



FREEPORT COMPREHENSIVE PLAN 2025



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INTRODUCTION

ACKNOWLEDGMENTS



North Star Planning

Thank you to all of the Freeport community members who contributed their time and insight to this comprehensive planning process. Freeport's dedicated and engaged residents and volunteers provided valuable feedback that informed the development of this plan.

Thank you to the members of the Planning Board, who have worked diligently since July to help lead the planning process and review data, connect with the public, and distill community feedback into a vision, values, and goals.

Planning Board members:

Andrew Arsenault
Rose Mary Burwell
Sam Kapala, Chair
Wayne Jortner, Secretary
Bonnie Myles
Mitchell Rouda, Vice Chair
David Speirs

Town Staff:

Sophia Wilson, Town Manager
Caroline Pelletier, Assistant Town Manager
Brett Richardson, Development Director
Kyle Drexler, Town Planner

Many of the photos in this plan are courtesy of Our Town: A Community Self-Portrait (2024).

Inspired by the Downtown Visioning Process in 2022, Meetinghouse Arts and partners designed a program to engage the community with imagining its future. Residents, businesses, and organizations in Freeport were invited to photograph and write about people, places, objects, traditions and activities that show what is most meaningful and unique about life in Freeport. Meetinghouse Arts received over 1400 photographs, resulting in a mosaic of views reflecting this moment in time.

Cover photos (clockwise from top left): Jessica Uraneck, Ensiyeh Khansari, Judith Ziegler, Braeden Johnson, Sarah Lundin, Meetinghouse Arts

The consulting team who worked on this plan update are:

North Star Planning (Ben Smith, AICP, Charles Tetelman, Kate Burch, AICP, Addy Smith-Reiman, AICP, Samantha Piekes)
FB Environmental (Bina Skordas, Julia Maine, Maggie Kelly-Boyd)
Levine Planning Strategies (Jeff Levine, AICP)
Aceto Kimball Landscape Architecture (Nick Aceto, PLA, ASLA, Grace McNeill)

INTRODUCTION

LETTER FROM THE PLANNING BOARD CHAIR

Dear Freeport,

On any given day in any given season, Freeport holds something for everyone. While everyone knows us for the bustling downtown that consistently ranks among the most-visited places in Maine, just a few minutes' drive reveals picturesque tidal inlets and burbling inland streams, a bustling harbor teaming with people at work and at play, productive working farms, lively schools and daycare centers, thriving local businesses employing thousands of Mainers, and countless opportunities for recreation, industry, commerce, culture, and community.

Our updated Comprehensive Plan, laid out in the following chapters, charts a course through the next decade and beyond of challenges and opportunities for this community. This Plan represents the collective efforts and input of hundreds of people: consultants, town staff, board and committee members, local business leaders, first-time tourists, seasonal homeowners, and life-long residents all contributed valuable insights and expertise. Many of you attended workshops, read drafts and submitted comments, researched our history, reflected on our present, and considered our shared future. These were often challenging conversations, but we never stopped listening to each other with compassion and civility, and our community grew stronger as our varied perspectives and priorities coalesced into clear goals and actions. We continue our journey together from a position of great strength, and our ability to come together to listen, plan, and dream gives great hope for the future.

As tempting as it may be to congratulate ourselves on a job well done, the true work of this Comprehensive Plan is just beginning. We have identified key priorities—increasing housing opportunities in our village core to support a vibrant downtown, protecting our natural resources and building climate resiliency into our infrastructure, preserving our rural character and open spaces through targeted growth, and many more—which will require growth and change even as we seek to protect the parts of Freeport's physical, cultural, natural, and community resources that matter most. Implementing the policies and practices laid out here will not always be easy or comfortable for everyone, and it will take more hard work, more late nights in Town Hall, and more difficult conversations.

As we adopt this Plan and move forward, and particularly as some of the changes we have long sought start to take effect, we should take comfort in the fact that we have created this plan together, with people and community at its center. We will do well to keep our sense of civility at the forefront, to welcome new faces into our circle, to listen and grow together so that we may continue to thrive together. If we can do that, we can continue to offer something for everyone, every day in every season, for generations of Freeporters to come.

Sam Kapala
Freeport Planning Board Chair
July 2025

ABOUT THIS PLAN



North Star Planning

What is a Comprehensive Plan?

Freeport's Comprehensive Plan will serve as a roadmap for community land use policies and municipal investments over the next decade. It will provide guidance for town staff, elected officials, and volunteers as they prioritize projects, develop initiatives, and update ordinances to align with the community's shared vision for the future.

Additionally, a Comprehensive Plan that is determined to be consistent with Maine's Growth Management Act makes the town eligible for certain State grants and serves as the legal basis for zoning regulations, impact fees, and other land use-related ordinances.

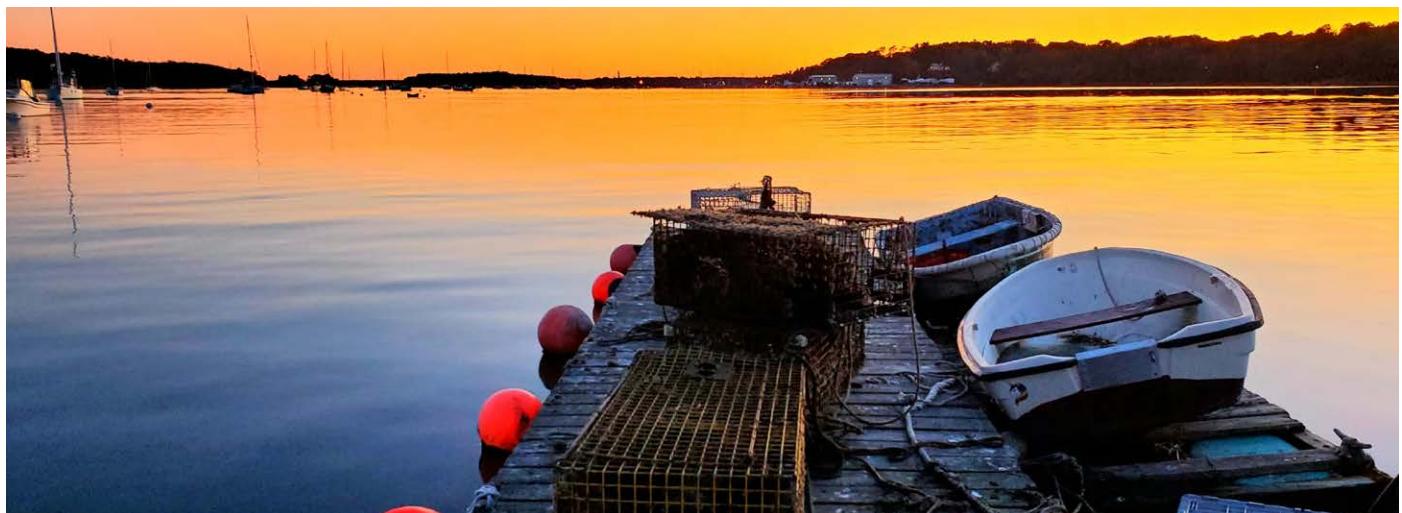
This Comprehensive Plan is composed of two primary components: a forward-looking section that outlines priority goals, actions, and the future land use plan; and inventory chapters that takes stock of key trends and current conditions.

The forward-looking portion of the plan integrates public input with data from the inventory chapters. The community's vision and values shape the future land use plan, while goals, objectives, and action items provide a structured approach to achieving this collective vision.

The inventory chapters cover a wide array of topics, including natural resources, recreation, transportation, housing, economic development, and population trends. The content of these chapters are informed by Maine state requirements and built using federal, state, and local data sources. They provide a snapshot of Freeport today and highlight potential challenges and opportunities for the future.

Throughout the planning process, the Freeport community has actively engaged in reviewing current conditions, identifying emerging issues, and envisioning future needs and opportunities. This plan serves as a foundational document to guide future decision-making with clear and practical strategies, without predetermining the outcome of any specific policy or initiative. The implementation phase will require thoughtful deliberation by the Planning Board, Town Council and municipal staff all working alongside each other to balance priorities and community perspectives that may sometimes be in conflict. Implementation is an ongoing process that will require careful consideration of diverse viewpoints to best serve the town.

VISION STATEMENT



Laura Hench

Freeport envisions a future where its coastal beauty, historic character, rural landscapes, and recreational assets are conserved by concentrating growth in the Downtown Village and along portions of Route 1. By concentrating growth in targeted areas, Freeport can support a thriving downtown—featuring a mix of homes, businesses, and public spaces—while protecting rural landscapes, open lands, and natural resources.

This balanced approach allows for necessary development alongside conservation, supports living, working, and aging in place, and creates a vibrant hub for culture and the arts. The town remains committed to environmental stewardship, preparing for and responding to environmental challenges brought by a changing climate through investments in resilient infrastructure, energy efficiency, and sustainable development. Thoughtful planning meets the needs of Freeport residents, business owners, and visitors alike, strengthens the local economy, and safeguards Freeport’s distinct character and the values that define Freeport – including equity, responsible stewardship of resources, and strong community connections.

FUTURE LAND USE

Freeport's Future Land Use Plan focuses on channeling the majority of new development and municipal infrastructure investments into three designated growth areas over the next 10–15 years: the Downtown Village, the Village Gateway, and Route One South. These areas were selected in part due to their proximity to existing infrastructure, including major roadways (such as Route 1 and I-295), public transit (like the METRO BREEZ and Amtrak stops), and municipal water and sewer services. This alignment supports both short-term development opportunities and longer-term infrastructure improvements, such as expanded utility service, stormwater management upgrades, and active transportation enhancements.

By focusing growth in these areas, Freeport can balance its need for new housing, commercial space, and public infrastructure with the preservation of Rural Freeport, home to many of the rural landscapes, open space, and coastal beauty that are core elements of the town's long-term vision.

The Future Land Use Plan provides a policy framework to guide future zoning amendments and capital investments, ensuring that development is coordinated, resilient, and consistent with the values expressed through the vision statement and prior planning efforts. While the Future Land Use Map is not a zoning map, it serves as a tool to direct growth, shape land use policy, and support decision-making related to land use regulation and infrastructure planning.

Downtown Village Growth Area

The Downtown Village Growth Area is the heart of Freeport, extending from West Street north along Route 1 to Upper Mast Landing Road and encompassing the area between Interstate 295 and the Downeaster railroad corridor. Guided by the Downtown Vision Plan (see Part II: Freeport Planning Efforts for more information), this area will prioritize thoughtful land use to serve both residents and visitors. Growth will focus on supporting a downtown mix of residential and non-residential uses to enhance a village that is functional, accessible, and that is an appealing place to live, visit, and spend time.

More units and higher-density housing, in mixed-use buildings, multifamily developments, and smaller residential units will support more businesses focused on local residents, and not just seasonal customers. Zoning updates will allow for density and height variations to reflect the character of specific areas within the downtown while ensuring harmonious integration with public spaces and transit connections. These updates will support the town's goals for housing affordability, environmental sustainability, and economic vitality.

The Downtown Village Growth Area will also support a broader range of non-residential activities, enabling residents to meet most day-to-day needs within walking or biking distance. This includes expanding opportunities for locally focused businesses, dining, retail, and essential services. Investments in public infrastructure—such as sidewalks, bike lanes, and transit stops—will enhance connectivity and accessibility, creating a vibrant hub where residents and visitors can gather, shop, and work. Public spaces and parks will further integrate the built environment with opportunities for recreation and relaxation.

By fostering an accessible, vibrant, and dynamic downtown, Freeport will support a thriving community that meets both immediate and long-term needs for housing, commerce, and quality of life.



Braeden Johnson

Village Gateway Growth Area

The Village Gateway Growth Area spans both sides of Route One, from West Street south past the Desert Road exit on I-295 to Maine Beer Company and the adjacent METRO BREEZ stop. This area is envisioned as a mixed-use corridor that connects the interstate to Freeport's Downtown Village and supports a variety of new development types. The Village Gateway Growth Area will accommodate thoughtfully designed commercial development alongside diverse housing options to meet growing local needs.

The area benefits from existing infrastructure, including public water and sewer, highway access, and public transit—making it a strategic location for future growth. Enhancing bicycle and pedestrian connectivity will support climate goals, improve safety, and make the area more welcoming for walking, biking, and transit. Targeted infrastructure investments will help guide the area's transformation into an extension of the downtown with better access and a stronger sense of place.

The growth area also includes parcels on the western side of I-295, which are currently zoned for industrial use. While not yet home to significant residential development, this part of town is located near one of Freeport's denser recent housing projects, highlighting the area's potential for more compact, mixed-use growth. These parcels are already served by public utilities and have direct access to major transportation routes. Ongoing bridge enhancements across the interstate will significantly improve connectivity to downtown and help reduce the physical barrier between the east and west sides of I-295. Including this area in the growth plan reflects the town's intent to proactively guide future redevelopment in locations where infrastructure is in place and where improved access and walkability can be supported over time.

Looking ahead, the planning approach for the Village Gateway Growth Area will focus on fostering a balanced mix of housing and commercial development that complements existing infrastructure and development patterns. Future zoning updates and design guidelines will support compact growth, meet local needs, and maintain safe, accessible routes for all users. Over time, this area will evolve into a walkable and connected gateway to the Downtown Village that strengthens Freeport's economy, expands housing choices, and reinforces its connection to the downtown village.



Jamel Torres



Judith Ziegler

Route One South Growth Area

The Route One South Growth Area follows the southern section of Route One, extending from the Village Gateway Growth Area to the town's southern boundary. This corridor includes a mix of existing uses—such as offices, hotels, housing, and light industrial sites—spread out along the roadway with varied lot sizes and building types. While not currently walkable or cohesive in form, this area has potential for incremental infill and redevelopment that better supports local housing needs and neighborhood-scale businesses over time.

The town does not envision Route One South becoming a traditional village center. Instead, the goal is to guide gradual growth in compact, well-designed clusters and small neighborhoods that take advantage of existing infrastructure and avoid the expansion of strip-style development. New development should introduce a range of housing options—such as townhomes, small multifamily buildings, or live-work units—and allow for commercial uses that serve residents and the broader community.

Public water and sewer service is already available in much of this area. Future infrastructure investments—such as sidewalks, safe crossings, and stormwater upgrades—can help make the area more accessible, functional, and connected, particularly for people walking or biking. Zoning updates may be considered over time to support appropriate forms and scales of development in key locations.

By planning ahead and encouraging redevelopment where infrastructure already exists, Freeport can expand housing and business opportunities in Route One South while avoiding sprawl and preserving the town's overall character. This growth area plays a supporting role in the town's long-term strategy—complementing the Downtown Village and Village Gateway as part of a balanced and thoughtful approach to future development.



Marlena Mucassa



Google Earth

Guiding Principles for all Growth Areas

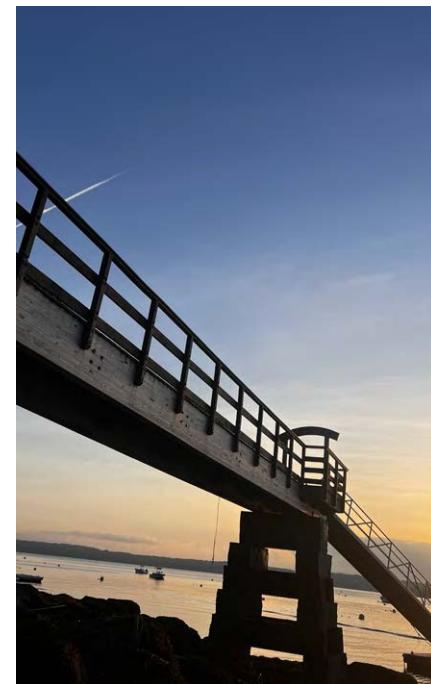
Across all growth areas, development will prioritize:

- **Mixed-Use and Housing Diversity:** Encouraging a range of housing types, including multifamily apartments and townhomes, alongside well-designed commercial spaces to support Freeport's economic and social vitality.
- **Interconnected Infrastructure:** Designing short, interconnected streets that create new frontage and quieter, moderately developed neighborhoods accessible from Route 1.
- **Pedestrian and Environmental Enhancements:** Incorporating upgraded pedestrian infrastructure, stormwater systems, and sustainable building practices to support environmental resilience and climate adaptation.
- **Avoidance of Strip Development:** Steering clear of sprawling, unattractive development patterns in favor of compact, visually appealing neighborhoods and commercial hubs.

Rural Freeport

Limited development should occur in Freeport's rural areas to protect the town's woodlands, open fields, and coastal beauty. Zoning policies will emphasize conservation of large blocks of land for wildlife habitat, groundwater recharge, and surface water quality. Strategies such as downzoning or conservation subdivisions will help maintain the rural character while guiding growth toward designated areas. Trails and connections to open spaces will link these areas back to the Downtown Village and other growth areas, forming a cohesive network of recreational opportunities and green infrastructure.

Enhancing public and commercial access to the water while maintaining the environmental integrity of the coastline is a priority. Freeport will continue investing in infrastructure improvements such as upgraded piers, docking facilities, and working waterfront access points. Additionally, policies will ensure that critical deep-water access points remain available for marine-based economic activities, reinforcing Freeport's commitment to a thriving and resilient coastal economy. These efforts will ensure that Freeport's working waterfront remains a hub of economic opportunity while retaining its historic and residential character, fostering a sustainable and vibrant coastal community.

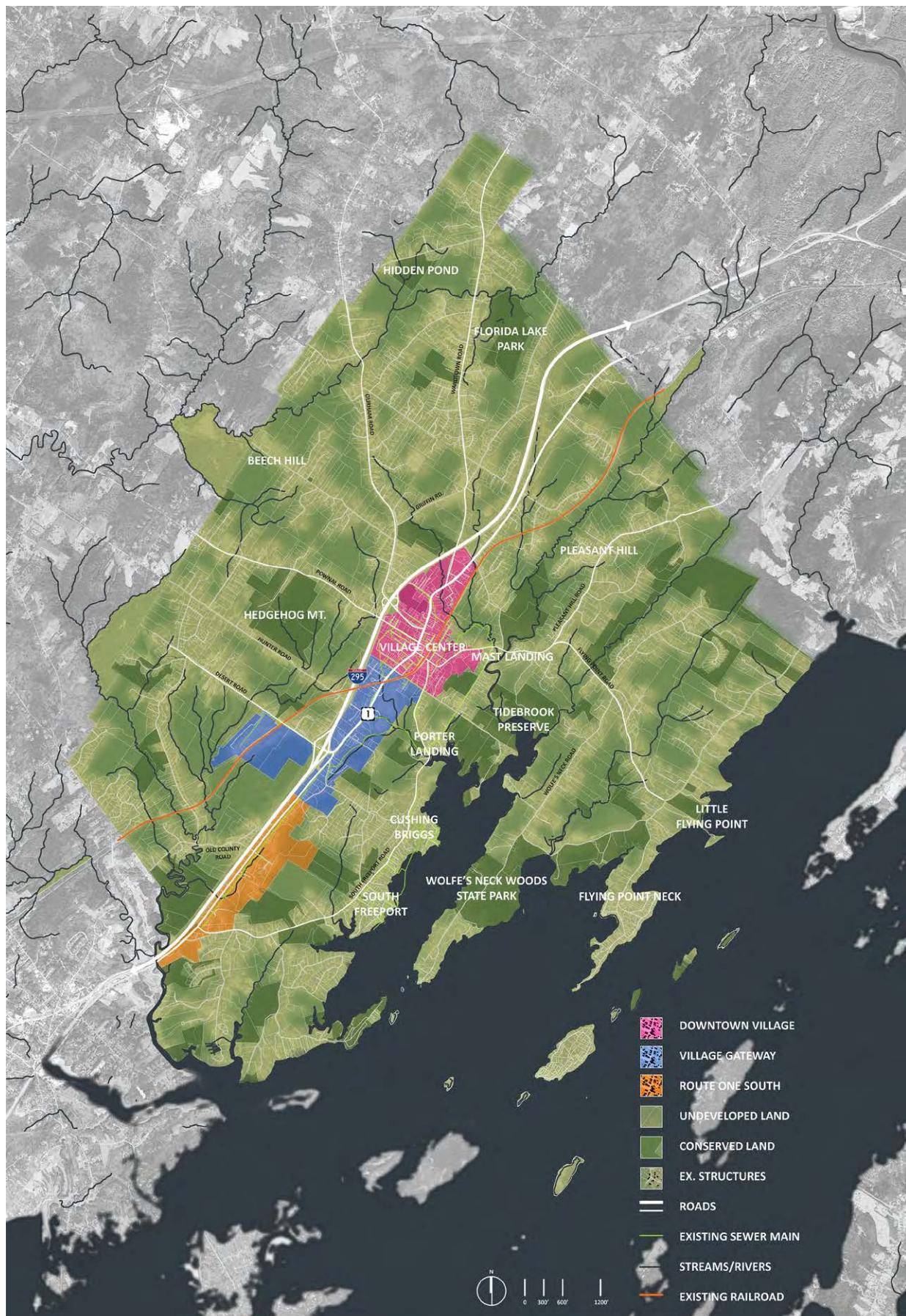


Megan Driscoll



Savannah Tracy

FUTURE FREEPORT: FUTURE LAND USE



TOWN OF FREEPORT | FUTURE GROWTH PATTERNS

NORTHSTAR
PLANNING

Aceto
Kimball
Landscape Architecture

GOALS & POLICIES

1. Environmental Stewardship



Jaidyn Stultz

Freeport's natural environment plays a critical role in the town's identity, economy, and quality of life. Protecting these resources requires a deliberate approach that balances conservation with responsible growth. By prioritizing habitat connectivity, the town can ensure that wildlife corridors remain intact and that ecosystems continue to function as a whole rather than in fragmented pockets. Conservation efforts should not only focus on preserving undeveloped land but also on improving water quality, managing forests, protecting eelgrass marine environments, and maintaining the integrity of coastal and wetland areas. These strategies are essential for long-term resilience, particularly in the face of changing climate conditions and increasing development pressure.

Sustainable land use is key to maintaining Freeport's environmental health while accommodating thoughtful growth, which is essential to the town's economic health. This means directing development to areas that minimize ecological disruption, integrating low-impact design techniques, and encouraging land stewardship among property owners. Policies should support best practices in stormwater management, groundwater protection, soil conservation, and invasive species control to prevent degradation over time. Additionally, public engagement and education will be necessary to ensure that conservation goals align with community values. By embedding these priorities into land use decisions, Freeport can protect its natural resources not just for today, but for the generations to come.

Freeport's eelgrass beds have plummeted from nearly 2,000 acres in 2010 to just 2.7 acres in 2022. This vital marine habitat is threatened by green crabs, sedimentation, and traditional moorings.

Eelgrass provides important marine habitat and shellfish beds.

Freeport will protect its natural resources and wildlife habitats.

Develop a Wildlife Corridor Protection Plan that maps key migration routes and requires developers to maintain or enhance connectivity through greenways or conservation land set-asides.

Expand access to conservation easements by partnering with local land trusts and encouraging utilization of state tax incentives for private landowners to protect critical forest, open spaces, and farmland which contain natural resources and wildlife habitats.

Identify existing and potential prime farmland locations and explore policies that safeguard prime farmlands.

Strengthen local eelgrass protection efforts by implementing policies including conservation mooring technologies, reducing activities that damage the seafloor, and limiting wake zones in sensitive marine habitats.

Consider supporting habitat restoration projects across Freeport.

Freeport will adopt and strengthen Sustainable Land Use + Development Practices.

Adopt Low-Impact Development (LID) standards in the zoning ordinance, requiring features such as permeable pavement, bioswales, and vegetated buffers for all new developments.

Revise zoning regulations to direct growth into designated areas by allowing higher-density development in areas served by infrastructure while placing stricter limitations on ecologically sensitive areas.

Update subdivision requirements to encourage conservation-oriented design in rural areas to conserve open space and sensitive habitats.

Freeport will work to mitigate and minimize environmental impacts on landscapes and natural systems.

Implement shoreline restoration strategies to prevent erosion, protect eelgrass habitats, and restore native vegetation along coastal areas while promoting nature-based solutions for coastal stabilization.

Implement an invasive species removal and management program with required removal plans for development sites and annual volunteer eradication efforts.

Establish a resilience monitoring program to track environmental changes, including erosion, flooding, habitat shifts, and adjust land use policies accordingly.

Encourage the use of native landscaping in public spaces and in new developments.

2. Balanced Growth and Development



Finn Mahoney

Freeport faces pressure to add more housing both to ensure the economic vitality of the downtown and to accommodate diverse households that need different housing types, but Freeport's long-term success depends on a thoughtful approach to growth that directs development where it makes the most sense. Concentrating new housing, businesses, and services in the Downtown Village and along Route 1 takes advantage of existing infrastructure, reducing the need for costly expansions while minimizing environmental impacts. This approach also reinforces these areas as the town's commercial and civic centers, making them more walkable, vibrant, and accessible. Encouraging mixed-use development and a variety of housing options in these targeted areas will provide opportunities for residents of all ages and incomes while supporting local businesses.

At the same time, growth must be managed to protect Freeport's rural landscapes, working farms, and open spaces. Targeted zoning and conservation strategies can prevent scattered, uncoordinated development that erodes the town's character and places strain on public resources. Policies should promote compact, connected development patterns that conserve undeveloped land and maintain the town's scenic and ecological assets. By guiding growth in a way that balances economic opportunity with resource protection, Freeport can create a resilient and sustainable future while ensuring that the qualities residents value most remain intact.

"This approach protects habitat, provides more options in certain parts of town, and revitalizes downtown!"

"The Downtown Village and Rt. 1 is the ideal area to concentrate growth because of existing infrastructure, utilities, and transportation. This is the most cost effective!"

**Freeport will target
and locate future
development
within identified
Growth Areas.**

Revise zoning regulations in the Downtown Village, Village Gateway, and Route 1 South Growth Areas to permit greater building heights, mixed-use structures, and multifamily housing.

Offer development incentives for infill projects through tax credits, streamlined permitting, or reduced impact fees for projects that fill underused lots or redevelop existing buildings in designated growth areas.

Prioritize infrastructure upgrades in growth areas by aligning sidewalk, water/sewer, and road improvements with areas targeted for mixed-uses and higher density, per recommendations of the Downtown Vision Plan and the Dog Bone Working Group plan.

Encourage Transit-Oriented Development (TOD) in the Downtown Village and Village Gateway growth areas to create walkable, transit-friendly hubs.

**Freeport will
protect Rural Areas
and productive
working lands.**

Expand and promote participation in Farmland and Open Space Tax Programs by providing qualified landowners with education and enrollment assistance.

Require conservation subdivision design that sets aside a significant percentage of land as permanent open space outside of Growth Areas.

Adopt scenic viewshed protections by identifying and mapping key scenic corridors and viewpoints and building standards into site plan and subdivision review, either as a standalone planning document or as part of an open space plan for the town.

Create a targeted land acquisition fund to strengthen conservation work in rural areas. This fund could be capitalized through a combination of sources including general fund budgeting, impact fees, or a transfer of development rights program.

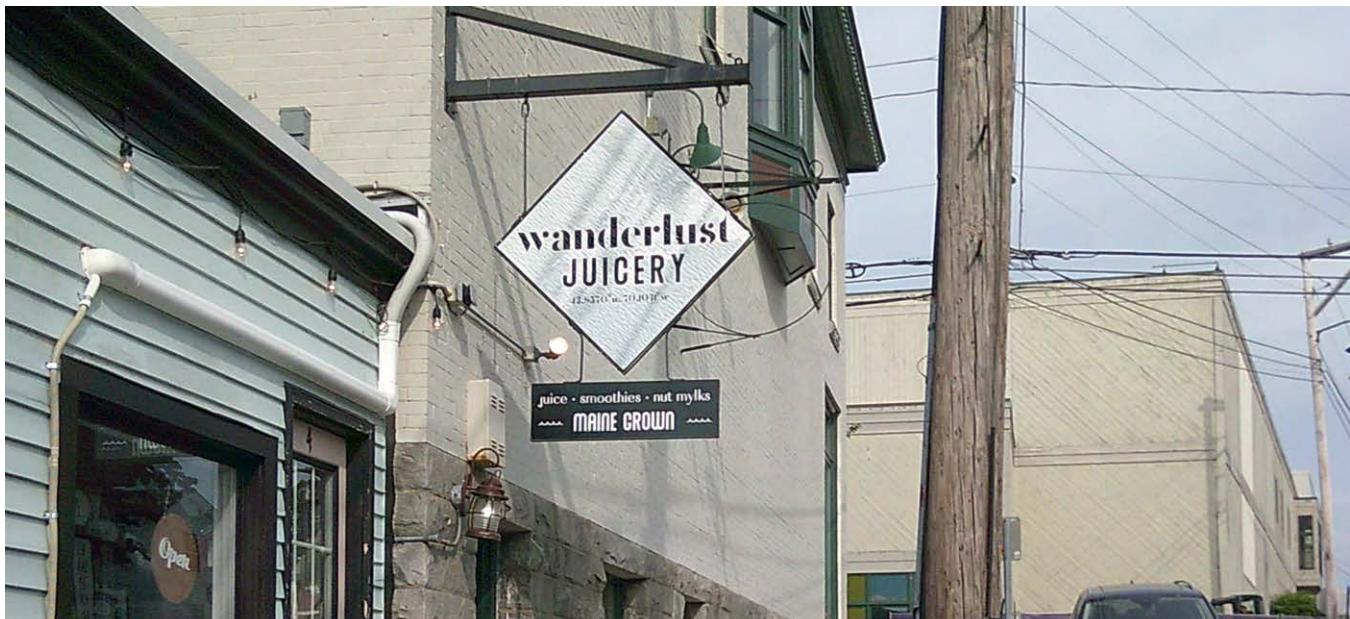
**Freeport will focus
on enhancing the
walking and biking
experience in both
new and existing
neighborhoods.**

Enhance pedestrian and bicycle infrastructure with investments in sidewalks, crosswalks, separated bike lanes, and off-street trail connections within and between existing neighborhoods.

Promote “Complete Streets” principles ensuring road projects incorporate features like wide sidewalks, separated bike lanes, widened shoulders and traffic-calming measures as appropriate as part of regular roadway maintenance and improvement projects.

Adopt walkable design standards for new development with updates to site plan regulations that encourage street-facing buildings, consider max front setbacks, and relocate parking behind structures.

3. Vibrant and Thriving Downtown Village



David Bjork

A strong and vibrant Downtown Village is essential to Freeport's economic vitality and sense of place. By fostering a mix of housing, businesses, and cultural spaces, the town can create a year-round destination that serves both residents and visitors. Encouraging a diverse range of businesses—restaurants, shops, offices, local services and arts venues—will ensure the downtown remains dynamic and adaptable to changing economic trends. At the same time, expanding housing options within the village will allow more people to live near amenities, reducing reliance on cars and increasing foot traffic that supports local businesses.

To reinforce the village as the heart of Freeport, new development should align with the Downtown Vision Plan, balancing historic character with modern needs. Strategic investments in streetscapes, wayfinding, and public gathering areas will enhance the downtown's appeal as a center of commerce and culture. By supporting local entrepreneurs, creative industries, and year-round activity, Freeport can cultivate a downtown that remains both economically resilient and deeply connected to the community's identity.

"Dense housing and mixed use development here will be the most efficient and most attractive for new residents and young people."

"This is a great way to rebuild the vibrant downtown for locals that Freeport used to enjoy."

**Freeport will
continue to
implement the
Downtown Vision
Plan.**

Preserve and create workforce and mixed-income options for housing with clear objectives for workforce and mixed-income units (to own and for rent) and encourage smaller “missing middle” formats including duplexes, triplexes, and townhouses that fit the village-scale character.

Streamline zoning and permitting to support housing development in the Downtown Village Growth Area by simplifying or accelerating approval processes for projects that meet key downtown-housing criteria, particularly infill projects that bring new residential units to vacant or underutilized lots.

Redesign Main Street to prioritize pedestrians, cyclists, and slower-moving vehicles including wider sidewalks, street trees, separated bike lanes, and outdoor gathering spaces.

**Freeport will focus
on adding housing
and mixed-use
development to
the Downtown
Village and Village
Gateway growth
areas.**

Encourage adaptive reuse across Freeport including converting historic and underutilized buildings into mixed-use structures with modernized interiors, identifying underused parking structures and surface parking lots and building structures or green spaces, utilizing vacant storefronts for seasonal retail, art galleries, or community spaces, or using empty parking lots as pop up events locations such as farmers’ markets.

Continually monitor minimum parking requirements to lower development costs and free up space for additional residential and commercial use.

Incentivize ground-floor commercial with upper-floor residential for mixed-use development in the Downtown Village with density bonuses or permit fee reductions.

**Freeport will
continue to
invest in arts and
culture events and
infrastructure.**

Consider establishing a local business incubator or shared workspace to create affordable rental space for startups, artisans, or remote workers, boosting year-round economic activity.

Attract creative and cultural enterprises by identifying locations for galleries, performance spaces, and creative spaces.

Promote Downtown Events and Festivals with season markets, art walks, and community events to draw visitors, support local entrepreneurs, and showcase the downtown’s unique offerings.

**Freeport will invest
in public space
and streetscape
enhancements.**

Enhance wayfinding and signage.

Identify underused or town-owned parcels to create pocket parks or plaza spaces or convert wide sidewalks into small, landscaped gathering spaces with seating and public art.

Expand outdoor dining opportunities during warmer weather.

**Freeport will
support robust
economic
development
efforts.**

Work with local, regional, state, and federal partners to recruit a mix of new business types and identify development opportunities in Freeport.

4. Enhancing Public Spaces and Community Connection



Suzanne Watson

High-quality and accessible public spaces are essential to fostering a strong sense of community and belonging in Freeport. Parks, plazas, trails, and waterfront access points provide places for residents and visitors to gather, play, and engage with the natural environment. Investing in these spaces not only improves quality of life but also strengthens the town's identity as a welcoming and inclusive community. Enhancing recreational areas, maintaining well-designed green spaces, and incorporating public art can create gathering places that reflect local character and invite interaction.

Equally important is ensuring that Freeport is easy to navigate for people of all ages and abilities. Walkable neighborhoods, safe pedestrian and bicycle infrastructure, and accessible transportation options allow residents to move freely between homes, businesses, and community hubs. Thoughtful planning should connect key destinations, reduce barriers to mobility, and support active lifestyles. By prioritizing inclusive public spaces and improved connectivity, Freeport can cultivate a stronger, more engaged community where social life and public life thrive together.

"Accessibility isn't just an afterthought. It needs to be a foundational value in how we build our future."

"Let's protect the land, but also make it possible for people to access it."

**Freeport will focus
on connectivity
and access to
Parks, Trails, and
Waterfront areas.**

Expand trail connectivity across Freeport by linking existing parks and natural areas with new trail segments and greenway corridors, ensuring continuous paths from downtown to the waterfront as well as nearby open spaces, such as the Hunter Road Fields/Hedgehog Mountain area.

Enhance, improve, and protect water access points for Freeport residents and businesses alongside local land trusts and property owners to add or upgrade launches, fishing piers, and scenic overlooks.

Enhance Park amenities including playgrounds, picnic shelters, restrooms, and public art in existing parks to create engaging, multi-generational gathering spots.

Install clear signage and maps through Freeport, unifying all parks, trails, and waterfront sites under a consistent visual identity that helps residents and visitors easily locate and enjoy these spaces.

**Freeport will
prioritize
pedestrian
and bicycle
infrastructure,
in both on-street
and off-street
networks.**

Close gaps in sidewalks and paths. Identify and fill missing links in the pedestrian network, especially near schools, transit stops, and senior housing to improve everyday walkability.

Create a connected system of protected bike lanes and shared-use paths, prioritizing direct routes between downtown, neighborhoods, and regional trail systems.

Increase bike racks, repair stations, and/or bike infrastructure at high-traffic locations to encourage short trips by bike and reduce car dependency and smaller trips.

Alongside efforts to prioritize pedestrian and bicycle infrastructure, promote outdoor recreation and tourism activities and opportunities through Freeport. Work with local and regional partners to encourage more opportunities for outdoor recreation across Freeport including Winslow & Wolfes Neck Parks.

**Freeport will
create inclusive
and accessible
public spaces.**

Consider requiring or enhancing accessibility and age-friendly features (ramps, handrails, and non-slip surfaces) in all new or renovated public areas.

Incorporate benches, shade trees, water fountains, covered waiting areas, and other comfort infrastructure so that people of all ages and abilities can rest, socialize, and enjoy public events comfortably.

Encourage inclusive programming through public events that reflect diverse interests and backgrounds, ensuring gatherings and welcoming for families, teens, seniors, and visitors alike.

Establish ongoing feedback channels through surveys, public forums, or advisory committees, to ensure residents can help shape new or revitalized public spaces, strengthening local stewardship and a sense of belonging.

**Support outdoor
recreation as
a year-round
economic driver
and community
amenity.**

Promote outdoor recreation experiences in all seasons by partnering with local organizations and businesses and explore opportunities for collaborations to host outdoor events.

Support and expand recreation-based businesses in Growth and Rural areas.

5. Housing Availability and Diversity



Freeport Housing Trust

A well-balanced housing supply is essential for Freeport's economic resilience and social well-being. By expanding the range of housing options, ideally including affordable, workforce, and mixed-income housing, the town can meet the needs of a diverse population, from young professionals and families to seniors looking to downsize. Prioritizing housing growth in targeted areas where infrastructure and services are already in place allows for more efficient land use and reduces development costs. A mix of housing types, such as duplexes, townhomes, accessory dwelling units, and small multifamily buildings, can provide more attainable options while preserving Freeport's character.

High housing costs and rents have created barriers for residents and workers, limiting opportunities for people to live near their jobs, schools, and essential services. To address these challenges, Freeport must consider zoning adjustments, incentives for workforce housing development, and policies that encourage mixed-income neighborhoods. Expanding housing diversity will not only improve affordability but also create a more vibrant and inclusive community. By thoughtfully integrating new housing into existing neighborhoods and commercial centers, Freeport can support economic growth, retain local workers, and ensure that people of all income levels have the opportunity to call Freeport home.

"We're talking about real people who want to stay in this town, or come back home. Let's plan for them too."

The median home price in Freeport has nearly tripled since 2010 — rising from \$265,000 to \$710,000 in just over a decade.

Freeport will update ordinance standards to allow for expanded housing choices including workforce, affordable, and age-friendly housing that allows residents to live and work in Freeport and age in place.

Update zoning to permit duplexes, triplexes, and townhomes in areas with existing infrastructure and near transit hubs.

Offer increased height or floor area incentives for developments that include ground-floor retail, affordable housing, or services alongside residential units, promoting mixed-use or affordable neighborhoods vitality and walkability.

Reduce minimum lot sizes, yard setbacks, and frontage requirements to allow for small-footprint developments that naturally integrate into established neighborhoods.

Update local ordinances to recognize and permit alternative housing styles including cottage courts, communal living, and others.

Freeport will work to ensure the provision of affordable and workforce housing options.

Use density, height bonuses, expedited permitting, or fee waivers to encourage developers to provide a percentage of affordable or workforce-level homes in larger projects.

Explore policies, programs, or strategies that enable employees to live closer to employment opportunities near the Downtown Village.

6. Resilient Infrastructure and Built Environment



David Webster

Freeport must take a proactive approach to ensuring its infrastructure and land use policies are equipped to handle the long-term impacts of climate change. As extreme weather events become more frequent and environmental conditions shift, the town must build resilience by strengthening essential infrastructure, improving stormwater management, and integrating sustainable practices into future development. Rising sea levels, increased precipitation, prolonged droughts, and higher average temperatures all pose risks to local infrastructure, natural resources, and the economy. These changes can contribute to coastal erosion, strain water and energy systems, and increase the frequency of heat-related disruptions. By investing in infrastructure that can adapt to these evolving challenges, Freeport can protect public and private assets, reduce recovery costs, and maintain a high quality of life for residents.

Climate-conscious land use policies play a key role in directing growth in ways that minimize environmental impacts while supporting economic and community resilience. Thoughtful planning can help reduce exposure to climate-related hazards, conserve critical natural systems, and ensure that development patterns support sustainability goals. At the same time, integrating resiliency-focused upgrades into public facilities and municipal operations will enhance energy efficiency, reduce carbon emissions, and improve the town's ability to respond to future challenges. By embedding resilience and adaptation into decision-making at all levels, Freeport can create a more sustainable, reliable, and future-ready community.

"To safeguard Freeport's values and vital assets for future generations, we must come together to bolster our resilience against the increasing threats of climate change, such as rising seas, severe storms, and heightened public health risks."

- Freeport Climate Action Plan

**Freeport will
implement
recommendations
from the Climate
Action Plan.**

Accelerate EV adoption among Freeport residents, businesses, and municipal departments through strategies such as amending the Town's Zoning Ordinance, EV outreach and education campaigns, or pursue funding to install networked public EV charging stations at municipal facilities.

Continue to advocate for broader efforts critical to a healthy environment and resilient community in the future.

Explore expansion to infrastructure to support accessible and safe walking, biking, and public transportation to make it easier and safer for residents, workers, and visitors to get around without a car.

Continue protecting forests, wetlands, and coastal habitats through measures including permanently conserving land with a focus on biodiversity and connectivity, updating the Freeport Open Space and Public Access Plans, implementing a tree protection ordinance, and collaborating with partners to pursue funding to achieve the goal of conserving at least 30% of Freeport's land by 2030.

**Freeport will
consider climate-
related impacts in
all infrastructure
decisions and
investments.**

Upgrade Stormwater Management systems by retrofitting aging culverts, drainage channels, and outfalls with designs that accommodate more frequent and intense rainfall events, reducing flood risks.

Prioritize road and bridge resilience and incorporate climate projections into transportation planning.

Expand green infrastructure projects including bioswales, rain gardens, and permeable pavement in public spaces to naturally filter and retain stormwater.

**Freeport will
prioritize energy
efficiency and
sustainable
practices in
municipal
operations.**

Conduct energy audits of municipal and town-owned buildings and implement upgrades like LED lighting, insulation, and HVAC improvements to lower energy costs.

Promote solar and renewable energy efforts through streamlining permitting and promoting property tax incentives for rooftop solar installations, heat pumps, and other renewable technologies in both residential and commercial sectors.

Consider establishing a staff position responsible for guiding and coordinating environmental initiatives, grant writing, and public-private partnerships that promote environmental services and sustainability practices.

Freeport will reduce vulnerability to natural hazards by integrating disaster preparedness and risk reduction into land use policies, public investments, and municipal operations.

Complete, implement, monitor, and regularly update Hazard Mitigation and Emergency Response plan.

Assess the capacity and vulnerability of existing infrastructure—such as stormwater systems, roads, utilities, and waterfront assets—in the context of projected climate change impacts, including sea level rise, increased precipitation, and extreme heat.

FREEPORT TODAY



Savannah Tracy

Freeport is a dynamic coastal town recognized for its historic charm, thriving local economy, and strong connection to the natural environment. Located 15 miles north of Portland, the town covers approximately 46 square miles, offering a unique blend of rural landscapes, working waterfronts, and a bustling village center. Over the past decade, Freeport has seen steady population growth, reaching 8,737 residents in 2020, a 4.3% increase since 2010. Families, retirees, and newcomers alike continue to be drawn to Freeport for its quality schools, scenic beauty, and vibrant downtown.

As Freeport continues to be a desirable place to live, housing availability has become an increasing challenge. Rising home prices and little development have limited options for residents across different income levels. Much of the recent development has focused on single-family homes, but the 2022 Downtown Village Plan highlights opportunities to introduce more mixed-use and multi-family housing, fostering a more diverse and walkable community. The COVID-19 pandemic also emphasized the need for a variety of housing choices and diversification of the local retail economy, as shifting work patterns and lifestyle changes drove increased demand for flexible and affordable living spaces. Moving forward, the town is working to ensure that housing and economic policies support a balance between growth, housing availability, and community needs.

At the same time, Freeport has reaffirmed its commitment to environmental stewardship and sustainability. The town's 2024 Climate Action Plan sets ambitious goals for reducing emissions, strengthening climate resilience, and preparing for sea level rise and extreme weather events. Efforts to protect open spaces, preserve coastal habitats, and integrate renewable energy are shaping Freeport's path toward a more sustainable future.

Despite these changes, Freeport's character remains rooted in community, history, and connectivity. Its downtown continues to serve as a hub for small and large businesses alike, arts, and local events, while investments in pedestrian and bike-friendly infrastructure reinforce Freeport's tradition of being an accessible and welcoming place for all generations. L.L.Bean, a cornerstone of Freeport's economy and identity for over a century, continues to anchor the downtown and draw visitors from across the region and beyond. The town's longstanding conservation efforts, commitment to public engagement, and focus on balanced growth ensure that Freeport's future will be shaped by the same core values that have defined it for decades.

Looking ahead, Freeport faces both opportunities and tough choices. How the town manages growth, affordability, economic development, and environmental change will define its next chapter. Guided by community-driven plans and a shared vision for the future, Freeport is embracing change while staying true to the values that make it a special place to call home.

PART II: LOOKING BACK

SUMMARY OF RECENT PLANNING



North Star Planning

Dog-Bone Working Group – 2024

The Dog Bone Work Group Report presents a strategy for implementing key community goals in Freeport's village center by focusing on transit-oriented development (TOD), housing, and infrastructure improvements. Rather than introducing a new vision, the Dog Bone plan builds on the Comprehensive Plan, Downtown Vision, Climate Action Plan, and Active Living Plan to bring more residents into the downtown area. By encouraging "missing middle" housing, the plan aims to address housing affordability while generating a net positive fiscal impact for the town. Increasing downtown residency will also support local businesses, boost economic vitality, and provide diverse housing options for seniors, young professionals, and families. The report is the result of a three-month review by a Town Council-appointed Work Group, which examined development potential, infrastructure investment needs, and policy changes necessary to advance this effort.

The Work Group endorses the Dog Bone TOD strategy as feasible and recommends six key implementation strategies beginning in 2025. These strategies involve land use policy updates, infrastructure investments, funding mechanisms, and partnerships with regional and state entities. A critical aspect of the plan is integrating the MaineDOT Freeport Transit-Oriented Development Planning Partnership Initiative (PPI) with the Portland Area Comprehensive Transportation System's (PACTS) Reimagining Route 1 initiative, aligning transportation improvements with new housing and mixed-use development. By leveraging Tax Increment Financing (TIF) renewal of expiring districts with the TOD geography, Freeport can create a dedicated funding stream to support infrastructure enhancements while ensuring growth aligns with long-standing community goals. Through this coordinated approach, the Dog Bone strategy positions Freeport as a regional leader in sustainable development and enhances the town's long-term livability and economic resilience.

Climate Action Plan – 2024

Freeport has completed its first Climate Action Plan in with the assistance of the Greater Portland Council of Governments (GPCOG) and a grant funded (Community Resilience Partnership Grant) Sustainability Coordinator shared with the Town of Yarmouth. The result was a plan creating a clear roadmap for reducing greenhouse gas emissions and enhancing community resilience. The Freeport Town Council, following recommendations from the Freeport Sustainability Advisory Board (FSAB), has adopted ambitious emissions reduction targets: a 65% reduction by 2030, 85% by 2040, and net zero emissions by 2050. This plan aligns Freeport's climate goals with regional efforts and international climate commitments while ensuring that sustainability and resiliency remain a core priorities for the town's future.

The Climate Action Plan includes several key components to guide the town's approach to climate mitigation and adaptation. A vulnerability assessment identifies climate-related hazards such as rising sea levels, severe storms, and public health risks, evaluating their potential impact on infrastructure, ecosystems, the local economy, and residents. A greenhouse gas emissions inventory analyzes the town's highest-emitting sectors, including municipal operations, transportation, and residential and commercial energy use. The plan outlines specific climate strategies and action steps, providing a framework for policies, projects, and investments to lower emissions and strengthen resilience.

With the plan in place, Freeport is now focused on implementation, ensuring that strategies are put into action with support from residents, businesses, and local leaders. Addressing climate change is both a challenge and an opportunity—one that requires ongoing collaboration to shape a healthy, sustainable, and equitable future. By taking proactive steps, Freeport aims to reduce its environmental impact, enhance community resilience, and implement policies and services that support a safe and livable tomorrow.

Freeport Downtown Vision Plan - 2022

The 2022 Freeport Downtown Vision Plan was developed through a collaborative process involving the Freeport Town Council, the Freeport Downtown Vision Plan Subcommittee, Freeport Economic Development Corporation (FEDC), many Community Connectors, town staff and planning and design consultants. The plan is guided by a set of core community values that reflect Freeport's aspirations: preserving its New England village character, ensuring that downtown is inclusive and accessible to all, enhancing walkability and bikeability, promoting sustainable growth, fostering a strong local small business ecosystem, embracing outdoor spaces, and supporting arts and culture. These values provide a framework for future development and investment, ensuring that Freeport's downtown evolves in a way that meets the needs of residents, businesses, and visitors while maintaining its distinctive identity.

To achieve this vision, the plan outlines a series of action strategies aimed at improving downtown's functionality, aesthetics, and economic vitality. Key recommendations include redesigning Main Street by incorporating slower-moving vehicles, expanded sidewalks, outdoor seating, and enhanced streetscapes to create a more inviting and pedestrian-friendly environment. The plan also calls for updating zoning regulations to better support a mix of uses, preserving and creating affordable and mixed-use housing, and reassessing parking requirements to ensure a balance between accessibility and efficient land use. Economic development strategies focus on offering financial incentives to attract local businesses and restaurants, strengthening Freeport's appeal as a thriving commercial and cultural hub.

Sustainability and improvements in quality of life are also central to the vision. The plan encourages eco-friendly development practices, the expansion of connected open spaces, and enhancements to pedestrian safety through traffic calming measures at key intersections. Additionally, it prioritizes support for arts and cultural programming, festivals, and events, reinforcing Freeport's reputation as a dynamic and welcoming destination. By integrating these strategies, the Downtown Vision Plan aims to create a vibrant, inclusive, and resilient downtown that reflects the community's values and long-term aspirations.

Complete Streets Policy - 2020

The Complete Streets Policy supports Freeport in becoming a community where all residents and visitors regardless of age, ability, or financial resources, can safely, comfortably, and conveniently use the public right-of-way and future multimodal path network to satisfy transportation needs, consistent with federal, state and municipal transportation regulations. In order to promote the Complete Streets Policy, the town will work to enforce design guidelines and standards based upon best practices for bicycle and pedestrian safety for projects in the public right-of-way.

