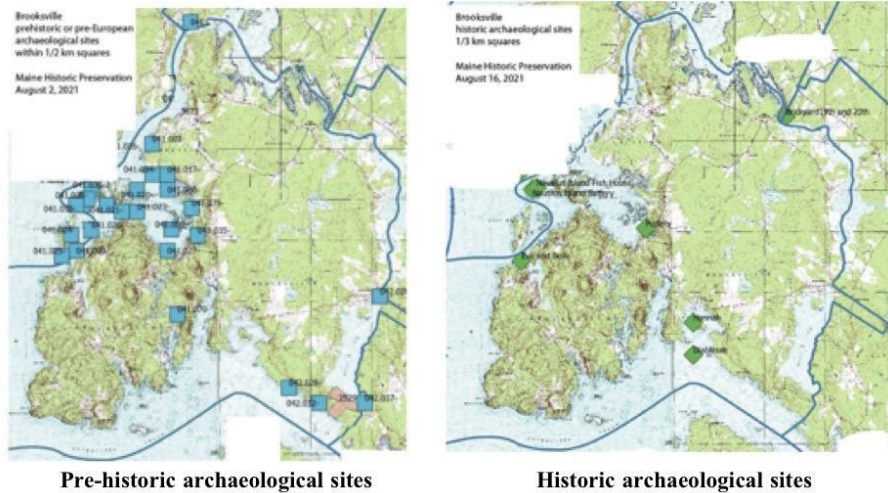


Climate change and its spin-off effects (such as new insect infestations) are creating challenges for the forests in Brooksville. It is likely that there will be irreversible changes in forest species as a result.

Open space that allows public access is an important recreational asset of the town. There are recognized benefits to the town from all types of conservation land (for example protection of groundwater, contributing to the town’s beautiful scenery etc.), but it is the public access open space that is the most highly valued. Increasing the quantity and quality of public access open space should be a feature included in any future development projects.

Summary of Chapter K Historic and Archaeological Resources

Brooksville has a number of recognized pre-historic and historic archaeological sites, shown on maps provided by the Maine Historic Preservation Commission. These sites are worthy of protection, but also threatened by climate change including especially sea level rise.



In the 2018 survey, Brooksville citizens strongly favored preservation of historic sites and buildings. However, to date there is no systematic and comprehensive inventory and evaluation of all Brooksville's historic structures and sites. Among the sites and structures mentioned in Chapter K are the following:

- Old cemeteries – there are 45 of them, documented and indexed
- Nautilus Island, important in the Revolutionary War
- Five historic churches
- Two Bicentennial Farms (out of 30 statewide), in existence since 1787
- Many old homes dating from the time of the Town's incorporation in 1817
- The site of the rope ferry to Sedgwick and the ferry to Castine
- Remains of ice works, several mills, mineral and granite mining operations

Details on these and numerous other structures need to be catalogued. Some may be eligible for inclusion in the National Register of Historic Places.

Chapter K presents a brief history of the town, noting the life of native American people, European settlement, the early natural resource-based economy, and the more recent tourism industry. Much work still needs to be done to preserve the town's historical and archaeological resources, a task that will largely fall to the all-volunteer Brooksville Historical Society.

The Goal stated in the Comprehensive Plan is the following: **Brooksville desires to protect its key historical and archaeological resources from incompatible development and undertake measures to assure the long-term enhancement of its historical sites and structures.**

Summary of Chapter L Broadband

Broadband has now become a necessity upon which many people depend for their wellbeing and livelihoods. The Town established a Broadband Committee in 2018. The Committee has exhaustively documented the inadequacy of what is available to most Brooksville residents: 75% of survey respondents expressed dissatisfaction with their service.

The consequences of Brooksville's poor internet service have been dramatized by the Covid-19 pandemic. Many students struggled with virtual classes and employees forced to work from home suffered from unreliable internet connections. Inadequate internet service will restrict economic development, reduce educational and healthcare quality, and depress property values.

There is now widespread recognition that many rural areas throughout the United States suffer from poor internet service. This has resulted in the emergence of new funding opportunities coming from various State and Federal government agencies. Brooksville, in partnership with neighboring towns, is currently moving proactively to take advantage of these new funding sources.