Freeport, Maine Active Living Plan: A Vision for the Future - 2014

Freeport's Active Living Plan was commissioned by the Freeport Town Council as part of the ongoing effort to improve the quality of life for Freeport's residents. The plan was drafted by the Active Living Task Force and town staff. The goal of the Active Living Plan is to assess and address the needs of Freeport related to infrastructure, programs, and policies to support physical activity as part of people's daily routine.

Freeport Comprehensive Plan - 2011

The 2011 Freeport Comprehensive Plan is developed with input from the Planning Board, town boards and committees, town staff, and community members to guide land use policies and municipal decision-making. It is found consistent with the Maine Growth Management Act, ensuring eligibility for state grants and providing a legal foundation for zoning and development regulations. The plan focuses on several interrelated priorities, including strengthening Freeport's village center, supporting economic development, preserving open space and natural resources, expanding housing diversity and affordability, and improving transportation infrastructure. These priorities aim to balance growth with the town's unique character and long-term sustainability.

The vision statement in the 2011 plan focuses on several core aspects of Freeport's identity and is organized around the following themes:

- A desirable place to live, with a variety of neighborhoods and housing options, protection of natural and historic resources, affordable options for people who work in Freeport, and an emphasis on biking and walking.
- Environmental stewardship, balancing development with environmental preservation, protecting environmentally sensitive areas, and improving air and water quality.
- A strong and stable economy, with a mix of businesses and jobs, promotion of Freeport as a visitor destination, and a range of goods and services to support both visitors and residents.
- Energy sustainability, with efforts to reduce energy consumption and expand the use of renewable energy.
- Transportation improvements, including maintenance of existing roads, traffic flow enhancements, and promotion of transportation alternatives to driving.
- A tax base that supports growth while maintaining the quality of life in Freeport.

Since the plan's adoption, Freeport makes steady progress in implementing many of its goals and policies. The town adopts zoning changes to support village development, invests in infrastructure improvements, and enhances pedestrian and bicycle connectivity. Economic development efforts include the creation of Tax Increment Financing (TIF) districts and business-friendly policies. Environmental stewardship remains a central focus, with updates to shoreland zoning regulations, open space planning, and conservation initiatives that protect Freeport's natural resources while accommodating responsible growth.

As Freeport looks ahead, the 2011 Comprehensive Plan continues to guide town policy and planning. The town remains committed to sustaining a vibrant commercial center, preserving its rural and coastal landscapes, addressing housing affordability, and improving mobility for all residents. By building on past successes and responding to new challenges, Freeport works to maintain a thriving, inclusive, and resilient community for generations to come.

Open Space & Public Access Plan - 1999

The 1999 Open Space and Public Access Plan serves as a guiding document for the Town of Freeport, emphasizing the preservation of open spaces and enhancement of public access to natural areas. Developed by the Conservation

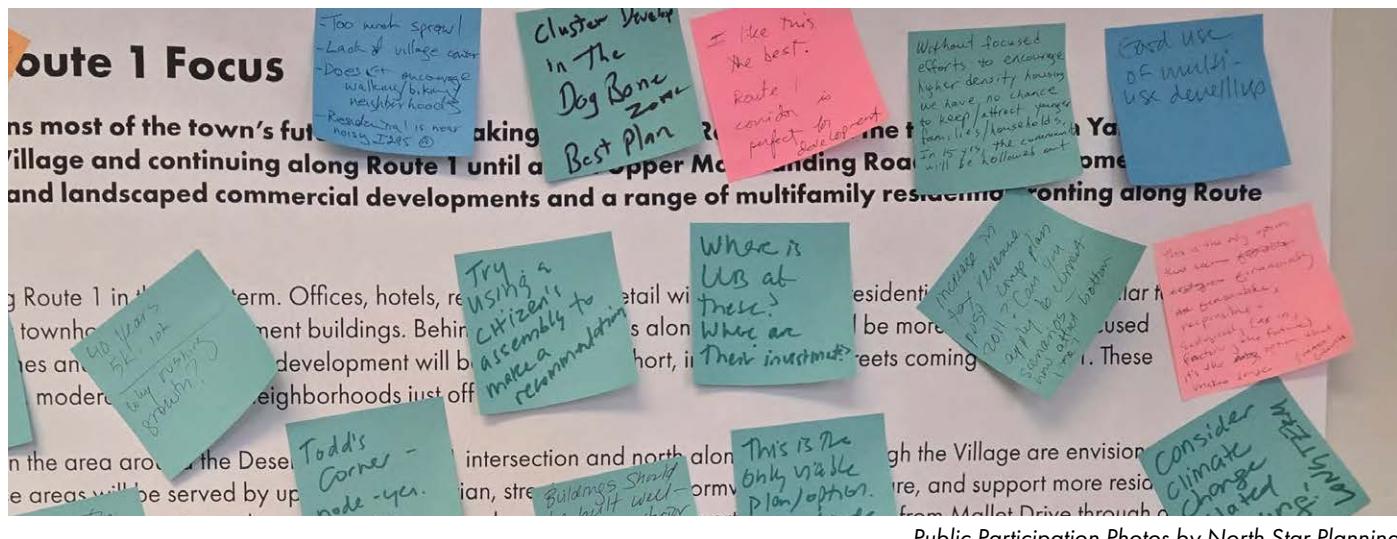
Commission and accepted by the Town Council in July 1999, the plan outlines goals and strategies aimed at balancing development with environmental conservation.

Key objectives of the plan include protecting environmentally sensitive areas, expanding recreational opportunities, and maintaining the town's rural character. The plan also emphasizes the importance of public engagement and collaboration with local organizations to achieve its conservation goals. The plan calls for many strategies including an inventory of open spaces, scenic areas, and wildlife habitat, trail planning and development, acquisitions through partnerships with state, federal, and private partners, and a comprehensive update of the Land Use Ordinance based on recommendations from the 1994 Comprehensive Plan.

Over the years, the plan has guided various initiatives, such as land acquisitions for conservation, development of trail systems, and implementation of policies that encourage sustainable land use practices. These efforts have contributed to Freeport's reputation as a community that values and actively preserves its natural resources for both residents and visitors.

PART II: LOOKING BACK

PUBLIC PARTICIPATION



Public Participation Photos by North Star Planning

Public Process

Public participation in the Freeport Comprehensive Plan Update was designed to ensure broad community engagement through multiple outreach strategies. A dedicated project website was launched in March 2024 to serve as a central hub for updates, resources, and online input opportunities. To reach as many residents as possible, the planning team distributed business cards with QR codes, facilitated direct mail outreach, utilized town resources such as the website, cable television and municipal bulletin, and placed printed surveys and flyers in locations such as Town Hall and the Freeport Community Library. Community engagement efforts included a Visioning Survey in April 2024, which gathered input on values, opportunities, and priorities for Freeport's future. Stakeholder interviews were conducted with key community groups, businesses, and local organizations to capture a diverse range of perspectives. The planning team also worked closely with RSU 5, Freeport Community Services, the Greater Freeport Chamber of Commerce, Freeport Economic Development Corporation, and other local partners to maximize outreach efforts including tabling at elections and other local community events.

The Freeport Planning Board played a central role in the Comprehensive Plan Update, beginning with a kickoff meeting in December 2023 and continuing with monthly meetings throughout the process. As the primary driving force behind the review of inventory chapters, the Planning Board worked closely with the planning team to ensure that the data and analysis accurately reflected Freeport's current conditions and trends. They were instrumental in drafting the vision, goals, and policies that will guide the town's future, providing ongoing feedback and refinement to shape a plan that aligns with community priorities. In addition to their formal responsibilities, Planning Board members were actively engaged in public outreach, attending each workshop and public meeting to hear directly from residents and stakeholders. Town Council members also played a crucial role at workshops, both as active participants and as elected leaders representing the broader interests of the community. Their dedication ensured that the Comprehensive Plan was grounded in community input and built upon a strong technical foundation, positioning Freeport for a sustainable and well-planned future.

Public meetings and workshops played a critical role in engaging residents throughout the planning process. A "What We've Learned" workshop in June 2024 presented findings from the inventory analysis, survey responses, and stakeholder interviews, allowing the community to discuss emerging themes and priorities. Additional topic-based workshops, including sessions on housing (September 2024), environment and natural resources (October 2024), and future land use (November 2024), provided opportunities for more focused discussions on specific planning issues. To ensure accessibility, short video summaries of key takeaways were produced and shared online, allowing residents to stay informed and

provide feedback at their convenience. A fifth and final workshop (March 2025) was held to review and discuss the first drafts of the Vision Statement, Future Land Use Map and Narrative, and the Goals, Policies, and Strategies of the Comprehensive Plan, providing the public with an opportunity to offer final input before the plan moves forward for adoption. Each workshop also included a virtual component, allowing residents to participate remotely in real time. Attendance numbers referenced in the following sections reflect both in-person and virtual participation. The insights gathered from these outreach efforts shaped the Vision Statement and informed the Future Land Use Plan, ensuring that the Comprehensive Plan reflected the aspirations and priorities of the Freeport community. A more complete summary of each workshop can be found in the Appendix.

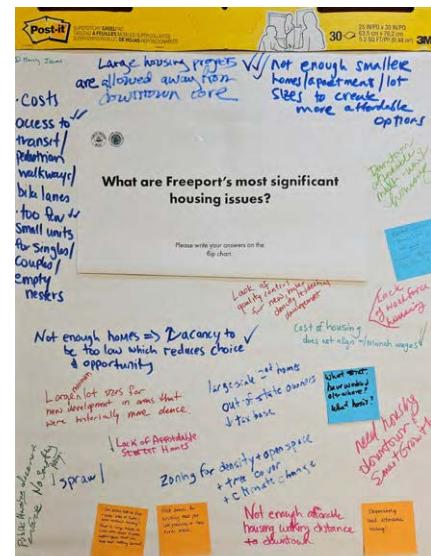
Visioning Survey + “What We Learned” Workshop

The Freeport Comprehensive Plan Update incorporated extensive community input through a visioning survey and a public workshop to better understand residents' priorities, concerns, and aspirations for the town's future. The survey, launched on April 25, 2024, and closed on July 18, 2024, was available online and in physical locations such as Town Hall and the Freeport Community Library. Outreach efforts included social media posts, direct mail flyers, school distribution, and in-person tabling at community events. In total, 445 responses were collected and analyzed, providing valuable insights into what residents value most about Freeport, key community gathering spaces, and the biggest challenges facing the town. The public workshop, held on June 12, 2024, at Freeport Community Services, built on these survey themes with a presentation of data highlights, interactive polling, and hands-on mapping activities. With 61 attendees participating in discussions and exercises, the event provided an opportunity for direct community engagement and shaped the foundation for the vision and goals of the Comprehensive Plan.

Survey and workshop questions explored key themes such as housing affordability, climate change impacts, economic development, and the future of downtown Freeport. Responses highlighted the importance of outdoor spaces, walkability, small-town character, and a strong sense of community. However, concerns about housing affordability, infrastructure, and economic sustainability were also prevalent. Participants expressed interest in expanding bike and pedestrian infrastructure, revitalizing downtown, increasing local business diversity, and ensuring responsible growth. The findings from this outreach effort are being used to inform policy recommendations, shape the future land use plan, and guide long-term community investments. By incorporating broad public input, the Comprehensive Plan reflects the priorities of Freeport's residents and sets a path toward a resilient and thriving future.

Some of the key takeaways were:

- Outdoor spaces are the heart of the community, with places like L.L.Bean Discovery Park, Winslow Park, and Wolfe's Neck State Park serving as the



most popular gathering spots.

- Downtown Freeport needs more diversity in businesses and activities, with residents wanting more restaurants, local shops, and entertainment options beyond retail shopping.
- Housing affordability is a major concern, with strong support for more diverse housing options, including smaller homes, apartments, and workforce housing.
- Bike and pedestrian infrastructure needs improvement, with many residents calling for safer crosswalks, expanded sidewalks, and better biking routes to enhance walkability.
- Traffic congestion and high-crash locations are key safety issues, particularly the Mallet Drive I-295 ramp and downtown intersections, which need better traffic management.
- Climate change impacts, such as storm intensity, flooding, and erosion, are growing concerns, with residents supporting stronger environmental protections and sustainability efforts.
- Residents want Freeport to maintain its small-town feel while growing thoughtfully, balancing economic development, housing, and infrastructure improvements without losing its unique character.

Topic Based Workshop: Housing

The Freeport Housing Workshop, held on September 23, 2024, at Meetinghouse Arts, provided a forum for discussing current housing trends, challenges, and future needs in Freeport. The workshop featured a presentation by Jeff Levine of Levine Planning Strategies and North Star Planning, which analyzed housing trends using data from the U.S. Census, Maine State Housing Authority, and local market sources. Following the presentation, attendees engaged in an interactive Menti poll to express their priorities and perspectives on housing issues, concluding with a Q&A session that allowed for direct discussion with housing experts and town officials. With roughly 100 participants in attendance, the workshop generated a wide-ranging conversation on key issues such as housing affordability, land use regulations, housing diversity, and the role of zoning in shaping Freeport's residential landscape.

Participants emphasized that affordable housing is not just a challenge for first-time homebuyers but also for retirees looking to downsize. Many noted that Freeport's housing stock is largely dominated by expensive single-family homes on large lots, limiting opportunities for more diverse and attainable housing options. The discussion highlighted how zoning policies, such as the 2.5-acre minimum lot size in the Rural Residential District, contribute to this pattern. Through the Menti poll, most participants identified Freeport Village as the preferred location for new housing development and regulatory strategies as the most relevant approach to addressing housing challenges. When asked about the ideal mix of future housing, small multifamily units



(4-20 units) emerged as the top choice, followed by single-family homes and larger multifamily developments. Overall, the workshop reinforced a strong community interest in expanding housing options while ensuring that infrastructure and planning policies support sustainable growth.

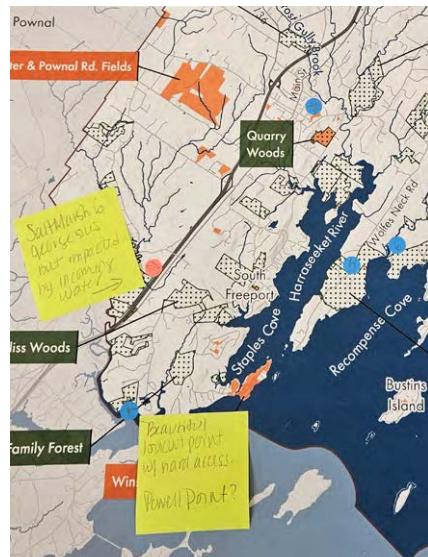
Based on the conversations throughout the evening, the biggest takeaways were:

- Freeport's housing stock is not diverse enough to meet community needs, with most existing homes being expensive single-family houses on large lots, limiting options for first-time homebuyers and retirees looking to downsize.
- Zoning and land use policies are a major factor in housing affordability, with the 2.5-acre minimum lot size in the Rural Residential District making it difficult to develop smaller, more affordable homes.
- Participants strongly supported building more housing in Freeport Village, as it offers better access to services, businesses, and transportation, reducing sprawl and supporting a more walkable community.
- Regulatory changes were identified as the most effective housing strategy, with support for adjusting zoning, permitting more mixed-use development, and allowing a wider range of housing types.
- Small multifamily housing (4-20 units) was the most preferred type of future housing development, followed by single-family homes and larger multifamily buildings, indicating a desire for moderate-density growth that balances affordability with community character.

Topic Based Workshop: Environment

The Freeport Environment Workshop, held on October 7, 2024, at Freeport High School, brought together residents, town staff, and environmental experts to discuss natural resource preservation, climate resilience, and sustainable growth strategies. Presentations by North Star Planning (NSP) and FB Environmental (FBE) highlighted key environmental challenges, including stormwater runoff, coastal bluff stability, land conservation, and energy efficiency. After a Q&A session, participants engaged in group discussions and mapping activities, identifying barriers to accessing open spaces and areas most vulnerable to climate change. Concerns about reliance on cars, lack of bike and pedestrian infrastructure, and accessibility challenges for individuals with disabilities were commonly cited. Additionally, participants highlighted threats to marshes, wetlands, and flood-prone infrastructure as priority areas for climate resilience efforts.

Attendees also helped prioritize goals from Freeport's Climate Action Plan, with improving walkability and reducing car dependency (Goal 2) emerging as the top priority, followed by protecting forests, wetlands, and coastal habitats (Goal 7) and ensuring resilience to climate change impacts (Goal 8). Participants expressed strong support for comprehensive land conservation efforts, increased investment in sustainable infrastructure, and better regional



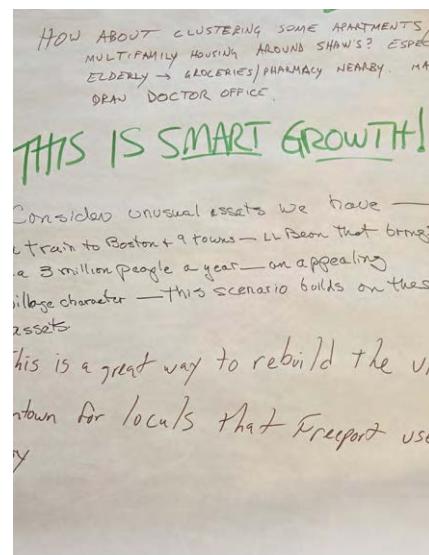
coordination on climate initiatives. During the visioning exercise, residents emphasized that Freeport should be known for its connected conservation lands, proactive environmental policies, and commitment to sustainability. Looking ahead 20 years, participants hoped to see land use decisions that balance growth with preservation, climate resilience strategies fully implemented, and a thriving, environmentally conscious community. The workshop reinforced broad community support for integrating sustainability into Freeport's long-term planning efforts and ensuring that future development aligns with environmental goals.

After reconvening from the tabling and returning to a wider discussion with the participants, the conversation highlighted the following points:

- Access to open space is limited for some residents, with car dependency, inadequate bike and pedestrian infrastructure, and accessibility barriers being major challenges to reaching Freeport's natural areas.
- Marshes, wetlands, and estuaries were identified as the most vulnerable areas to climate change, with concerns about coastal erosion, flooding, and habitat loss due to rising sea levels and extreme weather events.
- Participants emphasized the need for stronger conservation efforts, particularly in preserving large parcels of open space and protecting critical habitats from development pressures.
- Infrastructure improvements, including resilient bridges and culverts, are a priority, as several areas were identified as prone to flooding, requiring investment in climate-adaptive transportation planning.
- Making Freeport a more walkable and bike-friendly community was the top priority from the Climate Action Plan, with participants wanting better sidewalks, bike lanes, and safe pedestrian connections.
- There was strong support for integrating sustainability into town policies, with participants calling for expanded renewable energy, increased environmental stewardship, and proactive climate resilience planning.

Future Land Use Workshop

The Freeport Future Land Use Workshop, held on November 18, 2024, at Freeport High School, engaged residents, town staff, and planning experts in discussions about Freeport's long-term growth and conservation strategies. The workshop began with a presentation by North Star Planning and Aceto Landscape Architects, providing an overview of the Comprehensive Plan timeline, key findings from previous workshops, and a working draft of Freeport's Vision Statement. The discussion then shifted to Future Land Use planning, where participants reviewed existing land use patterns and three potential development scenarios: Route 1 Focus, Neighborhood Centers, and Rural & Village Development. Attendees were encouraged to provide feedback by visiting stations dedicated to each scenario, engaging in discussions, and leaving written comments. A total of 76 in-person attendees and 14 virtual participants contributed to shaping the town's future land use



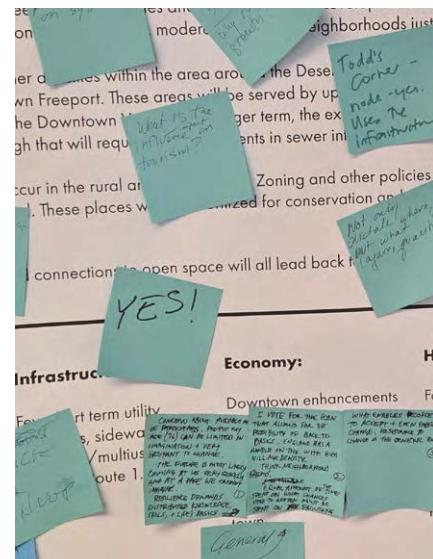
strategies.

- Scenario 1 | Route 1 Focus: This scenario, which concentrated future development along Route 1, received strong support from participants. Many saw it as a logical growth corridor, given the existing infrastructure, utilities, and potential for improved transit options. Several attendees suggested enhancing public transportation, including more Breeze bus stops and a local shuttle, to reduce traffic pressures. Some expressed concerns about ensuring historic preservation and maintaining the vibrancy of Freeport's village center, even as Route 1 absorbs more growth.
- Scenario 2 | Neighborhood Centers: This concept proposed creating smaller, mixed-use nodes in areas outside the village center, such as South Freeport Road, Flying Point, and Durham Road. Feedback on this scenario was mixed, with some participants supporting walkable, self-sufficient neighborhoods while others raised concerns about the cost of extending utilities and the feasibility of attracting businesses to these areas. Some feared that investing in decentralized nodes could weaken downtown Freeport and lead to sprawl rather than efficient growth. A few participants suggested that if pursued, only one or two neighborhood centers should be tested rather than multiple new developments at once.
- Scenario 3 | Rural & Village Development: This scenario prioritized infill development in downtown Freeport while keeping rural areas largely unchanged. While some participants favored its emphasis on conservation and maintaining the town's rural character, others felt it did not offer a strong enough vision for future growth. Concerns were raised about whether downtown Freeport alone could support the town's housing needs and whether the town's limited tax base could sustain this development pattern long-term. While there was strong support for land conservation and wildlife corridors, some felt that this scenario maintained the status quo rather than providing a forward-thinking plan for growth.

Participants generally favored concentrating growth within the village center and along Route 1, rather than dispersing it into multiple new neighborhood centers. Conservation, open space preservation, and improving transportation options remained top priorities, alongside concerns about housing affordability, aging in place, and the future of downtown retail. Many attendees expressed frustration with the slow pace of implementation, noting that while planning efforts have been ongoing, changes have been incremental. Some also pointed out the need for broader demographic representation in these workshops, as most participants were 55 and older, highlighting the importance of engaging younger residents, families, and renters in future discussions.

Final Workshop: First Plan Elements

The final public workshop for Freeport's Comprehensive Plan Update was held on March 19, 2025, at Meetinghouse Arts, with approximately 60 participants attending both in person and virtually. The workshop served as a facilitated discussion focused on the draft Vision Statement, Future Land Use Map and Narrative, and Goals, Policies, and Strategies. Community members provided thoughtful feedback on each element, with many emphasizing the importance of socio-economic diversity, housing accessibility, and a more connected, inclusive downtown. Questions arose around how mixed-use growth would be implemented, what types of development the land use plan could



enable, and how infrastructure limitations might shape the town's future.

Discussion also highlighted a strong desire to preserve Freeport's rural character while embracing strategies that bring vibrancy to the downtown core. Attendees debated the feasibility of growth in specific areas like the Village Gateway and Route 1 South, raised concerns about ADA accessibility and infrastructure capacity, and called for more clarity around housing terms like "attainable" and "workforce housing." The conversation turned toward Freeport's future identity, with suggestions ranging from enhancing arts and culture to revitalizing downtown through adaptive reuse, residential development, and extended business hours. Throughout the workshop, participants expressed appreciation for the progress made and a shared commitment to ensuring the Comprehensive Plan reflects both the values and practical needs of the community.

Business Stakeholder Outreach

The Freeport Commercial Resilience Plan (CRP) Stakeholder Outreach Survey gathered input from 23 local businesses and economic stakeholders through a six-question survey distributed by the Freeport Economic Development Corporation (FEDC) and municipal staff. The survey aimed to identify key economic opportunities, challenges, and priorities for Freeport's future. Respondents emphasized the importance of diversifying Freeport's economy beyond retail, with strong support for light industrial development, experience-based businesses, and outdoor recreation tourism. Housing, particularly increasing density downtown, was seen as a critical factor in supporting local businesses year-round, as was investing in infrastructure improvements such as bike lanes, sidewalks, parking solutions, and better traffic management. Additionally, businesses highlighted Freeport's strong community identity, its role as a gateway to midcoast Maine, and its regional appeal as key assets to leverage for future economic growth.

Feedback also revealed common challenges hindering growth and investment, including regulatory hurdles, restrictive design review processes, and resistance to change from vocal opposition groups. Many respondents advocated for streamlining permitting and zoning regulations to encourage business expansion and housing development. Suggestions for enhancing Freeport's long-term economic sustainability included creating event-based destinations, such as a public market or a year-round farmers market, investing in mixed-use development downtown, and improving transportation connectivity. Overall, the 23 business respondents expressed a strong desire to balance growth with Freeport's small-town character, ensuring the town remains a thriving place to live, work, and visit while adapting to economic and technological shifts.

- Diversifying Freeport's economy is a top priority, with support for light industrial development, experience-based businesses, and outdoor recreation tourism.
- Housing—particularly downtown density and affordability—is crucial for economic sustainability, supporting both local businesses and workforce retention.
- Infrastructure improvements, including walkability, bike lanes, parking, and transportation connectivity, are needed to support growth and accessibility.
- Regulatory hurdles and restrictive design review processes are seen as obstacles to investment and need to be streamlined to encourage business development.
- Creating a year-round, vibrant downtown through mixed-use development, events, and local business support is key to making Freeport a destination beyond shopping.

PART III: PLAN AHEAD

CLIMATE AND DTV CONNECTIONS



The Climate and Village Connections serve as a crucial bridge between Freeport's ongoing planning efforts and the town's long-term vision for resilience, sustainability, and community vitality. As Freeport continues to grow and adapt, the 2024 Climate Action Plan and the 2022 Downtown Vision Plan provide essential frameworks that align with the inventory chapters of the Comprehensive Plan. These connections ensure that these recent planning efforts are not separate or supplementary but are instead core components of this Comprehensive Plan. By embedding the goals and strategies of these plans into the inventory chapters, Freeport demonstrates a commitment to maintaining climate resilience, economic vitality, and thoughtful land use as guiding principles in shaping its future.

The integration of the Climate Action Plan and Downtown Vision Plan into the Comprehensive Plan reflects the significant role that public participation and stakeholder engagement played in shaping these policies. Freeport residents, business owners, local organizations, and municipal leaders contributed valuable insights that helped identify key priorities and strategies to guide the town's future. Public workshops, community surveys, and stakeholder meetings provided a platform for residents to express concerns about climate risks, housing affordability, transportation challenges, and economic resilience. By actively involving the community in these planning efforts, Freeport ensures that these connections truly represent the town's collective vision, reinforcing the need for sustainable growth, climate adaptation, and village-centered development as fundamental elements of the Comprehensive Plan. This public engagement process not only legitimizes these connections but also builds a stronger foundation for implementation, as the recommendations reflect real concerns, lived experiences, and aspirations of the people who call Freeport home.

A climate-conscious and village-centered approach also strengthens equity and inclusivity in Freeport's future planning. Climate impacts, such as increased flooding and rising temperatures, disproportionately affect vulnerable populations, including low-income households, older adults, and renters. By integrating climate adaptation strategies—such as improving energy efficiency in housing, enhancing public transportation, and increasing access to green space—Freeport can foster a more resilient and accessible community. Additionally, by supporting a local, circular economy and small businesses through sustainable infrastructure investments, the town can help mitigate the economic vulnerabilities that climate change presents. The inclusion of these connections in this Comprehensive Plan underscores Freeport's intent to prioritize these forward-thinking policies and ensure their integration across municipal planning efforts. Furthermore, aligning capital investments with climate resilience strategies will provide long-term cost savings, as proactive mitigation reduces damage costs from extreme weather events and helps maintain financial stability in the face of climate change. Investing in climate-resilient infrastructure today will prevent costly emergency responses and repairs in the future, ensuring Freeport's fiscal health while enhancing public safety.

Ultimately, these connections are not just about adaptation—they represent an opportunity to innovate and lead. By explicitly embedding the Climate Action Plan and Downtown Vision Plan within the Comprehensive Plan, Freeport reaffirms its dedication to sustainability and smart growth as core principles of its planning framework. This approach solidifies the town's commitment to maintaining climate resilience, fostering economic vibrancy, and guiding future land use decisions.

The integration of these recent planning efforts ensures that the vision for Freeport's future remains both proactive and dynamic, aligning planning strategies with the evolving needs of the community and its environment. By leveraging economic resilience strategies, including incentives for sustainable business development and investments in green infrastructure, Freeport is positioning itself as a leader in innovative, low-carbon economic growth. These efforts will not only strengthen Freeport's economy in the face of climate change but also create new opportunities for local businesses, workforce development, and sustainable tourism.

PART III: PLAN AHEAD

IMPLEMENTATION AND EVALUATION



The success of this Comprehensive Plan will be measured by how effectively it guides decision-making, policies, and investments in Freeport. As a living document, the plan provides a framework for achieving the community's long-term vision while allowing flexibility to adapt to evolving needs and challenges. Town staff, the Planning Board, and the Town Council will use this plan to inform public investments, regulatory updates, and strategic priorities. The Implementation Table, attached as an appendix, serves as a key reference document, outlining all recommended policies and strategies along with responsible parties and anticipated timeframes for completion.

Implementation Oversight and Annual Review

The Freeport Town Council and Planning Board will jointly oversee the plan's implementation. These bodies will conduct an annual review of progress, using the Implementation Table to assess which strategies have been advanced and to identify priorities for the upcoming year. The Planning Board will consider the plan's objectives when making recommendations related to land use and zoning, helping ensure that proposed changes are consistent with the town's long-term vision. The Town Council will oversee municipal budgeting and capital improvement planning, ensuring that funding priorities support the implementation of the plan. Town staff will provide data and updates to support these reviews and assist in tracking progress on key initiatives.

Each year, the Planning Board and Town Council will evaluate the status of implementation efforts, identifying successes, challenges, and areas requiring additional attention. The Implementation Table will serve as a working document, helping to track completed actions, ongoing initiatives, and those that need further support. Based on these evaluations, the Town Council and Planning Board may adjust priorities, allocate resources, and determine if modifications to policies or strategies are necessary. Additionally, they will engage the public to ensure residents remain informed and involved in the town's progress.

In addition to annual reviews, a more in-depth assessment of the plan's implementation will occur every three years. This comprehensive evaluation will examine broader trends and challenges, considering whether external factors such as economic shifts, state and federal policies, or technological advancements require adjustments in focus.

Tracking and Reporting Progress

To ensure accountability and transparency, implementation progress will be documented and shared with the community. Town staff will prepare an annual report summarizing accomplishments, challenges, and priorities for the coming year. This report will be presented to the Town Council, offering a structured review of the plan's implementation and informing budget decisions for the next fiscal cycle.

Beyond formal reporting, the Town will provide regular community updates to keep residents engaged in the planning process. The Implementation Table will be periodically updated to reflect completed actions and evolving priorities, ensuring that it remains a useful tool for tracking progress and guiding decision-making.

Collaboration and Financial Responsibility

Successful implementation of this plan will require collaboration across town departments, committees, and external partners. Regular coordination between municipal staff and relevant boards will ensure that efforts are aligned and that town policies and investments remain consistent with the plan's recommendations.

The Town is also committed to implementing the plan in a financially responsible manner. The Town Council will prioritize cost-effective, phased implementation of strategies to balance progress with available resources. Where feasible, Freeport will pursue state and federal grants and seek external funding opportunities to support key initiatives. Additionally, the Town will leverage municipal maintenance projects as opportunities to enhance efficiency, sustainability, and resilience, ensuring that existing resources are used effectively.

REGIONAL COORDINATION



Freeport is part of Cumberland County and plays a key role in the larger economic and environmental landscape of southern Maine. While this plan focuses on Freeport's local goals and priorities, it is important to recognize the town's role in the region and the importance of collaboration with neighboring municipalities and regional organizations. Freeport's position along the I-295 corridor, its coastal access, and its vibrant commercial sector make it an important regional destination and a key player in addressing shared challenges such as housing, transportation, environmental stewardship, and economic development.

Freeport is known for its thriving downtown, world-class retail sector, and extensive outdoor recreation opportunities. However, like many communities in the region, Freeport faces increasing housing affordability challenges. While home prices and rents have risen across Cumberland County, Freeport's desirability and limited housing stock have led to growing concerns about housing accessibility for residents and workers. This dynamic mirrors regional trends, with cost-burdened households including both long-term residents experiencing rising housing costs and new residents drawn to Freeport's high quality of life, proximity to employment centers, and strong community amenities.

Freeport's economy is shaped by its unique position between Portland, Brunswick, and Yarmouth. As a major retail and tourism hub, Freeport attracts visitors from across the state and beyond, while also serving as a key employment center. Unlike neighboring communities with more diversified employment bases, Freeport's economy is closely tied to retail, hospitality, and small-scale manufacturing. While there is limited space for large-scale commercial and office development, the town's economic development strategies focus on strengthening small businesses, attracting year-round visitors, and expanding opportunities in sectors such as outdoor recreation, food production, and creative industries.

Freeport is also a key environmental steward within the region, with a coastal location and extensive conservation lands. The town's natural resources, including its coastal estuaries, forested lands, and watersheds, require regional collaboration to ensure long-term protection and resilience. Freeport's coastal waters, wetlands, and open spaces contribute to the larger environmental systems that span multiple communities, including the Royal River watershed, which connects Freeport to inland towns such as Pownal, New Gloucester, and Auburn.

Shared Regional Facilities & Partnerships

Freeport actively collaborates with neighboring communities and regional organizations to address shared challenges and advance common goals. The town works closely with Brunswick, Yarmouth, Pownal, and Durham on issues such as transportation, housing, economic development, and environmental protection. Freeport's road networks, open spaces, and economic systems are deeply interconnected with those of surrounding municipalities, requiring coordinated planning efforts.

Key regional organizations and initiatives that Freeport participates in include:

- Greater Portland Council of Governments (GPCOG) – Provides regional planning support, transportation coordination, and economic development assistance.
- Portland Area Comprehensive Transportation System (PACTS) – Helps plan and fund transportation improvements, including transit and road projects impacting Freeport.
- Metro Breeze (Greater Portland Transit District) – Provides transit connections between Freeport, Yarmouth, and Portland, supporting regional commuting and mobility.
- Casco Bay Estuary Partnership – Works to protect and improve water quality and habitat in Freeport's coastal waters and the larger Casco Bay ecosystem.
- Royal River Conservation Trust (RRCT) – Collaborates with Freeport to conserve and manage open spaces, trails, and natural resources within the Royal River watershed.
- Southern Midcoast Maine Chamber of Commerce – Supports business development and regional economic initiatives, connecting Freeport to broader economic networks.
- Cumberland County Development Block Grant (CDBG) Program & HOME Program – Provides funding to support housing rehabilitation, infrastructure, and community development initiatives.
- Avesta Housing & Cumberland County Housing Authority – Work with Freeport to promote affordable housing initiatives and regional housing solutions.
- Cumberland County Emergency Management Agency (CCEMA) – Supports emergency preparedness and disaster response planning in coordination with surrounding municipalities.

Freeport also engages in shared municipal services and collaborative planning efforts. The town has explored shared staffing arrangements, such as partnering with Yarmouth on a joint Sustainability Coordinator to advance climate action goals. Additionally, Freeport participates in regional studies and infrastructure planning efforts, including the Route One Complete Streets Corridor Plan, which aims to improve pedestrian and bicycle access along this key regional corridor.

Looking forward, Freeport will continue to explore regional approaches to economic development, housing, conservation, and transportation to ensure the town remains a vibrant, connected, and resilient community within the broader Cumberland County region.

APPENDIX

INVENTORY CHAPTERS

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APPENDIX

AGRICULTURE & FORESTRY RESOURCES



Highlights

Freeport has several organizations that manage and protect conserved lands:

- Freeport Conservation Commission
- Freeport Conservation Trust (approximately 1,769-acres of conserved lands)
- Wolfe's Neck Center for Agriculture & the Environment (approximately 682 acres of conserved lands)
- State of Maine – Wolfe's Neck State Park (approximately 245-acres of conserved lands)
- Freeport Historical Society – Pettengill Farm (approximately 140-acres of conserved lands)
- Maine Audubon – (approximately 145 acres)
- New England Forestry Foundation – (approximately 85 acres)

Timber harvesting in Freeport is generally uniform and stable with a 5-year average of 242-acres per year. The most recent data on timber harvesting comes from 2020, which is likely skewed due to COVID-19 restrictions during the pandemic. In this year, a total of 81 acres of forested land were harvested in Freeport.

According to the town's 2022 assessment records, Freeport had 2 parcels containing 47 acres enrolled in the Farmland Use program, 10 parcels containing 139 acres enrolled in Open Space program, and 90 parcels containing 2,868 acres enrolled in Tree Growth program.

Freeport has several small local farms, most of which are on the coastal side of Interstate 295:

- The Farm at Wolfe's Neck Center for Agriculture & the Environment
- Winter Hill Farm
- Lone Bee Farm
- Bessie's Farm
- Tripping Gnome Farm
- Farthest Field Farm
- Fable Farmstead
- Winterwood Farm
- Talbot Farm

Freeport has a vibrant network of agricultural hubs where residents can explore local agriculture and purchase a variety of fresh produce including Farmers Markets, Community Serviced Agriculture programs, and Community Gardens.

Climate & Downtown Vision Connections



According to the USDA, agriculture and farming activities are highly sensitive to weather and climate. More extreme temperatures as a result of climate change, such as increased precipitation, droughts, and heat will impact growing seasons, soil moisture and agricultural productivity (Walsh et al, 2020). Some of the specific changes to Maine include longer growing seasons and shifts in plant hardiness zones, increased frosts, and more frequent or intense heat waves (Maine Climate and Ag Network, 2017). Rising temperatures and extreme weather caused by climate change will impact local agriculture and the types of crops grown.



Forests will continue to see increased pressure from non-native and invasive pests as climates warm such as the emerald ash borer, Asian long-horned beetle, oak wilt disease, browntail moth, winter moth, hemlock woolly adelgid, and others. Not only has there been elevated recordings of invasive species, but frosts and fungal diseases have caused damage to several trees and forests in Maine (Maine Forest Service, 2023).



Since many prime farmland areas rely heavily on irrigation, most of Freeport's prime farmland soils are located along the coast and near the Harraseeket River Frost Gully Brook. Much of the small farms along Freeport's coast, including Wolfe's Neck Farm, are vulnerable to increased flooding.



Though nearly 1,800 acres of land are conserved in Freeport, several large parcels are not permanently protected from development. Freeport's Climate Action Plan prioritizes conserving at least 30% of community land by 2030 and implementing a tree protection ordinance to maintain tree and forest cover.



Over the years Freeport has relied less on large scale agriculture and farming and instead contains several smaller local farms and a few community gardens. The Downtown Vision Plan calls for increasing Freeport's local food supply and fresh produce by providing more opportunities for community gardening and urban agriculture.

Farm and Forest Resources

Freeport's forests and farmland contribute to the Town's natural resources and economic vitality. Farms in Freeport enhance the Town's agrarian and rural charm. Forests offer habitat for plants and animals, provide clean air and water, store and sequester carbon, create recreational opportunities, and are a source of various forest products. Forests harbor wetlands and include riparian zones, which are critical for maintaining the health of aquifers and groundwater. Riparian habitat and wetlands play a crucial role in protecting water from fertilizers, acting as natural buffers, filtering and absorbing excess nutrients that otherwise leach into and contaminate drinking water supplies.¹

Freeport's pastoral image depends in part on the continued maintenance and protection of the town's agricultural lands, forested lands, open space, scenic views, and natural resources. Most farmland soils in Cumberland County are covered by woods or pasture, with only about 30% dedicated to crops. Like other areas in Maine, agriculture's prominence in Cumberland County has shifted since the end of World War 2. Although it is the most populous county in Maine, Cumberland County only generates 4% of the state's agricultural sales. From 2012-2107, the acreage dedicated to agriculture decreased 20% in the county; this is concomitant with a decrease in the number of farms, farm-related income, and market value of crops.²³

1 US Department of Agriculture Forest Service, Riparian Forest Buffers (Agroforestry Practices)

2 US Department of Agriculture, National Agricultural Statistics Service, 2017 Census of Agriculture Cumberland County Profile

3 US Department of Agriculture + National Institute of Food and Agriculture, Growing Food Connections Cumberland County, Cumberland County Profile, May 2016

Agriculture & Forestry: Prime Farmland

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

Town of Freeport

Roads

Coastal Waters

Waterbodies

Streams

Farmland Soils

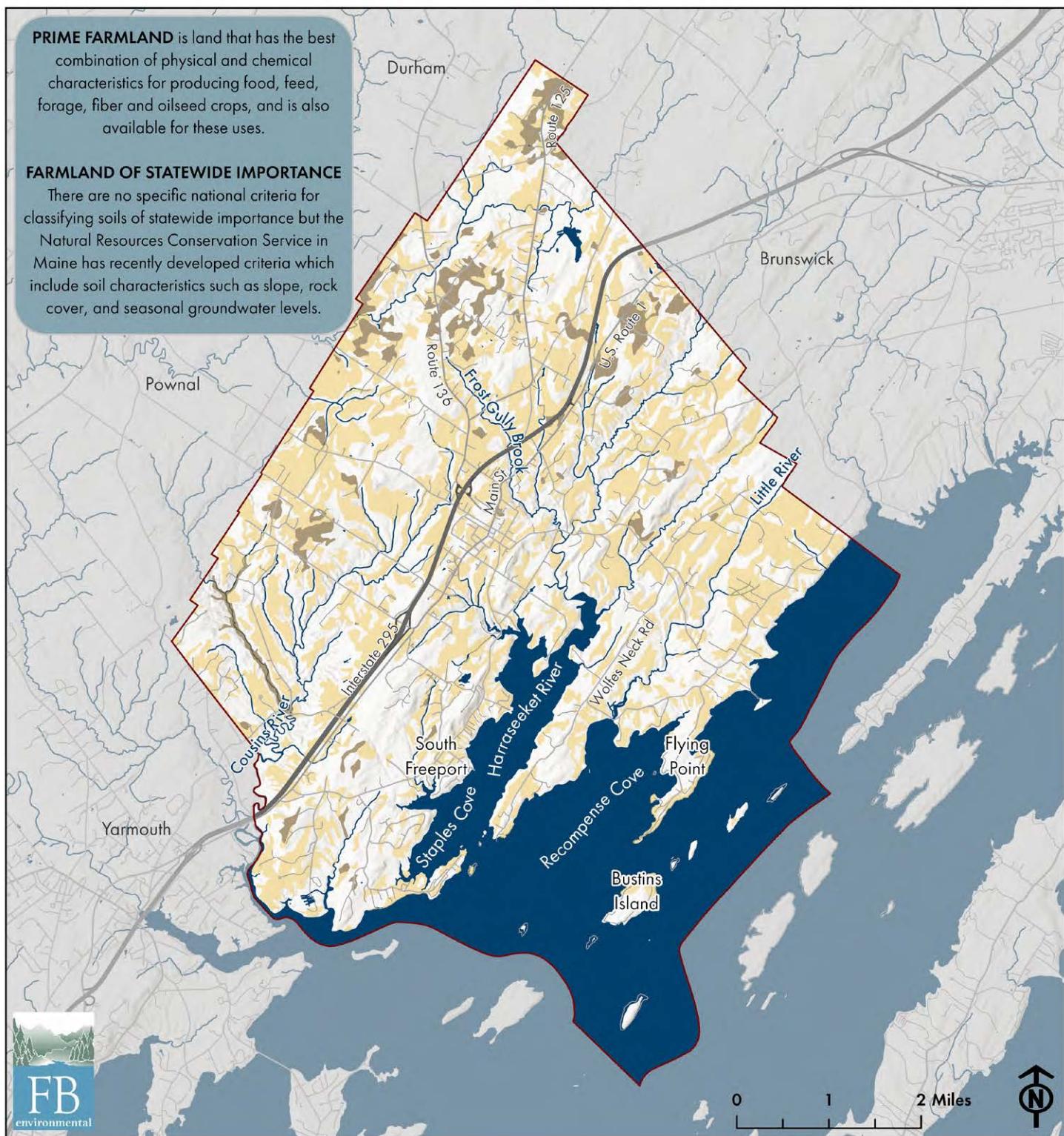
Prime farmland

Farmland of statewide importance

PRIME FARMLAND is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops, and is also available for these uses.

FARMLAND OF STATEWIDE IMPORTANCE

There are no specific national criteria for classifying soils of statewide importance but the Natural Resources Conservation Service in Maine has recently developed criteria which include soil characteristics such as slope, rock cover, and seasonal groundwater levels.



Prime Farmland

In 2020, the State of Maine's Department of Agriculture, Conservation, and Forestry (MEDACF) published guidelines for determining prime farmland. Factors that predict prime farmland are related to the landscape (e.g. slope and associated water drainage) and soil health, including physical structure, moisture content, percent organic matter, and nutrient availability. These important farmlands produce high yields of crops when treated and managed according to optimal farming methods. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for cropland, pastureland, rangeland, and forest land.⁴

The greatest concentration of prime farmland in Freeport is located at the Wolfe's Neck Center for Agriculture & the Environment and other areas in its vicinity.

Conserved Lands

Freeport has several organizations that manage and protect conserved lands. The Freeport Conservation Trust manages the protection of nearly 1,800 predominantly wooded acres including three agricultural easements at Mitchell Ledge (Fable Farmstead), Winter Hill Farm, and Winterwood Farm. Wolfe's Neck Center for Agriculture & the Environment is the second largest entity of conserved land; this non-profit owns and protects 626 acres of coastal land and attracts thousands of tourists and residents alike. Adjacent to this property lies Wolfe's Neck Woods State Park; the park contains 245 acres that is owned and managed by the State of Maine. Additionally, the Freeport Historical Society manages the Pettengill Farm, which contains an apple orchard on its 140-acre property. Lastly, Through the Trees is another non-profit in town that oversees 58 acres of wooded land.⁵

Timber Harvesting

Throughout Maine, harvested timber contributes significantly to the state's economy, serving as a vital raw material for various industries, including wood products manufacturing, construction, and paper production. The Maine Forest Service breaks timber harvesting into three categories: selection, shelterwood, and clearcut.

Selection harvest involves the targeted removal of specific trees, typically the mature or damaged ones, while leaving the rest of the forest intact.

Shelterwood harvest focuses on the staged removal of mature trees in a series of harvest entries (2-3) over time designed to create and maintain desirable regeneration conditions. Clearcut harvest involves the complete removal of all trees within a designated area. The figure above shows the total annual timber harvest in Freeport between 1991 and 2020.

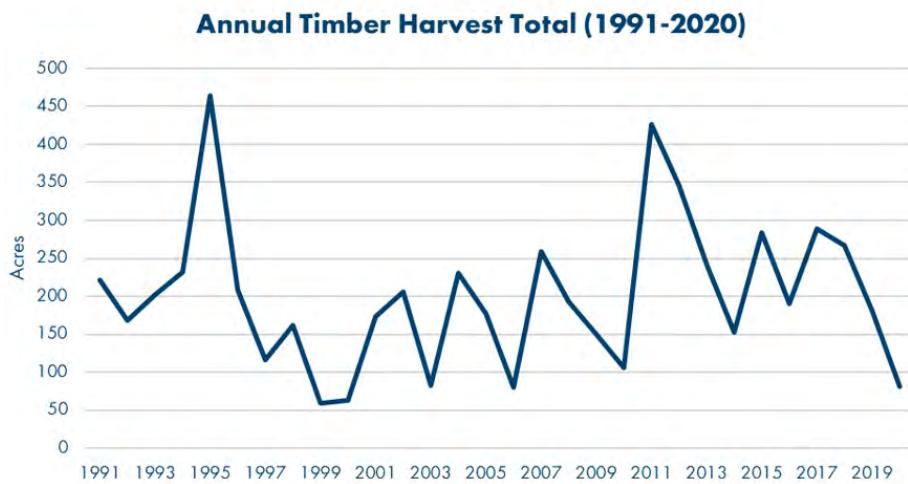


Figure 1: Annual Total for All Timber Harvesting in Freeport (1991-2020)
Source: Maine Forest Service, Year-End Landowner Reports (1991-2020)

⁴ Maine Department of Agriculture Conservation & Forestry, Determining Prime Farmland Soils and Soils of Statewide Importance for Siting Solar Projects in Maine, May 2020

⁵ Source: Town of Freeport

Agriculture & Forestry: Current Use Parcels

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

Town of Freeport

Roads

Coastal Waters

Waterbodies

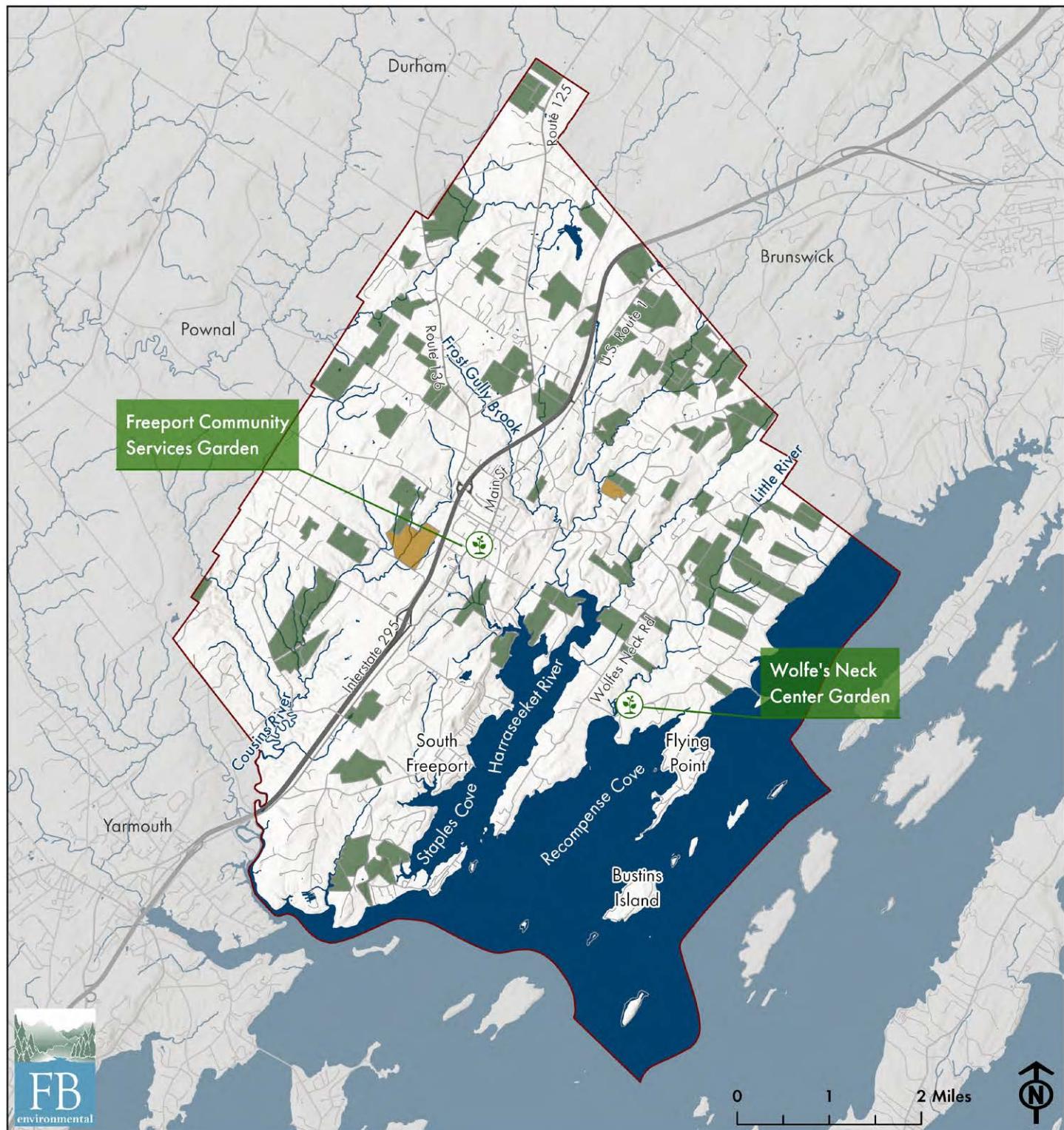
Streams

Community Gardens

Current Use Tax Program

Farmland

Tree Growth



APPENDIX:
AGRICULTURE & FORESTRY RESOURCES

In 2020, a total of 81 acres of forested land were harvested in Freeport, which is down from previous years, possibly due to shutdowns associated with the COVID-19 pandemic. Between 2015 and 2019, Freeport averaged 242 harvested acres, which is a slight increase compared to the 30-year average of 200 harvested acres. There were only two years (1995 and 2011) where Freeport saw over 400 acres of timber harvesting and a handful of years below 100 acres total.