There is a consensus that, of the several internet service technologies available, fiber optic is the most suitable for Brooksville. Proposals to provide this service have been received from several companies, and are now being considered. A survey conducted in 2021 indicates that an overwhelming majority of respondents (91%) favor the expenditure of Town tax dollars to improve broadband, if it becomes necessary. The goal of the Broadband Committee is to **ensure that all residents of Brooksville who wish to do so can access reliable, affordable, high-speed internet services, with minimal risk or cost to the Town and taxpayers.**

Even in bad weather with the library closed, people need to work online!



Summary of Chapter M Climate Change

Sea level rise, increased shoreline erosion, rising ocean and air temperatures, and new pest infestations are likely to impact Brooksville significantly during the coming decade and beyond. In the 2018 survey, over 40% of respondents reported already noticing some or all of these changes, and more, such as increased utility outages and more property damage due to storms.

The accelerated warming of the Gulf of Maine could have a significant negative impact on the lobster and shell fishing industries in Brooksville. Warmer waters reduce populations of the species on which the livelihood of local fishermen currently depend.

Extreme weather events (both excessive rain and drought) and troublesome new species of insects and plants may also negatively impact local gardens and farms.

Extreme heat negatively affects personal health, particularly of elderly people who cannot cool their homes.

There are identified roads, culverts and areas of town endangered by rising sea level and extreme storm events. These include portions of Dodge Point Road, Indian Bar Road, Back Road, Weir Cove Road, Undercliff Road, Dog Island Road, Bridge Road and the Reversing Falls bridge, Breezemere Rd and adjacent sections of Coastal Rd. The town landings could also suffer damage.

Finally, sea level rise may threaten some significant local archeological sites, and efforts to document these should be accelerated (see Chapter K).

In 2020, Brooksville established a "Sea Level Rise and Climate Change Committee" to help the town address all of the above challenges. The Goal as stated in Chapter M is: **Adapt to Climate Change and Attempt to Mitigate its Negative Impacts on Brooksville.**

Brooksville's climate-resilience initiatives include an ongoing effort to convert its electricity source in municipal facilities from fossil fuels to solar, guided by an ad-hoc Solar Committee. The town is also encouraging the use of electric vehicles through the installation of publicly available charging stations. Other strategies include: exploring the potential for marshland restoration, tree planting, and stormwater management; defining capital improvements where needed; developing emergency procedures for severe storms; staying current with developing climate issues and mitigating strategies employed elsewhere; and, finally, keeping Brooksville residents well informed.

It's for the children.



Summary of Chapter N Current Land Use

Brooksville has remained rural, a result of both history and preference. Thus far the town's land use and development, as pursued by its inhabitants, has preserved the rural and scenic nature of the Town, and enabled a strong sense of community, good government and vital ongoing economic and cultural activities. Our 2018 survey indicates that these are the qualities residents most highly value about the town, and wish to preserve.

In the early days when transportation was by boat, the town's villages developed mostly near the harbors and mills: West Brooksville, Cape Rosier, South Brooksville (harbors); and Brooksville Corner, Harborside and North Brooksville (mills). The coastline, which is permanently protected by the Shoreland Environmental Protection Ordinance, continues to be the major site of new development. In addition to the coastline and the 6 villages mentioned above, the collector routes 176 & 175 (Coastal and Bagaduce Roads) and Varnumville Road are also sites of active development. On an acreage basis, very little of Brooksville's surface area is "developed": that is, covered by buildings and roads.