From 2015-2019, 99% of timber was derived from selection harvesting. Shelterwood harvesting has been more sporadic over the years. In fact, no acreage was selected for shelterwood harvesting from 2014-2019, but 15 acres were shelterwood harvested in 2020. In 2016, 13 acres were clear cut, and represents the only year since 1990 when more than one acre was completely cleared. There was no clearcutting in 2020. Timber harvesting data does not incorporate site clearing associated with development of a site. Figure 2 shows the breakdown of timber harvesting in Freeport.

Tax Program Enrollment

The State of Maine's Current Use Taxation Program incentivizes landowners to actively manage and utilize working lands. Landowners with eligible parcels can enroll in

Year	Selection Harvest (acres)	Shelterwood Harvest (acres)	Clearcut Harvest (acres)	Total Harvest (acres)	Year	Selection Harvest (acres)	Shelterwood Harvest (acres)	Clearcut Harvest (acres)	Total Harvest (acres)
1991	221	0	0	221	2006	80	0	0	80
1992	168	0	0	168	2007	184	75	0	259
1993	194	7	1	202	2008	193	0	0	193
1994	232	0	0	232	2009	150	0	0	150
1995	464	0	0	464	2010	106	0	0	106
1996	163	45	0	208	2011	427	0	0	427
1997	117	0	0	117	2012	318	28	0	346
1998	145	17	0	162	2013	238	4	0	242
1999	59	0	0	59	2014	153	0	0	153
2000	15	48	0	63	2015	284	0	0	284
2001	179	0	0	179	2016	177	0	13	190
2002	191	15	0	206	2017	288.5	0	0	288.5
2003	83	0	0	83	2018	266.5	0	0	266.5
2004	231	0	0	231	2019	181.9	0	0	181.9
2005	160	17	0	177	2020	66	15	0	81

Figure 2: Timber Harvesting Activity in Freeport (1991-2020)
Source: Maine Forest Service, Year-End Landowner Reports (1991-2020)

Program	Farmland		Open Space		Tree Growth		
	Year	Number of Parcels	Acres	Number of Parcels	Acres	Number of Parcels	Acres
2012	13	227		27	494	127	1,120
2013	12	205		27	494	127	3,755
2014	12	192		26	493	116	3,727
2015	12	192		26	493	121	3,709
2016	12	218		26	493	120	3,739
2017	12	218		26	527	118	3,475
2018	11	212		22	465	107	3,289
2019	3	68		18	394	98	3,108
2020	3	68		18	396	96	3,151
2021	2	47		18	395	93	3,012
2022	2	47		10	139	90	2,868

Figure 3: Freeport Parcels Participating in State Taxation Programs
Source: Municipal Valuation Return Statistical Summary (2012-2022)

this program and receive favorable property tax assessment reductions. In Maine, the three different tax enrollment programs are: Farmland, Open Space, and Tree Growth. Under the Farmland Use program, property owners are required to have at least five contiguous acres of land and the tract must generate \$2,000 gross income from farming activities annually. Under the Open Space Use program, the tract of land must be preserved or restricted in use to provide a public benefit. The Tree Growth Use program provides a benefit to residents who own at least ten acres of forested land used for commercial harvesting.⁶

According to the town's 2022 assessment records, Freeport had two parcels containing 47 acres enrolled in the Farmland Use program, 10 parcels containing 139 acres enrolled in Open Space program, and 90 parcels containing 2,868 acres enrolled in Tree Growth program. Between 2012 and 2018 the number of parcels and acreage enrolled in all three tax programs remained consistent. From 2019 to 2022, the number of parcels and total acreage enrolled decreased in all three programs.

Local Regulations and Land Trusts

Freeport's Zoning Ordinance permits agriculture as an allowed use in the Rural Residential, Medium Density Residential, Commercial, Industrial, and Resource Protection districts. The definitions around agriculture and farming are consistent with Maine's Right to Farm law, which protects farmers and agricultural operations. Section 504A of Freeport's Zoning Ordinance encourages larger lot residential developments to preserve open space, forests, and farmland.

Freeport Conservation Trust is a land trust that works to preserve farmland, shoreline, and woodland areas in Freeport. The organization works with private landowners to conserve land through permanent restrictions like conservation easements. The organization has conserved nearly 1,769 acres of land.⁷

Local Farms

Freeport has several small local farms, most of which are on the coastal-side of Interstate 295. The farm at Wolfe's Neck Center offers a wide variety of produce, meat, and milk, in addition to its educational and conservation efforts. Winter Hill Farm supports the production of pork and a range of dairy products. Other smaller farms in Freeport include Lone Bee Farm, Bessie's Farm, Talbot Farm, Fable Farmstead, and Tripping Gnome Farm. Community Garden plots are available through Freeport Community Services and the Wolfe's Neck Center. Freeport land use regulations pertaining to agricultural uses allow many small roadside farm stands throughout the community.

Farmer's Markets

The Freeport Farmers Market, a project of Freeport Climate Action Now, operates mid-June through September in Memorial Park. This location lends itself to substantial foot traffic, including both residents and tourists visiting L.L.Bean and other establishments in the village. Freeport Harraseeket Grange #9 hosts a farmers' market late-June through October.

Community Gardens

Community gardens provide communal spaces where residents come together to cultivate on small plots. These plots are typically available to locals depending on availability. Freeport Community Services has a community garden located on Grove Street with roughly 20 garden plots. The Wolfe's Neck Center operates a community garden, supported by an on-site composting facility.

⁶ Maine Department of Agriculture, Conservation & Forestry, Maine Forest Service, Tree Growth Tax Law Information

⁷ Source: Freeport Conservation Trust

Community Supported Agriculture

Community Supported Agriculture (CSA) is a farming model built on fairness and transparency for both the farmer and the consumer. A CSA program requires a consumer to purchase a share of the farm at the beginning of the season, which provides financial security to the farmer for the season. In return, the consumer receives a regular box of fresh produce, typically on a weekly basis, through the growing season.

There are two CSAs in Freeport. The more well-recognized CSA is managed by Wolfe's Neck Center for Agriculture and the Environment. The CSA offers its members the chance to select local products for eighteen weeks. It also provides training and educational resources to community members who wish to learn more about farming. The Fable Farmstead is closer to downtown Freeport and provides local products to its members for fifteen weeks each summer. The CSA offers its members both half- and full-share options.

APPENDIX

ECONOMY



Highlights

Freeport's labor force is generally consistent with Cumberland County and the State of Maine (64.3% employed, 2.9% unemployed, 35.7% not in labor force)

Freeport residents' occupations have shifted more toward management, business, science, and arts as well as sales and office occupations over the last decade.

Retail and Transportation/Warehousing are the top jobs in Freeport followed closely by professional/scientific/technical services and management roles.

Climate & Downtown Vision Connections



Climate change pressures could have significant economic impacts in Freeport. The biggest threat to businesses will be access and damage during flooding events. As a coastal community with a considerable tourism base, Freeport's marine-based economy will be heavily impacted by climate change. Warming temperatures contribute to species shifts that could severely impact the agriculture, forestry, fishing, and hunting sector. The natural resource industry is particularly vulnerable to the shifts in ecosystems and changing terrestrial and marine conditions that put pressure on job security.



As noted in the Economy Chapter, a vast majority of Freeport's labor force (including Town staff) live in neighboring communities, while most employed Freeport residents commute out of town to work. In a region reliant mainly on private vehicle transportation, both workers and businesses are vulnerable to temporary flooding and long-lasting damage to roads.



Shifting species and degrading Casco Bay habitat will impact the livelihoods of residents that depend on Freeport's marine economy, including shellfish and tourism industries. Over the last ten years, Freeport has reported a nearly 70% decline in clam landings.



Freeport's walkable village center provides an opportunity to continue sustainable growth patterns while encouraging local business development and housing located close to existing infrastructure and public transit networks.



The Climate Action Plan calls for shifting to a low carbon circular economy that reduces Freeport's dependence on fossil fuels and relies on regeneration of natural materials. Part of this economic strategy also involves leveraging financial opportunities to fund more renewable resource and energy efficiency projects.

Climate & Downtown Vision Connections



Support a resilient and adaptive business community that extends beyond traditional retail and consumer-focused industries by fostering innovation in renewable energy production, sustainable manufacturing, and circular economy practices.



The Downtown Vision Plan emphasizes the need to continue to cultivate Freeport's local business economy, which will reduce transportation miles for goods and services, revitalize downtown by reducing urban sprawl and could allow for more innovation such as adapting to new sustainable technologies and practices.

Historic Conditions and Trends

Freeport maintains a diversified economy with a strong focus on retail, tourism, and outdoor recreation. The Village, which retains its historic charm, is well known for hosting a mix of retail shopping outlets, local shops, restaurants, well-known lodging establishments, quaint bed and breakfast inns, and world-renowned retailer L.L.Bean. The Town has also seen development on US Route One South, with a variety of businesses that serve local and regional needs, as well as a number of hotels and an active and growing brewery scene. Freeport's small working waterfront includes multiple marinas as well as clamping, fishing, lobstering, and aquaculture industries.

The Town is just north of Portland and part of the Greater Portland economic area with natural features including the Harraseeket River and a coastline consisting of tidal water, active farms, trails, and coastal conservation land. The Town of Freeport, through collaborations with the Freeport Economic Development Corporation (FEDC), Town Council, business owners, community organizations including Visit Freeport and the Greater Freeport Chamber of Commerce, and volunteers, continues to facilitate economic growth, while supporting the existing, vibrant economy. Freeport's economic goals include thoughtful investment in critical infrastructure, attracting and maintaining businesses, supporting employees, increasing housing supply, and expanding economic opportunities throughout the Town. Freeport's economy reflects its rich heritage as a maritime town and its evolution into a vibrant business and tourist destination.

Historical Economic Overview

The area that we know today as Freeport, Maine is in the homeland of the Abenaki Nation, part of the Wabanaki Confederacy, and has long been valued by Wabanaki Communities for its natural features, and rich natural resources offered by the Harraseeket River and ocean. The land's natural resources and unique coastal geography attracted the early European colonizers and permanent European settlements took root in the 1600s. Originally part of North Yarmouth in the Massachusetts Bay colony, Freeport's initial settlements popped up along the Harraseeket, connecting the natural resources to a wider maritime trade network.

In the 1800s, Freeport continued to grow as a primarily maritime town, benefiting from its location on the coast of Maine. Shipbuilding and maritime trade were significant contributors to the local economy. The town's access to the sea facilitated trade with other coastal towns and beyond. Freeport's first industries included lumber mills, tanneries, and gristmills, which thrived due to the region's natural resources. South Freeport served as a hub for economic development sustaining most of the shipyards and workforce; Porter's Landing was Freeport's primary port. Inland, Freeport Corner started expanding as the Maine Central Railroad reached Freeport in 1849. Shoe factories, saw mills, and other businesses (supported by early investors including E.B. Mallet, Jr.) diversified Freeport's economy. In 1912, Leon Leonwood Bean opened his flagship outdoor gear store, featuring his famous hunting boots. L.L.Bean's success drew attention to Freeport as a destination, attracting tourists and shoppers.

The transition away from a maritime- and industrial-based economy began in the mid-20th century. Freeport started to

shed its economic roots (maritime and industrial) and move towards a retail and tourism-based economy. Significant transportation infrastructure, such as the expansion of railways and highways, made it easier for visitors to access Freeport. The post-World War II economic boom and the rise of automobile culture in the United States bolstered the tourism industry; Freeport's proximity to major cities in New England, including Portland and Boston, made it an accessible destination for day trips and weekend getaways.

Outlet shopping gained popularity in the 1970s and 1980s, and Freeport capitalized on this trend. L.L.Bean expanded its offerings, and other retail outlets began to establish themselves in the area. The development of outlet shopping centers and the expansion of existing retail establishments along Freeport's Main Street further solidified the town's reputation as a retail hub. Freeport's mix of outlet stores, boutiques, restaurants, and outdoor recreational activities continue to attract visitors today. Investments in advertising, campaigns, and events help strengthen Freeport's appeal as a tourist destination.

While retail and tourism are significant drivers of Freeport's economy, other industries have led to new businesses and employment opportunities in the town. Freeport's modern economic development extends beyond its renowned retail and tourism sectors. Outdoor recreation businesses and education programs, such as L.L.Bean's Outdoor Discovery School has seen substantial growth in recent years. Craft brewery and distilling companies including Maine Beer Company, Mast Landing, Gritty's, Stars and Stripes, Cold River Vodka, and Goodfire have been a major attraction to the town. The vibrant arts and cultural scene contribute to the community's identity and provide new tourism opportunities. Additionally, agriculture highlights the community's roots and commitment to sustainability and environmental causes. Although Freeport is known for retail and tourism, the Town has cultivated a healthy and diverse economy.

COVID-19 Economic Impact

The COVID-19 pandemic profoundly impacted towns with significant brick-and-mortar retail and workers commuting to offices, reshaping economic trends in several key ways. Lockdown measures and social distancing guidelines prompted a swift shift towards online shopping, diminishing foot traffic and sales for traditional retailers. Businesses faced heightened financial strain, reduced operation capacity, closures, and job loss. Additionally, supply chain disruptions caused delays and increased costs for smaller businesses, which often struggled to absorb these impacts due to tighter margins. Workers who traditionally commuted to offices transitioned to hybrid or complete remote work situations impacting the vitality of local businesses as less people remained in town to shop, grab lunch, and stop for groceries on the commute home. These challenges made inventory management difficult and threatened the profitability and sustainability of many small enterprises.

Despite these challenges, Freeport and other communities have seen the emergence of innovative responses. Some retailers pivoted to online platforms, while others diversified their offerings or focused on enhancing in-store experiences. Community revitalization efforts, including grants and marketing campaigns, aimed to support local businesses and preserve commercial districts. Furthermore, the Town of Freeport passed an emergency ordinance allowing businesses to expand outdoor operations. This led to permanent changes in the ordinances, including more easily allowing seasonal outdoor seating and relaxing general standards for temporary outdoor activities. However, the long-term structural changes in consumer behavior towards online shopping may continue to challenge traditional retail models.

Freeport Work Overview

Labor Force

The US Census Bureau defines 'labor force' as residents aged 16 and over who are civilians and not institutionalized, including anyone who has a job or is actively looking for work. All others, including individuals without a job who are not looking for work, are not measured as a part of the labor force. Active-duty military members are considered part of the labor force but are not counted as part of the employed population. According to 2022 ACS 5-Year

Estimates, Freeport's labor force has 4,610 employed residents. There are 2,558 Freeport residents who are not part of the labor force (retired, stay-at-home parenting, disabled, etc.). Freeport's labor force participation is 64.3%, which is lower than Cumberland County's at 67.9%, and higher than the State of Maine at 59.5%. Figure 1 provides an overview of Freeport's economy compared to Cumberland County and the State of Maine.

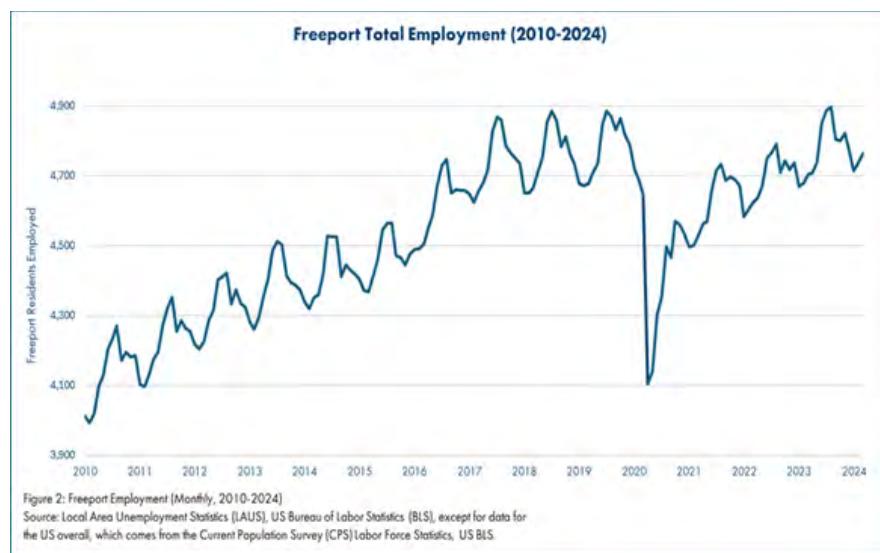
Employment

Since 2000, Freeport has seen a general decline in employment which is generally consistent with trends seen around Maine. The employment rate in Freeport dropped from 69.4% in 2000 to 64.3% in 2022. Figure 2 shows the changes in employment in Freeport between 2010 and 2022. Cumberland County has seen a slight uptick in employment despite the decline in Freeport. However, Freeport has seen a rather significant increase in the number of residents not included in the labor force. Between 2000 and 2022, the number of Freeport residents not included in the labor force went from 1,729 to 2,558 (28.4% to 35.7%) which may correlate with an increase in Freeport residents retiring. The year-to-year changes shows a cyclical growth and decline in employment in Freeport with peak employment in August and lowest employment in February. As noted above, the COVID-19 pandemic had a serious impact on employment in Freeport. As of Summer 2023, Freeport's employment has surpassed previous levels of employment in Summer of 2019.

	Freeport		Cumberland County		Maine	
	#	%	#	%	#	%
Employed	4,610	64.30%	172,958	67.90%	683,370	59.50%
Unemployed	207	2.90%	5,594	2.20%	28,762	2.50%
Not in Labor Force	2,558	35.70%	81,325	31.90%	433,589	37.80%
Total	7,168	100.00%	254,892	100.00%	1,147,922	100.00%

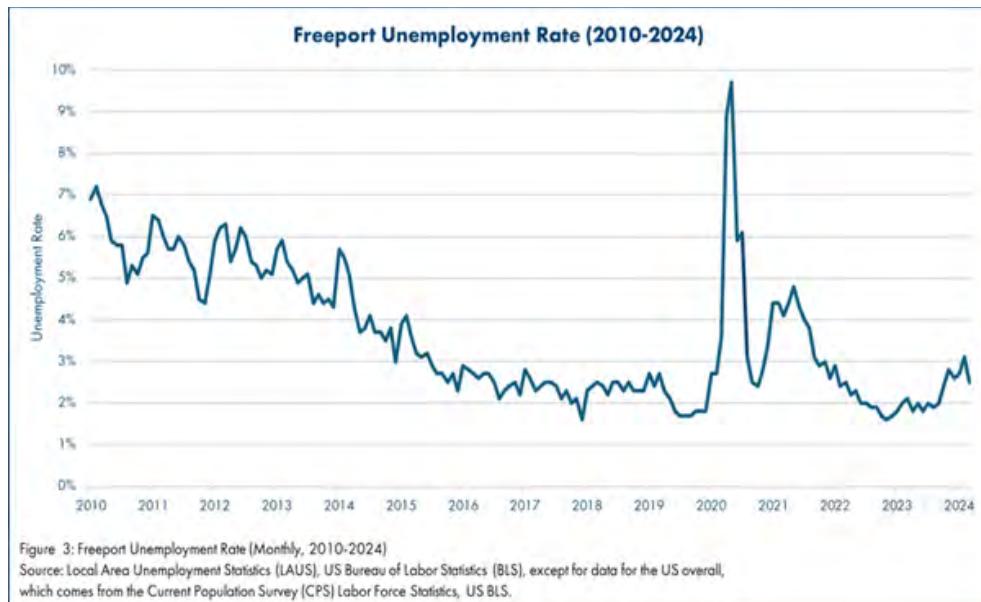
Figure 1: Labor Force Overview (2022)

Source: 2022 ACS 5-Year Estimates



Unemployment

The unemployment rate in Freeport has fluctuated over the years, but there's a noticeable increase from 1.6% in 2010 to 2.9% in 2022. Following the 2008 recession, Cumberland County and Maine had a substantial increase in the unemployment rate (4.5% and 5.3% respectively) while Freeport managed to hover around 1.6%. Yet, Freeport aligned with regional and state trends during the COVID-19 pandemic in 2020. As the community, county, and state recovered from the pandemic, the unemployment rates dropped. As of 2022, Freeport had a 2.9% unemployment rate compared to 2.2% for Cumberland County and 2.5% across Maine. Figure 3 shows the fluctuations in the unemployment rate between 2010 and 2024 highlighting a steep increase in unemployment at the onset of COVID-19. Although there is a slight increase in unemployment in 2024, a 1-2% increase in the unemployment rate can be normal fluctuation reflecting short-term economic conditions rather than a sign of long-term challenges.



Type of Employment

The occupations of Freeport residents have changed between 2010 and 2022. More Freeport residents work in management, business, science, and arts as well as sales and office positions. However, there are declines in the other three categories of jobs noted below: 1) Natural resources, construction, and maintenance occupations; 2) Production, transportation, and material moving occupations; and 3) Service occupations. These changes in occupations' composition also reflect and influence increases seen in household income and costs of living. Figure 4 provides a breakdown from the American Community Survey which highlights the changes of five general categories of employment between 2010 and 2022. The categories below are general categories created by the Census Bureau.

There are slight variations when comparing Freeport residents' occupational composition when compared to Cumberland County and the entire state of Maine. Freeport generally mirrors Cumberland County which both have a higher concentration of management, business, sciences, and arts occupations, however, Freeport does have a higher concentration of sales and office jobs – potentially related to the concentration of retail stores in the community. Compared to Cumberland County and the rest of the state, Freeport's economy appears to be less reliant on service-oriented, natural resources, construction, maintenance, and production-related jobs.

Occupation Category	2010	2022	% Change
Management, business, science, and arts occupations	2,012	2,124	5.60%
Service occupations	618	603	-2.40%
Sales and office occupations	1,092	1,149	5.20%
Natural resources, construction, and maintenance occupations	345	284	-17.70%
Production, transportation, and material moving occupations	277	243	-12.30%

Figure 4: Freeport Occupation Breakdown (2010 + 2022)
Source: ACS 5-Year Estimates (2010, 2022)

Places of Employment and Commute to Work

Figure 5 shows the places of employment for Freeport commuters. The most common place for Freeport residents to commute to work is in Portland (20.9%) with 756 residents (19.8%) working in Freeport. This data does not collect data regarding remote work or hybrid work situations.

Home Occupations

In Freeport, Home Occupations can be done by right and are not required to register with the town. Although the Town does have some standards that home occupations must adhere to, generally speaking, home occupations are accessory to a residential use and clearly incidental and secondary to the residential use of the dwelling unit.

Freeport Employers

Major Employers and Labor Market

According to data from the US Census OnTheMap – Employment, there were a total of 6,306 jobs in Freeport in 2021. The OnTheMap shows the locations of employers and the number of employees in Freeport. The areas of highest density correspond with many of the largest employers described in the following section. However, the Main Street / Downtown Core serves as the primary hub for all employment in Freeport. The L.L.Bean Fulfillment Center, the southern portion of Interstate 295, and South Freeport Village also have a significant concentration of employment.

Industry Sectors

Freeport's economy is characterized by a diverse range of industries, with various sectors contributing to employment and economic activity. Generally, Freeport's economy showcases a more balanced distribution of jobs across multiple sectors. As of 2021, retail trade, professional, scientific, and technical services, management, construction, warehousing, and accommodation and food services are the six largest industries in Freeport. Overall, the number of total jobs has remained stable between 2002 and 2021 (6,390 and 6,306 respectively) with slight fluctuations in between.

Figure 6 below shows a breakdown of job count and share of total jobs in Freeport.

There is noticeable fluctuation in the counts and shares of different sectors between 2002 and 2021. Some sectors have experienced significant changes, while others have remained stable. Most notably, Retail Trade has seen the most significant decline between 2002 (43.9%) and 2021 (18.8%). However, the Transportation and Warehousing sector increased between 2002 (6.4%) and 2010 (22%); Retail Trade decline and Transportation and Warehousing growth could be attributed to L.L.Bean's shift towards online retail and the growth of their distribution center. Both sectors saw a similar level of decline between 2010 and 2021 of roughly 4.5%. Despite the decline, Retail Trade and Transportation and Warehousing remain the two largest industries in Freeport.

Town	Count	Share	Town	Count	Share
Portland	797	20.90%	Topsham	53	1.40%
Freeport	756	19.80%	Biddeford	47	1.20%
Brunswick	244	6.40%	Bangor	43	1.10%
South Portland	211	5.50%	Windham	41	1.10%
Yarmouth	178	4.70%	Durham	29	0.80%
Lewiston	137	3.60%	Saco	28	0.70%
Westbrook	134	3.50%	Boston	21	0.60%
Falmouth	129	3.40%	New Gloucester	21	0.60%
Scarborough	106	2.80%	Cape Elizabeth	16	0.40%
Bath	80	2.10%	Kennebunk	14	0.40%
Augusta	71	1.90%	Kittery	13	0.30%
Auburn	69	1.80%	Wells	13	0.30%
Cumberland	58	1.50%	All Other Locations	508	13.30%

Figure 5: Freeport Commuting Locations (2021)
Source: US Census OnTheMap (2021)

	2002 Count	2002 Share	2010 Count	2010 Share	2021 Count	2021 Share
Agriculture, Forestry, Fishing and Hunting	25	0.4%	16	0.3%	48	0.8%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%
Utilities	10	0.2%	13	0.2%	4	0.1%
Construction	335	5.2%	291	4.9%	468	7.4%
Manufacturing	73	1.1%	86	1.5%	131	2.1%
Wholesale Trade	197	3.1%	150	2.5%	55	0.9%
Retail Trade	2,804	43.9%	1,342	22.8%	1,183	18.8%
Transportation and Warehousing	408	6.4%	1,295	22.0%	1,082	17.2%
Information	16	0.3%	20	0.3%	79	1.3%
Finance and Insurance	203	3.2%	91	1.5%	56	0.9%
Real Estate and Rental and Leasing	6	0.1%	4	0.1%	32	0.5%
Professional, Scientific, and Technical Services	142	2.2%	201	3.4%	720	11.4%
Management of Companies and Enterprises	325	5.1%	314	5.3%	683	10.8%
Administration & Support, Waste Management and Remediation	303	4.7%	251	4.3%	143	2.3%
Educational Services	359	5.6%	358	6.1%	467	7.4%
Health Care and Social Assistance	278	4.4%	337	5.7%	299	4.7%
Arts, Entertainment, and Recreation	35	0.5%	47	0.8%	54	0.9%
Accommodation and Food Services	751	11.8%	863	14.6%	538	8.5%
Other Services (excluding Public Administration)	59	0.9%	156	2.6%	165	2.6%
Public Administration	61	1.0%	63	1.1%	99	1.6%
<i>Total Jobs</i>	<i>6,390</i>		<i>5,898</i>		<i>6,306</i>	

Figure 6: Freeport Jobs by Sector (2002, 2010, 2021)
Source: ACS 5-Year Estimates (2002, 2010, 2021)

The next four largest sectors include: 1) Professional, Scientific, and Technical Services (11.4%); 2) Management of Companies and Enterprises (10.8%); 3) Accommodation and Food Services (8.5%); and 4) Construction + Educational Services (both 7.4%). In 2002, the Accommodation and Food Services sector was the second largest industry in Freeport at 11.8% of the total jobs. The industry saw steady growth between 2002 and 2010. By 2021, the industry lost nearly 300 jobs, mostly after the COVID19 pandemic and a decline in tourism.

Freeport's economy has significantly diversified over the last fifteen years, with an increasing focus on professional, technology, and specialized services. Where Retail, Warehousing, and Food Services have declined, sectors including professional, scientific, and technical services as well as management of companies and enterprises have shown dynamic growth.

Economic Development

Economic development in Freeport is supported by the Town and the Freeport Economic Development Corporation (FEDC). Business development in Freeport is carried out collaboratively between the Town, Visit Freeport, Greater Freeport Chamber of Commerce, and Freeport Economic Development Corporation in close coordination with local businesses and property owners.

The Town recently created an Economic Development focus within the Town Manager's office, lead by a Development Director charged with coordinating the Town's Planning and Code Enforcement functions. The Town's economic development activities focus on business retention and expansion (BRE) activities, supporting efficiencies within Town processes, developing resources and programming to support business development, or growth and collaborating with State and regional partners on critical infrastructure and recreational facilities.

FEDC's mission is "to partner with the community to promote sustainable economic growth that strengthens and diversifies the economic base and enhances the quality of life and unique character of Freeport." To accomplish this mission, FEDC focuses on business diversity and sustainability, attraction, supporting existing business communities, and supporting the Freeport community quality of life. Although the FEDC is primarily economic focused, it recognizes the importance and intersections of the economy with housing, affordability, and development. FEDC Board consists of local residents, local business owners, Town staff, and current and former Town Council members.

Business Development Resources and Attraction

Promotion. Formed under the name Freeport Merchants Association in 1977, Visit Freeport serves as the information bureau and destination marketing organization for Freeport. Visit Freeport operates out of a Downtown office and information center, currently located at 115 Main St., next to L.L.Bean. Visit Freeport promotes Freeport to regional and national audiences through a variety of media and carries out events throughout the year, such as Fall Festival, Sparkle Celebration, Makers on Main, and the Maine Oyster Festival, to attract visitors to Freeport businesses.

Growth and Retention. The Greater Freeport Chamber of Commerce was founded in 2010 as a Non-Profit to flourish the businesses of the area and promote growth. Since then, they have accumulated a plethora of members to support. By providing marketing, resources, and networking, the Chamber works to expand the businesses of the Greater Freeport area even further.

The Town of Freeport's economic development priorities feature a strong focus on supporting existing businesses to grow and flourish in Freeport. The Town's BRE activities include connecting business managers with available resources and providing assistance to navigate local permitting processes.

Development and Attraction. FEDC is a private, non-profit corporation that provides free and confidential assistance to current businesses looking to establish or expand in Freeport. FEDC pursues the economic development goals set by the Freeport community. FEDC works closely with business and property owners, developers, Town staff and Town Boards and Committees to support local policies that create a positive economic climate and attract new businesses to Freeport. FEDC staff maintains a business attraction website, www.choosefreeport.com, with local available properties, demographic information, and available incentives.

The Town of Freeport's recent development and attraction activities include funding innovative grant programs to match private investment to fit-up commercial spaces and to add amenities in public spaces, working with business managers to navigate approval processes, and to support capital improvement planning for critical infrastructure required for sustainable economic development over the next decade.

Land Use and Economic Development

Tax Increment Financing

The Town of Freeport has actively used Tax Increment Financing (TIF) as a tool to support desirable economic and community development projects. Current land and taxable valuation sheltered in Freeport's TIF Districts are well below the State of Maine's Statutory limits and the Town will have compelling opportunities in the coming years to use TIF as a financing tool to implement the Downtown Vision Plan and other community planning initiatives.

The Town TIF Policy was adopted in 2010. The Policy specifies eligible projects and approval processes. The Policy identifies FEDC as an independent source of information and analysis regarding TIF priorities in Freeport. Currently, the Town of Freeport has eight active TIF Districts that advance a variety of community goals, from economic development and environmental protection infrastructure to affordable housing and Downtown pedestrian and parking infrastructure.

The State of Maine has capped the amount of land and taxable valuation with a municipality at five percent to total land and valuation. Currently, TIF districts in Freeport encompass under 1.1 percent of total land, and total valuation in existing districts is less than 2.5 percent of the Town's total valuation.

Recent Development

In recent years, Freeport has gained high-profile development projects that have diversified the local economy and created new offerings for residents and visitors. Despite the impacts of the COVID-19 pandemic, Freeport has become a craft beer destination.

L.L.Bean completed a new 390,000 square foot headquarters in Freeport, maintaining the leading outdoor retailer's deep connections to Freeport. The Residents At Crosstree, a multifamily housing development on Desert Road, marked Freeport's first commercial housing development in many years. The Downtown Vision Plan calls for the Town to build on this success by adding significant new housing in and around the Downtown as a critical economic development strategy.

Economic Development Plans

Freeport Downtown Vision

A collaboration between the Town of Freeport and FEDC, the Freeport Downtown Vision was a three-phase process to guide the future growth and development of the downtown core. The Freeport Downtown Vision Plan was completed in May of 2022 and reviewed the history, success, and shortcomings of the downtown area while collecting data and public feedback to identify areas for improvement and strategies for economic development in the aftermath of COVID. The plan identified seven guiding principles:

- Creating a 'Downtown for All' including locals and visitors focused on inclusivity and diversity.
- Maintaining a 'New England Village Center' as a place to gather in a friendly small town with human scale and traditional New England architecture.
- Supporting and growing the 'Local Small Business Ecosystem' with a focus on Maine's creative economy and expanding food options.
- Securing a 'Walkable & Bikeable' community with infrastructure focused on pedestrian safety, accessibility, and multi-use paths.
- Incorporating 'Sustainable Growth' and environmental responsibility while accomplishing development goals such as creating a diverse mix of housing.
- Connect to Freeport's natural resources and scenic assets while and 'Embrace the Outdoors' with partners such as L.L.Bean.
- Supporting Freeport's 'Arts & Culture' through community events such as plays, shows, art galleries, and live music festivals and events.

Regional Prosperity Plan

The Greater Portland Council of Governments (GPCOG) is tasked with crafting a five-year Comprehensive Economic Development Strategy (CEDS). The 2018 iteration of this strategy adheres to a traditional framework for economic planning, leveraging crucial data to delineate the region's economic trajectory – past, present, and envisioned future over the next 10 to 20 years. The CEDS furnishes GPCOG's municipal constituency with a cohesive regional economic blueprint, directly addressing day-to-day challenges. It aims to bolster economic development by harmonizing job retention and expansion with foundational concerns such as education, public health, and economic equity. The Intent is to foster greater municipal engagement compared to previous iterations. GPCOG updated this plan in 2023.

The updated Regional Prosperity Plan suggests three strategic priorities based on: 1) an innovation-driven economy, meaning one that embraces emerging technology for existing and new employers; 2) an inclusive economy, meaning one that intentionally includes people who have been historically excluded from full economic participation; and 3) a more resilient economy, meaning one that is mindful of the disruptions to come, and planful about meeting them successfully.

Infrastructure Capacity

Freeport is well-served by infrastructure delivered and maintained by the Town along with multiple utility partners. The Town's Department of Public Works oversees and maintains an extensive network of roads, sidewalks, trails, and stormwater management infrastructure. The Freeport Sewer District maintains the sewage collection and treatment system in Freeport. The District is a quasi-municipal corporation. The District is currently embarking on a significant \$20 million reconstruction of a treatment plant on South Freeport Road. Maine Water Company maintains water infrastructure in Freeport for homes and businesses in the Company's service area. Town officials have maintained communication and coordination with Maine Water to ensure that adequate water capacity is available for desirable development.

Energy infrastructure includes electricity from Central Maine Power and natural gas from Maine Natural Gas.

Freeport's combination of Metro Breeze bus service on Route 1 and Amtrak Downeaster service in the heart of Downtown set Freeport apart from other medium-sized Cumberland County towns for the quantity and quality of public transportation service. As a result, recent planning efforts have focused on transit-oriented development as an ideal framework to support future growth.

Transit-oriented development focuses on land in walkable proximity to transit for development. In Freeport, this includes all Downtown and south on Route 1 to the Breeze stop in front of Maine Beer Company. This transit-oriented development area in Freeport is well-served by water, sewer, power, and pedestrian amenities and the Town is focused on this geography as the prime growth area in Town that is well-suited to address Freeport's housing shortage, support local businesses with foot traffic and workforce, and minimize cost to serve new residents due to its proximity to existing infrastructure.

APPENDIX

EXISTING LAND USE



Highlights

Freeport has a total area of 46.47 square miles which consists of 34.82 square miles of land and 11.65 square miles of coastal waters.

Freeport is home to a variety of residential neighborhoods, ranging from historic homes in the downtown area and newer suburban developments on the outskirts of town.

[Updated Zoning District % distribution to be added]

As of February 2024, there are 26 distinct zoning districts in the town of Freeport and multiple overlay zoning districts.

The 2011 Comprehensive Plan identified specific districts within Freeport as growth areas including Medium Density districts along Route One North (Medium Density Districts A and B), Village 1, Village Commercial, Village Mixed-Use Districts, and Commercial 1 and 3 Districts.

Climate & Downtown Vision Connections



Protecting the connectivity of valuable natural resources, such as wetlands and estuaries, will also help mitigate impacts from climate change by preserving their ecosystem services such as flood buffering, water filtration, and carbon storage. Connected habitat also supports native flora and fauna populations and decreases damage to 'edge habitats,' making them more resilient to climate shifts.



Encouraging new residential development near local businesses, offices, services, and public transit stops allows more choices for how people get around besides driving, and reduces greenhouse gas emissions.



14% of Freeport's land area is currently conserved. Statewide, Maine had conserved approximately 22% of its land in 2023 with a goal of 30% conservation by 2030 (Maine Won't Wait Dashboard, 2023). There are several undeveloped blocks of land that have the potential to be conserved which would help maintain open space and preserve areas for marsh migration.



Given the significant commercial, recreational, and tourism activity in Freeport that is central to the town's economic stability, the Town can guide opportunities for residents, businesses, and visitors to easily navigate downtown, the Route One corridor, and other areas of town without personal vehicles to reduce greenhouse gas emissions.

Climate & Downtown Vision Connections



Green infrastructure and low-impact development strategies can help Freeport protect natural resources as the town grows.



One of the main recommendations of the Climate Action Plan is to improve connected mobility and land use practices to focus more on density, better transit options and amending current zoning around minimum parking requirements.



The Downtown Vision Plan proposes several recommendations to update Freeport's zoning to align with the town's vision including creating TOD zones, eliminating minimum parking requirements, updating sign design guidelines, and updating standards pertaining to building heights and density.



The Climate Action Plan calls for development and implementation of an appropriate tree protection ordinance applying to public and private land that maintains tree cover and values resilience benefits of trees

Freeport Land Use Patterns

Freeport has a total area of 46.47 square miles which consists of 34.82 square miles of land and 11.65 square miles of coastal waters. Freeport is situated along the coastline of southern Maine, providing residents and visitors with access to Casco Bay and the Atlantic Ocean. The town is intersected by several small rivers and streams, including the Harraseeket River, which flows through the heart of the town. Freeport is surrounded by several other towns and communities, including Brunswick to the north, Durham to the northeast, Yarmouth to the southwest, and Pownal to the west.

Like many towns in the region, Freeport's economy grew around a bustling center of maritime commerce. With access to maritime trade networks via the Harraseeket River, the town's natural harbor facilitated trade with other coastal communities and beyond. The primary industries were water-dependent and included shipbuilding, fishing, and trade. In the 19th century, Freeport experienced further development with the establishment of mills and factories along the banks of the river expanding the economy to include sawmills, textile factories, and harvesting natural resources of the area.

The arrival and expansion of railroads spurred additional growth in development. Freeport was further connected to the regional network with quicker access to Portland and Brunswick while facilitating the transportation of goods and people. The railroad also brought tourists to Freeport, drawn by its scenic beauty, coastal charm, and growing retail and tourism sectors. Additionally, the construction of Interstate 95 had a major impact on Freeport and contributed to the town's economic development by providing increased accessibility and stimulating tourism and retail growth.

Today, Freeport exhibits diverse land use patterns that reflect its mix of residential, commercial, industrial, and recreational areas. Freeport is home to a variety of residential neighborhoods, ranging from historic homes in the downtown area and newer suburban developments on the outskirts of town. The residential areas are characterized primarily by single-family homes with some multi-family homes in the form of condominiums and apartment buildings.

Freeport's downtown area remains a major commercial hub featuring a mix of retail shops, restaurants, and other businesses. The downtown district is known for its outlet stores, boutique shops, and local eateries, which attract tourists and shoppers from near and far. There are other commercial corridors along major roadways leading into and out of town, including Route 1. Industrial portions of Freeport include manufacturing, warehousing, distribution, and storage

Existing Land Use

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



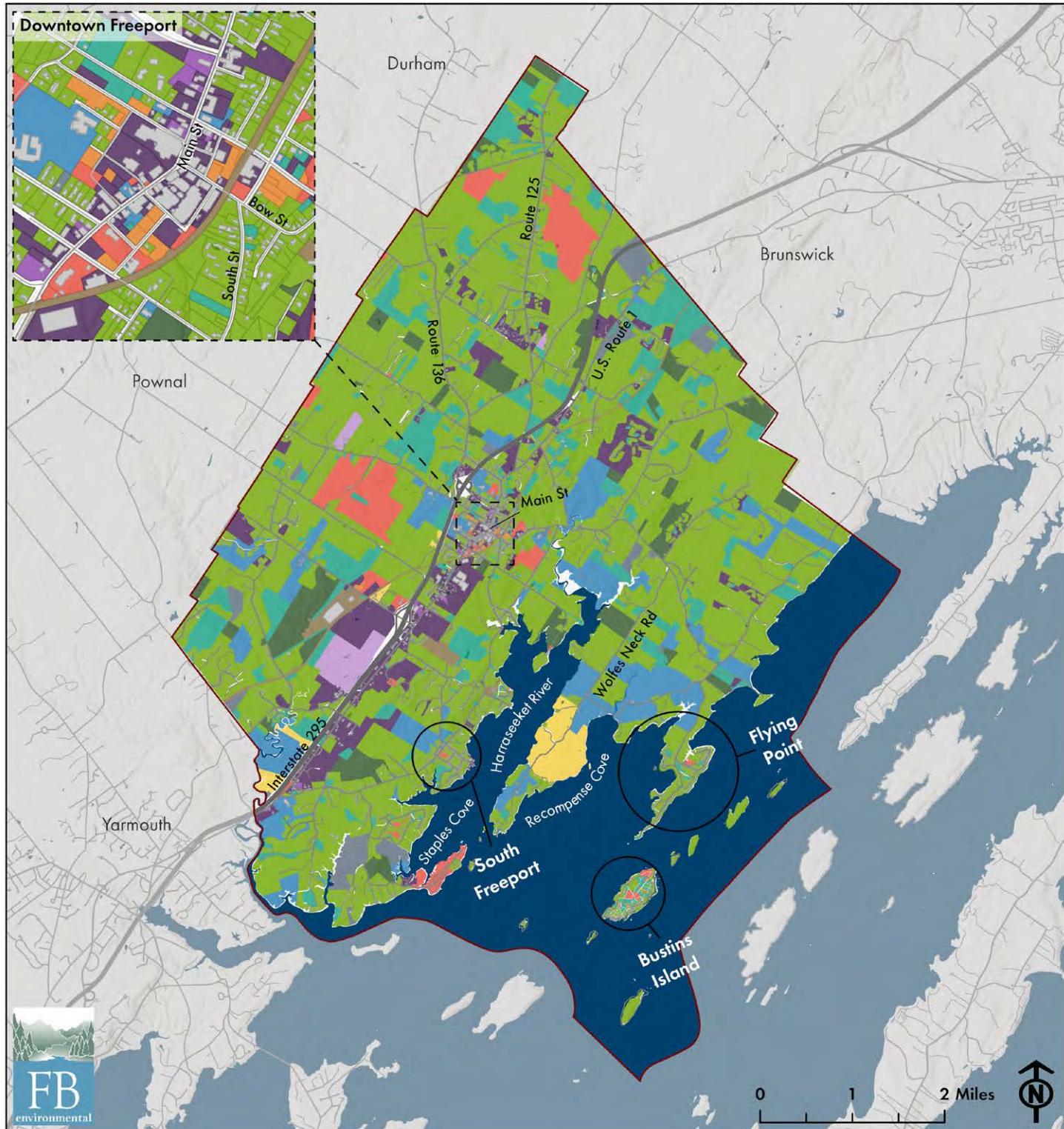
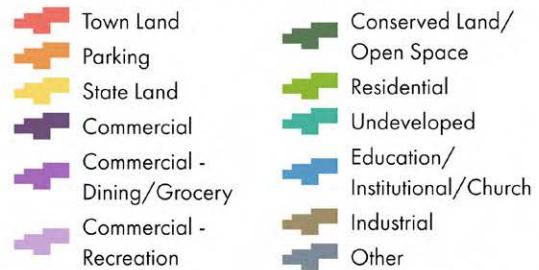
Data sources: Town of Freeport, Town of Freeport Assessor, Beginning with Habitat, Maine GeoLibrary.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental



Parcel Land Use Type - Assessor's Database



facilities located on the outskirts of town, away from residential and commercial areas.

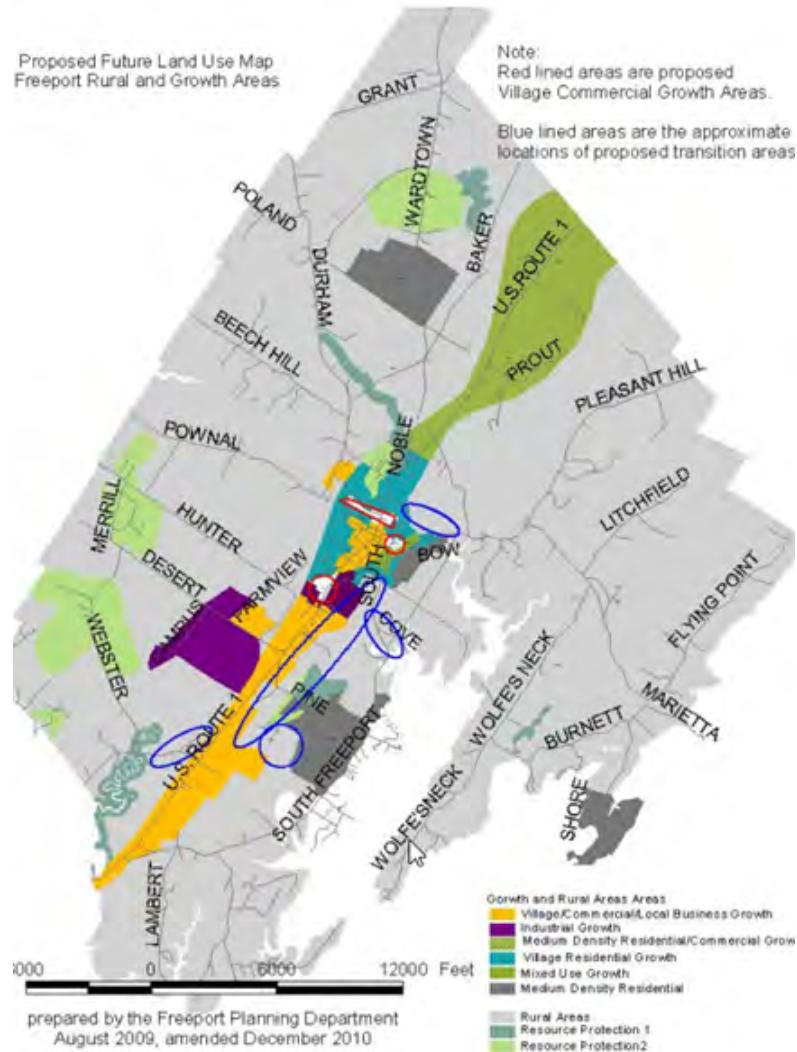
Freeport has a mix of active farmland and preserved agricultural open space. Farms in the area produce a variety of crops. Agricultural preservation efforts aim to protect farmland from development and maintain certain rural characters of the town. Additionally, Freeport is known for its natural beauty and outdoor recreational opportunities. The town boasts several parks, conservation areas, and trails where residents and visitors can enjoy activities such as hiking, picnicking, and birdwatching. Notable outdoor spaces include Wolfe's Neck Woods State Park, Winslow Memorial Park, Hunter Road Athletic Field Complex, the Joan Benoit-Samuelson Track and Field Complex at the High School and the Hedgehog Mountain area.

2011 Comprehensive Plan

The previous Comprehensive Plan identified a handful of implementation goals regarding land use, development, and growth areas. The plan discussed the balance of development in commercial areas, expanding residential areas along existing networks, and limiting non-residential growth in rural parts of the town. The plan also highlighted the importance of historic villages and preserving certain economic centers of the town. The plan emphasized the importance of mixed-use development, where residential and commercial spaces coexist either within the same parcel, adjacent to each other, or in the same building. It further expands on successes of mixed-use development and suggests integrating open spaces, walking-distance access to goods and services, and facilities for bicyclists and pedestrians to create desirable living environments.

The 2011 plan identified specific districts within Freeport as growth areas including medium density districts along Route One North, Village 1, Village Commercial Districts, Village Mixed-Use Districts, and Commercial 1 and 3 Districts. These areas had seen increased density after 2005 and continued to offer a variety of housing types and commercial uses, mostly serviced by public water and sewer. The plan acknowledges the impact of higher residential densities on the town's tax base, noting the difference in assessed values between single-family homes and more denser developments.

Additionally, the plan discussed the need and desire to preserve rural character and direct growth away from rural and residential areas through a variety of land use tools and regulatory mechanisms to support future land use and facilitate desired development. Freeport has considered multiple implementation items from the 2011 Plan. Some items such as considering the creation of transition zones, transfer of development rights, increasing lot sizes in the rural zones, and



Future Land Use Map from the 2011 Comprehensive Plan

limiting the number of building permits each year in the rural zones were discussed by the Planning Board, but did not move on beyond a discussion at the Planning Board level. The plan also suggested other regulatory amendments including amending subdivision regulations and minimum lot sizes while also noting the importance of environmental review and road infrastructure in subdivision planning. The Subdivision standards were amended with regards to both the number of lots on a dead-end road and amended to provide an incentive for the developer to create additional lots when trails, trail easements, or trailhead parking are created.

The Town also developed new standards promoting the use of solar, including flexible standards for residential and commercial uses to have solar as accessory uses and standards large and small solar farms as permitted uses. These new regulations were implemented after the Town had already created standards for Small Wind Energy Systems. One item identified by the 2011 Comprehensive Plan that the Town spent considerable time considering was village parking requirements which were reviewed and considered multiple times, with significant changes made in 2018 to reduce the parking requirement in the Village Commercial I District with the intent to free up some surface parking for redevelopment.

Zoning

The table below shows the total land area of the zoning districts in Freeport:

Zone	Acres	Percent	Zone	Acres	Percent
RR1	13747.11	61.30%	ID	92.42378	0.41%
RR2	3416.393	15.23%	VC1	85.87249	0.38%
RP2	1178.074	5.25%	I1	79.2911	0.35%
MDA	593.4643	2.65%	C4	49.26532	0.22%
C1	513.5796	2.29%	RR1A	29.97595	0.13%
MDR1	470.255	2.10%	LB	26.15956	0.12%
MDB	439.868	1.96%	VC2	21.1012	0.09%
MDR2	353.4243	1.58%	VMU-2	19.6054	0.09%
V1	339.114	1.51%	VC3	17.87462	0.08%
I2	310.9031	1.39%	VMU-1	9.108368	0.04%
V2	209.7161	0.94%	VC4	7.195833	0.03%
RP1	164.9019	0.74%	MW	6.427361	0.03%
C3	125.0989	0.56%	V1-R	6.296321	0.03%

Freeport Development + Growth

Residential Growth

Residential growth and development are discussed in greater detail in the Housing Inventory chapter. Over the past decade, most of Freeport's new housing permits have been for single-family homes, with numbers staying steady from year to year. Duplexes were much less common, and multi-family development was limited until a major project in 2021 significantly increased the total number of units permitted. This shows that while residential growth has generally been moderate, larger multi-family projects can have a big impact in certain years.

Commercial Growth

Since 2011, commercial development in Freeport has been relatively limited, with most activity focused on maintaining existing retail spaces and supporting small-scale business growth. While the town remains a regional destination for outlet shopping, there has been a gradual shift in interest toward attracting more diverse and year-round commercial

Existing Land Use: Recent Development

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Town of Freeport Assessor, Beginning with Habitat, Maine GeoLibrary.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

Town of Freeport

Building Footprints

Roads

Coastal Waters

Building Permit Date (2013-2014)

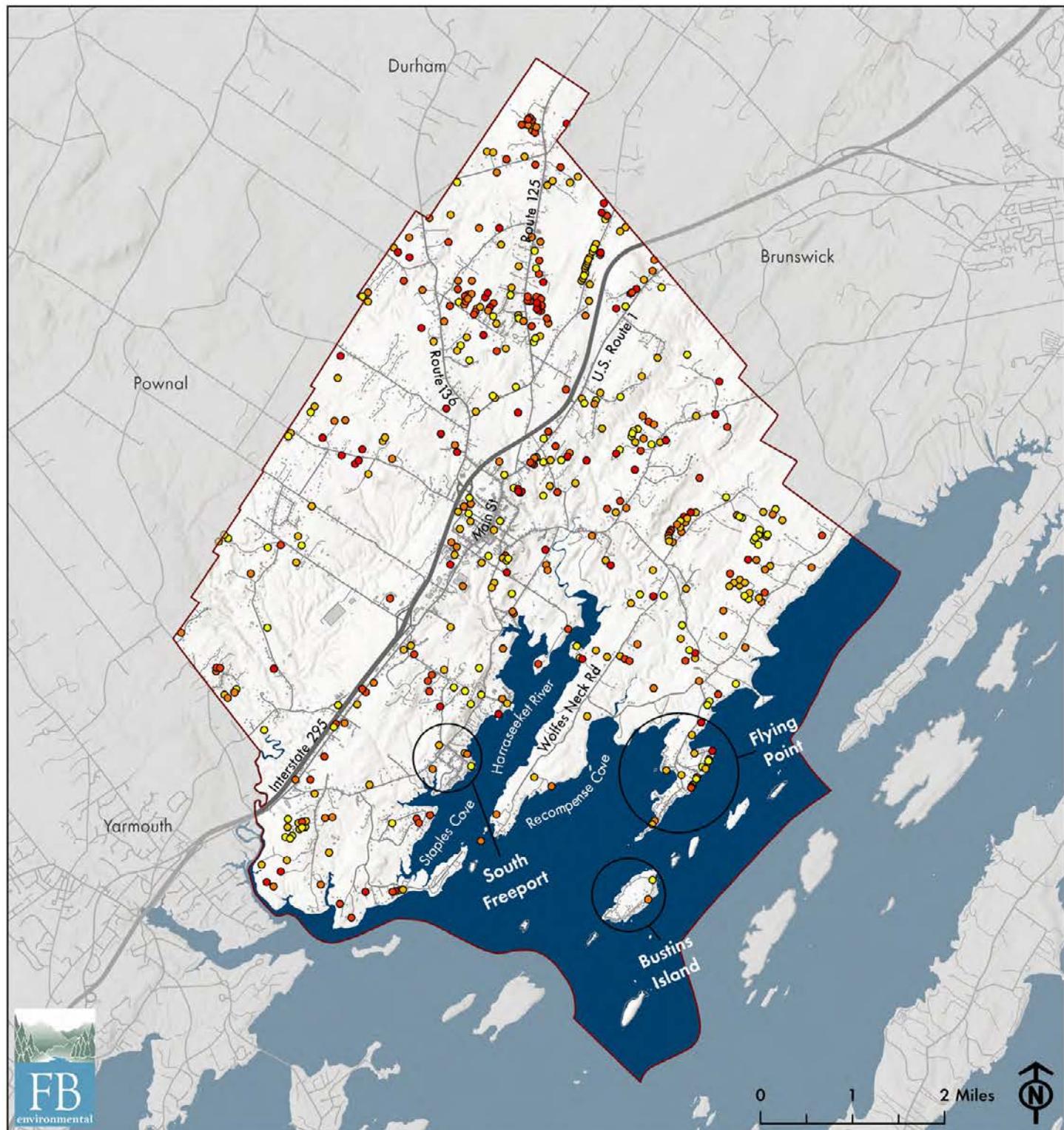
● 2014 - 2015

● 2016 - 2017

● 2018 - 2019

● 2020 - 2021

● 2022 - 2023



uses, including food, beverage, and service-oriented businesses. However, larger-scale commercial investment has been modest, reflecting broader economic trends and the community's desire to preserve Freeport's village character and pedestrian-friendly downtown.

Land Use Regulations

Land use tools (including zoning ordinances, subdivision regulations, dimensional requirements, site plan requirements, etc.) play a vital role in land use planning by providing frameworks for managing growth, preserving natural resources, and promoting sustainable development.

Zoning

Zoning ordinances establish regulations for how land can be used with specific zoning districts, guiding the location of residential, commercial, industrial, and preservation activities to ensure compatibility and direct growth. Freeport's Zoning Ordinance (Article 21) is the land use control ordinance for the community.

Between 2011 and February 2024, the Zoning Ordinance was amended 64 times with the majority of the amendments including changes, additions, or deletion of multiple sections. Article IV establishes the Zoning District Regulations, purposes, and land use controls. As of February 2024, there are 26 distinct zoning districts in the town of Freeport and multiple overlay zoning districts.

Rural Residential District I (RR-I)

The RR-I district is the most open and rural area in town and extends generally beyond the area of Freeport that is serviced by public water and sewer. It is intended that open space, agricultural and low-density residential uses be encouraged, in that they tend to enhance, reinforce, and protect the rural, open space atmosphere now characterizing much of the Town.

Rural Residential District IA (RR-IA)

The RR-IA district includes, in limited areas along well-traveled roads or at intersections, areas where historically and traditionally dispersed small businesses have been located on property which is also the primary residence of the business owner. These rural uses are more intense than Home Occupations but less intense and limited than other commercial and industrial uses. They are a part of the rural character and diversity of housing types which the 2011 Comprehensive Plan seeks to protect. These areas are sub-districts of RR-I and are Rural Residential District IA or "RR-IA".

Rural Residential District II (RR-II)

The RR-II district is similar to the RR-I District. It is generally rural and underdeveloped and contains poor soils and some steep slopes which are constraints on development. Its unique characteristic is that it comprises most of the Harraseeket Historic District. The uses permitted within it are, therefore, limited to those which are compatible with its historic and rural qualities.

Medium Density Residential District I (MDR-I)

The MDR-I district provides for locations where a diversity of residential housing types is permitted at a higher density than in the rural districts. Since public water and sewer are not available, densities are set at the maximum which would be compatible with on-site facilities.

Medium Density Residential District II (MDR-II)

The MDR-II permits a denser pattern of residential development than in the rural district. Because of the historic nature of some of the areas located in this District, mobile homes are not permitted. Large road frontages along major roads are required in order to limit the number of access points and retain a more rural atmosphere.

Zoning Districts & Overlays

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.

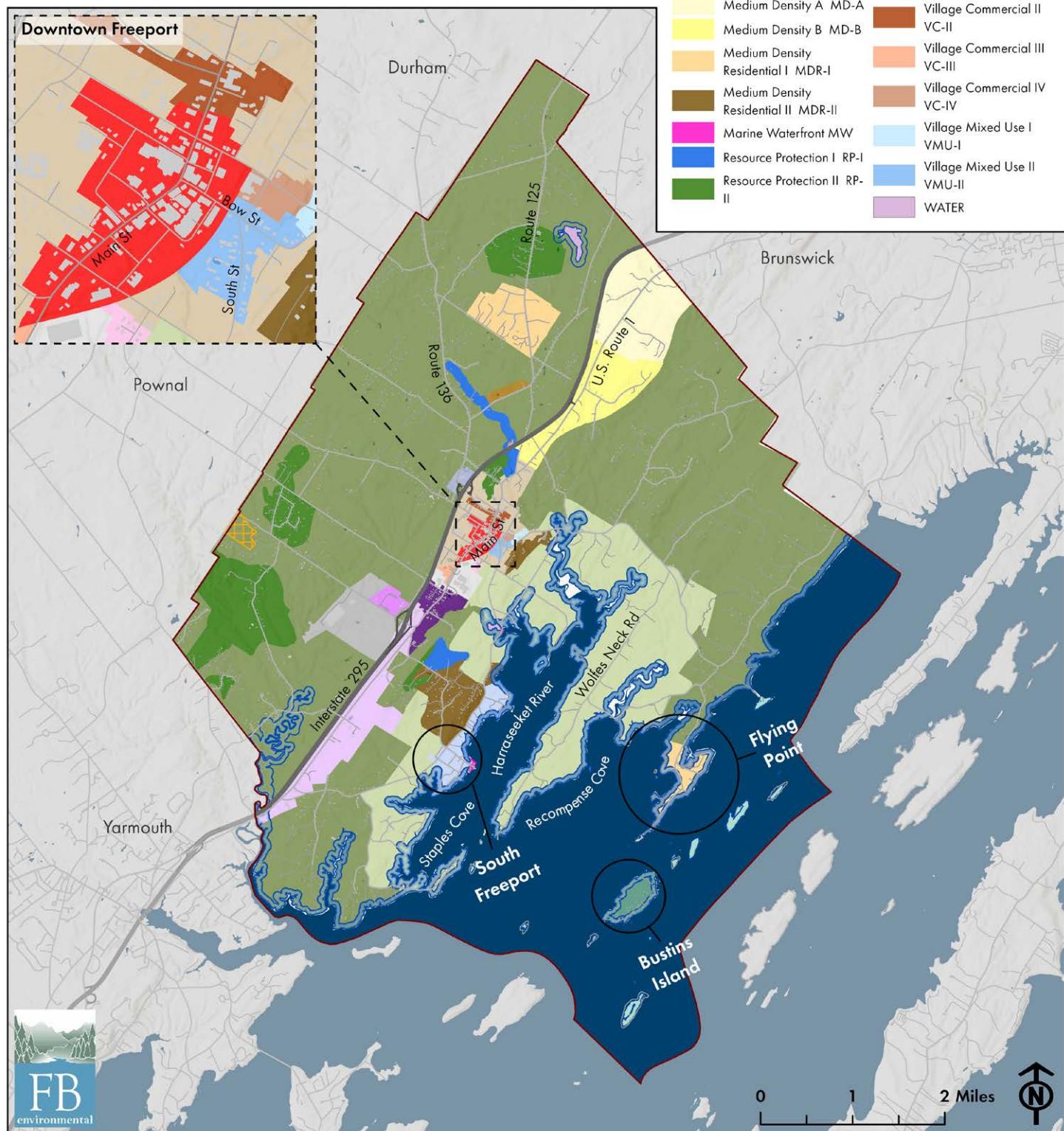


Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

- Town of Freeport
- Roads
- Building Footprints
- Coastal Waters
- Nature Based Art Overlay District
- Shoreland Zone

Freeport Zoning Districts

Bustins	Rural Residential I RR-I
Commercial I C-I	Rural Residential I-A RR-IA
Commercial III C-III	Rural Residential II RR-II
Commercial IV C-IV	Village I V-I
Industrial I I-I	Village I-R VI-R
Industrial II I-II	Village II V-II
Island District ID	Village Commercial I VC-I
Local Business L-B	Village Commercial II VC-II
Medium Density A MD-A	Village Commercial III VC-III
Medium Density B MD-B	Village Commercial IV VC-IV
Medium Density Residential I MDR-I	Village Mixed Use I VMU-I
Medium Density Residential II MDR-II	Village Mixed Use II VMU-II
Marine Waterfront MW	WATER
Resource Protection I RP-I	
Resource Protection II RP-II	



Medium Density Districts A + B (MD-A | MD-B)

The MD-A and MD-B districts maintain the present balance between residential and limited business uses in an area which includes some moderately densely developed areas containing structures of historical significance in sections which are more rural in nature. Route 1 is the major roadway in this District and extends from the Village to the Town of Brunswick border in the northern part of town.

Village I (V-I)

The V-I district begins the transition from the Village Commercial Districts to the neighboring residential districts and to encourage a high density of residential development.

Village I-R (V-IR)

The V-IR district begins the transition from the Village Commercial Districts and Village 1 District to the neighboring residential districts and to encourage a high density of residential development.

Village II (V-II)

The V-II district recognizes the existing South Freeport Village, which is an historic, residential area, and adjacent neighborhoods.

Commercial District I (C-I)

The C-I district provides for suitable locations for commercial uses and mixed use developments which are appropriately situated at highway locations and to encourage an attractive entrance to the Town of Freeport. This District comprises land along the U.S. 1 corridor from Yarmouth to the plaza just north of Desert Road and is the major local connector between Yarmouth and Freeport. This district is intended to be flexible with regard to minimum lot area, road frontage requirement, and setbacks from property lines provided points of access onto U.S. Route One are limited, and design standards are met.

Commercial District III (C-III)

The C-III district creates an attractive entrance to the Village. A mix of commercial and residential uses are permitted with restrictions on building size and parking locations. Landscaping requirements are mandated in the front setback. In order to limit access points on heavily traveled U.S. Route 1, access on other streets and on service roads is encouraged through decreased road frontage requirements. This District is part of the Design Review District and contains historically and architecturally significant buildings and structures which should influence the design of future development.

Commercial District IV (C-IV)

The C-IV district provides suitable locations for a variety of higher density residential and commercial uses which benefit from nearby major highway connections and existing public utilities. Open space and/or buffers are required to provide a buffer between higher density development and adjacent lower density residential properties and to protect environmentally sensitive areas.

Village Commercial (VC-I)

The VC-I district concentrates commercial activity within the Village Center.

Village Commercial II (VC-II)

The VC-II district begins the transition from the Village Commercial District to the neighboring residential districts.

Village Commercial III (VC-III)

The VC-III district begins the transition from the Village Commercial District to the neighboring districts. This District, which is included in the Design Review District, contains a mixture of residential and commercial uses which are located in structures maintaining a residential design and scale. New construction and renovation shall be compatible with the visual appearance and placement on the parcel of the existing buildings.

Village Commercial IV (VC-IV)

The VC-IV district mixes commercial and residential activity within the Village Center, and by offering flexibility of use, encourages the preservation of existing buildings, in particular, the old Town Hall.

Village Mixed Use District I (VMU-I)

The VMU-I district recaptures some of the character of a local town center by allowing commercial uses and all residential housing types at a scale that is compatible with the surrounding area. The commercial uses in this District would be limited to those providing goods and services to local residents on a regular basis. Development in this district needs to be pedestrian friendly with both on-road and off-road facilities, as can be accommodated, and a variety of open spaces. Roads in the district should minimize the amount of pavement required while balancing the need for adequate and safe traffic flow, pedestrians, and bicyclists. There should be measures to calm traffic in non-structural ways and to provide adequate space for pedestrian amenities, walkers at different speeds, handicapped accessible, and safe for travel by bicyclists.

Village Mixed Use District II (VMU-II)

The VMU-II district is similar to the VMU-I district except at a smaller scale.

Local Business District (LB)

The LB district provides an opportunity for retail, service and municipal facilities that primarily serve local residents. Service of any extended area or regional market is ancillary to the local market.

Industrial District I (I-I)

The I-I district provides for suitable locations, near major transportation routes, for industrial, office, business, and warehouse uses, including industrial parks, which will be environmentally sound and physically attractive assets to the Town. Off-site utilities are presently or potentially available.

Industrial District II (I-II)

The I-II district provides suitable locations, near major transportation routes, for industrial, office, business and warehouse uses, including industrial parks, which will be environmentally sound and physically attractive assets to the Town. Off-street utilities are presently or potentially available.

Resource Protection II (RP-II)

The RP-II district protects the quality and quantity of the groundwater resources of Freeport. This zone applies to all lands identified as aquifer recharge protection zones on the Town of Freeport zoning map.

Island District (ID)

The Island district protects the unique island natural areas and especially their shorelines and surrounding waters by discouraging inappropriate uses, prohibiting development on certain islands, and restricting development on the others as to not materially disturb wildlife habitat, contribute to water pollution, or alter the natural and scenic appearance of the landscape when viewed from offshore. This zone applies to the following islands: Bartol, Bowman, Crab, French, French's Ledge, Googins, Indian, Little Bustins, Little Flying Point, Little French, Pettengill, Pound of Tea, Pumpkin Knob, Sister, Sister's Ledge, Sow and Pigs, and Williams. Bustin's Island is not included.

Mining and Extraction Overlay District (MEOD)

The MEOD provides for the excavation, processing, and storage of mineral deposits in locations which will be compatible with surrounding land uses and the general character of the area; to ensure the orderly development of mineral resources in a manner compatible with the overall development of the Town of Freeport; to assure the best management practices for maximum control of potential adverse environmental impacts; to provide for future reuse of mined land and to provide for the public health, safety and welfare.

Nature-Based and Art Overlay District (NBAOD)

The NBAOD allows nature-based commercial uses that are consistent with the historical uses of any property within the overlay district and assist with the long-term sustainability of the current uses and the protection of the natural and historic resources of a property, to allow an indoor art center and indoor public assembly, and to specify the principal and accessory uses that are allowed thereon.

Shoreland Zoning

Freeport's Shoreland Zoning Ordinance establishes the guidelines for preservation, conservation, and development according to MRSA Title 38 sections 435-449. Amended in 2024, the Shoreland Zoning Ordinance establishes four shoreland zoning districts:

Shoreland Area (SA)

The SA Shoreland Zoning district is an overlay district that includes the land area located within two hundred and fifty (250) feet, horizontal distance, of the normal high-water line of any river; within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal action; within two hundred and fifty (250) feet of the upland edge of a freshwater wetland; excluding those areas in Marine Waterfront, Resource Protection 1 or Stream Protection (which includes a 75 foot buffer around streams.)

Resource Protection District I (RP-I)

The RP-1 Shoreland Zoning district identifies areas where development would adversely affect water quality, productive habitat, or biological ecosystems including floodplains identified as 100-year costal floodplains, areas with two or more acres of 20% slope or greater, areas with two or more acres supporting wetland vegetation and hydric soils, and areas identified by the Town of Freeport pertaining to source water protection for drinking water supply.

Stream Protection (SP)

The SP Shoreland Zoning district includes all land areas within seventy-five (75) feet, horizontal distance, of the normal high water line of a stream as defined in the Shoreland Zoning Ordinance, exclusive of those areas within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a freshwater or coastal wetland.

Marine Waterfront District (MW)

The MW Shoreland Zoning district includes areas where the existing predominant pattern of development is functionally water dependent uses. The intent of this district is to recognize and preserve the marine heritage of Freeport and to permit services essential to fishing and boating.

Dimensional Requirements

Please refer to the Freeport Zoning Ordinance Article IV for the dimensional requirements.

Site Plan Review

Site Plan regulations are part of Freeport's Zoning Ordinance (Article IV) Section 602. Alongside Article V

Performance Standards, the site plan review provisions aim to safeguard public health and safety, enhance community well-being, conserve the environment, and limit costs borne by taxpayers by ensuring that non-residential, multi-family residential, and similar projects are designed and constructed with adequate measures for traffic safety, emergency access, pedestrian pathways, water supply sewage disposal, stormwater management, erosion control, sedimentation prevention, groundwater protection, environmental preservation, mitigation of adverse effects on neighboring properties, and integration into the community's character and surroundings.

The Town Planner has the authority to review de minimis amendments to previously approved site plans. Certain proposed projects meet the criteria of the Staff Review Board including, but not limited to, Design Review Certificates and certain subdivision approvals. The Staff Review Board consists of the Town Planner, Fire/Rescue Chief, Police Chief, Codes Enforcement Officer, Town Engineer, and Public Works Superintendent (or their designees) with other input received from others as needed. All other projects and proposals are subject to the Project Review Board.

Subdivision Review

Freeport's Subdivision Ordinance (Article 25) aims to administer the approval process for new subdivisions, ensuring compliance with state review standards, alignment with Freeport's comprehensive plan, preserving the well-being of residents and existing development, preservation of natural and cultural assets, provisions of necessary infrastructure improvements, mitigation of potential adverse effects, and fostering the growth of a resilient and thriving community.

Floodplain Protection

Freeport's Floodplain Management Ordinance was last amended December 20, 2005. Freeport participates in the National Flood Insurance Program and complies with the requirements of the National Flood Insurance Act of 1968. The Code Enforcement Department administers the Floodplain Ordinance standards in accordance with Federal and State standards. In 2020, FEMA updated FIRM maps and the State drafted an updated Floodplain Ordinance reflecting the updated maps and the current FEMA standards. The Town plans to update the ordinance and accompanying maps in 2024.

Barriers to Multi-Family Housing

In 2021, The Greater Portland Council of Governments (GPCOG) completed the second part of a two-part study of multi-family housing and land use regulation in the region. Their work provided a high-level review of the land use regulations in six communities in the region, including Freeport. The barriers to multi-family housing are discussed in the Housing Inventory section of this Comprehensive Plan.

This study made several findings about the communities' approach to multi-family housing, with some key findings that:

- These communities have a lot of land that allows multi-family housing in theory, but much of that land remains effectively off-limit to multi-family housing due to significant restrictions.
- Some communities in this six-municipality region have been proactive in creating growth centers to allow for the creation of multi-family housing.
- The zoning along potential transit corridors in these six communities is slightly more permissive than in the rest of the study area but is likely too restrictive to generally support transit-oriented development.

Since the 2021 report was released, the Town of Freeport has taken some steps to remove barriers to multi-family housing development. For example, parking requirement minimums were reduced in the Village Commercial I Zoning District, while the land per dwelling unit requirement was eliminated and the allowable building height was increased.

APPENDIX

FISCAL CAPACITY



Highlights

Freeport generated a total revenue of \$34,139,926 in Fiscal Year 2023. Like most towns in Maine, a majority of this revenue was generated through property taxes.

Freeport's revenue has increased in small increments each fiscal year between Fiscal years 2019-2023.

In Fiscal Year 2023 the Town of Freeport committed and collected \$2,747,220 in real estate and personal property tax revenue from L.L.Bean, Inc. This commitment represents approximately 9.27% of total taxable valuation for the town. L.L.Bean, Inc. typically represents about 7%-10% of Freeport's total taxable valuation. Freeport's expenditures in Fiscal Year 2023 were \$33,530,586. Education is the most significant town expense, making up 61% of the total. Public safety is the next highest expense, at 10%.

According to the FY 2023 Annual Financial Report, Freeport's state valuation was \$2,307,000,000. Freeport's valuation has increased 32% since FY 2019.

Freeport's mil rate increased about 3% in the past 2 years, from \$13.35 in FY2022 to \$13.75 in FY 2024. Previously, the mil rate was at a high of \$14.30 in FY 2020.

Freeport has utilized Tax Increment Financing to support public infrastructure and amenities and business development for qualified projects, including several Credit Enhancement Agreements under TIF Districts. For FY 2023, the Town rebated real estate property taxes totaling \$1,281,542 through these credit enhancement agreements to support community priorities and utilized Destination Freeport TIF dollars for downtown improvements.

Climate & Downtown Vision Connections



Extreme weather events, such as storms, floods, and heatwaves, can damage infrastructure, necessitating more frequent and costly repairs. Sea level rise and coastal erosion may require significant investment in coastal defenses and the reinforcement of existing infrastructure.

Changing climate conditions can also bring rising operational expenses and expenditures on public health and emergency response, due to increasing demand for services and resources in response to extreme heat and severe weather. The National Institute of Building Sciences reports that for every \$1 invested in pre-disaster risk reduction, \$6 of disaster damages are saved (Maine Climate Council, 2020). Continuing to invest in public works and public services to increase climate resiliency early may present significant savings to the Town. By aligning the town's fiscal capacity and Capital Investment Plan with climate resilience strategies, Freeport can better prepare for the impacts of climate change, safeguard its financial health, and ensure the well-being of its residents for the future.

Climate & Downtown Vision Connections



The Downtown Vision Plan recommends that the town establish an emergency management plan for residents to access resources and information that would help them prepare for and recover from potential emergencies or natural disasters.



A recent analysis by the Greater Portland Council of Governments on behalf of the Town of Freeport suggests that development of "missing middle" housing on or adjacent to existing infrastructure in Freeport's Route 1 corridor holds great potential to generate net positive fiscal impacts, increasing Freeport's resiliency and long term financial sustainability.

Fiscal Capacity

This chapter evaluates Freeport's financial capacity and ability to fund long term capital expenditures. The financial capacity of the town will inform the town's ability to carry out the actions identified in the Comprehensive Plan.

Note: Fiscal Year runs July 1 – June 30 (ex. FY 2024 is July 1, 2023, through June 30, 2024). For the purposes of this chapter, any years being referenced are the Fiscal Year.

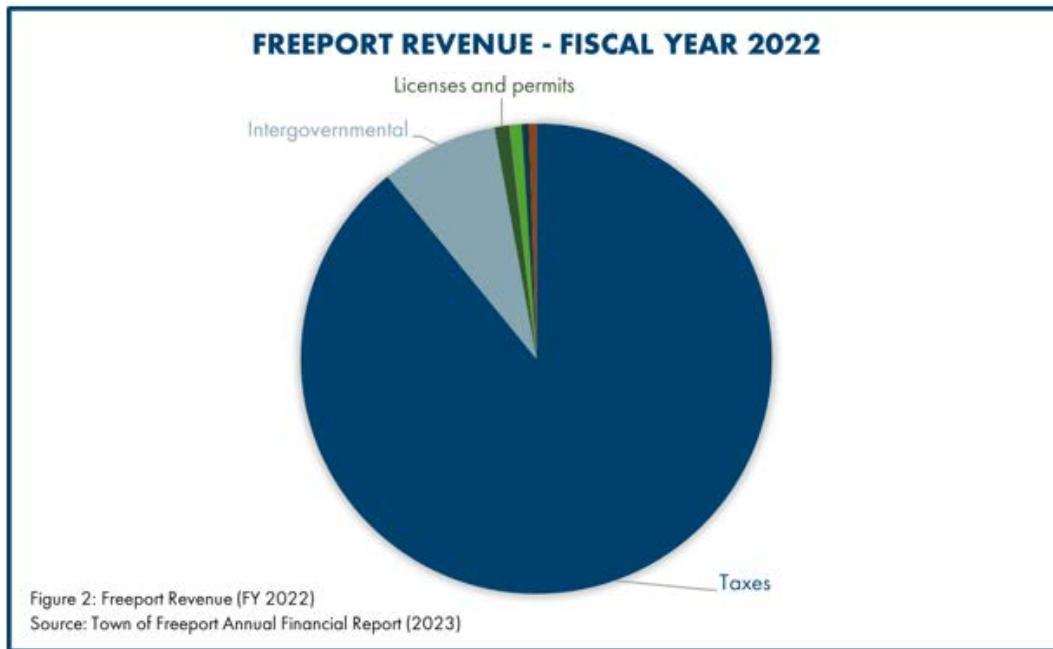
Revenues

Freeport generated a total revenue of \$34,139,926 in Fiscal Year (FY) 2023. Like most towns in Maine, most of this revenue was generated through property taxes. In FY 2023, the largest shares of Freeport's revenue were property tax (89%), intergovernmental (8%), and licenses and permits (1%). All other revenue types comprised less than 1% of the total. Total revenues have increased by about 14% since FY 2019, with the largest increases coming from intergovernmental payments and property taxes, as well as Freeport's unclassified revenues.

Revenue Category	2018	2019	2020	2021	2022	2023
Taxes	\$26,965,361	\$27,677,953	\$28,557,158	\$29,449,598	\$30,423,701	\$32,197,486
Intergovernmental	\$1,968,804	\$1,906,484	2,158,187	\$2,351,790	\$2,741,488	-
Licenses and permits	\$363,051	\$339,538	\$492,954	\$355,686	\$342,312	-
Fees and Fines	\$61,264	\$46,895	\$9,196	\$28,063	\$12,897	-
Charges for services	\$261,397	\$309,665	\$300,371	\$282,855	\$279,225	-
Investment earnings	\$232,507	\$153,625	\$15,984	\$25,299	\$170,947	-
Unclassified	\$67,918	\$42,210	52,082	\$91,345	\$169,356	-
<i>Total Revenues</i>	<i>\$29,920,302</i>	<i>\$30,476,370</i>	<i>\$31,585,932</i>	<i>\$32,584,636</i>	<i>\$34,139,926</i>	<i>\$37,731,186</i>

Figure 1: Town of Freeport Revenues (2019-2023)

Source: Town of Freeport Annual Financial Report (2019-2023)



For the fiscal year ending June 30, 2023 (FY 2023), the Town of Freeport committed and collected \$2,747,220 in real estate and personal property tax revenue from L.L.Bean, Inc. This commitment represents approximately 9.27% of the total taxable valuation for the town. L.L.Bean, Inc. typically represents about 7%-10% of Freeport's total taxable valuation.

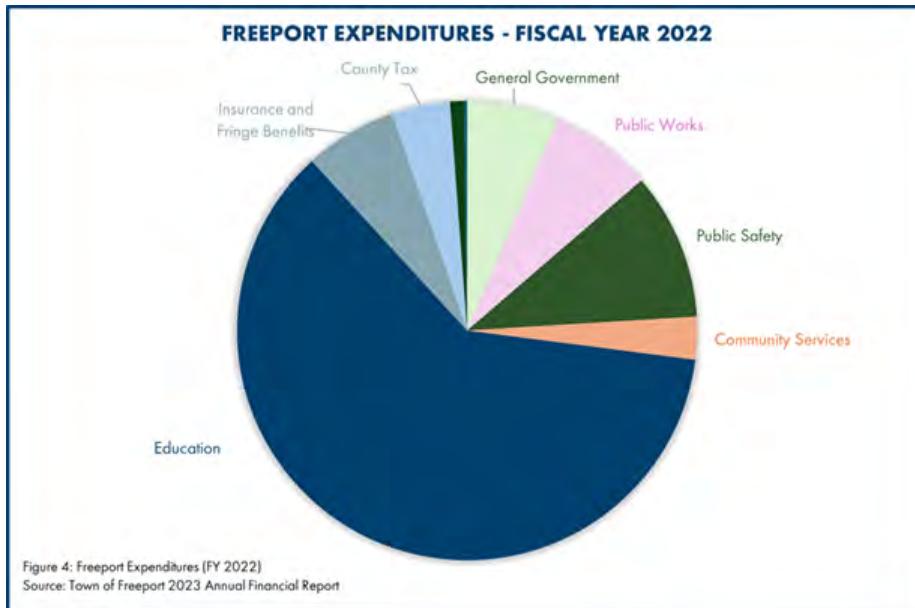
Expenditures

Freeport's expenditures in FY 2023 were \$33,530,586. Education is the largest expense, making up 61% of the total. Public safety is the next highest expense, at 10%. Expenditures have increased about 16% since 2019. Most expenses have increased between 20%-30% during that time, apart from Public Works, which only increased 7%, and Education (13%). Debt service has decreased by about half since FY 2019.

In FY 2023, expenditures exceeded appropriations in several town departments. The highest were General Assistance (+\$206,132) and the Fire Department (+\$219,789).

Expenditures	2018	2019	2020	2021	2022
General Government	\$1,720,438	\$1,821,296	\$1,817,246	\$1,890,137	\$2,165,317
Public Works	\$2,258,013	\$2,306,746	\$2,239,669	\$2,143,859	\$2,414,727
Public Safety	\$2,802,624	\$2,901,208	\$2,969,312	\$3,147,346	\$3,476,111
Community Services	\$779,422	\$756,599	\$729,625	\$786,179	\$1,006,835
Education	\$18,133,850	\$18,580,496	\$19,125,015	\$19,919,982	\$20,513,344
Insurance and Fringe Benefits	\$1,711,716	\$1,802,802	\$1,831,775	\$1,901,944	\$2,180,530
County Tax	\$1,109,052	\$1,192,404	\$1,321,552	\$1,368,958	\$1,374,422
Unclassified	\$248,098	\$247,992	\$318,120	\$284,649	\$328,619
Debt Service	\$141,827	\$106,923	\$98,363	\$38,269	\$70,681
<i>Total Expenditures</i>	<i>\$28,905,040</i>	<i>\$29,716,466</i>	<i>\$30,450,677</i>	<i>\$31,481,323</i>	<i>\$33,530,586</i>

Figure 3: Freeport Expenditures (FY 2019-2023)
Source: Town of Freeport Annual Financial Report (2019-2023)



Real Estate Valuation

The state valuation is a basis for the allocation of money appropriated for state general purpose aid for education, state revenue sharing, and for county assessments. According to the FY 2023 Annual Financial Report, Freeport's state valuation was \$2,307,000,000. Freeport's valuation has increased 32% since FY 2019.

Local Property Mil Tax Rate

The Mil Rate is the amount of tax due per \$1,000 of property value. This number is set annually by dividing the total amount of property taxes that must be collected to meet the approved budget by the total local property valuation.

The table below shows the mil rate for the past five fiscal years. Freeport's mil rate increased about 3% in the past 2 years, from \$13.35 in FY2022 to \$13.75 in FY 2024. Previously, the mil rate was at a high of \$14.30 in FY 2020.

Municipal Debt

In 2023, Freeport owed \$5,064,798. Freeport's municipal debt has increased by about 10% overall in the past 5 fiscal years, fluctuating each year. The largest sources of debt in 2023 were leases, post-employment benefits, and net pension liability. The town incurred a lease payable in 2023 of \$1,446,939 with Freeport Community Services for long-term use of their office and storage space. The General Obligation Bonds in 2021 included funds for a bike/pedestrian bridge.

Fiscal Year	Valuation
2019	\$1,739,650,000
2020	\$1,863,700,000
2021	\$2,006,100,000
2022	\$2,060,250,000
2023	\$2,307,000,000

Figure 5: Freeport's Real Estate Valuation
Source: Town of Freeport Annual Financial Report (FY 2019-2024)

Fiscal Year	Mil Rate
2020	\$14.30
2021	\$14.00
2022	\$13.35
2023	\$13.65
2024	\$13.75

Figure 6: Freeport Mil Rate (FY 2019-2023)
Source: Town of Freeport Annual Financial Report (FY 2019-2023)

The town has been steadily paying off its debt related to landfill closure and will continue to pay it off over the next 24 years as shown in Figure 7.

Municipal Debt	2019	2020	2021	2022	2023
General Obligation Bonds	\$1,425,000	\$950,000	\$480,000	\$849,000	\$570,600
Leases	\$0	\$0	\$0	\$0	\$1,394,879
Compensated Absences	\$457,340	\$522,543	\$483,316	\$478,122	\$554,187
Other Post-Employment Benefits	\$1,082,041	\$892,709	\$976,860	\$1,079,012	\$1,015,098
Net Pension Liability	\$1,486,235	\$1,678,897	\$2,076,449	-\$170,576	\$1,448,034
Landfill closure and post-closure care costs	\$139,000	\$123,000	\$107,000	\$91,000	\$82,000
<i>Total Debt</i>	<i>\$4,589,616</i>	<i>\$4,167,149</i>	<i>\$4,123,625</i>	<i>\$2,326,558</i>	<i>\$5,064,798</i>

Figure 7: Freeport Municipal Debt (2019-2023)
Source: Freeport Annual Financial Report (FY 2019-2023)

The state statute limits the amount of general obligation debt a municipality may issue to 7.5% of its total state-assessed valuation. This does not include school, storm or sanitary sewer, or energy facilities debt. The current debt limit for Freeport is \$346 million, which is considerably more than the Town's outstanding general obligation debt. The Town has sufficient borrowing capacity should additional funds for capital investments be needed.

Tax Increment Financing (TIF) Districts

Tax Increment Financing (TIF) is an economic development tool available to municipalities statewide. Generally, TIF districts can be utilized to incentivize redevelopment, subsidize infrastructure, and support community initiatives. TIFs divert future property tax and revenue from a defined area or district toward an economic development project or public improvement. The increased tax revenue, resulting from the rise in property values due to improvement, is used to repay the initial investment costs.

Freeport currently has several Credit Enhancement Agreements (CEAs) under TIF Districts. For FY 2023, the Town rebated real estate property taxes totaling \$1,281,542 through these credit enhancement agreements to support community priorities:

- TIF II Destination Freeport to support 500 downtown public parking spaces free of charge
 - Public Benefit: Fund parking garage, street and sidewalk improvements in the downtown area.
- TIF IV Housing to support Freeport Housing Trust's (FHT) supply of downtown affordable housing
 - Public Benefit: Support affordable housing projects.
- TIF VII Concord Gully to support environmental mitigation of stormwater and a high-priority trail network.
 - Public Benefit: Supports the improvement of the Concord Gully Brook Watershed and funded a trail network.
- TIF VIII Quarry Ridge to support FHT's supply of downtown affordable housing
 - Public Benefit: Support affordable housing projects.

In addition to the public benefits achieved through the CEAs referenced above, the Destination Freeport TIF also

generated an additional \$273,000 during the same fiscal year that was used for economic development programming and services. The town had two previous TIFs that supported street and sidewalk improvements: the Park Street TIF (expired 2010) and the Destination Freeport TIF (expired 2019).

Capital and Long-Term Improvements

A capital improvement program outlines anticipated expenditures for enhancing roads, buildings, equipment, and other Town infrastructure to support services over the coming years. This program allows residents and town officials to discuss major issues and explore potential solutions. Capital investments are often funded through level funding, reserve funds, and grants, though borrowing is also an option.

Freeport's approved capital improvement program for 2025-2029 includes funding for various town department purchases and improvements. These include a harbormaster boat for the police, rescue equipment, truck and forklift replacements for public works, wayfinding signs, road reconstruction and rehabilitation, town computer upgrades, cable equipment replacement, the comprehensive plan update, and village sidewalk improvements. The approved funds and funding source are listed in Figure 8.

Capital Project Area	Approved Funds	Funding Source
Police	\$350,000	reserve
Fire	\$35,000	reserve
Rescue	\$466,000	reserve
Public Works	\$336,000	reserve
Solid Waste	\$55,000	reserve
Comprehensive Town Improvements	\$1,110,000	reserve
Municipal Facilities	\$657,000	reserve
Cable	\$29,000	reserve
Other	\$40,000	reserve
Destination Freeport TIF	\$324,000	TIF

Figure 8: Proposed Capital Improvement Projects (FY 2025-2029)
Source: Town of Freeport Capital Improvements (adopted April 2, 2024)

Regional Coordination

Freeport continues to look toward shared delivery of services when available. The town is a member community of ecomaine, which provides waste handling and recycling services to Freeport. Freeport recently collaborated with the town of Yarmouth to hire a joint Sustainability Coordinator to assist with the creation of both towns' Climate Action Plans and advance each towns' climate action goals.

Fiscal and Economic Challenges

Freeport has a vibrant downtown, many thriving businesses, and residential growth outside the downtown, all of which support its tax base. Freeport's downtown storefront vacancy rate remains relatively low, though it has been impacted by changes to the retail economy at large. The town continues to monitor strategies to boost storefront traffic and support the downtown economy.

The town also continues to monitor revenues from the State of Maine such as revenue sharing, road assistance, and homestead exemption to ensure that expenditures do not outpace these revenues in future years.

APPENDIX

HISTORIC & ARCHAEOLOGICAL RESOURCES



Highlights

Maine Historic Preservation Commission has identified 57 historic archaeological sites in Freeport.

There are 5 National Register of Historic Places listings in Freeport:

- Pettingill House and Farm, Mast Landing vicinity
- Captain Greenfield Pote House, Wolfe's Neck Road
- Harraseeket Historic District (comprised of 3 villages with 31 18th and 19th century significant structures and sites)
- Freeport Main Street Historic District (nine sites)
- E.B. Mallett Office Building, Mill Street

Freeport has two designated Design Review Districts. Within those districts, all buildings are divided into three classifications:

- Class A - Buildings existing in 1930 in Design Review District 1 and 1950 in Design Review District 2 which have major architectural, historical and/or neighborhood significance;
- Class B - All buildings existing in 1930 in Design Review District 1 and 1950 in Design Review District 2 which have major architectural, historical and/or neighborhood significance.
- Class C - Buildings not classified A or B

The Freeport Village Overlay District provides additional site design and architectural standards for new buildings and commercial development projects within the Overlay District. This additional set of standards applies to some lots also within the Design Review District.

Freeport is not a Certified Local Government (CLG). Becoming a CLG through the Maine Historic Preservation Commission would allow Freeport access to more resources and funding for the protection of historic resources.

Climate & Downtown Vision Connections



According to the Maine Historic Preservation Commission (MHPC), the future of historic properties is often overlooked in planning for the effects of climate change. Yet, many historic properties will be impacted by extreme weather events. Just like parks, open spaces, schools, and town buildings, a community's historic properties help to create a sense of place and identity (Weathering Maine MHPC, 2021).

Climate & Downtown Vision Connections



Most of Freeport's 42 prehistoric sites are shell middens on the Casco Bay shoreline, putting them at risk from sea level rise and erosion that may worsen with the expected increase in strong storm events.



Some buildings within the historic districts and historic resources that are located within coastal areas, including the Harraseeket Historic District and Pettengill Farm historic site will be vulnerable to sea level rise and flooding.



The town should work to promote adaptive reuse of existing historic structures where appropriate using sustainable or carbon neutral materials. Reusing a building can be less resource intensive and impactful, and avoids new emissions and waste associated with a demolition and new construction process.



Many of Freeport's historic homes and structures can benefit from energy efficiency upgrades that are compatible with the Secretary of the Interior's standards to reduce the energy required to heat, light, and maintain them, and recommended electricity upgrades to prepare for increased electric appliances including electric vehicle chargers and heat pumps.



As noted in the Downtown Vision Plan, Freeport benefits from a historic village center with a walkable, mixed-use Main Street. Concentrating new development within this existing compact built environment can promote a more sustainable lifestyle less reliant on vehicle transportation.



As noted in the Downtown Vision Plan, there are several historic and cultural venues downtown and the Town should expand their work with Meetinghouse Arts and the Historical Society to continue to bolster these facilities and the surrounding public spaces.

Community History and Patterns of Settlement

Beginning around 11,000 BCE, the Wabanaki Nations inhabited the area now known as Maine. The coastal location and natural resources provided good hunting and fishing, fertile land, and water access. At the time of European contact around 1600, the Freeport area was part of the Wabanaki Confederacy, inhabited by the Eastern Abenaki and the semi-autonomous Aucocisco band.

Early settlement attempts by European colonizers were characterized by conflict with the Wabanaki, who viewed land deeds as temporary permission to use the land, while the Europeans used deeds to grant themselves exclusive rights. Over time, a series of wars and European-introduced diseases decimated the indigenous population and drove most surviving Wabanaki northward.

Following the end of the French and Indian Wars, English settlers began moving into the area. Freeport was originally part of North Yarmouth in the Massachusetts Bay Colony, an area chartered in 1680 that spanned from modern-day Cumberland up through Harpswell. Freeport was set off from North Yarmouth and incorporated in 1789. The Town was likely named for the ice-free nature of its port.

Through the 18th century, the town of Freeport developed as a series of villages. Mast Landing, Porter's Landing, and South Freeport grew along the peninsulas of Casco Bay and the Harraseeket River, where timber from nearby forests supported a thriving shipbuilding industry. Porter's Landing also served as the town's port. The inland farming village of Freeport Corner (today's Freeport village) developed around a crossroads for trade.

By the mid-19th century, the wooden shipbuilding industry was starting to decline, but the arrival of the railroad turned Freeport Corner into a thriving commercial center. Shoe manufacturing was central to Freeport's growth. The first shoe manufacturing company opened in Freeport around 1881. A few years later, Edmund Buxton Mallet, Jr., a young

businessman who had recently received a large inheritance, invested in the town. Mallet, Jr. built a larger shoe factory, as well as a sawmill, a grist mill, and a brickyard, along with housing for workers. Mallet's investments spurred a transformation in Freeport's economy from maritime to manufacturing.

In 1911, Leon Leonwood Bean, dissatisfied with his options for hunting footwear, invented the Maine Hunting Shoe and began production in 1912 promoting the boot via mail order catalog out-of-state. The nascent company's image was bolstered by Maine's growing reputation as a destination for outdoor recreation. By the 1930s, L.L.Bean had grown into a major business with its manufacturing and a popular walk-in retail store in Freeport village, as well as a highly-regarded mail order catalog.

During the late 19th and early 20th centuries, summer tourism was growing in Maine. In Freeport, summer cottages were developed on Bustins Island, Harraseeket Park, Cushing Briggs, Wolfe's Neck, and Flying Point.¹ In 1902, the electric trolley line from Yarmouth to Brunswick opened, connecting Freeport to those towns as well as providing access to a connecting line that went to Portland.² The trolley supported the tourism industry in Freeport. Casco Castle, a large, fashionable summer hotel was constructed in South Freeport, with a trolley connection.³

Freeport continued as a hub of shoe manufacturing, robust to the impacts of the Great Depression, and spurred on by production needs during World War II. South Freeport's wooden shipyards experienced a brief revival during World War I and World War II, but following the end of World War II, the industry ceased for good.⁴ By the 1950s, L.L.Bean was a household name throughout the country, and its Freeport retail store was a destination, staying open 24 hours a day, 365 days a year.

During this time, the trolley and passenger railroad were supplanted by automobile travel. Freeport Village's Main Street became part of US Route One, making it a popular stopping point for tourists driving through coastal Maine. The construction of Interstate 295 in the late 1950s and early 1960s bisected Freeport, impacting travel and development in town. Housing development quickened in the decades from 1960-1990. This residential growth in Freeport became decentralized; new homes were built in rural areas of Freeport, away from the historic villages.

In the 1960s, Freeport's shoe industry began to decline as manufacturing trends shifted in the United States. By 1972, fifteen Freeport shoe factories had closed. The last shoe factory in the Mallet building closed in 1980, and the building was demolished shortly after⁵ (E.B. Mallet's office building on Mill Street is a remaining landmark of Freeport's manufacturing past and is listed in the National Register of Historic Places).

As industry declined in Freeport, retail boomed. In 1975, there were 35 retail stores in Freeport Village. By 1989, there were 190.⁶ New businesses were predominately shopping outlets, continuing Freeport's tourist draw. Some residents expressed concern about drawing only this type of retail to downtown Freeport, and plans for McDonald's to demolish a historic home on Main Street in the early 1980s drew attention to the need to preserve historic Freeport village. Freeport's design standards were later developed to help protect historic resources as the town continued to grow.