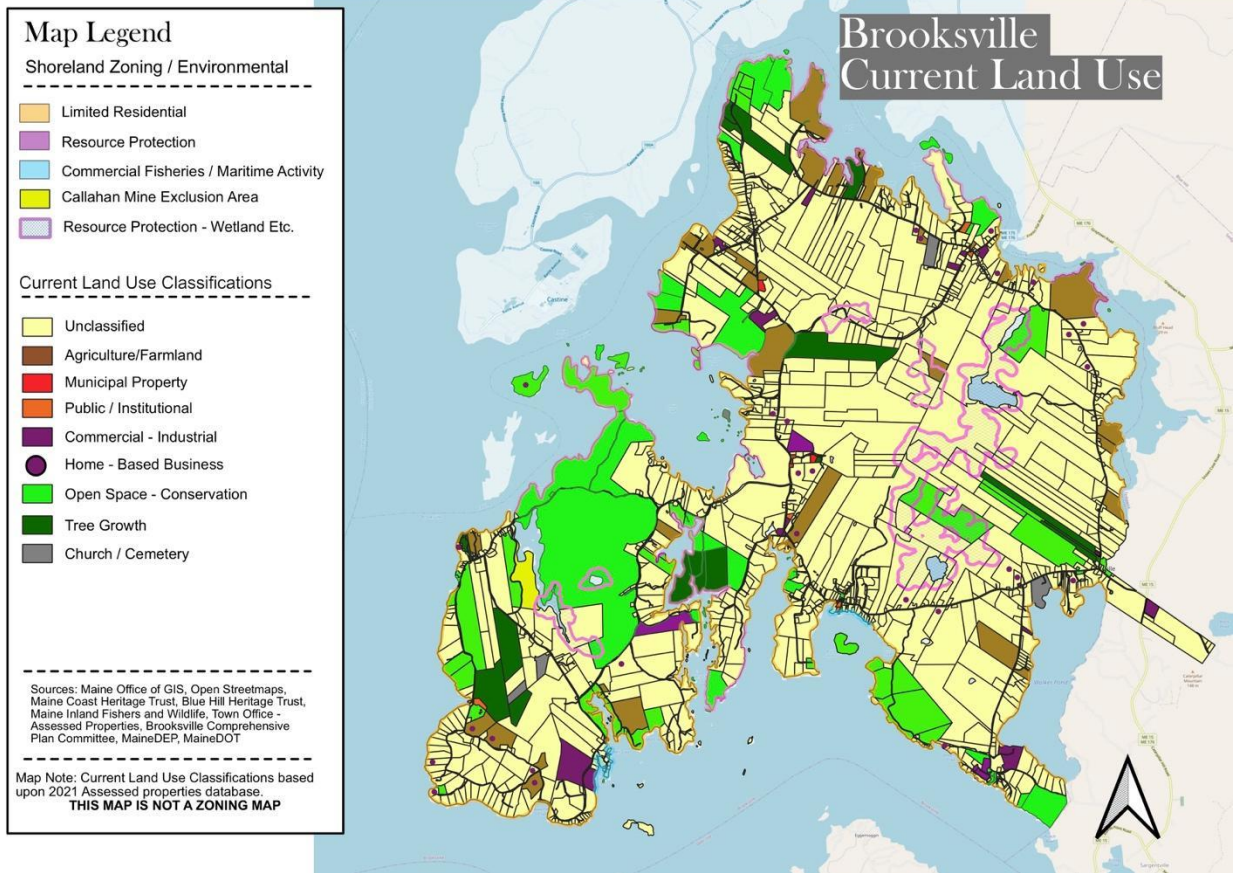
The Current Land Use map on the next two pages shows a snapshot in time, namely the uses to which parcels have been put according to the 2021 tax commitment book and other sources of information. The legend shows many categories of current use:

- shorelands protected in three classifications;
- lands identified as wetlands;
- parcels currently in the tree growth and farmland voluntary tax incentive classifications;
- open space parcels protected by the tax incentive program and also those covered by conservation easements;
- a large acreage in state park;
- a very small number of small parcels owned by the Town, clubs, churches, cemeteries and other institutions;
- and scattered throughout, a number of parcels that are either entirely commercial or the site of a home-based business. Many more of these small businesses probably exist and have been inadvertently missed: they are an important and traditional part of the Town's economy.

Residents are encouraged to review the larger version of this map, available in the library, and contribute corrections and additions to it on the forms provided there.

The map shows the rural nature of Brooksville, with about 32% of the total land protected through some form of conservation or committed to an existing use. The remainder, 68%, is unclassified and therefore open to any development that is within the law and meets the aspirations and budget of the landowner. Except for its Shoreland Environmental Protection Ordinance, Brooksville has no town-wide zoning and no requirement for building permits. A septic and plumbing permit is required as well as a review of driveway access to town roads. The town also has a Subdivision Ordinance, a Cell Tower Ordinance and a Wind Energy Systems Ordinance.

Since 2006 there has been a definite decline in the number of year-round dwellings (430 to 318) and an increase in seasonal dwellings (361 to 512). Many of the seasonal residents have expressed an interest in moving to Brooksville on a year round basis, if they can figure out how to make ends meet. Some have said that better broadband will enable them to accomplish this goal.



Summary of Chapter O Future Land Use

It is probable that the next decade will bring an increase in population and associated development pressures. According to local real estate agents and news reports, an increasing number of people from other parts of the country find great appeal in Maine's attributes for full-time or increased seasonal residence. That interest continues and likely will grow because of Maine's cool climate; lack of wildfires, flooding and hurricane impacts; the state's investment in strategies to address climate change; Maine's diligence in addressing the coronavirus pandemic; and opportunities for entrepreneurship and telecommuting, especially if the broadband situation can be resolved.

The following are likely to be among the impacts of increased population: reduction in the availability of affordable housing; increased demands on municipal services resulting in increased taxes; degradation of the rural and scenic qualities valued by current residents; and tensions created where land uses engaged in by one property owner are incompatible with the needs and desires of neighbors.

To avoid these negative impacts, and to preserve Brooksville's appealing attributes in the face of increased population and development, Brooksville needs to institute a community planning effort. That effort will do well to begin with information gathering, continue with community-wide discussions among residents with diverse views, and progress to the creation of a practical action strategy that will ensure the maintenance of the kind of community the majority of Brooksville residents value.

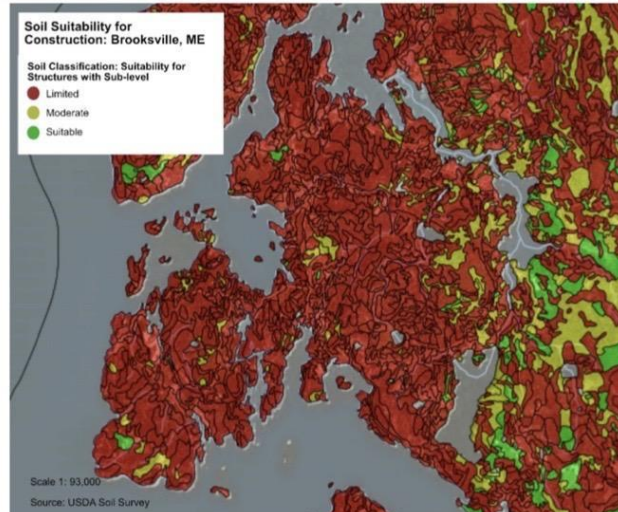
The 2006 Comprehensive Plan included a set of recommendations that could help the town achieve this end. A brief summary follows:

- Require non- residential land uses to harmonize with the adjacent landscape and neighborhood;
- Ensure that Town ordinances maintain a balance between the rights of individuals and the public good;
- Provide building standard guidelines for structures to be built in sensitive areas, that is, in areas of environmental or social vulnerability (for example, schools) or of special scenic value;
- Regularly seek public input when any revisions of land use regulations are considered.

The 2018 public opinion survey results suggest that the majority of residents support these goals.

As in the 2006 report, this plan recommends that the Town encourage growth in Brooksville's six traditional village centers described in the Current Land Use chapter. We have added one more such "growth area" in the vicinity of the Town house, an area where many public facilities already are located. (See Map on page 26). The primary advantage of such a development pattern is that it helps preserve open, natural spaces that residents can use for hiking, hunting, fishing, snowmobiling and the like. Focusing development in specific areas also is an example of fiscal prudence and good management of the Town's finances: it controls the cost of providing public services that otherwise would require increased capital and operating budget expenditures.