Freeport maintains much of its historic patterns of development around the traditional villages today. The villages of Mast Landing, Porters Landing, and South Freeport contain a range of intact early- to mid-19th century architecture and village patterns, including large houses for prominent families and smaller, vernacular style homes for shipyard workers. In Freeport Village, a series of fires and the arrival of Route One and I-295 in the 20th century have altered the built environment, but the village crossroads and several significant historic structures remain. Beyond Freeport's villages, much of the town's rural and agricultural characteristics remain, even as suburban-style development has proliferated.

1 The Freeport Bicentennial Commemorative Journal, 1989, p. 24.

2 Freeport electric railroads map, ca. 1929, Maine Memory Network, contributed by Seashore Trolley Museum

3 Casco Castle burned down in 1914. The resort's stone tower remains today and is located on private property.

4 The Freeport Bicentennial Commemorative Journal, 1989, p. 25

5 Freeport Historical Society

6 The Freeport Bicentennial Commemorative Journal, 1989, p. 54.

Prehistoric Sites

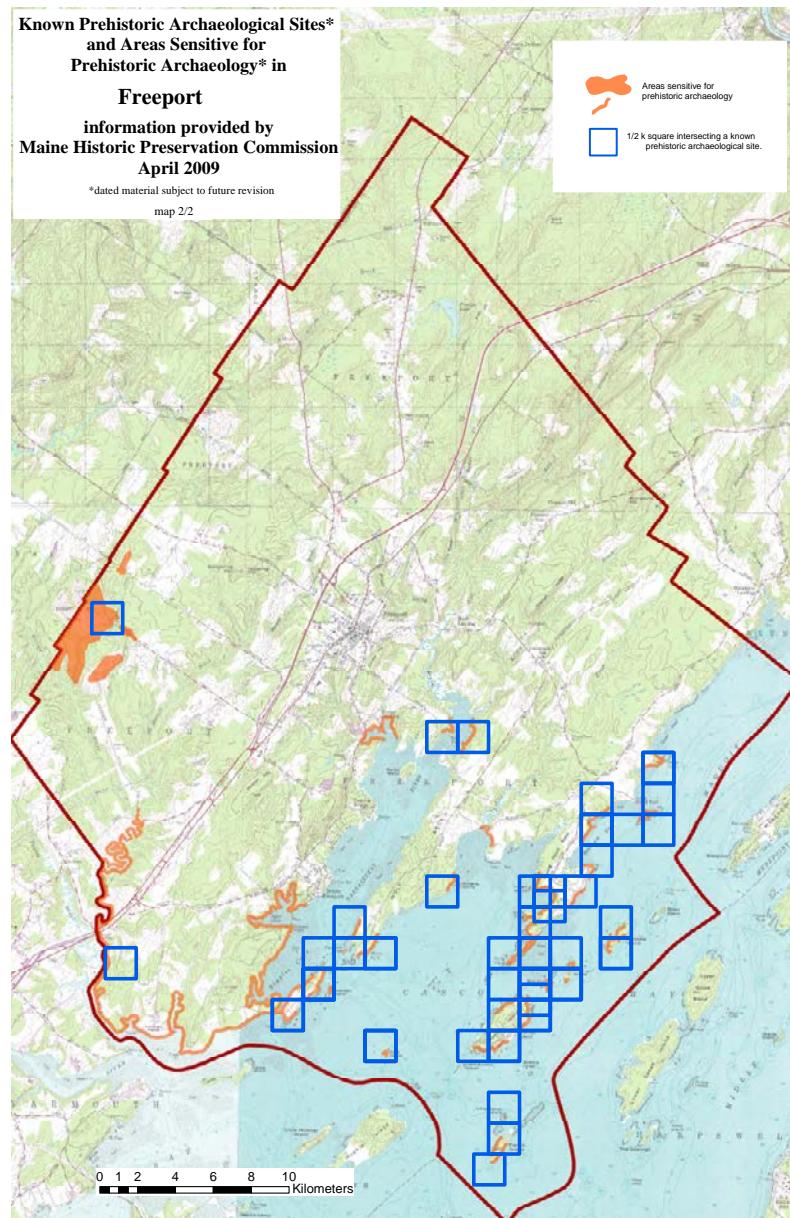
According to 2023 data from the Maine Historic Preservation Commission (MHPC), there are 42 known prehistoric archaeological sites in Freeport, 34 of which may be eligible for listing in the National Register of Historic Places. One is a very ancient (c. 11,000 years old) encampment near the Desert of Maine. The majority of these sites are coastal shell middens along the shoreline. These coastal sites may be at risk from erosion and sea level rise.

The archaeological site map, produced by MHPC in 2009, is still valid.

Historic Archaeological Sites

MHPC has identified 57 historic archaeological sites in Freeport shown below in Figure 3.

To date, no professional town-wide surveys for historic archaeological sites have been conducted in Freeport. The Maine Historic Preservation Commission suggests future archaeological surveys should identify potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlements in the 17th and 18th centuries.



Site Name	Site Number	Site Type	Periods of Significance	National Register Status	Location
William Royall Homestead #1	ME 161-001	settlement	1636- ca. 1646	undetermined	Location Unknown
Pettengill Farm	ME 161-002	farmstead	ca. 1800- 1900	undetermined	Location Known
Thomas Redding Homestead	ME 161-003	domestic	1660s	undetermined	Location Unknown
Thomas Shepherd Homestead	ME 161-004	farmstead	1660s	undetermined	Location Unknown
Richard Drummer Homestead	ME 161-005	farmstead	1660s	undetermined	Location Unknown
Edward Budd Plantation	ME 161-006	farmstead	1678-?	undetermined	Location Unknown
Porter Landing Industrial	ME 161-007	industrial complex		undetermined	Location Known

APPENDIX:
HISTORIC & ARCHAEOLOGICAL RESOURCES

Site Name	Site Number	Site Type	Periods of Significance	National Register Status	Location
Bartol Garrison	ME 161-008	garrison house	early 18th century	undetermined	Location Known
Little River Industrial	ME 161-009	brickyard and mill		undetermined	Location Known
Early House	ME 161-010	farmstead		undetermined	Location Known
Brickyard Cove Brickyard	ME 161-011	brickyard		undetermined	Location Known
Flying Point Saltworks	ME 161-012	industrial, saltworks	c. 1790	undetermined	Location Known
House	ME 161-013	domestic	Late 19th - early 20th centuries	undetermined	Location Known
Talbot Farm #1	ME 161-014	farmstead	ca. 1740	undetermined	Location Known
Talbot Farm #2	ME 161-015	farmstead	1750-1850	undetermined	Location Known
Submit and Daniel Mitchell	ME 161-016	farmstead	ca. 1793 to ca. 1830	undetermined	Location Known
Mallett Office Bldg.	ME 161-017	quarry office	Late 19th/early 20th centuries	undetermined	Location Known
Aldrich (?) Nathaniel House	ME 161-018	farmstead	1763-1840	undetermined	Location Known
Thomas Means homestead	ME 161-019	farmstead	1750-1835	undetermined	Location Known
Arnold House	ME 161-020	farmstead	1745-1790	undetermined	Location Known
House	ME 161-021	farmstead	19th century	undetermined	Location Known
House	ME 161-022	farmstead	19th century	undetermined	Location Known
House	ME 161-023	domestic	19th century	undetermined	Location Known
Barn	ME 161-024	farmstead	19th century	undetermined	Location Known
Brickyard	ME 161-025	brickyard	19th century	undetermined	Location Known
Hunting Camp	ME 161-026	camp, sporting	20th century	undetermined	Location Known
House	ME 161-027	farmstead	17th or early 18th century	undetermined	Location Known
Tidal Mill?	ME 161-028	dam, tidal mill	18th Century?	undetermined	Location Known
Findlay?	ME 161-029	domestic	18th century?	undetermined	Location Known
Smith	ME 161-030	farmstead	18th and 19th Century well (no artifacts)	undetermined	Location Known
Barnabas Soule	ME 161-031	farmstead	18th century	undetermined	Location Known
Brewer (II)	ME 161-032	farmstead		undetermined	Location Known
Mast Landing Farm	ME 161-033	farmstead	19th Century	undetermined	Location Known
Mast Landing Mill	ME 161-034	mill, sawmill and gristmill and fulling	1795-1857	undetermined	Location Known
Smith (II)	ME 161-035	farmstead	19th Century	undetermined	Location Known
Brewer (I)	ME 161-036	farmstead	possibly mid-18th century to late 19th century, with 20th century artifacts overlying.	undetermined	Location Known

Site Name	Site Number	Site Type	Periods of Significance	National Register Status	Location
Mitchell	ME 161-037	farmstead	Late 18th century? and 19th century.	undetermined	Location Known
Mast Landing Brickyard	ME 161-038	brickyard		undetermined	Location Known
Joshua Waite	ME 161-039	domestic		undetermined	Location Known
Rodick Heir	ME 161-040	farmstead	c. 1850- c. 1900	undetermined	Location Known
Rodick Heir Farm 1	ME 161-041	farmstead	1850 - 1900	undetermined	Location Known
Harrington House	ME 161-042	domestic	1830-20th c.	undetermined	Location Known
Isaac Allen Jr.	ME 161-043	farmstead	1st quarter 19th c. (1826-1888)?	undetermined	Location Known
Abraham Grant I/II	ME 161-044	farmstead	1760-1800+	undetermined	Location Known
Burnett Bridge Farm	ME 161-045	farmstead	19th century	undetermined	Location Known
Ripple	ME 161-046	wreck, schooner	10-Jul	undetermined	Location Unknown
Polly	ME 161-047	wreck, schooner	1798	undetermined	Location Known
Success	ME 161-048	wreck, schooner	1796	undetermined	Location Known
Charles Ward	ME 161-049	domestic	1857	undetermined	Location Known
T. Wilson	ME 161-050	domestic	Mid 19th C.	undetermined	Location Known
Victory	ME 161-051	wreck, gas screw	1931-1949	undetermined	Location Known
BC-2596	ME 161-052	wreck, scow	13-Nov-57	undetermined	Location Known
Abbot Lawrence	ME 161-053	wreck, schooner	1877	undetermined	Location Known
Casco Castle	ME 161-054	hotel	Built 1906, burned 1914, 100 foot stone tower remains	undetermined	Location Known
Mitchell Landing	ME 161-055	wharf	19th century?	ineligible	Location Known
Mann Cemetery	ME 161-056	cemetery	1770 or earlier to 1873	undetermined	Location Known
Barnabas Carver Farm	ME 161-057	farmstead	early 19th-early 20th	undetermined	Location Known

Figure 3: Freeport Historic Archaeological Sites

Source: Maine Historic Preservation Commission, 2022

Historic Structures

There are 5 National Register of Historic Places listings in Freeport:

- Pettengill House and Farm, Mast Landing vicinity
- Captain Greenfield Pote House, Wolfe's Neck Road
- Harraseeket Historic District (comprised of 3 villages with 31 18th and 19th century significant structures & sites)
- Freeport Main Street Historic District (9 sites)
- E. B. Mallett Office Building, Mill Street

There are no known significant historic resources in disrepair.

Historic Places & Design Review Districts

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.

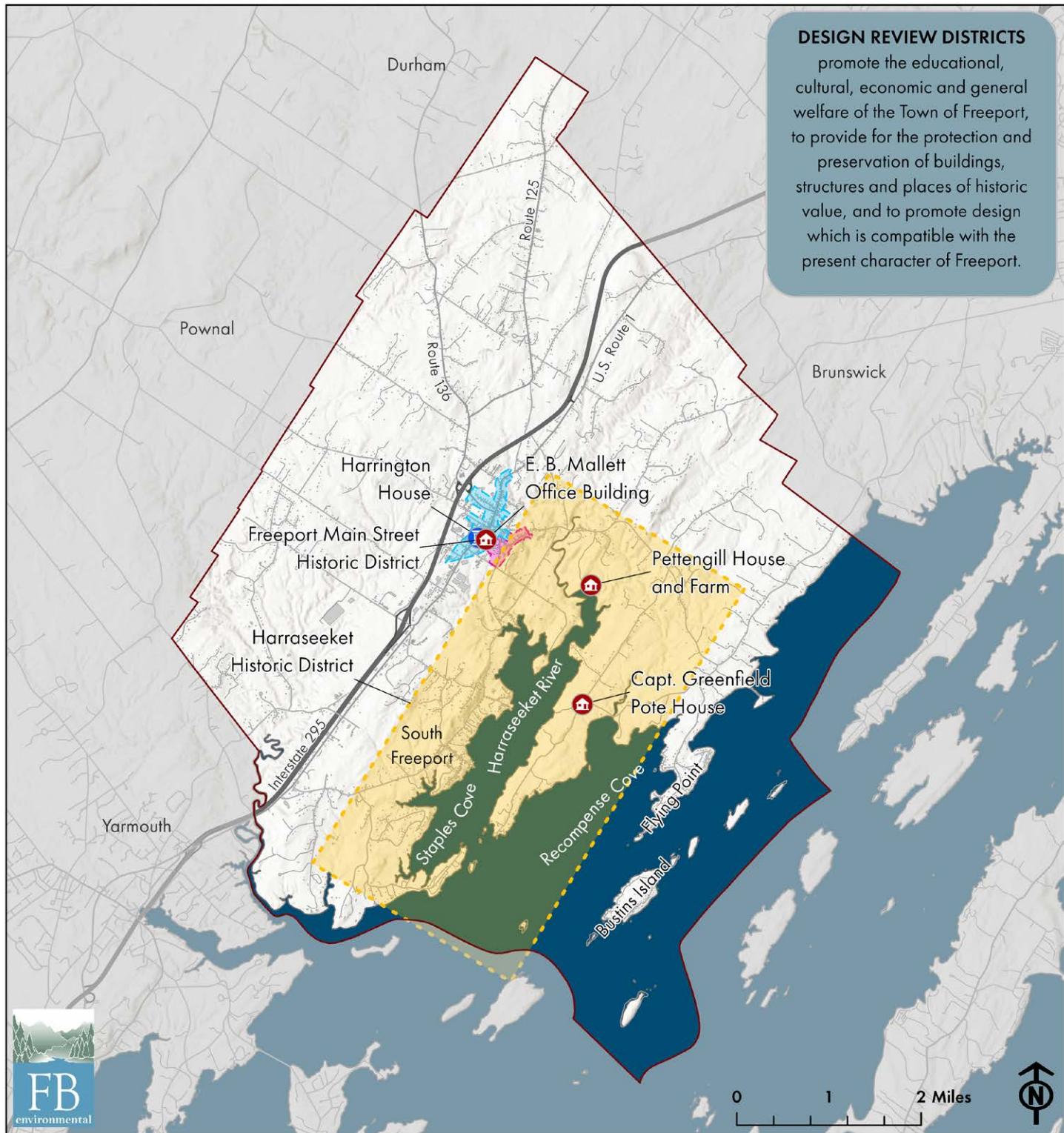


Data sources: Town of Freeport, Beginning with Habitat, National Park Service, National Register of Historic Places, Maine GeoLibrary. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet). Map by: J. Maine, FB Environmental

Town of Freeport
Coastal Waters
Roads
Building Footprints

Harrington House (Freeport Historical Society)
National Register of Historic Places
National Register Historic Districts

Freeport Design Review Districts
District 1
District 2



Historic Places & Design Review Districts: Downtown

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



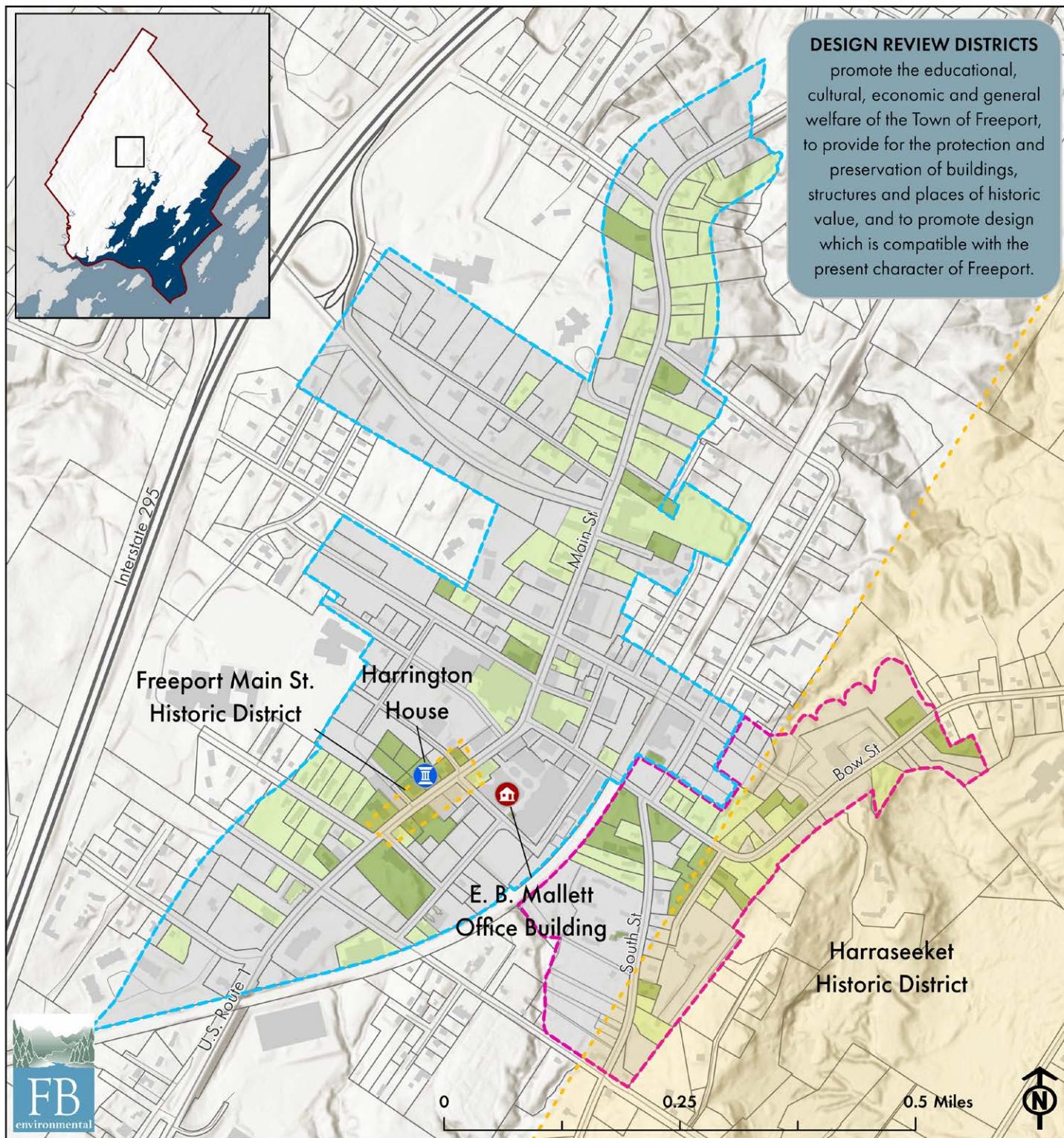
Data sources: Town of Freeport, Beginning with Habitat, National Park Service, National Register of Historic Places, Maine GeoLibrary. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet) Map by: J. Maine, FB Environmental

- Town of Freeport
- Coastal Waters
- Roads
- Building Footprints
- Harrington House (Freeport Historical Society)

- National Register of Historic Places
- National Register Historic Districts
- Freeport Design Review Districts
- District 1
- District 2

Building Classification

- Major Architectural, Historical and/or Neighborhood Significance
- Architectural, Historical and/or Neighborhood Significance
- Not Classified



Historic building surveys were conducted in Freeport in 1973-74, 1980, and 1997. The town also maintains a survey of buildings in the Design Review District in which each structure is classified according to its architectural, historical and/or neighborhood significance. The Maine Historic Preservation Commission suggests a town-wide survey of Freeport's above-ground historic resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.

Historic Preservation through Land Use

Freeport has several local ordinances that work to protect historic and archaeological resources.

Subdivision

Freeport's subdivision ordinance requires that a subdivision will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat (Subdivision Ordinance). Proposed subdivisions that include sites of prehistoric, historic, or archaeological importance must include appropriate measures to protect those resources, minimize impacts, and be compatible in design with historic structures (Subdivision Ordinance).

Design Review

Freeport has two designated Design Review Districts. Within those districts, all buildings are divided into three classifications:

- Class A - Buildings existing in 1930 in Design Review District 1 and 1950 in Design District 2 which have major architectural, historical and/or neighborhood significance;
- Class B - All buildings existing in 1930 in Design Review District 1 and 1950 in Design District 2 which have architectural, historical and/or neighborhood significance;
- Class C - Buildings not classified A or B

A Design Certificate is required for any demolition and for, moving, or change in exterior appearance of buildings classified as A or B, as well as for different types of new construction and other material changes depending on building classification and when the change is visible from a public right-of-way. Additionally, a four-month notice period is required before the demolition of all or part of a Class A or B structure. This has resulted in a few buildings being saved by relocation. The Freeport Project Review Board is primarily the reviewing authority for Design Review Certificates with some minor changes being allowed with Administrative Review. As of early 2024, select types of material changes are now exempt from Design Review.

Freeport Village Overlay District

The Freeport Village Overlay District provides (FVOD) design standards to ensure that buildings reflect the overall vision for Freeport Village. Design standards apply to lots within the Design Review District that are also within the Village Overlay District. The Freeport Village Overlay District provides additional site design and architectural standards for new buildings and commercial development projects within the Overlay District. This additional set of standards applies to some lots also within the Design Review District.

These standards do not apply to lots within the Village Commercial I Zone, which is the commercial core of the Freeport Village retail area. The FVOD was created to regulate mixed-use and/or residential development in the areas abutting Freeport's village core.

Freeport Historical Society

The Freeport Historical Society (FHS) is a 501(c)3 non-profit organization dedicated to preserving and sharing the history of Freeport, Maine. Established in 1969, the Society's mission is to collect and preserve; research and exhibit; and teach and advocate the history of Freeport, Maine. The FHS collections are humanities collections which interpret the history and culture of Freeport. The date span of our humanities collection, with the exception of the archeological materials—some of which are much earlier, is ca. 1750 to the present, with bulk dates of 1860s to the present. The predominant theme of its humanities collections is Freeport's history, from pre-Revolutionary settlement to the present. The FHS archival collections consist of 262 major collections of which 88 have finding aids or are at least partially processed.

The Freeport Historical Society is also an approved Alternative Repository for the Storage of Non-Confidential Local Government Records for the Town of Freeport (1998) through Maine State Archives. The FHS is the only organization in town which collects and cares for humanities materials relating to the history of Freeport. Through the FHS collections and professional research services, Freeport residents and/or researchers have several resources available to them.

This includes but is not limited to:

- Collection 045 (Historic House Surveys). This collection includes comprehensive information on individual historic houses including deed work, 19th century map locations, and photographs. Original surveys took place in 1973-1974. Where the Town of Freeport consulted and/or worked with the FHS on updating information through the 1990s-2010s for the Harraseeket Historic District of Main Street Historic District, individual building files may have been updated.
- Research Room and Library with over 300 books on Freeport history, Maine and regional history, genealogies, Freeport town reports, Freeport authors and publications, directories, use copies of vital records (including access to United States Federal Census 1790-1950, United States Agricultural and Industry Census 1850-1880 and various years of the Maine Yearbook and Annual Register of Maine), and researching resources.
- Additionally, the FHS has individual reference collections of photographs (including buildings sorted by tax id) in Collection 100, newspapers clippings (Collection 125) and newspaper collections (various collections), Freeport High School yearbooks (Collection 046), obituary clippings 1870s-present (Collection 074), tax records (1800-1960s, some years missing), cemetery lists, and historic maps.

Threats to Historic Resources

Freeport is a coastal community, and historic and archaeological resources may be at risk due to increased storms, flooding, and sea level rise, including prehistoric and historic sites along the coast, as well as coastal areas of the Harraseeket Historic District and the Pettengill Farm historic site.

Freeport has not completed a full-town historic archaeology or historic building survey. These sites and structures must be identified and evaluated before the town can develop strategies to preserve them. Comprehensive surveying will also identify additional properties eligible for the National Register.

Freeport's Design Review Ordinance provides local review and protection for historic buildings within Design Review Districts; however, Freeport is not a Certified Local Government (CLG). Becoming a CLG through the Maine Historic Preservation Commission would allow Freeport access to more resources and funding for the protection of historic resources. The preservation of historic buildings outside of the Design Review Districts is dependent on the individual will of property owners and their desire to protect historic significance.

APPENDIX

HOUSING



Highlights

Freeport housing stock is mostly comprised of single-family homes, but there has been a substantial increase in larger housing developments (10+ units) since 2010.

Since 2010, there has been a slight decrease in the share of rental units as a percent of total dwelling units (4% decrease) and relative to the share of owner-occupied units (4% increase).

The median home price in Freeport has increased from \$265,000 in 2010 to \$710,000 in 2023.

According to the Maine State Housing Authority, only 43% of homes sold in Freeport were affordable to median income households in 2017 and that percentage decreased to just 3% in 2023.

Between 2010 and 2019, Freeport households earning a median income unable to afford median priced homes hovered just below 70%, whereas Cumberland County and the State of Maine hovered around 60% and 55% respectively.

Rental costs are continuing to climb which has caused a higher burden to lower household income families paying rent.

The Freeport Housing Trust (FHT) has a total of 183 units across eight properties in Freeport. FHT operates 82 rental units for families on four of those properties.

Housing in Freeport is becoming increasingly unaffordable and out-of-reach for many segments of the community.

Local zoning requirements in Freeport, including large minimum lot size and high land per dwelling unit restrictions, make it difficult for the private market to deliver new units and increase supply, even within Freeport's growth areas.

Climate & Downtown Vision Connections



The need for more housing and development for a growing population may put pressure on natural areas if additional land is needed for building. Households with lower incomes may not be able to find a home beyond areas that will experience sea level rise or inland flooding due to a lack of available affordable housing. Residents along the coast may have their homes and properties threatened by sea level rise, storm surge, and erosion.



Climate impacts in Freeport will cause costly damage, affect overall property values, and the municipal tax base. An influx in residents from climate migration may threaten the already limited housing options in Freeport. An influx of new residents from areas with a higher cost of living may particularly threaten affordable housing.

Climate & Downtown Vision Connections



According to the Freeport Vulnerability Assessment, almost 2,000 parcels and over 100 buildings would experience flooding during a severe event by 2050. This can equate to millions of dollars in damage and property loss. More buildings in town may be at risk and damaged by strong storms or high winds – not only threatened by floods.



The majority of Freeport homes are heated by fuel oil or kerosene. This is both one of the more costly heating sources and a greater emitter of greenhouse gasses. Conversion away from oil could both reduce emissions and increase resiliency and affordable utility bills.



According to the Climate Action Plan 20% of total community wide emissions come from homes and 18% come from non-residential commercial buildings.



As noted in the Housing Chapter, roughly 40% of homes in Freeport were built before 1970. Older buildings are often less energy efficient, both for keeping warm in the winter and cool in the summer, costing residents more money on heating/cooling and exposing them to more extreme temperatures. In addition, houses built before 1970 were constructed prior to modern building codes, such as smoke alarms, that help reduce risk.



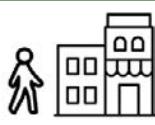
Freeport's older homes can benefit from energy efficiency upgrades to reduce the energy required to heat and cool, light, and maintain them, and electricity upgrades to prepare for increased electric appliances including electric vehicle chargers and heat pumps.



One of the main goals of the Downtown Vision Plan is to increase the supply of affordable housing and address "missing middle" housing through diversifying the existing housing stock and increasing density. Single family homes currently dominate Freeport's existing housing stock, which significantly impacts resource consumption and land use.



Freeport currently is served by the Downeaster train and Metro Breeze bus; housing development located in the Downtown and in proximity to transit holds potential to increase Freeport's resiliency, while reducing emissions.



Promote vibrant, pedestrian-friendly downtown housing developments by incorporating tree canopy preservation, streetscaping, and thoughtful parking lot design to support an attractive and livable mixed-use environment and minimize heat island radiation effect from impervious surfaces and structures.

Housing

Data Note: The data utilized in this section draw upon a variety of sources, including the US Census, American Community Survey (ACS), the Maine State Housing Authority, among others. It's important to acknowledge that while these sources provide valuable information, their methodologies may rely on estimates and projections, leading to variations from year to year or between different sources.

Housing Stock

According to American Community Survey (ACS) data from the US Census, Freeport had a total of about 3,773 housing units in 2010, with over three-quarters of the

Freeport Housing Types (2022)

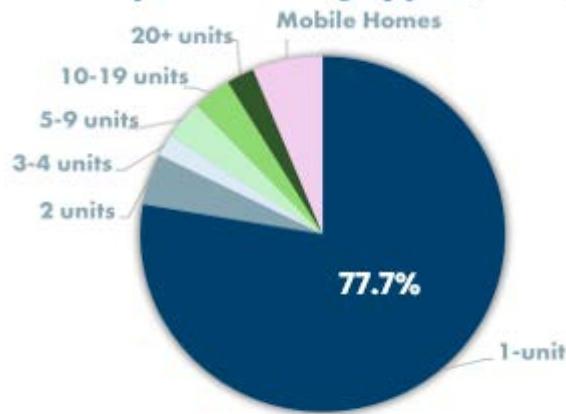


Figure 1: Freeport Housing Types, 2022
Source: 2022 ACS 5-Year Estimate

housing stock comprising single-family homes (77.8%). By 2022, the total number of housing units increased to about 4,003, representing a 6.1% increase (for reference Freeport population grew 11% between 2010 and 2022). Despite the increase in housing units between 2010 and 2022, single-family homes still comprise 77.7% (3,110 single-family units) of all housing in Freeport. Housing stock for multi-family dwellings (3+ units) increased in both the number of units and their respective percentages of total housing units. Figure 1 shows the breakdown of all units in 2022.

Figure 2 details the changes in housing types between 2010 and 2022. Not shown in the numbers here is that there has been notable change within the multi-family category during this time. The number of dwelling units within smaller multi-family (3-4 dwelling units)

decreased as an overall percentage of Freeport dwelling units from 5.5% in 2010 to 2.0% in 2022. Dwelling units within larger multi-unit structures (10-19 and 20+ dwelling units) saw notable increases in both the number of units and their percentage of total housing units. Even though the overall share of multi-family dwelling units has not changed, much, there has been a shift towards larger residential developments over the last twelve years.

Housing Type	2010	% of Total	2022	% of Total
1-unit	2,935	77.8%	3,110	77.7%
2-units	154	4.1%	186	4.6%
Multi-Family (3+ units)	421	11.2%	458	11.4%
Mobile Homes	263	6.9%	249	6.3%
<i>Total Housing Units</i>	<i>3,773</i>		<i>4,003</i>	

Figure 2: Freeport Housing Type, 2010 + 2022
Source: 2010 + 2022 ACS 5-Year Estimates

Figure 3 and Figure 4 show the number of Building Permits approved by the Town of Freeport between 2010 and 2021 based

upon records from the Codes Enforcement Department. Note that these indicate the number of units permitted and do not take into consideration replacement units or whether the unit was constructed.

The number of single-family units permitted has fluctuated over the past decade, ranging from a low of 21 units in 2011 to a high of 51 units in 2016. Consistent with ACS data above, single-family units have typically been the most common permit granted and averaged 38 permits over the 11-year period. Duplex units were significantly less common with



Approved Permit Type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
1-unit	24	21	30	45	44	46	51	38	38	34	38	48	457
	75			135			127			120			
2-units	0	2	0	0	2	4	1	6	6	6	0	2	29
	2			6			13			8			
Multi-family (3+ units)	0	7	25	3	0	4	0	0	0	0	0	144	183
	32			7			0			144			
Mobile Homes	3	5	1	1	4	7	5	8	8	0	0	0	42
	9			12			21			0			
Accessory Apartments	1	2	3	2	1	1	7	9	9	4	5	9	53
	6			4			25			18			

Figure 4: Approved Building Permits, 2010-2021

Source: Town of Freeport, Codes Enforcement Department

a peak of 6 units permitted in 2017, 2018, and 2019. Although there was only an average of 15.25 multi-family units approved, there was substantial multi-family development permitted in 2021 (144 units). Overall, Freeport permitted a varied number of residential units each year with relatively little fluctuation between 2010 and 2020. However, the significant increase in the number of permits granted in 2021 demonstrates how larger projects consisting of multi-family units significantly impacts the overall number of residential units permitted.

Housing Projections

In April 2021, the Office of the State Economist of Maine released population projections for the state, counties, and municipalities through 2040. Based on five-year intervals, these projections include population by age and sex cohorts. Although the projections extend to 2040, the State Economist recommends limiting the use of projections beyond 2030. Population projections become increasingly challenging after a certain point due to the complexity of predicting future trends (fertility, mortality, migration) compounded by uncertainties in social, economic, and environmental factors over an extended period. However, population projections are crucial for housing planning and development as they provide insights into future demand for housing units.

According to the State Economist, Maine is expecting the population to grow from 1,362,280 in 2020, to 1,397,663 (+2.5%) in 2030, to 1,404,176 (+3.1%) in 2040. Cumberland County anticipates growth from 303,312 in 2020, to 308,124 (+1.5%) in 2030, and 308,759 (+1.7%) in 2040.

As of the 2020 US Census, Freeport's population is 8,737. The State Economist projects Freeport's population to see continued growth at about 7% through 2040, with a projected increase from 8,737 to 9,341 (+604). The projected growth rates show a more gradual increase after 2030, with the highest growth rate occurring in the earlier years and gradually tapering off. As noted in the Population + Demographics section, the planning team completed second population projection based on Freeport's historic growth rate over the past two decades assumes an 11% increase to 10,765 (+2028) in 2040, notably higher than the state projection.

The demand for housing, both from Freeport and the surrounding region, will continue to increase and more housing units will be needed. Based on demographic data, Freeport will need housing that allows elders to downsize while aging in place, housing that allows younger people access to starter homes, and housing that allows workers to live in apartments adjacent to employment, goods, and services. With an average household size of 2.5 in 2022 (ACS 5-Year 2022 Estimate), Freeport will need something on the order of between 242 more dwelling units based on the

Housing: Parcel Housing Type

Town of Freeport, Maine

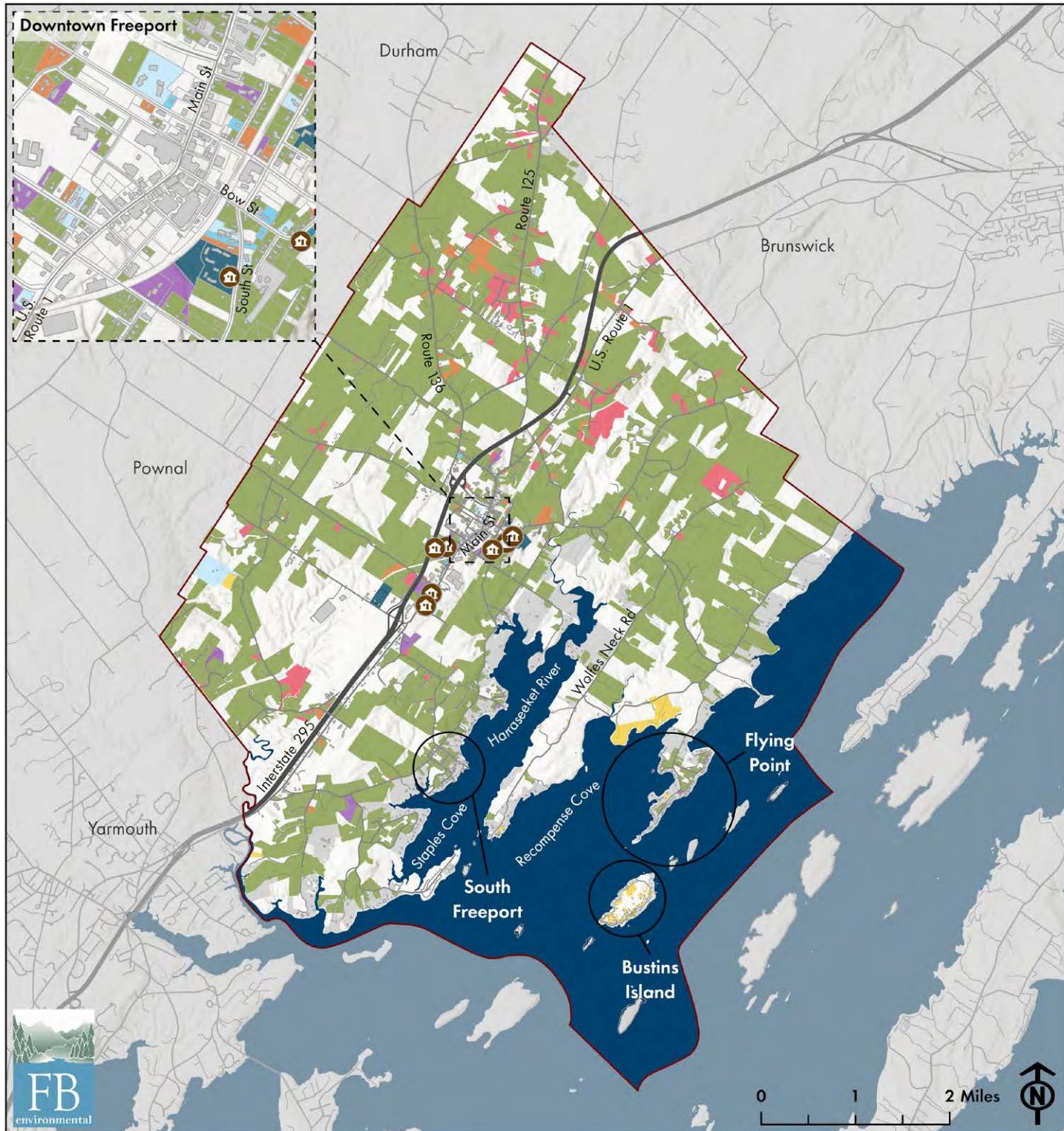
Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Town of Freeport Assessor, Freeport Housing Trust, Beginning with Habitat, Maine GeoLibrary. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet) Map by: J. Maine, FB Environmental

2023 Tax Parcels - House Use Type

Town of Freeport	Single Family
Building Footprints	Condo
Roads	Duplex
Coastal Waters	Mobile Home
Freeport Housing Trust Properties	Multifamily
	Multifamily - 3 Units
	Multifamily - 4 Units
	Multifamily - 8+ Units
	Seasonal
	Other



Maine State Economist's projections and 811 more dwelling units based on Freeport's recent historic growth patterns by 2040.

Freeport's 2022 Downtown Vision Plan calls for 1200 new residents in and around the downtown area for vibrancy. In addition to natural demand pressures as noted above, the plan signals a role for the Town to induce demand and increase housing supply in specific areas.

Housing Occupancy

Figure 5 presents data on housing occupancy for the years 2010 and 2022 including occupied housing units and vacant housing units. Between 2010 and 2022, the total number of housing units increased 6.1%. US Census and ACS data splits housing units into two categories: occupied housing and vacant housing units. Occupied housing units incorporate units occupied by the owner and renter. Vacant units include short-term rentals, vacation homes, second homes, unoccupied dwelling units at the time of Census, and unoccupied new units. Although the total number of housing units in Freeport has increased, the percentage of occupied housing units has decreased.

Owner-occupied units increased in Freeport over the last decade as renter-occupied units decreased. Figure 6 shows the occupied housing breakdown between owner-occupied units and renter-occupied units. The percentage of owner-occupied units relative to total occupied units showed an increasing trend, reaching 80.4% in 2022, from 76.6% in 2010. Renter-occupied units decreased between 2010 and 2022 from 23.4% in 2010 to 19.6% in 2022. The number of vacant housing units increased during this period and the total vacant housing units, relative to the total number of housing units, increased to 14.7% in 2022.

The increasing ratio of owner-occupied units to renter occupied units is difficult to attribute to any single cause, and multiple factors are likely contributing to a decrease in available rental units. This could be indicative of a preference for homeownership, or a shift in the housing market dynamics. The changing composition of owner-occupied and renter-occupied units might reflect combined shifts in preferences, affordability, and market demand.

The number of vacant units in Freeport is increasing. The increasing trend in vacant housing units may indicate challenges in the housing market, such as oversupply or a mismatch between available housing and demographic need.

The increase in vacant housing units between 2010 and 2022 can be broken down further. The table below shows a breakdown for vacant housing units between the years 2012-2016 and the years 2017-2021. In 2016, most of the vacant housing units were for seasonal housing, whether a second home or short-term rentals related to tourism. The increase of units listed as vacant for sale and for rent in 2021 indicates that the vacant units were either listed for sale or put up for rent. Seasonal vacant units remained steady, increasing from 294 in 2016 to 320 in 2021. Vacant seasonal units made up roughly 8% of total housing units in both years. This demonstrates a consistent pattern in seasonal housing demand, whether for tourism, vacation homes and rentals, or seasonal employment. Figure 7 shows the

Housing Units	2010	2022
Occupied housing units	3,356	3,413
% of total	88.9%	85.3%
Vacant housing units ¹	417	590
% of total	11.1%	14.7%
<i>Total housing units</i>	<i>3,773</i>	<i>4,003</i>

¹Vacant units include short-term rentals, vacation homes, second homes, unoccupied dwelling units at time of Census, and unoccupied new units.

Figure 5: Housing Occupancy in Freeport
Source: 2010 + 2022 ACS 5-Year Estimates

Occupied Units	2010	2022
Owner-occupied	2,572	2,743
% of occupied	76.6%	80.4%
Renter-occupied	784	670
% of occupied	23.4%	19.6%
<i>Occupied housing units</i>	<i>3,356</i>	<i>3,413</i>

Figure 6: Housing Occupancy in Freeport
Source: 2010 + 2022 ACS 5-Year Estimates

changes in vacant units between 2012-2016 and 2017-2021.

Seasonal Housing

In 2021, Freeport adopted Ordinance Chapter 61 known as the 'Short-term Residential Rental Registration Ordinance.' The intent of the ordinance is to balance the desire of owners to rent individual units or entire homes as short-term rentals with potential impacts on surrounding, full-time residents. The ordinance defines 'short-term rentals' (STRs) as "legally existing dwelling unit[s], in whole or in part, for dwelling, sleeping or lodging purposes for fewer than [28] consecutive days... [not including] motels, hotels, or bed and breakfast inns." The ordinance requires any individual operating an STR to register through the Freeport Town Clerk's office. As of January 2024, the Town Clerk has registered 104 active short-term rentals.

AirDNA is a data analytics company that provides insights into the short-term rental market, particularly focusing on platforms like AirBNB and VRBO. They aggregate and analyze data related to short-term rental properties. AirDNA utilizes web scraping and data mining techniques to gather information, including details about individual listings, rental rates, availability, and booking history. According to AirDNA, there are almost 140 active short-term rental listings of entire housing units on platforms such as AirBNB or VRBO in Freeport. In addition, there are approximately 60 listings of bedrooms in housing units available via various short-term rental platforms. It's unclear how many of those short-term rentals are always rented short-term, however, in March 2023, AirBNB only listed 50 offerings while VRBO listed eleven (some of which may be listed on both platforms.).

Home and Real Estate Values

Median Home Value

In Freeport, the median home value has more than doubled between 2010 and 2023 from \$265,000 to \$710,000 (Figure 8). The growth rate was relatively stable between 2010 and 2019 at 1.46%, with a dramatic spike in home values starting in 2020. The largest year-over-year increase occurred between 2021 and 2022, with the median home value jumping from \$529,500 to \$635,000.

This trend of relatively consistent, gradual increases in home values through 2019 with spiking values since 2020 is shared within the region. After 2019, Freeport and surrounding communities experienced sharp increases in median home values. Compared to Freeport's neighboring communities, Freeport has the second highest median home value as of 2023. Figure 9 compares Freeport's Median Home Value with surrounding municipalities.

2010	2011	2012	2013	2014	2015	2016
\$ 265,000	\$ 270,000	\$ 272,000	\$ 283,500	\$ 289,500	\$ 319,000	\$ 339,950
2017	2018	2019	2020	2021	2022	2023
\$ 372,250	\$ 400,450	\$ 387,000	\$ 522,000	\$ 529,500	\$ 635,000	\$ 710,000

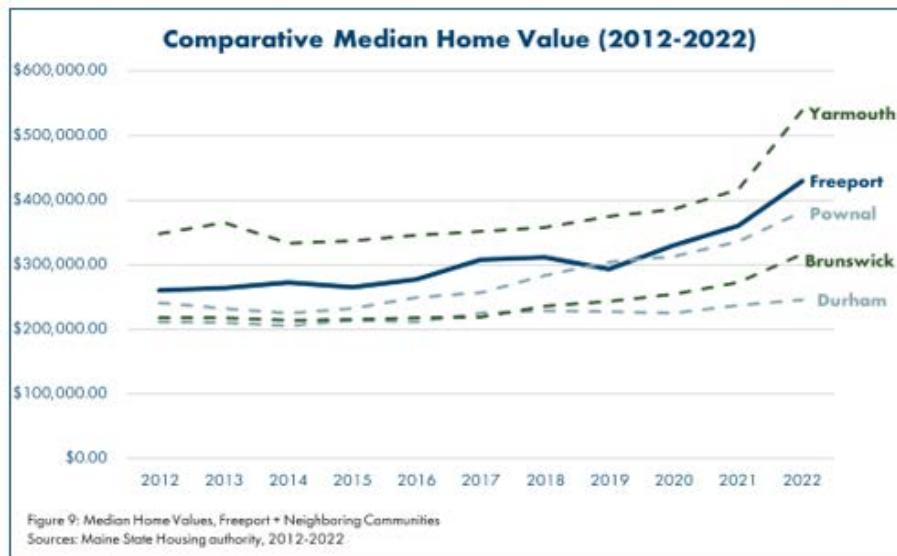
Figure 8: Freeport Median Home Value, 2010-2023
Source: Maine State Housing Authority

Vacant Units	2012-2016	2017-2021
Vacant For Sale	0 (0%)	106 (15.6%)
Vacant For Rent	0 (0%)	53 (7.8%)
Vacant Seasonal	294 (66.3%)	320 (47.1%)
<i>Total Vacant</i>	<i>443</i>	<i>679</i>

Figure 7: Vacant Housing Units, Freeport
Source: Maine State Housing Authority, ACS 5-Year Estimates, 2016 + 2021

Real Estate Value and Demand

Median home value data provides a snapshot into the increasing value of real estate. The data provided by the



Maine State Housing Authority represents the middle value in a list of all home values, separating the higher half from the lower half. Median home value is a useful indicator for understanding the general affordability and housing market conditions. Although a helpful tool, the median home value alone does not provide a comprehensive picture of the value of Freeport's real estate. Incorporating real estate transactions provides a more granular look at the value of different land uses in Freeport.

Figures 10 and 11 provide insights into real estate sales data for Freeport in 2022 and 2023. Real estate sales data from 2022 and 2023 shows a greater appreciation of real estate value compared to the median home values. In 2022, single-family residences had the highest number of sales (81) and an average closing price of \$724,698 with the median price at closing around \$600,000. 2023 saw 10 fewer single-family residence sales but the average cost of a single-family residence at closing was \$861,089 and the median price at closing \$715,000, a 19% increase from 2022 to 2023. Condominium prices saw a similar increase in average closing price between 2022 and 2023 (19%) but the median price increased by over 50% from \$259,000 to \$398,000

2022 Freeport Sales	Average of Closed Price	# of Sales	Median Price
Condominium	\$358,372.73	11	\$259,000.00
General Commercial	\$431,400.00	1	\$575,000.00
Land	\$357,354.17	24	\$272,500.00
Manufactured Homes	\$178,000.00	3	\$199,000.00
Mixed Use	\$875,000.00	1	\$850,000.00
Single Family Residences	\$724,698.77	81	\$599,000.00
<i>Total:</i>	<i>\$603,798.35</i>	<i>121</i>	<i>\$525,000.00</i>

Figure 10: 2022 Real Estate Sales, Freeport
Source: Maine Multiple Listing Service (MLS – 2022) via The Vitalius Group

2023 Freeport Sales	Average of Closed Price	# of Sales	Median Price
Condominium	\$425,911	11	\$398,000.00
General Commercial	\$1,250,000	1	\$1,250,000.00
Land	\$325,588.00	17	\$250,000.00
Manufactured Home	\$175,000	3	\$110,000.00
Single Family Residence	\$861,089	71	\$715,000.00
<i>Total:</i>	<i>\$710,022</i>	<i>103</i>	<i>\$596,500.00</i>

Figure 11: 2023 Real Estate Sales, Freeport
Source: Maine Multiple Listing Service (MLS – 2023) via The Vitalius Group

respectively. Both single-family residence sales and condominium prices are consistent with regional trends.

Affordability

The Housing section underscores the critical importance of accessible and sustainable housing for all members of our community. Ensuring that individuals and families can afford suitable housing is essential for fostering a thriving and inclusive community. The concept of housing affordability encompasses various factors, including income levels, housing market dynamics, and policy interventions. For homeowners, affordability pertains to the ability to manage mortgage payments, property taxes, utilities, and maintenance costs without undue financial strain. Meanwhile, renters must contend with rental costs that align with their income levels, as well as issues such as limited housing options and rent burden. The following sections overview the affordability of owner-occupied units and renter-occupied units. As noted above, most of Freeport's housing remains single-family homes.

Homeowner Affordability

The Maine State Housing Authority (MSHA) collects housing affordability data through the 'Homeownership Affordability Index' which provides a local breakdown of home buying and rental affordability. MSHA and the US Department of Housing and Urban Development (HUD) note that if a household pays more than 30% of their income to housing costs, the household is considered 'cost-burdened.' This ratio is the basis for the Homeowner Affordability Index in Figure 12 below. The affordability calculation is based on the ratio of area median home prices to area median household. A ratio of 1 or above indicates relative affordability, and a ratio of below one indicates relative unaffordability.