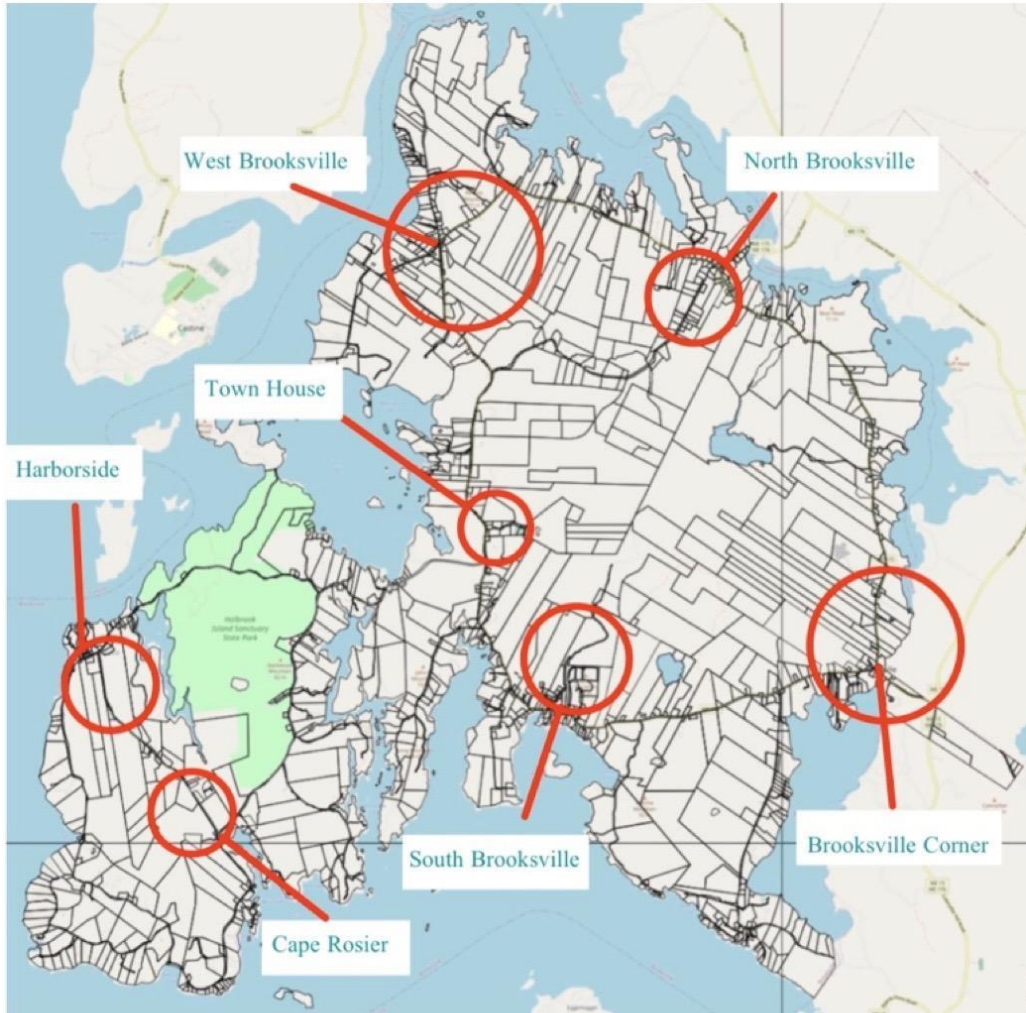
Other factors that need to be considered in deciding where development should be encouraged are access to major roads (the closer the better) and avoiding areas that are environmentally sensitive like wetlands and watersheds. Soil suitability is a factor - Brooksville is not blessed with soil suitable for building, see map below. Residential and commercial development should also be avoided in areas better suited to agriculture.



Current and recent selectmen are to be commended for their successful implementation of several key wishes expressed by residents in surveys conducted by the Comprehensive Plan Committee in 2006, in particular the expressed desire of residents to have better access to Brooksville's saltwater resources and freshwater ponds. That success can serve as a model for continued and enhanced efforts to secure public access to the bodies of water that are one of Brooksville's key attributes. For example, there is continued and growing interest in convenient, public all-tide access to salt water as well as to freshwater locations—an interest that dates to the Town's 1980 comprehensive plan or earlier. Negotiating easements and other property rights for such access, securing land for additional dockside and town-landing parking, plus funding ongoing operation and maintenance of such access facilities requires creative, forward-thinking planning, community engagement and exploration of funding sources to supplement the town's budget. Similar successes are achievable in affordable housing, better recreational opportunities, preparing for climate change, and other areas identified in this 2021 plan as benefitting from a forward-looking, local planning process.

The overall goal regarding future land use is: **Brooksville will encourage new development while maintaining its rural small-town character and pristine environment, without placing an undue burden on taxpayers.**

Future Land Use Scenario



This map shows the locations of Brooksville’s traditional village centers, and a new growth area in the vicinity of the Town House, where there are already several important public services. Modest growth in the areas encompassed by circles should be encouraged. Development, both within and outside of these areas, must take into account preservation of farmland, important views, conserved lands, wetlands, soil suitability and transportation requirements, as well as the desires of the current residents. These factors are discussed throughout this plan.