Year	Median Income	Median Home Price	Home Price Affordable to Median Income	Homeowner Affordability Index	Affordable Homes Sold	Total Homes Sold	% Unaffordable
2010	\$62,747.00	\$265,000.00	\$ 183,715.74	0.69	20	89	22%
2011	\$59,056.00	\$270,000.00	\$ 197,773.36	0.73	27	93	29%
2012	\$58,897.00	\$272,000.00	\$ 200,880.38	0.74	28	98	29%
2013	\$63,764.00	\$283,500.00	\$ 215,746.12	0.76	30	114	26%
2014	\$62,137.00	\$289,500.00	\$ 215,514.84	0.74	36	125	29%
2015	\$64,907.00	\$319,000.00	\$ 226,989.98	0.71	41	146	28%
2016	\$70,714.00	\$339,950.00	\$ 245,930.00	0.72	50	156	32%
2017	\$79,819.00	\$372,250.00	\$ 271,420.23	0.73	60	138	43%
2018	\$82,515.00	\$400,450.00	\$ 272,222.97	0.68	29	121	24%
2019	\$89,978.00	\$387,000.00	\$ 310,857.65	0.8	32	108	30%
2020	\$92,782.00	\$522,000.00	\$ 344,635.33	0.66	31	114	27%
2021	\$92,753.00	\$529,500.00	\$ 355,646.83	0.67	24	116	21%
2022	\$103,244.00	\$635,000.00	\$ 333,914.96	0.53	8	81	10%
2023	\$106,689.00	\$710,000.00	\$ 302,636.58	0.43	2	71	3%

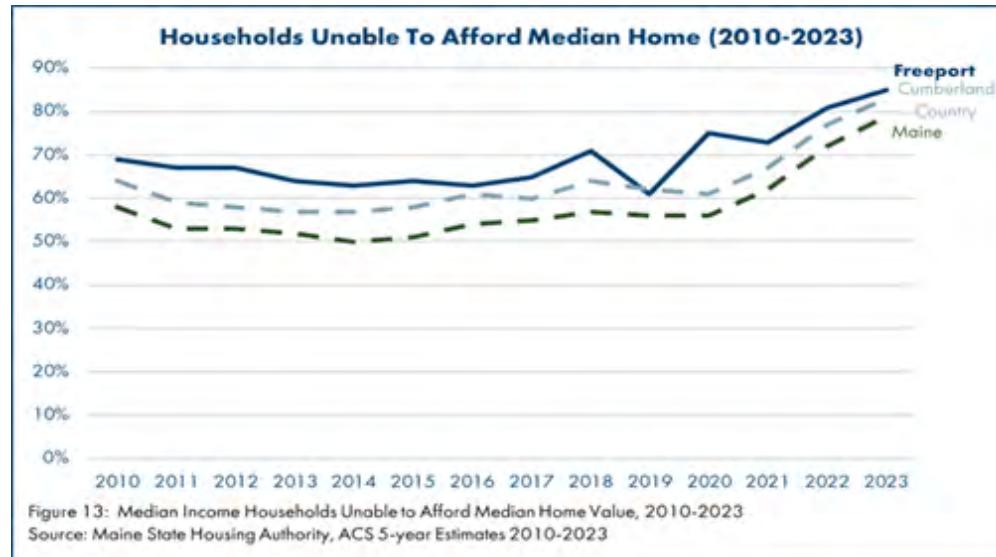
Figure 12: Homeowner Affordability Index, Freeport
Source: Maine State Housing Authority, 2010-2023

Despite increases in median income over time, incomes have not kept pace with the median home price, resulting in a decrease in affordability over time. For example, in 2010, 22% of homes sold were affordable to a household earning the median income, whereas in 2023 this percentage decreased to only 3% of median income households. The affordability index has trended downward since 2010 but has taken a steep decline since 2020 which indicates an increase in households unable to afford the median home value (as shown in Figure 13). Overall, the Homeownership

Affordability Index reflects the growing affordability gap between median incomes and median home prices over the years, posing significant challenges for access to homeownership for many households in the area.

Between 2010 and 2019, households earning a median income unable to afford median priced homes hovered just below 70% in Freeport, whereas Cumberland County and

the State of Maine hovered around 60% and 55% respectively. Since 2019, the percentage of households unable to afford median income has increased to above 80% in 2023 in both Freeport and Cumberland County.

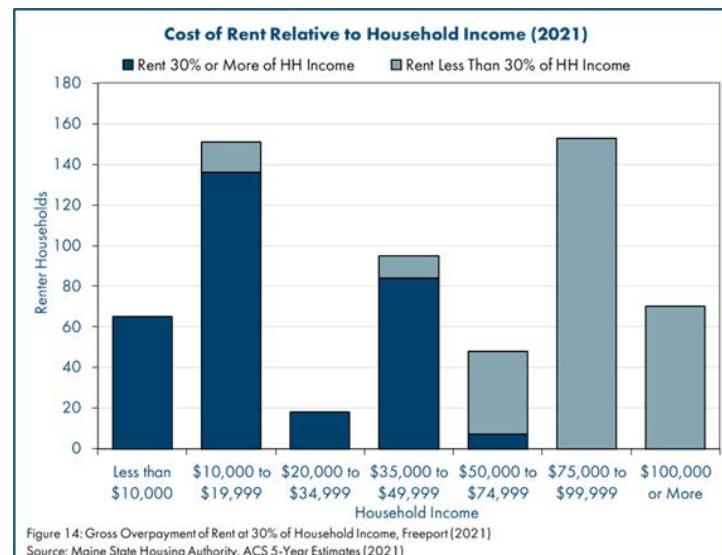


Renter Affordability

The chart below (Figure 14) provides insights into the changing landscape of rental affordability in Freeport, reflecting how housing costs impact renters at different income levels. Since 2016, the median cost of rental housing has increased from \$1,076 to \$1,548 (+70%). There are fluctuations in the number of rental units with various cost ranges, indicating changes in price and availability. As rental units costing \$3,000 decreased, there was a sharp increase in rental units costing between \$1,500 and \$1,999 – especially between 2020 and 2022. This coincides with a decline in units cost between \$500 to \$1,499.

In Freeport, households in the '\$50,000 to \$74,999' bracket and above allocate less than 30% of their income towards rent. For the lower income brackets, however, the data underscores a concerning trend where a significant majority of households surpass the threshold of 30% of household income; lower-income households in Freeport typically spend a substantial portion of their income on housing costs.

The analysis of rent in relation to household income, particularly noting the concerning trend of gross rent overpayment among lower-income households, provides insight into the broader issue of rising rental costs in the community. As rental costs continue to climb, lower-income households face heightened financial strain. The data suggests that while households with higher incomes may still manage to keep rent within the recommended 30% threshold of their income, those with lower incomes are increasingly burdened by rising rental costs, resulting in a disproportionate allocation



of income towards housing expenses. This exacerbates existing inequalities in housing affordability, as lower-income households struggle to keep pace with escalating rental prices, leading to greater housing instability and financial hardship. Figure 15 shows the increasing cost of rent between 2016 and 2022.

Affordable Housing

Deed-Restricted Housing

Almost all the housing that is limited to low- or moderate-income households is owner-occupied or operated by the Freeport Housing Trust (FHT). FHT is a community-based non-profit with a mission to "provide safe, decent and affordable housing opportunities to the lower and moderate-income households of Freeport, Maine." It was created in the 1980's when over one hundred housing units were lost in Freeport Village due to commercial development and concerns were raised about the ability for Freeport families to remain in town. FHT is managed by a part-time Executive Director. The rest of their work, including property management, is operated via contracts. FHT is also certified as a Community Housing Development Corporation (CHDC) which makes it eligible for certain federal funding sources.

Since its creation, FHT has created 224 housing units that are restricted in the long term to low-and moderate-income residents. Over the years, FHT has sold properties to residents at affordable prices or with resale restrictions (discussed in the Affordable Home Ownership section below). Figure 16 provides the most recent summary of FHT properties. While independent of the town, it works closely with Town officials and staff on housing development. The Town has created two Affordable Housing Tax Increment Financing Districts (TIFs) to support FHT projects and is now in the process of considering a third. Currently, FHT owns 183 housing units, of which 171 are affordable to households below the Area Median Income. It is also currently working to develop a new 42-unit building on Varney Road that would be funded using Low Income Housing Tax Credits.

Rental Properties

FHT operates 82 rental units across four of their properties. These units have rents set to be affordable at between 50% and 60% of Area Median Income (currently \$59,150 to \$70,980 annually for a family of four.) FHT also operates 67 units of senior housing across three properties. Two of these properties, Brookside Village and Oak Leaf Terrace, have Section 8 property-based rental subsidies. These are restricted to seniors aged 62 or greater who have incomes at or below 50% of Area Median Income (currently \$41,405 for an individual or \$47,320 for a couple.) Income-eligible persons with disabilities may also apply. In Section 8 properties, residents pay 30% of their income towards their rent and utilities, with income reevaluated annually. Oak Leaf 2 is targeted to Seniors aged 55 and above whose

Monthly Rent	2016	2018	2020	2022
Less than \$500	55	30	29	60
\$500-\$999	246	254	146	102
\$1,000-\$1,499	158	182	337	125
\$1,500-\$1,999	115	163	98	293
\$2,000-\$2,499	14	11	13	22
\$2,500-\$2,999	0	0	18	8
\$3,000 or more	96	97	31	20
<i>Median Rent:</i>	<i>\$1,076</i>	<i>\$1,168</i>	<i>\$1,358</i>	<i>\$1,548</i>

Figure 15: Cost of Rent, Freeport (2016-2022)

Source: 2016-2022 ACS 5-Year Estimates

Property Name	Address	# of Units	1BR	2BR	3BR	Target Population
50 Bow St	50 Bow St.	4	3	1	-	-
Brookside	12 Summer St.	16	13	3	-	62+ or disabled
Maplewood	182 Lower Main St.	18	18	-	-	-
Oak Leaf 2	24 South St.	25	15	10	-	55+
Oak Leaf Terrace	24 South St.	26	24	2	-	62+ or disabled
Quarry Ridge	60 Bow St.	34	15	19	-	-
Varney Square	Chase Ct.	30	10	10	10	-
Village View	2 Village View	30	1	9	20	-
<i>Total</i>		<i>183</i>	<i>99</i>	<i>54</i>	<i>30</i>	

Figure 16: Summary of Freeport Housing Trust Properties (2024)

Source: Freeport Housing Trust

household incomes are at or below 50% or 60% of median. While the rents in the Oak Leaf 2 property are restricted to be affordable at those income levels, they are not set based on individual tenant's income.

Affordable Home Ownership

FHT has also worked on several home ownership projects. They purchased Wardtown Park, a mobile home development, which they then sold to a residents' cooperative that allowed residents. FHT has also sold nine condominium units in Freeport at affordable prices and holds resale restrictions on the units, so they remain affordable. FHT has also worked with Habitat for Humanity of Greater Portland on ownership projects. With the help of the Town, FHT has created two house lots on tax-acquired land.

Habitat for Humanity

Habitat for Humanity is a non-profit organization dedicated to providing affordable housing solutions for communities. Through volunteer labor and donations, they build and rehabilitate homes, making them accessible to low-income individuals and families. By addressing the fundamental need for housing, Habitat for Humanity strengthens communities and promotes sustainable development. In Freeport, Habitat for Humanity has built and sold 17 buildings consisting of single-family and multi-family units since 2003, with most being built between 2012 and 2016 (Figure 17).

Habitat Project Address	Year
185 Grant Road	2003
75 Grant Road	2004
12 West Street	2010
40 South Street	2012
38 South Street	2012
42 South Street	2012
3 Hummingbird Lane	2014
1 Hummingbird Lane	2014
4 Hummingbird Lane	2015
2 Hummingbird Lane	2015
5 Hummingbird Lane	2015
7 Hummingbird Lane	2015
8 Hummingbird Lane	2015
6 Hummingbird Lane	2016
31 Old Brunswick Rd	2022
35 Old Brunswick Rd	2022
25 Old Brunswick Rd	2024

Figure 17: Habitat for Humanity Projects, Freeport
Source: Habitat for Humanity Greater Portland

Local Housing Regulations

Barriers to Housing

Looking beyond Freeport's housing data, understanding local zoning impacts on housing creation is important. In 2021, the Greater Portland Council of Governments (GPCOG) completed the second part of a two-part study of multi-family housing and land use regulation in the region. Their work provided a high-level review of the land use regulations in six communities in the region, including Freeport. The analysis primarily relied on base zoning standards in the communities without a deep dive into the nuances of their respective land use codes. Since 2021, Freeport has made multiple zoning amendments and other regulatory land use changes which may impact the outcomes of the study. For the purposes of this Comprehensive Plan, the study highlights common barriers to multi-family housing found in zoning across different communities while providing a foundational review of Freeport's zoning standards. Specifically, the GPCOG study noted seven specific barriers to the creation of multi-family housing including:

This study made several findings about the communities' approach to multi-family housing, with some key findings that:

- These communities have a lot of land that allows multi-family housing in theory, but much of that land remains effectively off-limits to multi-family housing due to significant restrictions.
- Some communities in this six-municipality region have been proactive in creating growth centers to allow for the creation of multi-family housing.
- The zoning along potential transit corridors in these six communities is slightly more permissive than in the rest of the study area but is likely too restrictive to generally support transit-oriented development. However, transit-oriented developments could serve a purpose in Freeport given the Downtown's proximity to the Amtrak line, METRO bus routes, and the Route 1 corridor.

Barrier	Impediment to Multi-Family Housing
1 Large Lot Areas Required Minimum Lot Size of 20,000 square feet	Minimum lot sizes reflect historically low-density growth patterns and leads to increased development costs.
2 Large Lot Areas per Dwelling Unit Density Minimum greater than 5,000 square feet per dwelling unit	Density minimums can make multi-family housing economically unviable and limit the flexibility of developers.
3 Significant Parking Requirements Parking Minimums requiring 1.5 parking spaces per dwelling units	More parking spaces increases costs, reduces density, and discourages the use of alternative modes of transit
4 Site Plan Review Requirements Site Plan Review or Conditional Use review Threshold at 5 units or more	Site plan standards provide additional regulatory barriers that may be designed to encourage single family development. Conditional use standards create risk and make multifamily housing production more challenging.
5 Limits on Housing Types	Some zoning districts allow multi-family housing but impose limits on the type of multi-family housing permitted.
6 Minimum Heights	Many zoning districts require new construction to have a minimum height. Intended to contribute to the built environment, minimum height requirements can impede multi-family housing.
7 Only Permits Two-Family Housing and/or Adaptive Reuse	Some zones allow two-family housing but not three or more units on a parcel limiting multi-family housing production. Adaptive Reuses can exclude multi-family housing for new construction.

Since the 2021 report was released, the Town of Freeport has taken some steps to remove barriers to multi-family housing development. For example, parking requirement minimums were reduced in the Village Commercial I Zoning District, while the land per dwelling unit requirement was eliminated and the allowable building height was increased.

LD2003

LD2003 refers to state statutory language (30-A M.R.S.A., §4364) and associated rules created by the Maine Department of Economic and Community Development that mandates allowances for the creation of multi-family housing in all communities across the State. In 2024, Freeport adopted several local ordinance changes to be consistent with the requirements of LD2003. Freeport's adopted changes were in many cases more permissive than the State's baseline requirements. For instance, Freeport amended its Accessory Dwelling Unit (ADU) standards to not only comply with the State's requirements, but also remove barriers to ADU development. In addition, the Town now allows up to three dwelling units on a parcel in any district when density and other requirements can be met (with up to four dwelling units in growth areas). Freeport also adopted standards to allow the Affordable Housing Density Bonus following state standards (reduced parking requirements to no more than two parking spaces per three units and 250% times the base density allowed if the project meets the State definition of an Affordable Housing Development).

APPENDIX

MARINE RESOURCES



Highlights

There are numerous boat access points in Freeport including the Town Wharf, 350 available moorings, 221 boat slips, and at least four hand carry boat launches, however, access to the shore for pedestrians is limited. The Casco Bay Regional Shellfish Working Group and Manomet are working with various towns/shellfish programs to inventory and map access to protect coastal access points for commercial shellfish harvesters.

The Gulf of Maine is warming 99% faster than the world's oceans, leading to shifting marine species migration, the introduction of new invasive species, increased presence of viruses and bacteria in marine waters, and the impacts of acidification on water's pH and dissolved oxygen levels, all of which pose risks to marine ecosystems, fisheries, and aquaculture.

The Freeport Shellfish Committee conducted an inventory of shellfish access points (private and public) through a Maine Shellfish Restoration and Resilience Grant; two GIS map viewers of access points were produced.

Marine water quality in Freeport faces threats from pollution sources that have led to shellfish harvesting closures and restrictions, algal blooms, and biotoxin closures that threaten Freeport's marine harvesting economies and valuable marine habitats. Pollution sources include:

- Stormwater runoff
- Wastewater treatment plant discharges into the Harraseeket River
- Septic systems
- Marine sanitary waste

Freeport's shellfish landings reflect the changing water quality and environmental pressures, with soft shell clam landings generally decreasing over the past decade, while species such as American oysters and northern quahog clams emerged as new markets.

Studies conducted as a partnership between the Town of Freeport, the Downeast Institute, and the Maine Clammers Association have found that soft shell clam populations are declining primarily due to predation by invasive (including green crabs and the milky ribbon worm) and native species.

Freeport has a variety of important coastal and marine habitats including:

- Coastal Wading Bird and Waterfowl Habitat along most of the Town's coastline
- Salt-hay Saltmarsh on a section of Staples Cove and the Harraseeket River
- Great Blue Heron habitat (a species of Special Concern) on French's Island
- A noted seabird nesting island on Sister Island ledge

Eelgrass coverage in Freeport has fluctuated overtime, but has declined precipitously from 1,948.7 acres in 2010 to 2.7 acres in 2022. Eelgrass provides important marine habitat and shellfish beds, but is threatened by invasive green crabs, increasing sedimentation, and traditional mooring and tackle.

Highlights

The Town of Freeport has several ordinances which protect and regulate marine resources including:

- Shoreland Zoning Ordinance
- Coastal Waters Ordinance
- Shellfish Conservation Ordinance
- Municipal Shellfish Aquaculture Ordinance
- Stormwater Management Requirements (Zoning & Subdivision Ordinances)

Climate & Downtown Vision Connections



Oceans and marine ecosystems play a valuable role in combating climate change as they act as carbon sinks. As ocean temperatures in the Gulf of Maine have warmed it has greatly impacted fishing industries including lobster, shrimp, clams, oysters, scallops and groundfish. There has also been a noticeable increase of non-native and invasive species in ocean waters including green crabs and invasive seaweed. Freeport has considerable coastline and relies on its marine environment for jobs and tourism. But it is important to consider that a loss of marine habitat and ocean degradation will not just impact livelihoods, but will very much impact every aspect of Freeport, especially the built environment. The town has already seen a noticeable decline in eelgrass populations, which absorb carbon dioxide, protect the shoreline and improve water quality.



Marine access points and public coastal infrastructure and landings will likely be at risk from sea level rise. Freeport has numerous moorings, supporting commercial and recreational boats. All of Freeport's private marinas as well as its Town Landing, are vulnerable to sea level rise and flooding which would limit access for commercial fishing and recreational boaters.



Sea level rise could cut off ramp access for boats to enter and exit the water during sunny day high tides. Freeport has already received a Shore and Harbor Grant from the State of Maine to further assess the vulnerability of Town Landing and the potential to move the landing to protect it from future sea level rise.



According to the Climate Action Plan, the water levels in Casco Bay have risen by 7.5 inches since 1912. Rising sea levels will impact Freeport's coast and tidal rivers, causing erosion, groundwater contamination, loss of dry beach area, destruction to habitat, and damage to coastal property and marine infrastructure.



Thirty-seven percent (37%) of Freeport's bluff shorelines are currently categorized as unstable or highly unstable, making them particularly vulnerable to increased erosion pressures and sea level rise. Stable bluff shorelines may become unstable in the future with increasingly strong storm events.



According to the Climate Action Plan, the Gulf of Maine has warmed faster than 99% of the global oceans and the water temperature in Casco Bay has increased by 2.5 degrees Fahrenheit in the last decade. Warming ocean temperatures and ocean acidification will continue to affect marine ecosystems.



The Climate Action Plan recommends assessing the needs of the working waterfront and public coast infrastructure and implementing strategies for climate mitigation.



The Climate Action Plan recommends protecting wetlands, including marshes, to absorb the impact of storms and minimize the impact of sea level rise (Goal 7).

Introduction

With approximately 35 miles of coastline, Freeport enjoys an abundance of coastal and marine resources from valuable shellfish flats and tidal waterfowl habitat to eelgrass beds and scenic marine vistas. Once one of the most productive in the state, Freeport's shellfish industry has suffered in recent years due to flat closures from water quality concerns as well as clam population declines due to predation and warming ocean temperatures. Freeport continues to enact ordinance updates aimed at protecting water quality and habitats while seeking partnerships to study these challenges outlined in this chapter.

Conditions and Trends

Public Access

Marine water access is critical to the Town of Freeport for both recreational and commercial use. The majority of access is concentrated around the Town Wharf in South Freeport. In addition to commercial fish and shellfish harvest operations, there are at least six other commercial marine enterprises in Freeport, many of which are located in or operate out of South Freeport. Marine-oriented activities in the vicinity of the Town Wharf include two full-service marinas, two yacht brokers, the Bustins Island ferry, a yacht club, a tour boat operation, a commercial fish wharf, a charter fishing business, and four other commercial marine enterprises. Freeport's Downtown Vision Plan (2022) includes recommendations to enhance connections between the Downtown and the Town's coastal resources.

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

- Freeport Town Wharf—Wharf area with limited parking (approximately 32 spaces); dinghy tie-up for residents; short-term boat tie-ups for residents and non-residents; and a lightweight hoist available for use. Used also by the Bustins Island Ferry Service.
- Harraseeket Lunch and Lobster Company—A restaurant and lobster pound located on the harbor, with 12 rental boat slips and a small parking lot.
- Brewer South Freeport Marine—A full-service marina and boat storage facility with 110 boat slips and 300 parking spaces.
- Strouts Point Wharf Company—A full-service marina and boat storage facility, with 110 boat slips and 70 parking spaces.
- Harraseeket Yacht Club—A private club on Dixon Road, providing a clubhouse, parking, floats, and toilet facilities for its members.
- Dunning Boat Yard — A town-owned property leased to Falls Point Marine.

Hand-carry boat access points in Freeport include the following:

- Dunning Boat Yard—Available for canoe and kayak access; severe tidal limitations.
- Sandy Beach—A 495-foot-wide beach area with tidal access, reached by steps down a steep slope; parking for four vehicles.
- Mill Stream Boat Launch—Launch area for canoes and kayaks; parking for three to five cars; owned by the Freeport Conservation Trust.
- Cove Road—Small launch area, walkway, and floats for hand-carried boats; parking area. Owned by the Town, including easement rights granted to the Town for public access to the shore with conditions for use.
- Winslow Park —Town managed park and campground with water access for canoes and kayaks.

Marine Resources: Habitats & Access

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Department of Environmental Protection, Community Intertidal Data Portal, National Wetlands Inventory. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet) Map by: J. Maine, FB Environmental