Frequently Asked Questions

Doesn't the Town already have a Comprehensive Plan that was adopted in 2006?

Yes. But that was 15 years ago. Because conditions are constantly changing, the State recommends that town plans be updated at least every 10 years, so we are catching up.

Why do we need to update the 2006 Comprehensive Plan?

We need to keep the Town eligible for a large number of programs that are helpful, important, and available only to towns with current town plans. New economic challenges, development pressures, and increasingly adverse weather events may affect our quality of life. The updated plan takes them into account.

What would Brooksville lose by not adopting an updated Comprehensive Plan?

Brooksville would lose the opportunity to qualify for state and federal grants and funds that are not available to towns without an updated Comprehensive Plan, such as funds from Land for Maine's Future, Coastal Community grants, transportation assistance and water-quality protection funds.

What do we gain by adopting it?

Having an up-to-date comprehensive plan will keep Brooksville eligible for grants that could help finance infrastructure maintenance and improvement projects that are likely to be needed in the face of climate change and ongoing demand for civic services.

What's the process and timing for getting Brooksville's plan approved?

The Selectmen intend to submit the plan for approval by written ballot at the polls the day before Town Meeting in March of 2022. First, though, the plan is sent to the State so that all the affected agencies have a chance to check to be sure it is complete. This process takes several months. The plan will be sent to the State on December 1, 2021. After the state has weighed in with their comments, the plan is revised if needed, and the plan becomes available for adoption by the Town. We do not anticipate changes to arise from the state review.

The DRAFT plan is available for your review now! Between now and December 1, please weigh in with suggestions or corrections.

How do I find out more?

Copies of the draft Plan are available for review at the Town Office and the Library. Large copies of the maps are there as well. All the chapters are also at the Town website, on this page: <https://www.brooksvillemaine.org/index.php?sectionID=266&pageID=2331>

The Comprehensive Planning Committee can be contacted by email (brooksvillecpc@gmail.com) or by phoning Debbie Grimmig at 326-8788.

The Committee welcomes your input!

This is YOUR plan and we want you to be proud of it!

Jonathan Hall and John Gray, Co-Chairs
Brooksville Comprehensive Plan Committee

FREQUENTLY ASKED QUESTIONS about Brooksville's Updated Comprehensive Plan

What is a "Comprehensive Plan"?

In a nutshell, It's a document, developed by the Town, that sets forth a vision of the Town's desired future and a path for getting there.



What subjects have to be included in a Comprehensive Plan?

Maine has a law that governs what has to be in a town plan for it to be considered complete. A comprehensive plan starts with an inventory of the current conditions in Town with respect to its population, economy, natural resources, outdoor recreation, waterfront access, inland and marine resources, housing, land use, transportation, municipal services, planned capital investments, quality of life, and other subjects as desired by the Town. This large array of topics is what makes the plan "Comprehensive".

After describing current conditions, the plan goes on to predict the future where possible and makes recommendations for improving existing conditions, if needed, and preserving what we love about the Town in the face of pressures for change.

The details of the plan are up to the Town to decide, as long as the state-mandated subjects are covered.

Will adopting an updated Comprehensive Plan affect my property rights?

No. A Comprehensive Plan does not create any ordinance or regulations. As has always been the case, any such regulation has to go to Town Meeting for approval.

Is a Comprehensive Plan the same thing as zoning?

No. A Comprehensive Plan is not, and does not create, zoning.

Will adopting an updated Comprehensive Plan raise my property tax?

No, to the contrary. Adoption of an updated plan will qualify Brooksville for state and federal funding that can reduce the town's tax expenditures on projects that will improve our town.

How was Brooksville's updated draft plan developed?

Starting in 2018, a Comprehensive Plan Committee of local volunteers was appointed by the Selectmen. It met frequently and, with the assistance of the Hancock County Planning Commission, developed the draft plan over a period of three years. This involved sending out a public opinion survey, and many hours devoted to meetings. During the Covid pandemic, those meetings were held via Zoom conferencing. Each individual chapter went through many drafts, posted on the Town website for review and comment. Each chapter contains a set of recommendations for future actions that the Town can consider. The committee and all of its subcommittees worked hard to achieve consensus on these recommendations.

Do the voters have to approve the plan?

Yes. For the plan to be accepted as complete and up to date, it has to be approved by the voters at a Town Meeting.

Brooksville Days 2016