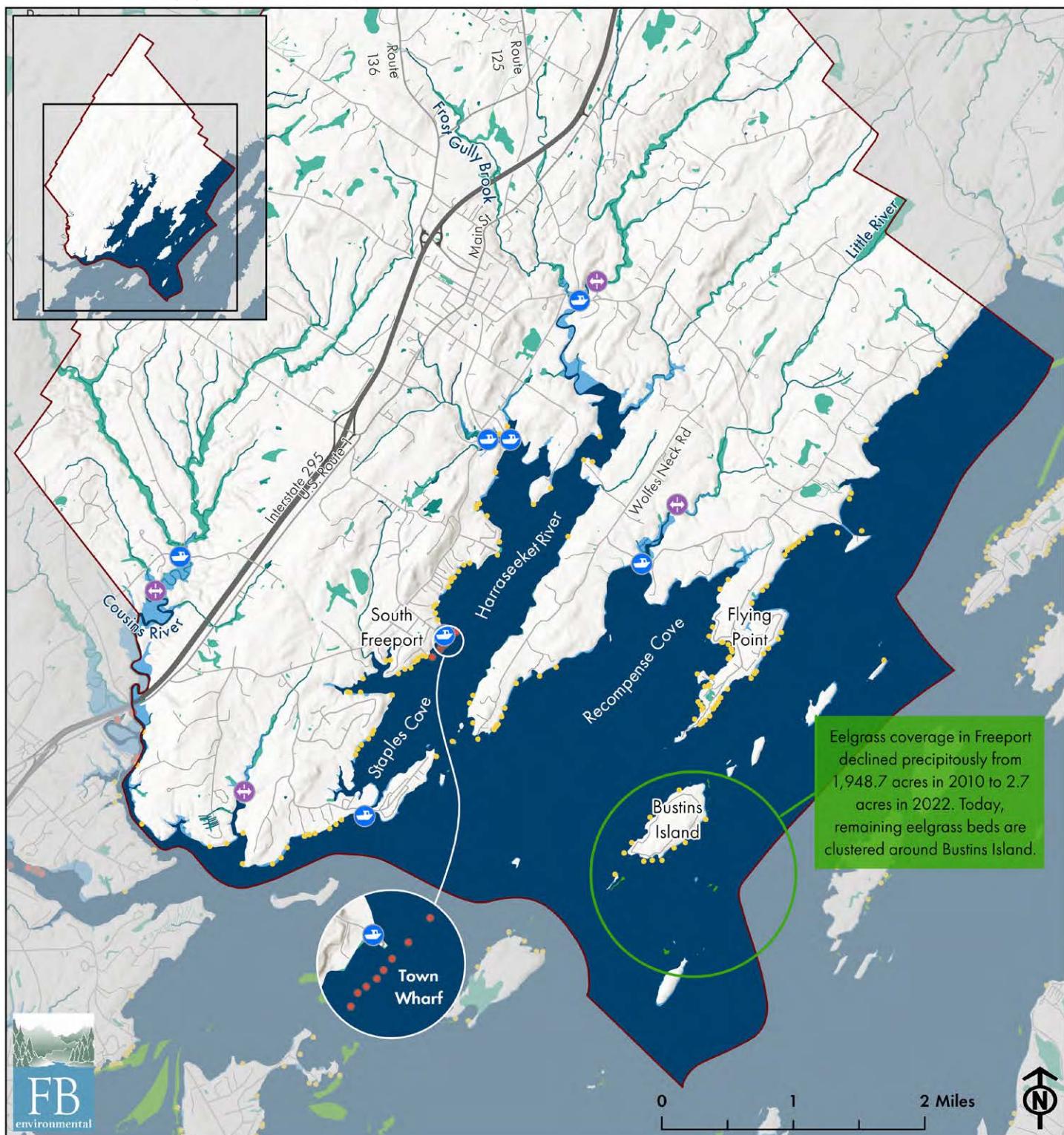
- Town of Freeport
- Roads
- Coastal Waters
- ~~~~ Streams

Marine Habitats

- ⊕ Head of Tide
- Casco Bay Eelgrass (2022)
- Tidal Wetland
- Inland Wetland

Coastal Access

- Commercial Dock
- Private Dock
- Boat Launch



There are 350 moorings available in the Harraseeket River with 41 nonresident recreational moorings. (At least 10% of moorings must be allocated to non-residents, according to State law.) As of the 2024 season, approximately 335 of the 350 available moorings are in use. Moorings within the Town, including the Harraseeket River anchorage, are regulated by the Freeport Harbormaster via an annual application process. The current (2024) breakdown of mooring types is as follows:

- 15 commercial marine enterprise moorings
- 17 commercial fishing moorings
- 30 marina moorings
- 41 non resident recreational moorings
- 223 resident recreational moorings
- 5 resident subsequent moorings
- 4 yacht club moorings

There are also 220 boat slips in Freeport, 110 of which are located at Strout's Point, 110 at Brewer South Freeport Marine. Most of these slips are used by recreational boats except Coffin's Wharf which are all commercial boats. Other waterfront facilities in Freeport with deepwater boat access include:

- Winslow Park Boat Launch — Ramp usable only at high tide; fee charged.
- Dunning Boat Yard —Town-owned storage facility, leased for a private business and a public tidal boat ramp at Porter's Landing. Cannot be accessed at low tide.

There are multiple projects completed and in-progress focused on access points: 1) The Casco Bay Regional Shellfish Working Group and the non-profit Manomet Conservation Sciences are working with various towns/shellfish programs to inventory and map access to protect coastal access points for commercial shellfish harvesters (in-progress); 2) The Freeport Shellfish Committee conducted an inventory of shellfish access points (private and public) through a Maine Shellfish Restoration and Resilience Grant; two GIS map viewers of access points were produced (completed); and 3) A Shore and Harbor Grant to work on walk-in access for harvesters and a feasibility study for deepwater access (this project is in collaboration with Freeport Conservation Trust, GEI Consultants, the Town of Freeport, and GPCOG – in progress).

The ultimate goal is to protect commercial access to shellfish harvesting areas. The public access points are added to the Community Intertidal Data Portal for several towns, including Freeport, but private access points will not be shared publicly.

Scenic Resources

Freeport's coast and islands provide a range of scenic vistas that are important for both residents and visitors to the Town. Primary coastal scenic locations include:

- Wolfe's Neck Woods State Park — A 246-acre state park bordering the ocean and the Harraseeket River on Wolfe's Neck.
- Tidebrook Preserve — A 44-acre Freeport Conservation Trust preserve on the Harraseeket River.
- Walsh Preserve — A preserve conserved collaboratively with Yarmouth with views along the Cousins River and bordering saltwater marshes.
- Powell Point Preserve — A 0.8-mile trail along Powell Point in South Freeport with views of Casco Bay.
- Calderwood Preserve — Located on Maquoit Bay along Flying Point Road near the Brunswick town line, is a valuable coastal scenic resource offering unspoiled shoreline views, diverse wildlife habitats, and public access to one of Freeport's most ecologically significant coastal areas.

Water Quality

All surface waters in Maine are classified by the Department of Environmental Protection (DEP) based on designated uses and water quality goals. Coastal/tidal waters are classified as SA, SB, and SC in order of decreasing water quality and protection (See Title 38 M.R.S.A. Article 4A for more information). All tidal waters in Freeport are Class SB. According to the Maine statute that sets water quality goals for estuarine and marine waters of the state, Class SB waters are to be:

"...suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as habitat for fish and other estuarine and marine life. The habitat shall be characterized as unimpaired. Discharges to Class SB waters may not cause adverse impact to estuarine and marine life in that the receiving waters must be of sufficient quality to support all estuarine and marine species indigenous to the receiving water without detrimental changes in the resident biological community. There may be no new discharge to Class SB waters that would cause closure of open shellfish areas by the Department of Marine Resources."

Surface waters are also classified according to Section 303(d) of the Clean Water Act by levels of impairment by one or more pollutants. Categories include:

- Category 1 – Meets water quality standards.
- Category 2 – Water of concern (indicate some evidence of a water quality problem that is not at the level of impairment).
- Category 3 – Insufficient data.
- Category 4 – Impaired water that does not require a Total Maximum Daily Load (TMDL).
- Category 5 – Impaired water requiring a TMDL or other water quality improvement project.

Several marine water segments partially located in Freeport leading to Stockbridge Point, including portions of the Little River, Cousins River, Harraseeket River, and Bustins Island were delisted to Category 3 in the 2022 Maine DEP Integrated Water Quality Monitoring and Assessment Report. Other segments of the Cousins River and Harraseeket River met Category 2 standards.

Two of Freeport's marine waters are included on the latest Nonpoint Source Impaired Marine Waters Priority List by the Maine DEP: the Little River and North Fogg Point. These are listed as priority waters by the Casco Bay Estuary Partnership and are listed because they contain high or moderate value shellfish beds and/or have a high to moderate harvester interest. The Harraseeket River is also listed as a Threatened waterbody, due to nonpoint source (NPS) threats identified by the Maine Department of Marine Resources (DMR) as contributing to shellfish harvest closures.

Marine water quality is additionally overseen by the Bureau of Public Health within the Maine DMR which oversees the implementation of the National Shellfish Sanitation Program (NSSP) by the Interstate Shellfish Sanitation Conference to ensure harvested shellfish are safe for human consumption. The DMR also oversees shellfish management and growing area classification, marine biotoxin monitoring, and other volunteer water quality and phytoplankton monitoring programs. Samples are collected year-round at nearly 1,400 stations along the Maine coast for fecal coliform bacteria. These results, along with visual surveys for pollution sources, result in shellfish areas being approved or closed to harvesting. Bacteria results are presented as the geometric mean (geomean) and the 90th percentile (P90) of the colony forming units (CFU) per 100 mL of water of the 30 most recent samples. The standards for Approved classification are 14 CFU or less (geomean) and 31 CFU or less (P90). The standards for Restricted are 88 CFU or less (geomean) and 163 CFU or less (P90). The standards for Prohibited are greater than 88 CFU (geomean) and greater than 163 CFU (P90). These standards are set by the NSSP. Forty-two DMR monitoring stations exist within Freeport. Shellfish growing area classification testing occurs with the Town twice a month year-round, except for December through February.

Based on these data, the Maine DMR allows or restricts harvesting of shellfish within commercial shellfish Growing Areas. Freeport's marine waters fall primarily within Growing Area WJ, except for the portion of coast south of

Stockbridge Point which falls within Growing Area WI. Each Growing Area, or section within a Growing Area, is assigned a classification based on the results of the bacteria P90 and geomean scores as described above, sanitary surveys, and analysis of the effects of tides, currents, and other weather conditions that may affect pollutant transport. Classification categories are Approved, Conditionally Approved, Restricted, Conditionally Restricted, or Prohibited.

Within Freeport's section of Growing Area WJ, five sections (WJ-P2-5 and P7) currently prohibit shellfish harvesting due to Overboard Discharges (OBDs), proximity to Wastewater Treatment Plants (WWTP), or other unresolved contamination issues. Three sections (WJ-CA1-6) along the Harraseeket River are categorized as Conditionally Approved, indicating that harvest is permitted except following a malfunction at the Freeport Wastewater Treatment Plan (WWTP), when there is one inch or more of rainfall in 24 hours, and/or during seasonal closures.

Within Freeport's section of Growing Area WI, one section (WI-P1) on the Cousins River near Eider Pt is classified as Prohibited. Another section (WI-CR2) on the Cousins River near Lambert Rd and Fogg Point is classified as Conditionally Restricted during a malfunction or combined sewer overflow (CSO) event at the Yarmouth WWTP or when flow rates at the Yarmouth WWTP exceed 1.31 million gallons per day over four hours. Harvest within this segment during open conditions requires a permit with the Maine DMR. A third segment along the Cousins River (WI-CA1) and a segment of the Freeport shore near Fogg Point (WI-CA3) are classified as Conditionally Approved for harvest except during a malfunction/CSO event at the Yarmouth WWTP, when flow rates exceed 1.31 million gallons per day over four hours, and/or with one inch or more of rain in 24 hours. The remaining sections are currently classified as Approved. See Shellfish Growing Areas map for more information.

Threats to Marine Water Quality

The Town's marine water quality depends in part on the quality of stormwater runoff, the effectiveness of septic systems, and the discharge or containment of sanitary wastes by boats into marine waters.

Stormwater Runoff

Stormwater runoff is caused by the runoff of rainwater and snowmelt along impervious surfaces, such as roads, driveways, and rooftops. This runoff carries sediment, bacteria, nutrients, fertilizers, pesticides, herbicides, oil, grease, and other pollutants into marine waters. As Maine continues to see an increase in rainfall intensity due to climate change, the threats of stormwater runoff to marine waters will be an increasing concern. Intense precipitation in a short period of time cannot infiltrate into the ground and thus causes more surface erosion and may carry additional pollutants into nearby waterbodies. In Freeport, stormwater is not treated prior to discharge in the Harraseeket River, unless it infiltrates sewer pipes.

Freeport is part of the Municipal Separate Stormwater Sewer System (MS4) General Permit that regulates stormwater discharge for communities of a certain density. Freeport belongs to the group of Greater Portland communities that have formed the Interlocal Stormwater Working Group (ISWG) to implement this program. As of 2024, Freeport is in Year 2 of a 5-year permit that requires implementation of six Minimum Control Measures. These minimum control measures include, (1) an education and outreach program; (2) public involvement and participation; (3) illicit discharge detection and elimination; (4) construction site stormwater runoff control; (5) post-construction stormwater management in new development and redevelopment; and (6) pollution prevention and good housekeeping for municipal operations.

Implementation actions taken by Freeport include the following:

- In October 2023, the Planning Board approved changes to the Zoning and Subdivision Ordinances consistent with the MS4 General Permit. Broadly, these ordinance changes require an Erosion and Sediment Control Plan for proposed development disturbing one or more acres of land discharging stormwater runoff into the Town's Urbanized Area and to projects greater than 5,000 square feet applicable to all areas of Town.
- A Post-Construction Stormwater Management Ordinance (Chapter 53) to ensure that post-construction stormwater management plans are followed, and stormwater management facilities are properly maintained and pose no threat to public safety.

Sewage Treatment Plant Discharges

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

Septic Systems

Septic systems can pose a serious threat to water resources. Systems located directly adjacent to marine bodies of water will inevitably have the greatest impact on marine water quality. Septic system malfunctions can cause leaks that expose local water resources to elevated levels of nutrients and bacteria, threatening closure of shellfish beds, aquaculture operations, and other fisheries. These malfunctions can easily go unnoticed, with leaks occurring underground and traveling to marine waters via groundwater. The travel time and filtration of bacteria and nutrients is highly dependent on the underlying soil type, with shallow to bedrock soils providing minimal filtration.

Marine Sanitary Waste

Discharge from boats poses another threat to marine ecosystems and human health when onboard holding tanks are emptied into marine waters instead of being pumped out at licensed marine sanitary pump out stations. All of Freeport's marine waters are classified as No Discharge Areas, a federally designated protection that prohibits discharge of treated and untreated boat sewage. Two pump-out stations are located in Freeport; at Strouts Point Wharf and Brewer South Freeport Marine. The Friends of Casco Bay also operate a seasonal on-call pump-out service, which services the bay from South Portland to Freeport and has an associated charge. Ensuring there are sufficient pump-out stations to meet local needs, along with education to boat owners on the locations and importance of pump-out stations will be vital to protecting marine water quality from this potential source of pollution.

Nutrients and Dissolved Oxygen

The most common limiting nutrient in marine waters is nitrates; this means that the addition of nitrates to the marine system is the most significant limiting factor for expanded growth of many plant and algae species. Excessive nitrates in marine waters can stimulate overgrowth of marine algae. As the algae dies off and decomposes, excessive microbial activity consumes dissolved oxygen and can result in low oxygen conditions throughout the ecosystem. Algae blooms can also be caused or exacerbated by warm water temperatures. These blooms may become more frequent in the future as climate change brings stronger storms (and therefore increased stormwater runoff) and rising air and sea temperatures to Freeport. The continued use of fertilizers on coastal waters leads to impacts to shellfish growing areas (added nitrogen leading to algal blooms leading to lower DO and "die off" zones etc.)

In addition to the environmental impacts of algal blooms, some species produce toxins which can be harmful to human health. The phenomenon known as red tide is one such example. Maine's red tide occurs during the annual spring bloom of the algae species *Alexandrium fundyense*. This species produces saxitoxin, which can cause paralytic shellfish poisoning (PSP) in humans that consume contaminated shellfish. In addition to the annual red tide, blooms of the algae species *Pseudo-nitzschia* are an emerging concern in Maine and have resulted in a number of shellfish closures along the Maine coast in recent years. This species produces domoic acid which can cause Amnesic Shellfish Poisoning (ASP) when consumed by humans via contaminated shellfish. Species of the genus *Dinophysis* are also monitored in Maine. Some *Dinophysis* species produce okadaic acid which can cause Diarrhetic Shellfish Poisoning (DSP) in humans. DSP closures have been rare in Maine historically. Figure 1 details the number of closures experienced in Freeport over the past five years (2016-2021) due to these harmful biotoxins.

Year	Closure Cause	# Days of Closure	Species Affected
2016	PSP	63	Mussels, European oysters, carnivorous snails
2017	PSP	130	Mussels, European oysters, carnivorous snails
2017	PSP	40	Clams (all species, varying duration)
2017	PSP	43	American oysters
2017	ASP	16	Mussels, clams, oysters, and carnivorous snails
2018	ASP	11	Mussels, clams, oysters, and carnivorous snails
2018	PSP	244	Mussels, European oysters, carnivorous snails
2018	PSP	7	Clams (all species, varying duration)
2018	PSP	44	Razor clams
2018	PSP	11	American oysters
2019	PSP	195	Mussels and carnivorous snails
2019	PSP	103	European oysters
2019	PSP	188	Clams (all species, varying duration)
2019	PSP	53	American oysters
2020	PSP	73	Mussels, surf/hen clams, razor clams, European oysters, and carnivorous snails
2020	ASP	3	Mussels, clams, oysters, and carnivorous snails
2021	PSP	60	Mussels, surf/hen clams, razor clams, European oysters, and carnivorous snails

Figure 1: Biotoxin closures for area 100-A, South Berwick to Bristol from 2016-2021.
Source: Data provided by Maine DMR.

Existing Measures to Protect Marine Water Quality

Freeport's ordinances that help to protect estuarine and marine water quality include Shoreland Zoning, a Coastal Waters Ordinance, a Shellfish Conservation Ordinance, and the Non-Storm Water Discharge Ordinance. In addition to these specific ordinances, the Town Zoning and Subdivision Ordinances include regulations for stormwater management during and post-construction. Applicable protections within each specific ordinance are as follows:

Coastal Waters Ordinance

Article 14 explicitly prohibits discharge or dumping of sewage, garbage, or other pollutants into tidal waters within the Town, or within an area that may be washed into tidal waters.

Article 13 includes provisions for marine water quality protection during construction of piers, docks, wharves, bridges, or other structures and uses over or below normal high-water.

Shoreland Zoning Ordinance

Section 304 creates the Shoreland Area (SA) overlay district. It includes the land area located within two hundred and fifty (250) feet, horizontal distance, of the normal high-water line of any river; within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal action; within two hundred and fifty (250) feet of the upland edge of a freshwater wetland; excluding those areas in Marine Waterfront, Resource Protection 1 or Stream Protection. Certain development and uses within this district may be restricted or subject to a permit from the Code Enforcement Officer, Project Review Board, Coastal Waters Commission, or Local Plumbing Inspector, as described in Section 305.

Section 306 requires a buffer of native vegetation sufficient to infiltrate stormwater and mitigate erosion within 25 feet of the normal high-water line of a water body or upland edge of a wetland. Stormwater management is required for other types of development in these zones, such as parking lots, and an erosion and sedimentation control plan is required when earthmoving activities are conducted which require a permit. All activities are prohibited from impaired water quality classifications and designated uses.

Shellfish Conservation Ordinance

Section 32-601 Establishes a surcharge to each shellfish license to provide a revenue source for water quality testing.

Non-Storm Water Discharge Ordinance

Section 27-105 prohibits non-stormwater related discharges to the Storm Drainage System.

In addition to the testing conducted by the Maine DMR for monitoring shellfish flats, Winslow Park beach has historically participated in the Maine Healthy Beaches program. This state program works with local volunteers to seasonally monitor bacteria at beaches used for recreation. Winslow Park beach was monitored from 2008 to 2015. In the 52 total samples collected between 2008 and 2015, only three individual samples exceeded the Maine Beach Action Value (BAV or safety threshold) for Enterococci bacteria in marine waters (104 MPN/100mL). Two of these values were collected in 2010 (6/7/2010 and 8/9/2010) and one was collected in 2012 (6/4/2012). Data provided by the Maine Healthy Beaches Program in January 2024.

Marine Resources

Freeport has a variety of significant natural resources and wildlife habitats. The Town's 35 miles of coastline in combination with a variety of salt marshes, mudflats, beaches, and islands add to that diversity with important habitat for many birds, fish, shellfish, and other wildlife.

Shellfish

Shellfish have long been an important resource in Freeport. In partnership with the Downeast Institute and the Maine Clammers Association, the Town has conducted 32 experiments from 2013-2018 to investigate the cause of declining clam populations and to find solutions for increasing soft shell clam populations. Experiments investigated issues such as predator protection, green crab trapping, sediment buggering, clam recruitment, growth and survival rates, and stock enhancement techniques. Results of the studies indicate that predation by invasive (including green crabs and the milky ribbon worm) and native species is the driving factor for the decline of soft shell clam populations. Rates of predation have increased as predator populations have flourished due to warming ocean temperatures, a trend that is expected to continue with the impacts of climate change. See the Water-Dependent Uses section for more information on shellfish landings.

In April 2023, The Maine Department of Marine Resources identified a gap in the municipal shellfish management programs. Municipalities are required to have Shellfish Management Plans, as required by 7.20 (2) prior to approval of a Municipal Shellfish Conservation Ordinance. Municipalities are expected to set conservation goals through their

Marine Resources: Shellfish

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.

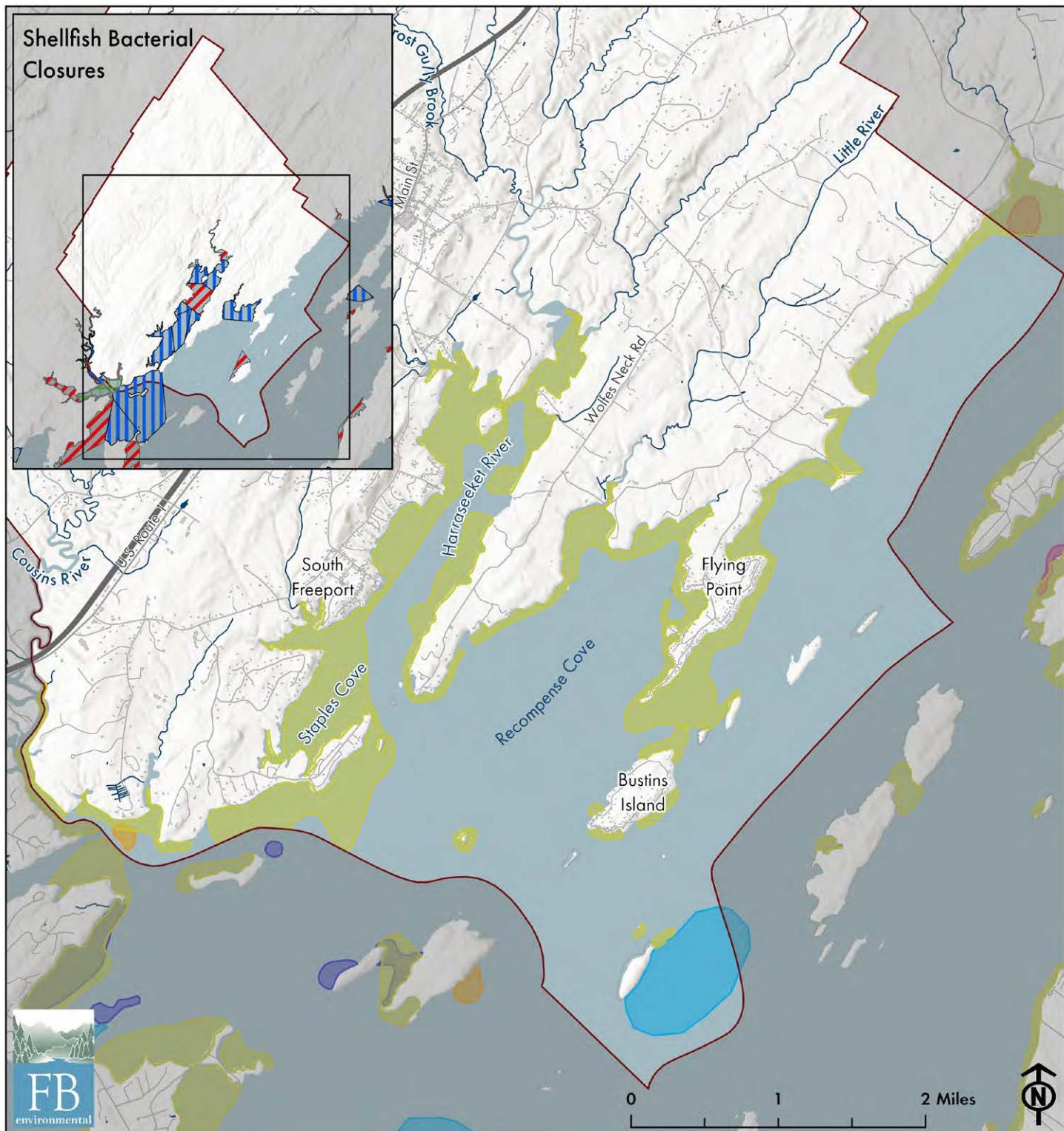


Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Department of Marine Resources.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

Shellfish Habitat (2010)	Shellfish Bacterial Closures
Blue Mussel	Prohibited
European Oyster	Restricted
Hard Clam	Conditionally Restricted
Softshell Clam	Conditionally Approved
Waterbodies	Conditionally Restricted for Relay
Streams	



Shellfish Management Plan. The Town of Freeport has completed their Shellfish Management Plan which outlines six specific conservation measures including licensing restrictions, continuing to limit harvesting times, limiting minimum harvest size, stock enhancement, monitoring water quality by boat, and working with the local school district.

Tidal Wading Bird and Waterfowl Habitat

In addition to supporting shellfish, intertidal flats and salt marshes support a variety of species that make these areas important feeding habitat for coastal wading birds and migratory waterfowl. Maine has designated these kinds of areas and others as a type of significant wildlife habitat under the Natural Resources Protection Act. The Maine Department of Inland Fisheries and Wildlife has mapped Tidal Wading Bird and Waterfowl Habitat, including 10,862 acres of Wading Bird and Waterfowl Habitat along much of the coast of Freeport. A section of Staples Cove and the Harraseeket River have identified Salt-hay Saltmarsh. French's Island has identified Great Blue Heron habitat, a species of Special Concern and Sister Island ledge is a noted seabird nesting island.

Eelgrass

In shallow, near-shore areas, eelgrass (*Zostera marina*) can grow in large meadows. Eelgrass meadows help trap sediment that creates shellfish beds and serves as nursery areas for several species of fish and shellfish. They also provide food for migrating waterfowl. Today eelgrass meadows are comparatively rare. In the 1930's an eelgrass wasting disease destroyed 90% of eelgrass growing along the East Coast. Reduced water clarity from excess suspended sediment can block light to eelgrass meadows and cause them to die back and relinquish their root system's stabilizing effect on the bottom sediment. Although eelgrass has rebounded somewhat since the 1930's it faces new threats such as sediment in runoff from development activities, boat traffic, dragging of fishing gear, harvest of shellfish and periodic dredging of navigational channels, and shading from aquaculture operations.

In 2013, the Casco Bay Estuary Partnership and Maine DEP conducted an aerial photography survey of Casco Bay to determine the growth/recession of eelgrass over time. A similar study conducted in 2001 was used to determine baseline conditions. The 2013 study found that Casco Bay had 8,789 acres of eelgrass in 2001, but only 3,650 acres in 2013. The Maine Department of Environmental Protection (DEP) conducted subsequent eelgrass surveys in 2018 and 2022. As of 2022, total eelgrass coverage in Casco Bay had decreased to 2,286 acres. Eelgrass coverage in Freeport has

fluctuated
overtime, but
has declined
precipitously
since 2010
(Figure 2).

One cause of
eelgrass habitat
degradation
is the threat
from invasive
European

green crabs. First recorded in Casco Bay in 1905, green crabs are now the most abundant species of crab along Maine's coast. Green crabs uproot eelgrass in their quest for soft shell clams. Eelgrass beds may also be threatened by increasing turbidity and silt deposits from freshwater runoff which can smother the plants. This threat may become more prevalent as climate change increases strong storm events and therefore promotes increased erosion and runoff. Eelgrass beds are also threatened by traditional mooring tackle which scars and damages the ocean floor when the chain is dragged by tides and wind. None of the 350 moorings in the Harraseeket River are located within eelgrass beds.

Year	1997	2010	2013	2018	2022
Total eelgrass coverage in Freeport (acres)	1,569.4	1,948.7	11.5	724.4	2.7

Figure 2: Total eelgrass coverage in the Town of Freeport (1997 to 2022)

Source: based on surveys conducted by the Maine Departments of Marine Resources (1997, 2010) and Environmental Protection (2013, 2018, 2022).

Water-Dependent Uses

The significance of protecting marine resources on an ongoing basis is not only aesthetic and environmental, but also economic. There are many marine resource-harvesting businesses, restaurants, and tourism-centered businesses that depend on a continuing high quality marine environment.

Fishing

Fishing and associated aquatic harvest activities have historically provided a large food and income source for Freeport residents. At the time of the last Comprehensive Plan in 2011, marine harvesting was centered in the following species: clams, lobsters, oysters, scallops, sea urchins, seaweed, and worms. Of these, lobsters and clams provide the most employment and dollar revenue. From 2009-2012 commercial clammers in Freeport harvested more soft shell clams than in any other Maine coastal town. Since then, the Town has reported nearly a 70% decline in landings. This decrease is correlated with a 50% decline in clammer revenues.

Freeport has seen a shift in the last decade, with primary species including Atlantic menhaden, hardshell (Quahog) clams, soft shell clams, American oysters, and lobster. Live weights of all marine landings reported in the Town from 2013-2023 are presented in the table on the following page (Table 4). Lobster and soft shell clam landings have remained relatively stable over the decade, exhibiting minor decreasing trends. American oysters and Atlantic menhaden landings have significantly increased over the past decade (Figure 3).

One hundred and ninety-four (194) full-year licenses

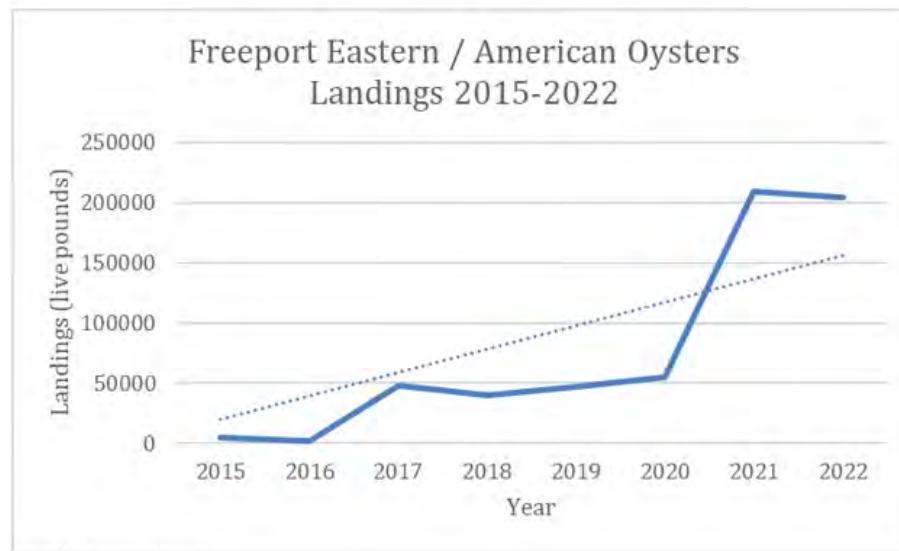


Figure 3. Freeport Eastern
Source: American Oyster Landings 2015-2022.

Species	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Atlantic Menhaden							355,005	70,495	282,974	153,141
Bloodworms	934		841	1,036	703		30			
Northern Quahog			14,556	27,647	29,962	13,422	14,818	10,479	3,263	5,066
(Hardshell) Clams										
Atlantic Razor Clams				1,227		2,973	193			
Eastern										
/ American Oysters			4,495	1,783	47,653	40,168	46,664	54,921	209,547	204,676
European Flat Oysters						40,019				
Elvers			7	55	1					
Lobster	199,654	261,841	325,961	337,627	284,604	454,679	300,429	223,482	241,584	197,996
Soft Shell Clam	840,653	590,597	289,775	242,339	388,052	525,681	497,981	346,979	435,151	304,208

Figure 4: Town of Freeport marine landings (lbs) (2013-2022)
Source: Data from the Maine DMR Landings Portal.

were issued in Freeport in 2021. The most common license types were commercial shellfish (44), lobster/crab non-commercial (39), and recreational saltwater registry (29). All 2021 licenses are shown in Figure 5.

License Type	# Issued in 2021	License Type	# Issued in 2021
Commercial Shellfish (CS)	44	Elver 1 Fyke Net (E1)	2
Lobster/Crab Non-Commercial (LNC)	39	Green Crab (GC)	2
Recreational Saltwater Registry (SWR)	29	Lobster/Crab Class 2 (LC2)	2
Lobster/Crab student (LCS)	9	Lobster/Crab Class 3 +70 (LC3O)	2
Lobster/Crab Class 1 (LC1)	8	Scallop Dragger (SD)	2
Recreational Saltwater Fishing Operator (SWRO)	8	Seaweed (SW)	2
Lobster/Crab Class 3 (LC3)	6	Carrier (CAR)	1
Menhaden Commercial (MENC)	6	Demo Lobster (DL)	1
Vibrio Harvester (VH)	5	Elver 2 Fyke Nets Crew (E2C)	1
Commercial Fishing Crew (CFC)	4	Elver Dip Net (E0)	1
Commercial Pelagic and Anadromous Crew (CPC)	4	Elver Dip Net 1 Fyke Net (E6)	1
Aquaculture (AL)	3	Lobster/Crab +70 (LCO)	1
Commercial Shellfish +70 (CSO)	3	Lobster/Crab Class 2 +70 (LC2O)	1
Marine Worm Digging (MWD)	3	Scallop Non-Commercial (NCS)	1
Menhaden Non-Commercial (MENR)	3	<i>Grand Total</i>	
		194	

Figure 5: Freeport 2021 marine harvesting licenses.
Source: Data from the Maine DMR.

Aquaculture

Aquaculture is the managed production of aquatic organisms such as fish and shellfish. It is a potential solution to meeting future food needs and reducing threats from overharvesting wild organisms. The Town of Freeport does not have jurisdiction over aquaculture operations in Freeport's coastal waters. Nearshore coastal waters are regulated by the State of Maine and the Maine Department of Marine Resources issues licenses and permits for aquaculture operations. Nine aquaculture leases are currently active in Freeport. Species harvested under these leases include Eastern / American oysters, sea scallops, hard clams / quahog, blue sea mussels, European flat oyster, and surf clams. There are additionally 37 limited purpose aquaculture licenses in Freeport and five more pending or under review. Species under these licenses include those previously mentioned as well as bay scallops, razor clams, and various kelp species. Due to the Town's limited deepwater access, aquaculture activity in Freeport is limited by access to dock space at the Town Wharf.

Boating

Given Freeport's access to the coast, boating is important recreationally and commercially. The 2014 Active Living Plan survey indicated that 27.8% of respondents displayed strong interest in boating as a physical activity. See the Public Access section under Conditions and Trends for an inventory of available moorings in Freeport.

In 2021, 89 boats were registered in the Town of Freeport, with vessel lengths ranging from 12-57 feet. The average length was 25.9 feet, and the median was 22 feet. This represents an increase in licenses from recent years, with 83 in 2020 and 72 in 2019.

Management and Protection

Dredging

There are no pending marine-related dredging projects in Freeport. Minor dredging has occurred at Brewer South Freeport Marine to enhance boat slip access within the last five years.

Zoning

The Town of Freeport has one zone dedicated to marine use and protection. These include:

Island District

Applies to all islands, except Bustins Island.

Prohibits any new dwellings or structures on Bowman, Crab, Googins, Indian, Little Bustins, Little French, French's Ledge, Pound of Tea, Pumpkin Knob, Sister's Ledge, and Sow and Pigs Islands.

Shoreland Zoning

The area shown on the official Town of Freeport Zoning Map which includes the land area located within two hundred and fifty (250) feet, horizontal distance, of the normal highwater line of any river; within two hundred and fifty 250 feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal action; within two hundred and fifty (250) feet of the upland edge of a freshwater wetland; or within seventy-five (75) feet, horizontal distance, of the normal high-water line of a stream. Includes four Zoning Districts:

Resource Protection 1

The Resource Protection 1 District includes areas in which development would adversely affect water quality, productive habitat, or biological ecosystems. The space and bulk standards of the adjacent district apply in this District. This district includes the following areas when they occur within the limits of the shoreland zone, exclusive of the Stream Protection District, except that areas which are currently developed and areas which meet the criteria for the Shoreland Area and/or Marine Waterfront Districts need not be included within the Resource Protection District: 1. Floodplains as defined by the base flood elevation as designated on the Federal Emergency Management Agency's (FEMA) "Flood Insurance Rate Map" dated June 20, 2024, or the flood of record, or in the absence of these, by soil types identified as recent floodplain soils. This district is limited to land at or below base flood elevation and adjacent to tidal waters. 2. Areas of two or more contiguous acres with sustained slopes of twenty percent (20%) or greater. 3. Areas of two (2) or more contiguous acres supporting wetland vegetation and hydric soils, which are not part of a freshwater or coastal wetland as defined, and which is not surficially connected to a water body during the period of normal high water. 4. Areas shown on the Town of Freeport, Official Zoning Map pertaining to source water protection for drinking water supply.

Shoreland Area

The Shoreland Area (SA) is an overlay district. It includes the land area located within two hundred and fifty (250) feet, horizontal distance, of the normal high-water line of any river; within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal action; within two hundred and fifty (250) feet of the upland edge of a freshwater wetland; excluding those areas in Marine Waterfront, Resource Protection 1 or Stream Protection. There may be permitted uses listed in the underlying zoning district(s) and uses listed in Section 305. Table of Land Uses in the - 27 - Shoreland Zone; where there is a conflict between the two, Section 305. Table of Land Uses in the Shoreland Zone shall govern.

Stream Protection

The Stream Protection(SP) District includes all land areas within seventy-five (75) feet, horizontal distance, of the

normal high water line of a stream as defined in this Ordinance, exclusive of those areas within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a freshwater or coastal wetland. Where a stream and another shoreland zone intersect, that land area shall be regulated under the terms of the other shoreland zone.

Marine Waterfront

The Marine Waterfront (MW) District includes areas where the existing predominant pattern of development is functionally water dependent uses. The intent of this district is to recognize and preserve the marine heritage of Freeport and to permit services essential to fishing and boating. There is no minimum lot area, lot frontage, or shore setback requirements in this area, the setback requirements from the front, side, and rear property lines shall be fifteen (15) feet.

Marine Planning Efforts

In addition to the zoning ordinances discussed above, additional Freeport town ordinances that help to protect estuarine and marine resources include the Coastal Waters Ordinance, the Shellfish Conservation Ordinance, and the Municipal Shellfish Aquaculture Ordinance. The purpose of each are as follows:

Coastal Waters Ordinance

To regulate "marine activities within the anchorage of the Town of Freeport, Maine, in order to ensure safety to persons and property, to promote availability, preservation and use of valuable public resources, and to create a fair and efficient framework for administration of same."

Shellfish Conservation Ordinance

"To establish a Shellfish Conservation Program for the Town of Freeport which will insure the protection and optimum utilization of shellfish resources within its limits. These goals will be achieved by means which may include:

- Licensing;
- Managing the number of shellfish harvesters;
- Restricting the time and area where digging is permitted;
- Limiting the minimum size of clams taken;
- Limiting the amount of clams taken daily by a harvester;
- Enhancing the clam resources by the various recognized means; e.g. reseeding, etc.
- Identifying and addressing water quality issues;
- Public education;
- Working with state, federal and local officials to protect and optimize the shellfish resource;
- Any other activity reasonably related to the purpose of the protection and optimum utilization of Freeport's shellfish resources."

Municipal Shellfish Aquaculture Ordinance

"To ensure that intertidal shellfish aquaculture activities conducted within the Town of Freeport protect and optimize Freeport's shellfish resources through introduction and support of sustainable aquaculture practices."

In addition to these existing ordinances, Freeport, in partnership with GEI Consultants, Tidal Bay Consulting, and the Greater Portland Council of Governments (GPCOG), is currently working on a Shore & Harbor Planning Grant through the Maine Coastal Program to do a feasibility study for the installation of a deep water boat ramp. All of Freeport's existing boat launches are tidal, so this ramp would provide critical access at all tides. The boat ramp would be publicly

accessible but would especially benefit commercial and recreational shellfish harvesters who's coastal access is being lost. It is very likely that any new boat ramp would be public for all commercial/recreational uses, as approved by the town of Freeport and the Waterfront Committee. Through this feasibility study, the Town is looking at nine sites and is hoping to identify one or two locations that would be feasible for a deep water boat ramp. The initial nine sites represent town, state, and privately-owned land. Selection of a site will be contingent on permitting requirements, landowner participation, dredging, and more.

Regional Coordination

Regional watershed management efforts, such as the Casco Bay Estuary Partnership and the Friends of Casco Bay, are working on all the issues noted above, and Freeport in varying degrees is participating in such regional efforts. Freeport is also involved in the Casco Bay Regional Shellfish Working Group. These organizations offer monitoring, data and technical options, and programs for working on these issues. The Town may wish to consider using these resources for educational purposes and/or for the development of more effective Town ordinances.

Manomet is currently working in collaboration with neighboring communities on an Intertidal Access Project. This study across six towns identified that 65% of harvester access to the water is via private property and informal agreements. Change in ownership of coastal properties has caused the loss of many of these agreements. This project is working on securing public access points with individual private landowners.

Freeport also participates in the southern Maine MS4 cluster, which collaborates to mitigate and control stormwater within member towns including the installation of BMPs and outreach and education.

Freeport is also currently working with Maine DMR to develop a shellfish harvester apprentice program, similar to the existing lobster apprenticeship program. This would be a 2-year pilot program with five licenses for apprentice clammers.

Freeport is also currently partnering with GPCOG on a Climate Action Plan and vulnerability assessment. The assessment evaluated impacts to the Town for various sea level rise and flooding scenarios. Freeport and GPCOG are also partnering with the Gulf of Maine Research Institute (GMRI) on the Climate Ready Casco Bay Initiative. This includes gathering data on flooding in Freeport at Winslow Park, the Town Wharf, Porters Landing, and Upper Mast Landing.

APPENDIX

NATURAL & WATER RESOURCES



Highlights

The Saltmarsh sparrow, an endangered species in Maine, is found in Freeport alongside the Salt-Hay Saltmarsh habitat, an rare natural community.

Thirty-seven percent (37%) of Freeport's 29 miles of coastal bluff shoreline is categorized as unstable or highly unstable, indicating a proclivity to erosion.

There are 41 culverts in Freeport. Fourteen are listed as a "Barrier" to habitat connectivity and an additional 22 are listed as a "Potential Barrier." Eighteen of these problematic crossings are Town-owned.

Freeport is part of the Municipal Separate Stormwater Sewer System (MS4) General Permit program that regulates stormwater discharge.

The Town of Freeport has several zones and overlays dedicated to the protection of natural and freshwater resources. These include the Shoreland Zoning and the Non-Stormwater Discharge Ordinances.

Groundwater quality in the Town is generally good, and is sourced primarily from bedrock wells. Two water utilities bring drinking water to the many Freeport residents.

Freeport contains two urban impaired stream watersheds: Frost Gully Brook and Concord Gully. Merrill Brook is also listed as threatened due to potential highway development risk.

Water quality concerns in Freeport include stormwater runoff, nutrients, and other contaminants such as PFAS due in part to legacy effects from sludge spreading in the 1980s and 90s. Initial sampling at Wolfe's Neck Farm did not reveal concerning levels of PFAS in their water, soil, or dairy products.

Climate & Downtown Vision Connections



Freeport residents value the town's outdoor spaces, natural resources, parks and open spaces. Increased green space helps to mitigate urban heat island effect, improves air and water quality, provides for biodiversity and increases overall health. As noted in the Downtown Vision Plan, increasing Freeport's connection to the outdoors not only enhances its downtown and creates a healthier community, but also promotes natural attractions and increases civic space.



According to the Climate Action Plan 93% of the 51 stream crossings in town are listed as barriers to habitat connectivity or potential barriers to habitat connectivity.

Climate & Downtown Vision Connections



Freeport's 15 mapped vernal pools may be threatened in the future by changing precipitation patterns, particularly periods of drought that occur during the limited breeding season by their occupant amphibians.



Though freshwater quality in Freeport is currently meeting state standards, water quality may be threatened by the increase in strong storm events which will increase erosion, carrying more pollutants into fresh waters.

Introduction

Freeport's coastal location and abundance of surface water resources provide a variety of habitats, wildlife, and recreational opportunities for its residents and visitors to enjoy. Freeport is home to a significant portion of the Maquoit and Middle Bay Focus Area – a designated region Maine recognized by the state for its significant ecological, recreational, and cultural resources, warranting focused conservation and management efforts. The species include the Saltmarsh Sparrow which is a State Species of Special Concern. Among many other species, the Saltmarsh Sparrow lives in the Salt-hay Saltmarsh along the Harraseeket River. Freeport's eight undeveloped habitat blocks greater than 100 acres in size offer significant habitat refuge for wildlife and are an important characteristic of Freeport's rural regions.. The leading threat to wildlife using these undeveloped habitat blocks is 2,211 acres of these undeveloped habitat blocks are currently held in conservation fragmentation from development. Several invasive species also threaten these ecosystems.

Groundwater quality in Freeport is generally good and sourced primarily from drilled bedrock wells. Typical of built town centers, surface water quality faces threats from sources such as stormwater runoff, excess nutrients, and PFAS contamination. Two watersheds, Frost Gully Brook and Concord Gully, are considered impaired by the Maine Department of Environmental Protection. Remediation efforts are underway as part of the Town's involvement with the regional Municipal Separate Storm Sewer System program (MS4) permit – a regulatory framework under the Clean Water Act that requires municipalities to manage and reduce stormwater pollution through permits and comprehensive stormwater management practices. The Freeport Conservation Trust (FCT) recently worked on a collaborative project to deconstruct three dams along Frost Gully Brook to provide habitat connectivity for native species.

The following chapter provides a more in-depth assessment of Natural and Water Resources in the Town of Freeport.

Conditions and Trends

Topography

At an elevation of 308 feet, Hedgehog Mountain is the highest point in Freeport. The 196-acre property containing the mountain is owned and managed by the Town of Freeport. Other locations of topographic interest as noted by the 1994 and 2011 Comprehensive Plan Committees include High View and Mitchell Ledge.

The topography of the northwestern corner of Freeport, near the Pownal and Durham town boundary, is characterized by rolling hills and steeper slopes, with elevations dropping off towards the coast. The areas around Cousins River and Mill Stream are lower elevations surrounded by higher ground. The Cousins River floodplains are a largely flat, lowland area in the southwestern corner of Freeport on the Yarmouth town boundary. Wolfe's Neck, Flying Point, and Winslow Park peninsulas are the lowest lying areas in the town of Freeport.

Freeport boasts 41.9 miles of shoreline, including its islands, making its coastal topography a significant aspect of the town's character. Of these, 29 miles are classified as coastal bluff shoreline, according to the Maine Geological

Natural Resources: Coastal Bluff Stability

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Geological Survey.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

Town of Freeport

Roads

Coastal Waters

Waterbodies

Streams

Coastal Bluff Stability

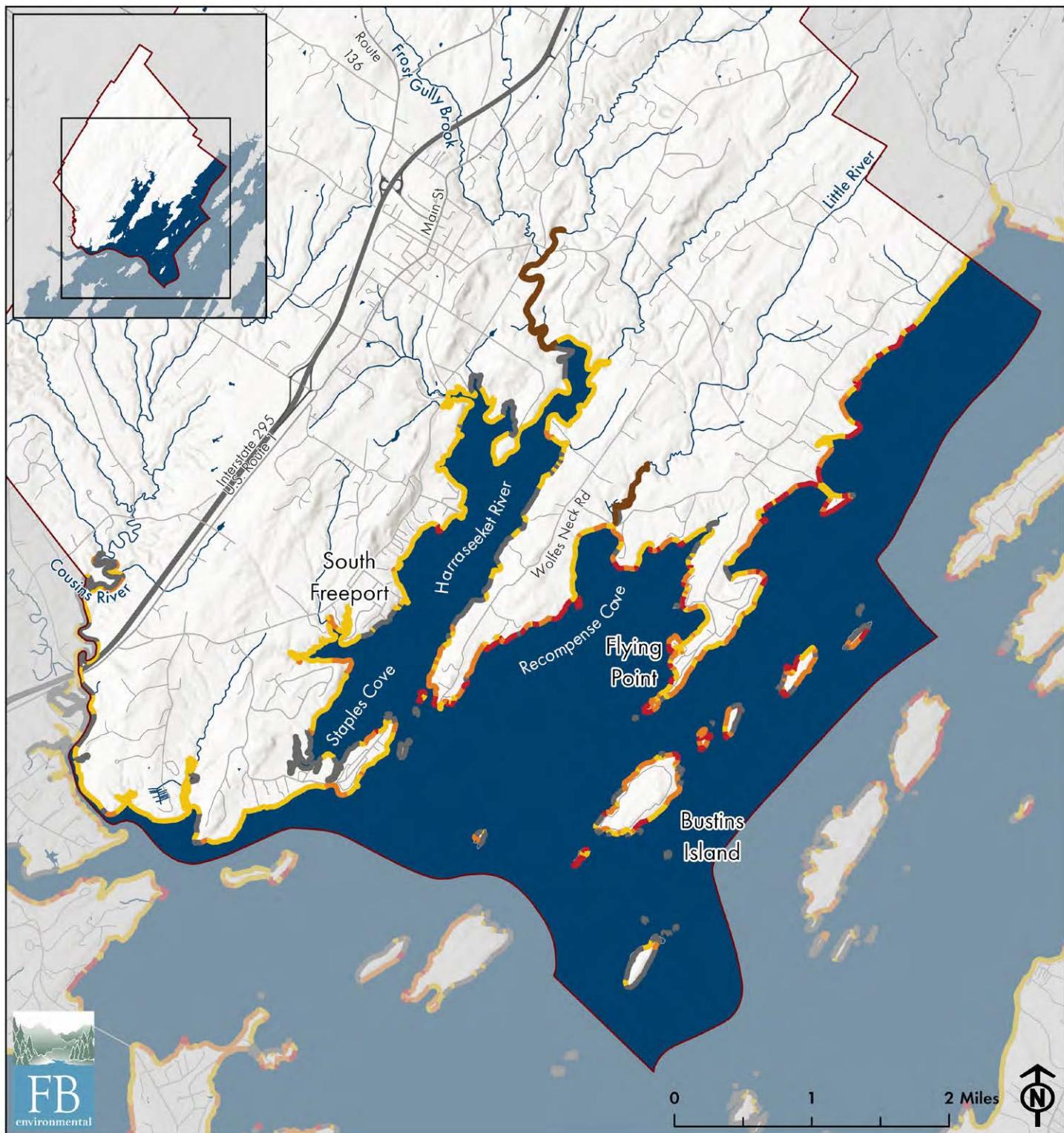
Highly Unstable

Unstable

Stable

No Bluff

Unmapped



Survey (2022). Coastal bluffs, identified by the Maine Geological Survey to assess stability, are steep shoreline slopes formed in sediment (such as clay, sand, and gravel) with at least three feet of vertical elevation above the high tide line. This classification excludes bedrock slopes, beaches, and dunes. The remaining shoreline includes 8.7 miles of non-bluff shoreline and 4.2 miles that are unmapped. Additionally, 4.5 miles of bluff shoreline and 3.2 miles of non-bluff shoreline were mapped as part of the Yarmouth Quadrangle, although these segments have not been reassessed since 2002.

Approximately 63% (21.1 miles) of Freeport's bluff shoreline is considered stable, characterized by gentle slopes and continuous vegetative cover. To be deemed stable, bluffs must have a wide zone of ledge or sediment at their base. In contrast, 7.5 miles (22%) are categorized as unstable, and 4.9 miles (15%) are highly unstable, vulnerable due to factors such as slope, vegetation cover, sediment type, and erosion rate. Unstable bluffs in Freeport are primarily located on the eastern and southern sections of the Wolfe Neck peninsula, the western and southern parts of the Flying Point Neck peninsula, Little Flying Point, and the majority of bluff shoreline on Freeport's islands, including Bustins, Pettingill, Williams, and Sister Islands. Since 2009, areas with unstable or highly unstable bluffs in Freeport are required to have a 75-foot setback from the Highest Annual Tide, the upland edge of a coastal wetland, or the normal high-water line of streams and tributary streams.

Soils

There are approximately 37 soil types throughout Freeport. The major types (more than 1% of the Town area) are shown in Figure 2. The most common soil types are Lamoine silt loam, which covers more than 3,700 acres (approximately 17%) of the Town, and Suffield silt loam, which covers more than 3,400 acres (approximately 15%). Lamoine series soils are typically found in glacial deposits on coastal lowlands and river valleys. These soils are scattered throughout town, but occur predominantly along the outer edges of Cousins River, Mill Stream, and Little River floodplains and coastal stream and river outlets. Suffield silt loams are typically found on gentle slopes and consist of very deep, well drained soils formed in lacustrine or marine sediments. Suffield soils follow a similar spatial pattern to the Lamoine soils, but generally occur along river and stream banks as well as the coastal shoreline.

Approximately 1,024 acres in Freeport are classified as Prime Farmland soils and 2,880 acres are classified as Farmland of Statewide Importance. These soils are spread throughout the town, particularly

Soil Type	Total Acres	Percent of Town Area including water	Percent of Town Area excluding water	Drainage Class
Lamoine silt loam*	3,770.80	12.70%	16.90%	Somewhat poorly drained
Suffield silt loam	3,426.20	11.60%	15.40%	Moderately well drained
Scantic silt loam	2,766.40	9.30%	12.40%	Poorly drained
Lyman-Tunbridge complex*	2,501.50	8.40%	11.20%	Somewhat excessively drained
Lyman-Abram complex	2,128.80	7.20%	9.60%	Somewhat excessively drained
Nicholville very fine sandy loam*	1,807.40	6.00%	8.10%	Moderately well drained
Windsor loamy sand*	1,064.00	3.60%	4.80%	Excessively drained
Buxton silt loam	839	2.80%	3.80%	Moderately well drained
Hartland very fine sandy loam*	571.1	1.90%	2.60%	Well drained
Paxton fine sandy loam*	581.8	1.90%	2.60%	Well drained
Deerfield loamy fine sand	544.5	1.80%	2.40%	Moderately well drained
Hinckley loamy sand*	360.3	1.20%	1.60%	Excessively drained
Woodbridge fine sandy loam*	335.7	1.20%	1.50%	Poorly drained

*Indicates farmland of statewide importance.

Figure 2: Freeport major soil types, coverage, and drainage class.

Source: Cumberland County Soil Conservation District

along Harvey Brook and around Winter Hill Farm near the Pownal and Durham town boundary. Prime Farmland soils represent soils that have the “best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops...” while Farmland Soils of Statewide Importance are determined by the State to be important for high crop yields but do not meet the conditions of Prime soils.

Scenic Resources

In addition to the coastal scenic vistas described in the Marine Resources Chapter, Freeport has several important scenic areas with views of its natural and freshwater resources. These include:

- Hedgehog Mountain – This 196-acre property is owned and managed by the Town of Freeport and contains the Town’s highest point.
- Florida Lake – This 167-acre property is owned and managed by the Town of Freeport and contains trails through scenic wetlands, woods, and around Florida Lake.
- Quarry Woods – A 35-acre parcel owned by the Town of Freeport which contains trails through woods and vernal pools.
- Frost Gully Woods – Owned and managed by the Freeport Conservation Trust, this 13-acre parcel provides trails through woods, wetlands, Frost Gully Brook, and a small pond.
- Hidden Pond Preserve – This 46-acre parcel is owned by the Town of Freeport with a conservation easement owned by the Freeport Conservation Trust. It provides trails through old pasture lands, wetlands, and the shores of Hidden Pond.

Rare and Threatened Flora and Fauna

In Freeport, the one species of animal listed as Endangered under the state Endangered Species Acts is the Saltmarsh Sparrow (*Ammodramus caudacutus*). The Saltmarsh Sparrow is found in tidal marshes for the entirety of its life cycle.

Wildlife Habitats and Natural Areas

Habitat that supports the Saltmarsh Sparrow is found in the Maquoit and Middle Bay Focus Area along the coast of Freeport (and in the nearby communities of Yarmouth, Brunswick, and Harpswell). In addition to the coastal resources included in the Marine Resources Chapter, the Maquoit and Middle Bay Focus Area includes significant habitat for Tidal Wading Birds and Waterfowl. Waterfowl includes birds such as ducks and geese. 18 species breed in Maine every summer and another 20 species spend winter months off the coast – shown in Figure 4 below. Many waterfowl species nest on the ground next to wetlands, streams, or lakes with some nesting in tree cavities. Wading birds are a diverse group that include herons, egrets, bitterns, coots, moorhens, and rails. Maine Department of Inland Fisheries and Wildlife (DIF&W) has identified inland waterfowl and wading bird habitats throughout the state, rating them as having high to moderate value.

There are two specific locations within the geographic boundaries of Freeport with Inland Waterfowl and Wading Bird Habitat (IWWH), a Significant Wildlife Habitat defined under Maine’s Natural Resources Protection Act (NRPA). The first is centered around Florida Lake and the second is on the Pownal/Freeport Town line and includes a portion

Community	State Rarity	Associated Rare Plants	Associated Rare Animals
Salt-Hay Saltmarsh (Spartina saltmarsh)	S3 – Vulnerable in Maine	<ul style="list-style-type: none"> • Dwarf glasswort • Lilaeopsis • Saltmarsh bulrush • Saltmarsh false-foxfoglove • Slender blue flag 	<ul style="list-style-type: none"> • Big bluet • Black-crowned night-heron • Laughing gull • Least tern • Saltmarsh sharp-tailed sparrow • Short-eared owl

Figure 4: Exemplary Natural Communities, Freeport
The species listed in this table are associated with this rare community type, but are not present in Freeport.

Natural Resources: Wildlife & Habitat

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



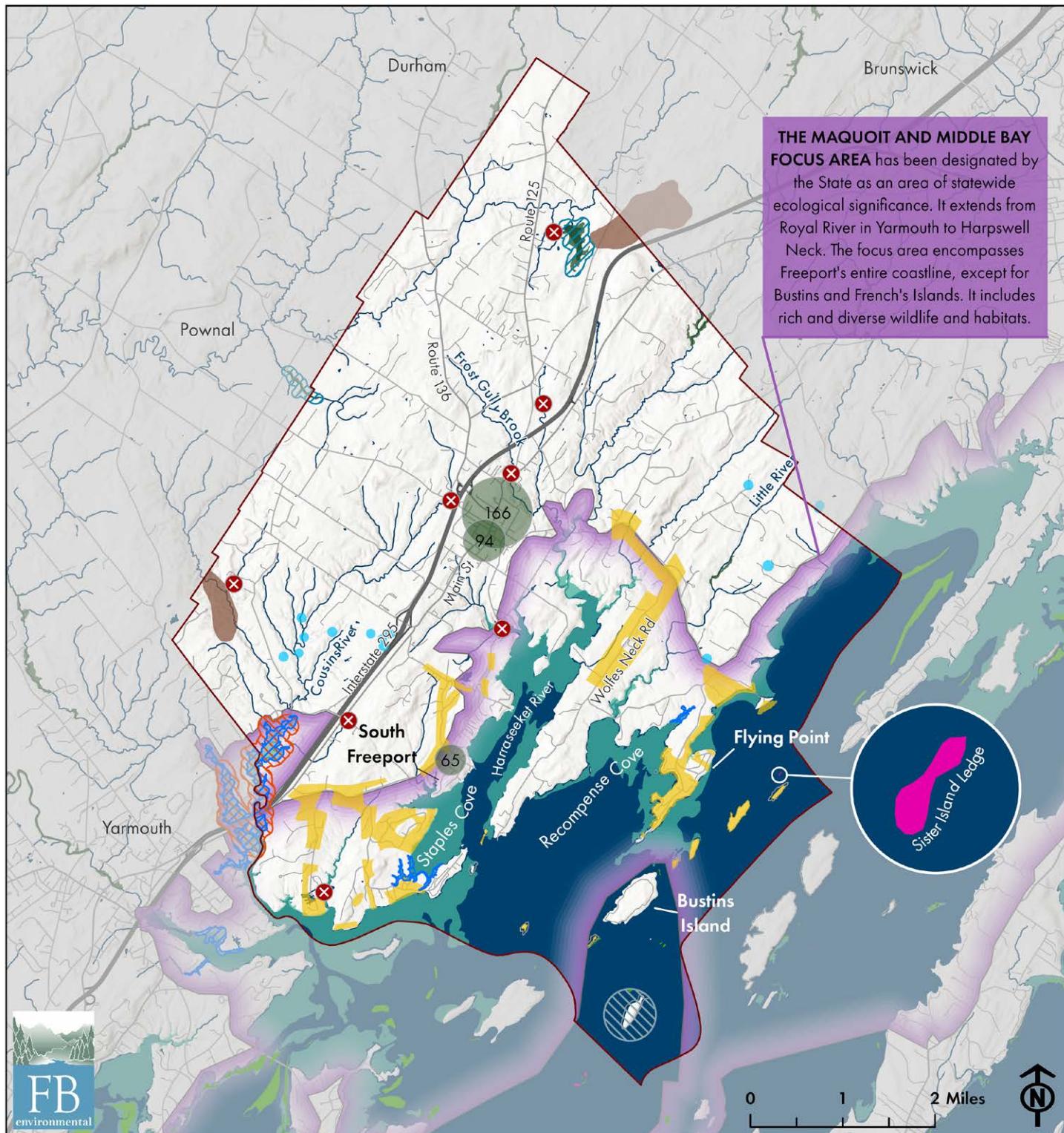
Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Stream Habitat Viewer.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

- Town of Freeport
- Roads
- Coastal Waters
- Waterbodies
- Streams
- ✖ Fish Passage Barriers
- Significant Vernal Pools

■ Seabird Nesting Island	■ Spartina Saltmarsh
■ Casco Bay Eelgrass (2022)	■ Inland Waterfowl & Wading Bird Habitat
■ Brown Tail Moth (2000)	
■ Deer Wintering Areas	
■ Tidal Waterfowl & Wading Bird Habitat	
■ Wildlife Wetlands	
■ Maquoit and Middle Bay Focus Area	
Species of Special Concern	
■ Great Blue Heron	
■ Saltmarsh Sparrow	
Street Tree Density (2019)	
● Low	● Medium
● High	



of the riparian buffer around a tributary to Chandler Brook.

These birds use these critical areas for breeding, feeding, roosting, loafing and migration areas. Waterfowl depend on wetland habitat for survival. Both the Atlantic Northern Forest Bird Conservation Plan and the North American Waterfowl Management Plan have identified the loss of wetlands from draining, dredging, and filling as the primary threat to water birds in Maine. By protecting the quality of wetlands, nesting success for breeding waterfowl will be greatly improved.

Undeveloped Habitat Blocks and Habitat Fragmentation

Wildlife abundance and diversity depend highly upon large areas of undeveloped land and habitat corridors that connect these undeveloped blocks. Habitat fragmentation is typically caused by anthropogenic development. The important links between such large habitat blocks, including the riparian areas along streams and associated wetlands have become narrower or interrupted and less able to function effectively as wildlife travel corridors between habitat areas.

There are two undeveloped habitat blocks in Freeport east of I-295 that are greater than 100 acres in size. The first is located along Kelsey Brook and extends into Brunswick to the north. Thirty-five percent (35%) of the Freeport portion of this block is conserved. The second is a 368-acre block in South Freeport. 35% percent of this block is conserved. Freeport also has land within six additional undeveloped blocks west of I-295 that are greater than 100 acres in size. These span both sides of Webster Road, the Hedgehog Mountain Area, the land north and south of Beech Hill Road and a 361 acre block around Collins Brook.

While occasional instances of seeing wildlife species on smaller undeveloped habitat blocks do occur, overall, as the density of development moves from Tier 1 (undeveloped) to Tier 5 (1-19 acres of connected habitat) over time, the diversity of species decreases. Freeport's approach to mapping undeveloped habitat blocks has been modeled after and adapts the data provided by the "Beginning with Habitat" Project, a joint partnership of several state agencies, including the Maine Department of Inland Fisheries and Wildlife, the Maine Natural Areas Program, and the Maine State Planning Office, with the US Fish and Wildlife Service, and the Maine Audubon Society.

Aquatic system connectivity is heavily dependent on minimizing fish passage barriers such as dams or undersized culverts. Efforts are underway throughout Maine to improve road-stream crossings and connectivity for wildlife. Well-designed road-stream crossings simulate the upstream and downstream characteristics of the natural stream channel, use natural substrate within the crossing, match the natural water depths and velocities, and are wide and high relative to their length.

The Maine Stream Habitat Viewer, developed by the Maine Stream Connectivity Work Group and convened by the Maine Coastal Program, lists 41 culverts, under "Crossing Type" in Freeport. Of these 41 crossings, 14 are listed as a "Barrier" to habitat connectivity and an additional 22 are listed as a "Potential Barrier." 18 of these problematic crossings are Town-owned. There are 10 dams, another crossing type, in Freeport. All 10 dams are listed as a "Barrier" to habitat connectivity.

In 2023, the Freeport Conservation Trust worked with Merrymeeting Bay Chapter of Trout Unlimited, Maine Water Company, US Fish and Wildlife Service Gulf of Maine Coastal Program, Casco Bay Estuary Partnership, and stream restoration specialist Alex Abbott to deconstruct three dams impeding Frost Gully Brook, a small tributary in the Frost Gully brook watershed of the Harraseeket River and Casco Bay. With the removal of the dams, three miles of additionally connected habitat for native species was created.

Invasive Species

Invasive species pose the second greatest threat to national biodiversity after habitat loss (The National Wildlife Federation, 2023). Out of their native range, these species thrive due to a lack of natural predators and differences in growth cycles that often allow them to begin growing earlier in the spring and later in the fall than our native species.

These species also often have other adaptations that allow them to spread quickly or inhibit other species growth by changing soil chemistry.

Common invasive species in Maine which likely occur in Freeport include asiatic bittersweet (*Celastrus orbiculatus*), Japanese knotweed (*Reynoutria japonica*), multiflora rose (*Rosa multiflora*), rugosa rose (*Rosa rugosa*), Norway maple (*Acer platanoides*), honeysuckle shrub (*Lonicera spp*), buckthorn (*Rhamnus cathartica*), glossy false buckthorn (*Frangula alnus*), and green crab (*Carcinus maenas*).

Freeport has also had persistent issues with browntail moth (*Euproctis chrysorrhoea*), an invasive species. As of 2023, the Maine Forest Survey identified Freeport as a community with significant browntail moth populations. This designation makes the Town eligible for Browntail Moth Mitigation Funds. Flying Point, Wolfe's Neck, South Freeport, and the area west of Staples Cove are the hotspots for browntail in Freeport.

While the Town can work to manage invasive species on municipal properties, property owners can also manage invasive species. The Maine Invasive Species Network at the University of Maine and the Invasive Plant Management Program with the Maine Forest Service can support homeowners with the best methods for invasive plant control and eradication on their properties.

Groundwater

Twenty-one public drinking water sources are recorded in Freeport by the Maine Drinking Water Program. These include the South Freeport Water District and the Freeport Water District (owned by the Maine Water Company), which are the two primary drinking water suppliers. The Freeport Water District service area comprises Freeport's downtown, the southern stretch of the I-295 and Route 1 corridor and extends up Desert Road and down South Street. The South Freeport Water District Service area comprises the South Freeport neighborhood and extends along the north and south ends of South Freeport Road. The Freeport Water District sources water from two wells in a sand and gravel aquifer while the South Freeport Water District sources from one gravel well off of Pine Street. No violations in water quality were reported in their most recent annual report from 2022. In total, five sand and gravel aquifers are mapped within Freeport, the largest of which continues into Pownal.

In addition to these shared water sources, there are 1,377 wells listed in Maine's Water Well Database in Freeport (including Bustins Island). These wells range in depth from approximately 12 feet to 1,120 feet, and in yield from 0.1 gallons per minute (gpm) to 800 gpm. Freeport wells are primarily located in bedrock (approximately 98%) and for domestic use (97%) (Figures 5 and 6).

Well Type	Bedrock	Gravel	Gravel Packed	Other	Unknown
Number of Wells	1,346	13	2	4	12

Figure 5: Freeport Wells (By Type)
Source: Maine Department of Environmental Protection

Well Use	Domestic	Municipal	Commercial	Geothermal	Industrial	Institutional	Other	Unknown
Number of Wells	1,333	4	13	6	1	2	11	7

Figure 6: Freeport Wells
Source: Maine Department of Environmental Protection, Maine Department of Inland Fisheries and Wildlife

In 2019, the State of Maine passed Maine Public Law 2019 Ch. 158 (An Act to Strengthen Testing for Lead in School Drinking Water) mandating all K-12 schools to test for the presence of lead. Results for local school lead testing programs are presented in parts per billion (ppb) in Figure 7 below. Although no level of lead is deemed safe, schools are recommended to stop using any fixtures with lead concentrations of 4 ppb or higher. All Freeport schools except the Freeport High School and the Maine Coast Waldorf School returned detections of lead but most were below the guidance of 4 ppb. The Freeport Middle School had one detection of 11 ppb at one of 11 samples. The Morse Street School returned three detections out of nine samples, two of which were above the recommended level of 4 ppb. The Mast Landing School detected lead in 10 of 23 samples, with only one above 4 ppb. L'Ecole Francaise du Maine detected lead in one sample of three, but this sample was below the state guideline of 4 ppb.

School Name	# of samples	# of lead detections	Average lead level (ppb)	Max lead value (ppb)
Freeport High School	13	0	0	0
Maine Coast Waldorf School	31	0	0	0
Morse Street School	9	3	3.5	21.2
Freeport Middle School	11	1	1	11
Mast Landing School	23	10	0.8	6.5
L'Ecole Francaise du Maine	3	1	1.3	3.8

Figure 7: Freeport School Lead Level Testing

Source: Maine Department of Environmental Protection

Surface Water

The primary watersheds in Freeport are the Harraseeket River watershed and the Cousins River watershed. These are further divided into smaller watersheds such as the Frost Gully Brook watershed and the Concord Gully watershed.

Natural Water Resources

Rivers and Streams

All rivers and streams in Freeport are classified by the Maine Department of Environmental Protection (Maine DEP) based on designated uses and water quality goals. Fresh surface waters are classified as AA, A, B, and C in order of decreasing water quality and protection (See Title 38 M.R.S.A. Article 4A for more information). All surface waters in Freeport are Class B, with the exception of Frost Gully Brook which is Class A. Class B waters should be suitable for drinking water following treatment, recreation in and on the water, fishing, industrial process, cooling water supply, hydroelectric power generation, navigation, and suitable habitat for aquatic life. Class A waters must meet the same uses, along with natural habitat requirements and additional discharge restrictions. Surface waters are also classified according to Section 303(d) of the Clean Water Act by levels of impairment by one or more pollutants.

Categories include:

- Category 1 – Meets water quality standards.
- Category 2 – Rivers and streams that meet some designated uses, insufficient data for others.
- Category 3 – Insufficient data.
- Category 4A – Impaired water for uses other than mercury, Total Maximum Daily Load (TMDL) completed.
- Category 4B - Impaired rivers and streams, pollution control requirements expected to result in attainment.
- Category 5 – Impaired water requiring a TMDL or other water quality improvement project. Subcategories are specific to impaired pollutant type.

Natural Resources: Freshwater Resources

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



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Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

Town of Freeport

Roads

Coastal Waters

Waterbodies

Streams

Aquifer

Freshwater Wetland

Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Drainage Divides

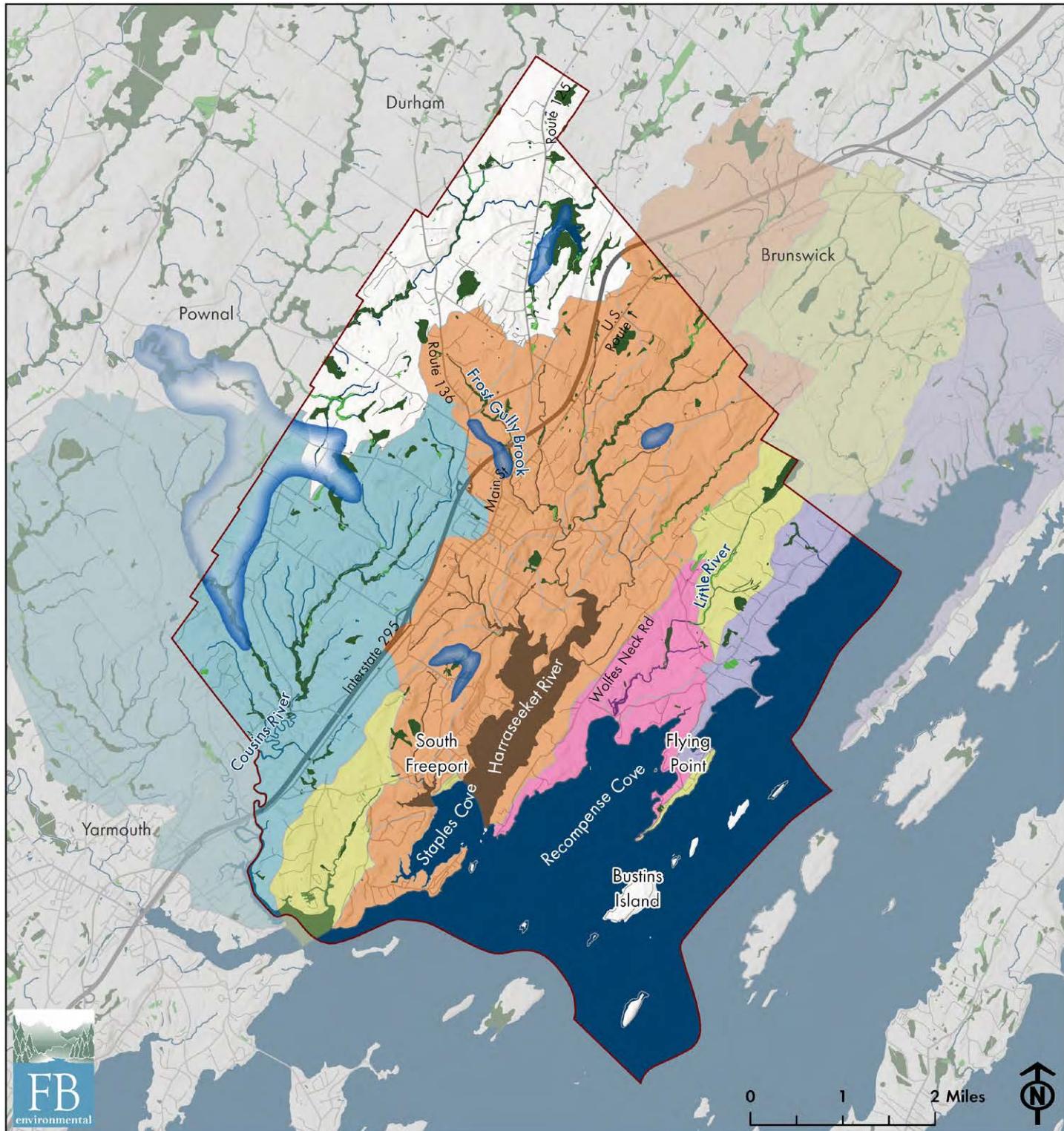
Cousin's River

Harraseeket River

Maquoit Bay

Wolf's Neck

Coastal



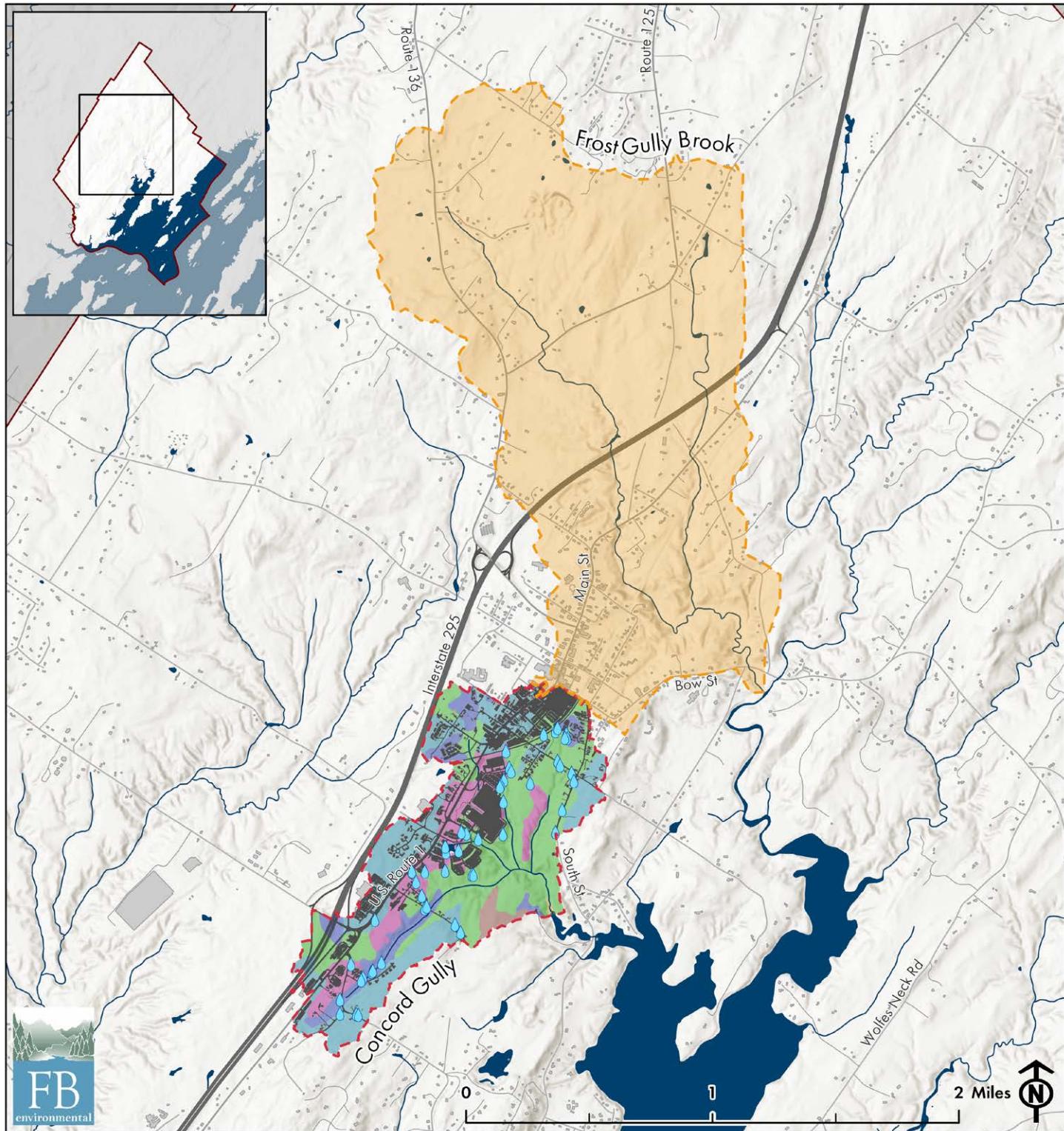
Natural Resources: Urban Impaired Stream Watersheds

Town of Freeport, Maine

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Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental



Frost Gully Brook was listed as Category 4A in the 2022 Maine DEP Integrated Water Quality Monitoring and Assessment Report due to impairments with macroinvertebrate assessments, habitat, and *Escherichia coli* (E. coli). Concord Gully was likewise listed as Category 4A with impairments for macroinvertebrates, dissolved oxygen, habitat, and other bioassessments. Concord Gully is also listed at Category 5A due to an E.coli impairment, meaning a TMDL is not yet complete.

Concord Gully and Frost Gully Brook are also listed as impaired on the latest Nonpoint Source Impaired River and Streams Priority List by the Maine DEP. This priority list is intended to highlight waterbodies that are the most vulnerable to nonpoint source pollution and to encourage restoration projects. Concord Gully, an MS4 priority water, is on the priority list because it is threatened from highway access-related development. Merrill Brook is also listed as a threatened stream, due to highway access-related development threats.

The Maine DEP monitors water quality through its Biological Monitoring Program. Through this program, the Maine DEP counts the population and species of algae and benthic macroinvertebrates (aquatic animals without backbones) living in a stream. Certain invertebrate species are uniquely sensitive to pollution in the water, and therefore, their absence can serve as a key indicator of degrading water quality. Maine DEP has two established macroinvertebrate sites on Frost Gully Brook, three on Concord Gully, and one on Merrill Brook. Frost Gully Brook was last sampled in 2010 and Concord Gully in 2019. Merrill Brook has only been sampled once in 1998. Additionally, Frost Gully Brook and Concord Gully each have one algae monitoring station which were last sampled in 2015 and 2012 respectively.

Lakes

Freeport has no lakes or ponds that are classified as Great Ponds (Class GPA, greater than 10 acres) by the Maine DEP. According to 38 M.R.S § 465-A(1)(A): Class GPA waters must be of such quality that they are suitable for the designated uses of drinking water after disinfection, recreation in and on the water, fishing, agriculture, industrial process and cooling water supply, hydroelectric power generation, navigation and as habitat for fish and other aquatic life. The habitat must be characterized as natural.

Wetlands

Wetlands, which include swamps, marshes, bogs, and fens, provide a number of vital ecosystem services including flood buffering, pollutant filtration, habitat and food sources for a number of waterfowl, fish, insects, reptiles, amphibians, and mammals. Approximately 1,298 acres of freshwater wetlands are mapped within Freeport, which includes a mix of forested, shrub, and emergent systems.

Because wetlands are ecologically important in all the ways described above, and because they are vulnerable to filling, dredging, draining or other alterations in order to make them suitable for or supportive of development, these activities are regulated at federal, state, and local levels of government. The Army Corps of Engineers and the Maine DEP regulate activities in wetlands of all sizes.

Under State and federal wetland regulations, sometimes a developer is allowed to fill, drain, or otherwise alter a wetland, provided that the same developer compensates for this activity by restoring, creating, enhancing, or preserving wetland(s) on the same site or elsewhere on another property. This is accomplished by participation in Maine's In Lieu Fee Compensation Program. Fees are allocated for use in wetland restoration projects via the Maine Natural Resource Conservation Program (MNCRP). Funds will be allocated to the biophysical region in which they were collected but are not required to be used within the same watershed. This provides a balance to Maine's overall ecosystems but may result in a loss or degradation of Freeport's wetlands and can lead to fragmentation of critical habitat for reptile and amphibian species. To date, one MNCRP project has been awarded in Freeport to the Brunswick Topsham Land Trust for the acquisition of a conservation easement located on the border of Freeport and Brunswick in 2010.

Vernal Pools

Vernal pools are small wetlands formed by natural depressions in the forest floor. They are inherently temporary, lasting for only a few months each year in the spring and fall. These pools are fed by melting snow or rain at the times of year when the water table is generally at its highest. They play critical roles in the life cycles of many species including the wood frog, the spotted salamander, the blue-spotted salamander, and the spotted turtle. A significant vernal pool is determined by the number and type of breeding amphibian egg masses, the presence of fairy shrimp, or its use by endangered or threatened species.

In 2006, legislation was passed in Maine to regulate significant vernal pools as Significant Wildlife Habitat under the state's Natural Resources Protection Act. In 2007, Maine passed legislation regulating development activities within 250 feet of significant vernal pools.

To date, 15 vernal pools have been mapped within Freeport of which all are considered significant by the Maine DEP. All of these vernal pools are located on the mainland, with one vernal pool split between Freeport and Brunswick.

Threats to Water Quality

The Town's water quality depends in part on the quality of stormwater runoff, the effectiveness of septic systems, and historic uses of the land. Water quality concerns in Freeport stem primarily from nonpoint sources. The Freeport Sewer District discharges directly into the estuarine portion of the Harraseeket River, which is discussed further in the Marine Resources Chapter.

Stormwater Runoff

Stormwater runoff is caused by the runoff of rainwater and snowmelt along impervious surfaces, such as roads, driveways, and rooftops. This runoff carries sediment, bacteria, nutrients, fertilizers, pesticides, herbicides, oil, grease, and other pollutants into surface waters. As Maine continues to see an increase in rainfall intensity due to climate change, the threats of stormwater runoff to surface waters will be an increasing concern. Intense precipitation in a short period of time cannot infiltrate into the ground and thus causes more surface erosion and may carry additional pollutants into nearby waterbodies.

Septic Systems

Septic systems can pose a serious threat to water resources. Systems located directly adjacent to bodies of water will inevitably have the greatest impact on water quality. Septic system malfunctions can cause leaks that expose local water resources to elevated levels of nutrients and bacteria, impacting their health and recreational value. These malfunctions can easily go unnoticed, with leaks occurring underground and traveling to waters via groundwater. The travel time and filtration of bacteria and nutrients is highly dependent on the underlying soil type, with shallow to bedrock soils providing minimal filtration.

Sewer infrastructure in Freeport is limited to the downtown, the southern stretch of the I-295 and Route 1 corridor, and portions of Desert Road and South Freeport. Most areas west of I-295, north of downtown, Wolfe's Neck, and Flying Point are not served by public sewer and rely on private wastewater disposal systems, most likely septic systems.

Nutrients and Dissolved Oxygen

The most common limiting nutrient in freshwater is phosphorus; this means that the addition of phosphorus is the most significant limiting factor for expanded growth of many plant and algae species. As the algae dies off and decomposes, excessive microbial activity consumes dissolved oxygen and can result in low oxygen conditions throughout the ecosystem. Algae blooms can also be caused or exacerbated by warm water temperatures. These blooms may become more frequent in the future as climate change brings stronger storms (and therefore increased stormwater runoff) and rising air and sea temperatures to Freeport. In addition to the environmental impacts of algal

blooms, some species produce toxins which can be harmful to human health. In freshwater, these are known as Harmful Algal Blooms (HABs). HABs are typically caused by cyanobacteria, a bacteria that releases toxins that can cause rashes, nausea, diarrhea, and in severe cases death.

PFAS

Per- and polyfluoroalkyl substances (also known as PFAS or forever chemicals) are widely used and potentially harmful chemicals that do not break down in the environment. The effects and impacts of these chemicals are still not fully understood, but studies have shown that exposure can lead to harmful health effects such as increased risk of cancer, hormone disruptions, and developmental delays in children. PFAS can be found in several household products, firefighting foams, cleaning products, and more. Another potential source of PFAS is sludge and septage spread as fertilizers. The State of Maine issued a number of permits for these spreads, primarily in the 1980s and 90s. Twenty-six (26) sludge spread sites are located in Freeport. All but five of these licenses were issued to the Freeport Sewer District to spread lime stabilized sludge from the treatment plant. These sites are especially concentrated on the Wolfe Neck peninsula. The remaining five licenses were issued to S.D Warren for the spread of ash, pulp, and papermill sludge on private properties.

Following a 2019 Executive Order by Governor Mills establishing a Task Force to study the effects of PFAS prevalence in Maine, the Wolfe's Neck Center staff collaborated with state staff to test soil, water, and milk on site. Results indicated that PFAS levels were not a concern.

Existing Measures to Protect Surface and Ground Water Quality

Stormwater Management

Freeport is part of the Municipal Separate Stormwater Sewer System (MS4) General Permit program that regulates stormwater discharge for communities of a certain density. Freeport belongs to the group of Greater Portland communities that have formed the Interlocal Stormwater Working Group (ISWG) to implement this program. Under the MS4 regulations, a municipality must implement the following six Minimum Control Measures:

- Public education and outreach
- Public participation
- Illicit discharge detection and elimination
- Construction site stormwater runoff control
- Post-construction stormwater management
- Pollution prevention and good housekeeping for municipal operations.

One requirement of the MS4 General Permit is to develop a Stormwater Management Plan. The Plan defines the appropriate Best Management Practices (BMP's) for each of the six Minimum Control Measures listed above. The Plan also includes the following information: (1) the measurable goals for each BMP; (2) the person(s) or position(s) responsible for implementing each BMP; and (3) the schedule for implementing each BMP. The Town also needs to document the implementation of the Plan, and provide annual reports to the Maine DEP.

Freeport developed a Stormwater Management Plan for 2022-2027 that will be updated over the course of the five year permit period. Freeport also recently completed two stormwater and stream protection projects through grant funding provided by the U.S. EPA.

Freeport also has a Post-Construction Stormwater Management Ordinance, amended in 2023, that complies with minimum control measures requirements of the federal Clean Water Act, of federal regulations, and of Maine's General Permit for Small Municipal Separate Storm Sewer Systems. The Freeport Public Works Department also uses best management practices in their regular operations, such as seasonal street sweeping twice a month, which help to protect water quality.

Management and Protection

Zoning

The Town of Freeport has several zones, overlay zones and other regulatory documents dedicated to the protection of natural and freshwater resources. These include the Shoreland Zoning, the Non-Stormwater Discharge Ordinances, and the Incidental Processing of On-Site Earth Material Ordinance. Additionally, the Town's Zoning Ordinance requires that new commercial development projects must follow the requirements of the State's Chapter 500 Stormwater Management regulations, even on projects smaller than the minimum one acre of impervious area used in State regulations. In 2022, the Town of Freeport developed a stand-alone Shoreland Zoning Ordinance to be consistent with State Shoreland Zoning requirements.

Shoreland Zoning Ordinance

The area shown on the official Town of Freeport Zoning Map which includes the land area located within two hundred and fifty (250) feet, horizontal distance, of the normal highwater line of any river; within two hundred and fifty 250 feet, horizontal distance, of the upland edge of a coastal wetland, including all areas affected by tidal action; within two hundred and fifty (250) feet of the upland edge of a freshwater wetland; or within seventy-five (75) feet, horizontal distance, of the normal high-water line of a stream. Includes four Zoning Districts:

- Resource Protection 1
- Shoreland Area
- Stream Protection
- Marine Waterfront

Section 306 requires a buffer of native vegetation sufficient to infiltrate stormwater and mitigate erosion within 25 feet of the normal high-water line of a waterbody or upland edge of a wetland. Stormwater management is required for other types of development in these zones, such as parking lots, and an erosion and sedimentation control plan is required when earthmoving activities are conducted which require a permit. All activities are prohibited from impaired water quality classifications and designated uses.

Non-Storm Water Discharge Ordinance

Section 27-105 prohibits non-stormwater related discharges to the Storm Drainage System.

Incidental Processing of On-Site Earth Material Ordinance

As defined in Section 2 purpose of the ordinance, "the Ordinance is to establish standards and limitations applicable to the temporary and/or incidental on-site processing of modest amounts of earth material excavated from any single parcel of land, when such processing is a temporary activity incidental to construction, alteration, development or other improvement of the parcel or portion thereof for uses other than excavation operations, and where no earth materials are brought onto the parcel from off-site for processing". The intent of the ordinance is to minimize adverse impacts on adjacent and nearby properties, including adverse impacts from groundwater contamination and other land disturbances. This ordinance provided clarity for reviewing and processing construction sites and concerns for noise and particle matter.

Local and Regional Planning Efforts

Freeport Climate Action Plan (Ongoing)

The Town partnered with the Greater Portland Council of Governments (GPCOG) to develop a Climate Action Plan. The Plan is a data-driven, actionable roadmap for the Town to use to reduce our contribution of polluting emissions

while supporting a safe, healthy, and thriving community and environment.. The Plan includes a greenhouse gas emissions inventory and a vulnerability assessment which will help us assess the threat of climate change on the Town of Freeports built infrastructure and natural communities. The draft of the plan was complete in Spring 2024 and is before the Town Council for review and consideration

Freeport Downtown Vision Plan (2022)

Freeport's Downtown Vision Plan, finalized in July of 2022, includes strategies to encourage best practices for stormwater management, "...focusing on reducing runoff, improving water quality, and minimizing impervious surfaces with sensitivity to the urban impaired streams in the downtown area." The Vision Plan also includes many action items that indirectly support natural resource management related to sustainability, reduced parking/impervious surfaces, support of electric vehicles, and access to the outdoors for the community.

Hedgehog Mountain Management Plan (2022)

The Town of Freeport owns Hedgehog Mountain, a 100-acre property located off of Pownal Road and neighboring the Freeport Recycling Center. As part of this purchase, the Conservation Commission is responsible for reviewing (and updating if necessary) the Hedgehog Mountain Plan every five years. Included in the Plan is a summary of natural resources on the property and management recommendations. Primary threats to the natural resources of this property listed in the Plan include invasive species, climate change, and erosion from recreational use.

Freeport, Maine Active Living Plan (2014)

Freeports Active Living Plan (May 2014) was stewarded by the Active Living Task Force to improve the quality of life for Freeport's residents by building physical activity into their daily routines. This Plan includes a priority matrix with 26 projects identified to improve active living in Freeport. Many of these projects indirectly improve natural and water resources in the community, through open space and trail improvement projects and exposure of the community to natural spaces.

Land Conservation

There are 3,385 acres of conserved land in Freeport representing 14% of the Town's landmass. Fee owned parcels account for 60% of all conserved land by acreage, and the remaining 40% are in easements. The local land trust for Freeport is the Freeport Conservation Trust (FCT). FCT is the largest holder of conserved land in Freeport and protects 1,769 acres in and around Freeport, 615 acres of which are in fee and 1,154 acres in easements (Figure 9). Some properties, on which FCT holds conservation easements, are not accessible to the public. The Town of Freeport is the second largest holder of conserved land, protecting 660 acres total including Hedgehog Mountain which is Freeport's highest point. Other significant conserved areas include Winslow Memorial Park, Wolfe's Neck Woods State Park, Pettengill Farm, and the Mast Landing Sanctuary.

Town Owned Property	2011 Comp Plan Area (acres)	2024 Total (acres)
Winslow Park	60	63.76
Pownal Road Recreation Area	37	37
Hedgehog Mountain	196	207.55
Florida Lake	165	198.73
Leon Gormon Park	8	7.26
Soule Park	3	3
Hidden Pond	36	55.75
Quarry Woods	35	35
Hunter Road Fields	n/a	32

Figure 9: Freeport Town-Owned Open Spaces
Source: Town of Freeport

Natural Resources: Conserved Lands

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Freeport Conservation Trust.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

Town of Freeport

Roads

Coastal Waters

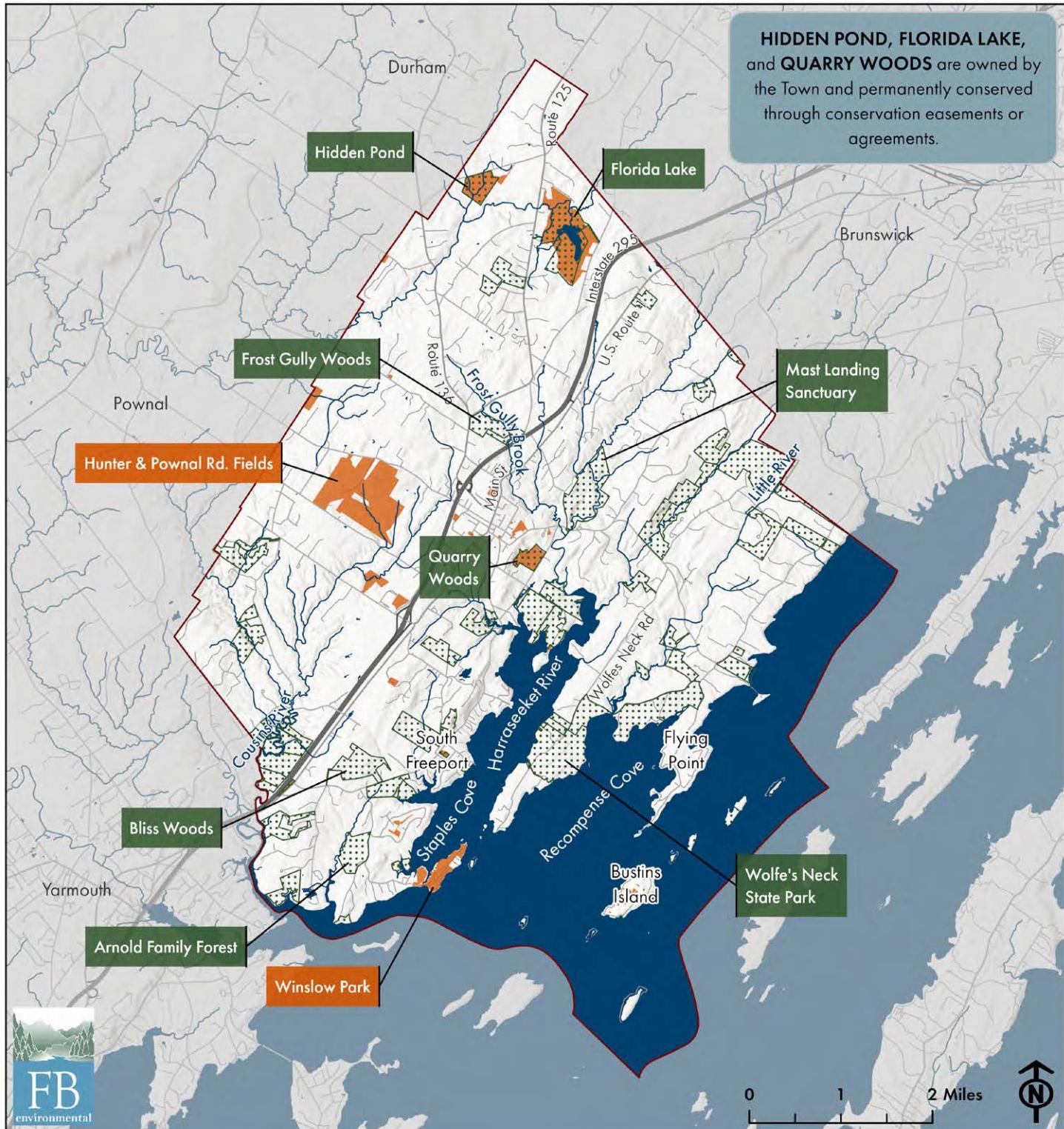
Waterbodies

Streams

Town Land

*Permanently Conserved Lands

*Permanently Conserved Lands include parcels held in conservation easements or owned by the Freeport Conservation Trust, Maine Audubon Society, Maine Coast Heritage Trust, or the State.



Natural Resources: Undeveloped Habitat Blocks

Town of Freeport, Maine

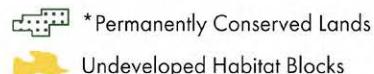
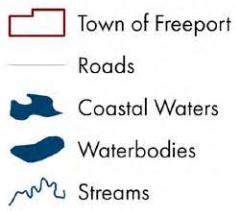
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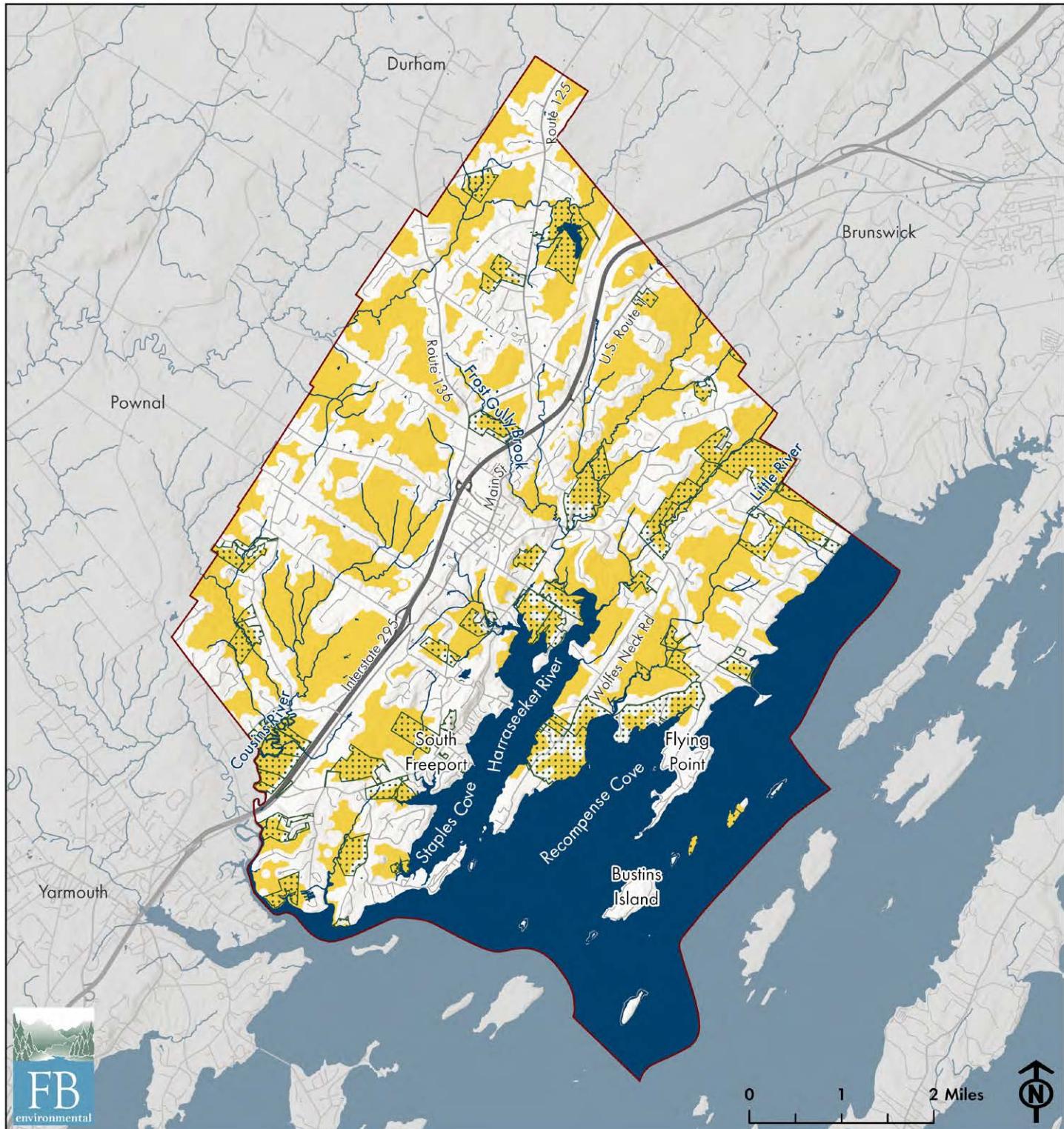
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APPENDIX

POPULATION & DEMOGRAPHICS



Highlights

Freeport's population increased by 83% between 1970 and 2020, with the greatest growth period occurring between 1970 and 1990.

Freeport has seen higher rates of population growth between 1970 and 2020 compared to the county and the state.

Freeport's population is aging. In 2020 Freeport's median age was 47.2 which is older than the county and the state.

Freeport's age distribution consists predominantly of younger people under the age of 19, and those people of childbearing age who are moving to town with those older populations, age 65 and over who are aging in place. A noticeable age gap exists in the 19-30 year old population.

Educational attainment in Freeport has increased. In 2010, 92% had a higher school degree or higher and 37% had a bachelor's degree or higher. In 2021, 96% of Freeport residents had a higher school degree or higher and 55% had a bachelor's degree or higher.

Freeport is majority white but has slowly become more diverse with an increase in population of those who identify as two or more races.

Between 2010 and 2021, the median income increased by about 44%. Freeport's income distribution has trended towards those in higher income brackets.

Freeport's median income is lower than surrounding peer communities, with the exception of Brunswick.

The State Economist predicts that Freeport's population will increase by about 2.5% through 2040. The alternative projection based on historic population growth from the decennial census shows an increase of about 11% through 2040.

Climate & Downtown Vision Connections



Climate migration may significantly impact Freeport's future population dynamics. On a broader scale, Maine could be viewed as a 'climate refuge' within the United States, experiencing relatively moderate impacts from climate change compared to other regions. This perception might lead to an increase in population. However, the Maine coast is undergoing faster changes than inland areas, potentially causing localized population shifts within Freeport as sea level rise prompts movement away from coastal zones.

Climate & Downtown Vision Connections



Social and economic vulnerabilities will influence the capacity of Freeport residents to adapt to climate change. The increasing population of older adults may face heightened health and safety risks due to intensifying storms and extreme heat. Households with lower incomes and retirees on fixed incomes may struggle to afford necessary maintenance and upgrades to cope with a changing climate or improve efficiency. These households might be unable to relocate from areas at risk of sea level rise or inland flooding.



Currently, 6% of Freeport's population lives below the federal poverty line, and 23% of households are cost-burdened (16% of homeowners and 46% of renters). Financially insecure households are less likely to have property insurance or savings for unexpected expenses, such as higher energy or food costs.



Freeport is an aging community. Over 20% of Freeport adults 65 and over live alone and are less likely to cope with extreme weather events, often have limited social networks and tend to have greater health concerns and needs.



According to the Climate Action Plan, Freeport can expect to see 30 days or more each year with temperatures over 90 degrees by 2050. Hotter temperatures will place even more strain on vulnerable populations.



As noted in the Population Chapter, Freeport's population is anticipated to grow around 11% through 2040, which will place pressure on emergency services, school and recreation programming and healthcare. The Downtown Vision Plan calls for a sustainable growth approach to incentivize eco-friendly development, consolidate existing town resources and parking for more infill development, and increase access to town resources and services.



The Downtown Vision Plan recommends that the town support aging in place in downtown areas including having more benches and seating areas, accessible public transportation, conveniently located restrooms and a variety of housing options within close proximity to basic needs.

Population

Historic Population

Understanding trends and changes in population growth is essential for planning for future needs and services. Based on the Decennial census, historically, Freeport's population remained stable between 2,237 people in 1800 to 2,339 people in 1900. Following 1930, the population grew significantly from 2,184 to 8,622 by 2021. There also was a noticeable 11% increase from 2010 to 2020, likely due in part to the COVID-19 pandemic.

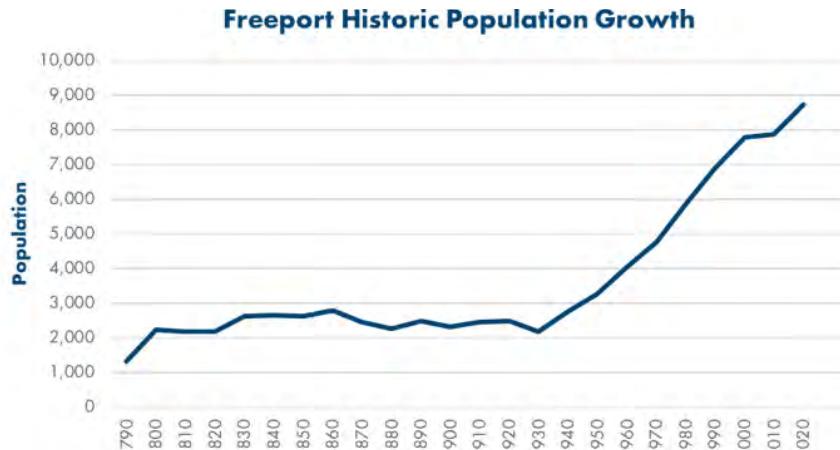


Figure 1: Freeport Historic Population Growth (1790-2020)
Source: US Census Decennial Estimates + ACS 5-Year Estimates (2022)

Freeport's population trends can be compared with surrounding communities, as well as county and state trends. The last comprehensive plan compared Freeport's population with Brunswick, Cumberland, Falmouth, Pownal, and Yarmouth. For the purposes of this planning study, the same towns will be used to contextualize Freeport's population.

Freeport is similar in size to the towns of Cumberland, Falmouth, and Yarmouth, and has seen similar rates of population growth between 1970 and 2020. Brunswick is a much larger community and Pownal is much smaller in size.

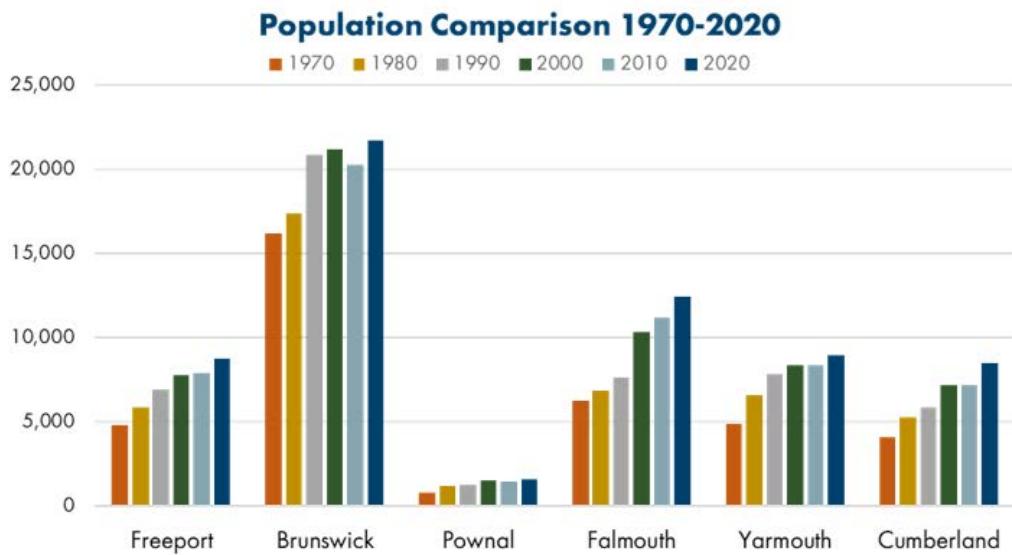


Figure 2: Regional Population Comparisons[1970-2020]
Source: US Census Decennial Estimates + ACS 5 -Year Estimates (2022)

Generally, all regional towns saw higher rates of growth between 1970 and 2020, with the greatest population growth from 1970-1980. There was less growth from 2000-2010. Two peer communities, Brunswick and Pownal, experienced a decline in population from 2000-2010. From 1970 to 2020, Freeport saw higher rates of population growth than the county and state, except between 2000 and 2010.

The following graph compares Freeport's population percent increase between 1970 and 2020 with the surrounding peer communities of Brunswick, Cumberland, Falmouth, and Yarmouth. Freeport's population increased by 83% between 1970 and 2020. Though this is a large increase, it is still less than the surrounding towns of Yarmouth, Falmouth, and Cumberland.

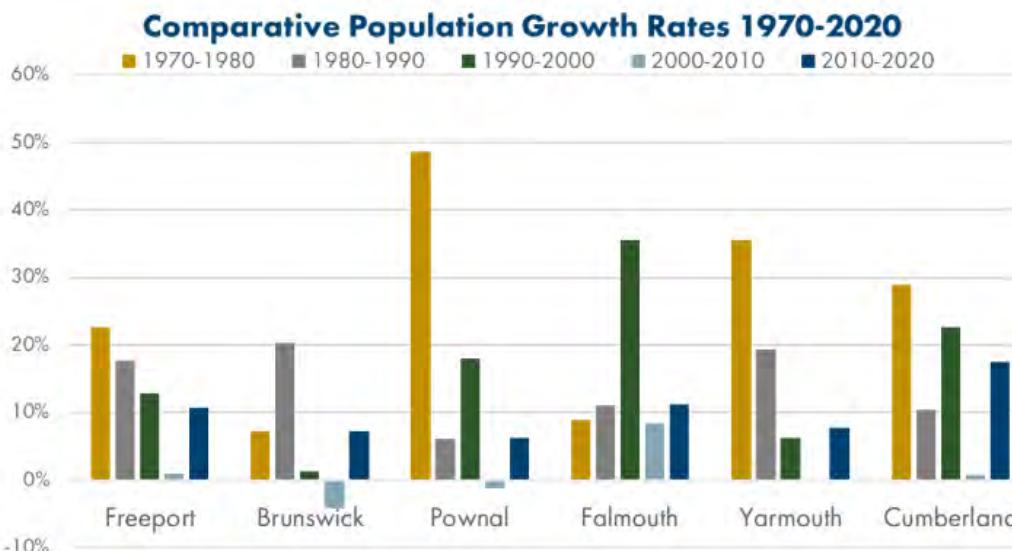


Figure 3: Regional Population Growth Rate Comparisons[1970-2020]
Source: US Census Decennial Estimates + ACS 5 -Year Estimates (2022)

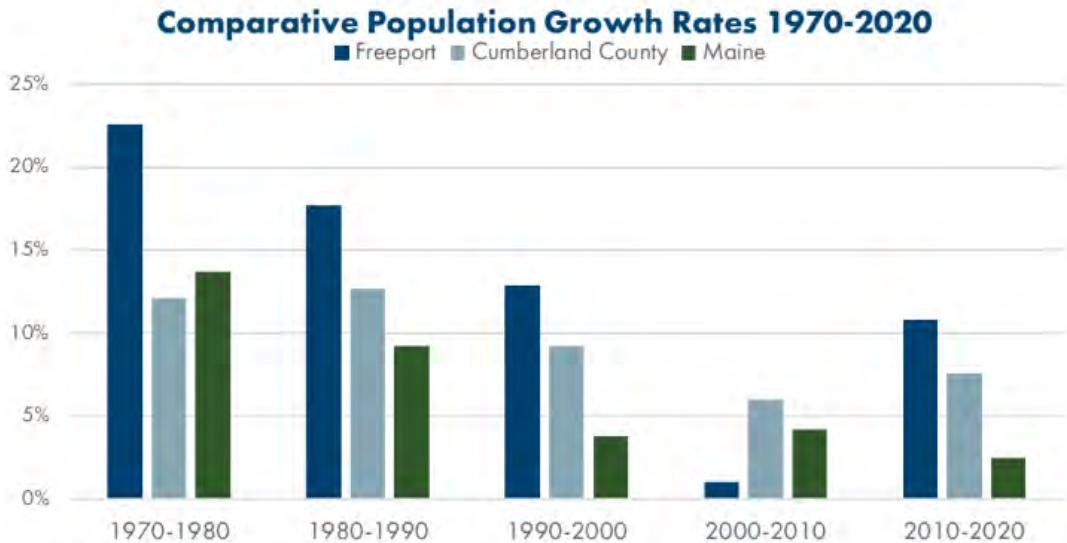


Figure 4: Freeport Population Growth (1970-2020)
Source: US Census Decennial Estimates + ACS 5 -Year Estimates (2022)

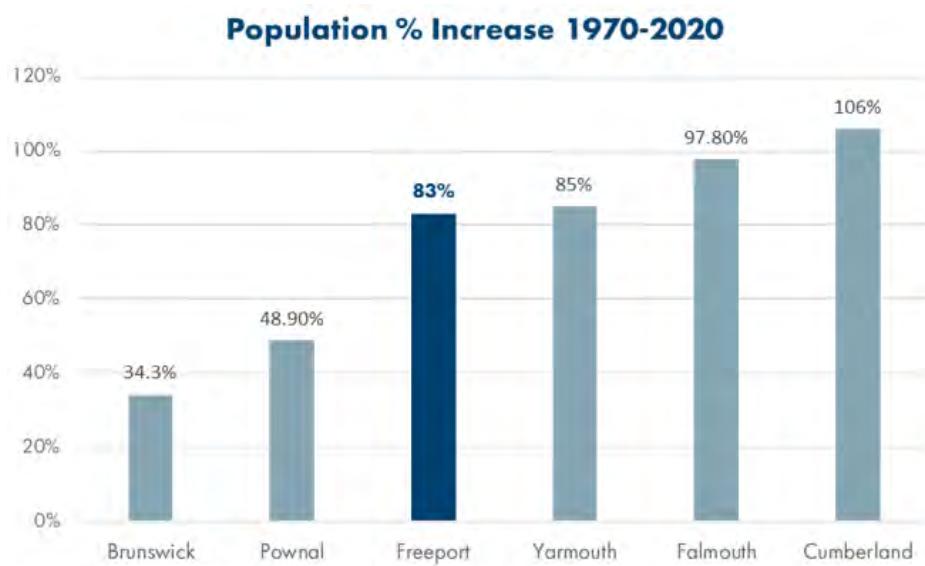


Figure 5: Freeport Population Growth Increase, Regional (1790-2020)
Source: US Census Decennial Estimates + ACS 5 -Year Estimates (2022)

Freeport Natural Population Growth

Population change is made up of two components: natural population change, based on the total number of births and deaths, and migration, based on the movement of people from one place to another. In 2015, 2016, and 2022, Freeport's population remained close to or at net zero, with a similar number of births and deaths for those years. During the other years, deaths out numbered births, which contributed to population decline.

Compared to Cumberland County, between 2013 and 2017 births outnumbered deaths county-wide, while from 2018 to 2022, deaths outnumbered births.

Migration

The other component of population change is migration. According to the U.S. Census ACS 5-year estimates, in

2021, 462 Freeport residents were estimated to have moved to town within the past year. Of those, 326 moved within Cumberland County, 40 moved from a different county in Maine, and 96 moved from out-of-state. Based on age, the younger population to middle-aged population (between ages 19 to 39) tended to move within the same county, while more of the older population (between ages 40 to 65) had more people moving to Freeport from a different county or different state.

Year	Births	Deaths	Difference
2013	67	95	-28
2014	71	79	-8
2015	70	69	1
2016	87	85	2
2017	84	97	-13
2018	83	94	-11
2019	62	82	-20
2020	63	78	-15
2021	74	85	-11
2022	79	79	0

Figure 6: Freeport Natural Population (2013-2022)
Source: ACS 5-Year Estimates (2013-2022)

Year	Births	Deaths	Difference
2013	2,874	2,582	292
2014	2,843	2,530	313
2015	2,718	2,701	17
2016	2,824	2,620	204
2017	2,724	2,720	4
2018	2,711	2,760	-49
2019	2,672	2,812	-140
2020	2,750	2,950	-200
2021	2,870	3,093	-223
2022	2,909	3,127	-218

Figure 7: Cumberland County Natural Population
Source: Maine Center for Disease Control and Prevention (2013-2022)

Age

Age Distribution

According to the 2020 Decennial census, Freeport's median age in 2020 was 47.2 years old, which is older than the Cumberland County median (42.4 years old) and the State median (45.1 years old).

Freeport's median age has increased over the past two decades.

The following graph compares the percentage of the population within each age cohort between 2010 and 2021. The graph trendline shows that the age distribution peaks have shifted from 55-59 years in 2010 to 70-74 years in 2021, which indicates that a relatively stable cohort has lived in

Age Category	Moved within the same county	Moved from a different county	Moved from a different state	Age Total
Under 19 years	116	9	27	152
20 to 29 years	13	0	2	15
30 to 39 years	142	4	32	178
40 to 49 years	0	10	29	39
50 to 64 years	12	1	0	13
65+ years	43	16	6	65
<i>Total:</i>	<i>326</i>	<i>40</i>	<i>96</i>	

Figure 8: Freeport Population Migration
Source: U.S. Census ACS 5-year Estimates (2022)

Location	2000	2010	2020
Freeport	40.2	44	47.2
Cumberland County	37.6	40.3	42.4
Maine	38.6	42	45.1

Figure 9: Freeport Median Age (2000-2020)
Source: US Census Decennial (2000-2020)

Freeport over the last ten years and are aging in place. There is more noticeable change where the trendline crosses at the 35 to 39 year age group.

Based on this trend there will be a greater need for elderly services in town and possibly services for younger families based on more people in the 35-39 age bracket. The population increase in Freeport is being driven by the younger generation which could include younger parents and/or first time homebuyers.

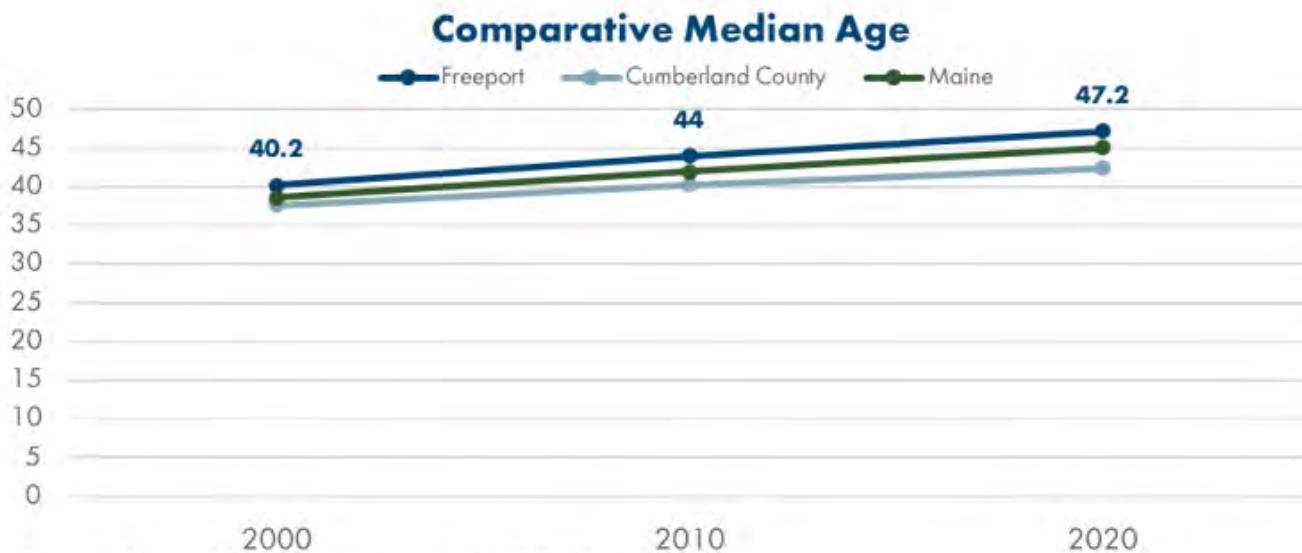
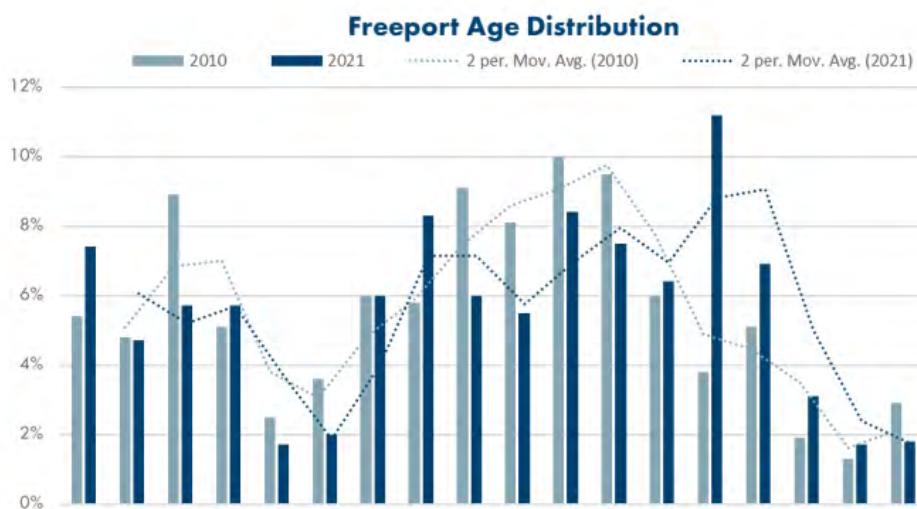


Figure 10: Freeport Median Age, Comparison (2000-2020)

Source: US Census Decennial Estimates (2000-2020)



Household Composition

Average Household Size

According to ACS 5-year estimates, the average household size in Freeport has increased between 2010 and 2022. The

Location	2010	2022
Freeport	2.29	2.5
Cumberland County	2.33	2.3
Maine	2.34	2.29

Figure 12: Freeport Average Household Size, Comparison (2010, 2022)
Source: U.S. Census ACS 5-year estimates (2022)

average household size in Freeport is higher than the County and the State.

Household and Family Characteristics

According to the U.S. Census ACS 5-year estimates, the number of households and number of family households in Freeport increased slightly between 2010 and 2021. While the overall percentage of households living alone has decreased, the percentage of those age 65 and over living alone has increased slightly. There are also fewer households with children under 18 and more households with people over 65.

Seasonal Population

Freeport does not have a significant seasonal population. However, the town does have a significant tourist draw for visitors. According to the U.S. Census ACS 5-year estimates, there were 320 vacant seasonal properties in Freeport, which is approximately 9% of housing units in town. One way to estimate the seasonal population in town is to multiply the number of seasonal units by the average household size. The average household size in Freeport is 2.47, which would suggest that the seasonal population in Freeport is around 790. According to the data from the town, the number of short-term rental registrations as of January 2024 is 104.

Freeport's daytime population increases due to tourism and the downtown retail economy.

Educational Attainment

Educational attainment levels in Freeport have increased from 2010 to 2021. In 2010, 92% of the population had a high school degree or higher, and 37% had a bachelor's degree or higher. In 2021, 96% had a high school degree or higher, and 55% had a bachelor's degree or higher.

Category	2010	2021
Total Households	3,356	3,427
Family Households	2,170	2,565
Average Family Size	2.9	2.8
Householder Living Alone	30.5%	19.6%
Householder 65 + alone	7.3%	12%
Married couple households	1,749	2,105
With children under 18	1,004	965
Households with children under 18	31.6%	29.5%
Households with people over 65	32.4%	39.7%

Figure 13: Freeport Household Data
Source: U.S. Census ACS 5-year estimates (2010, 2022)

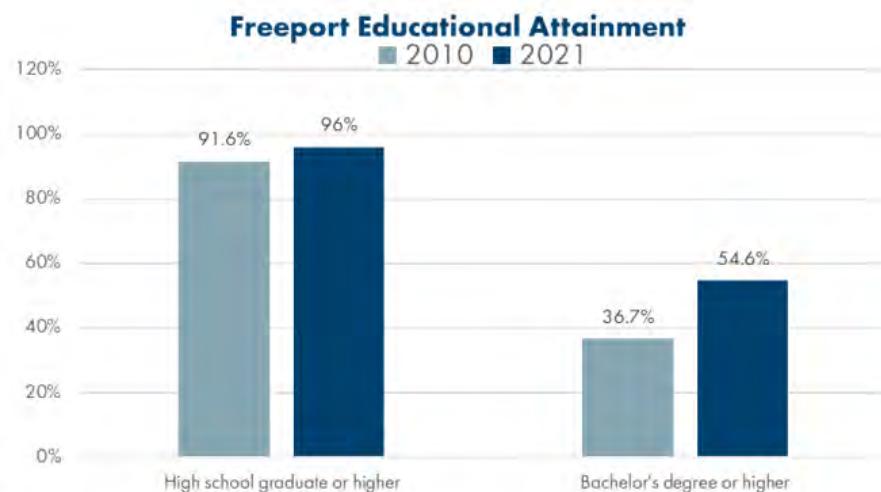


Figure 14: Freeport Educational Attainment (2010,2021)
Source: ACS 5-year estimates (2021)

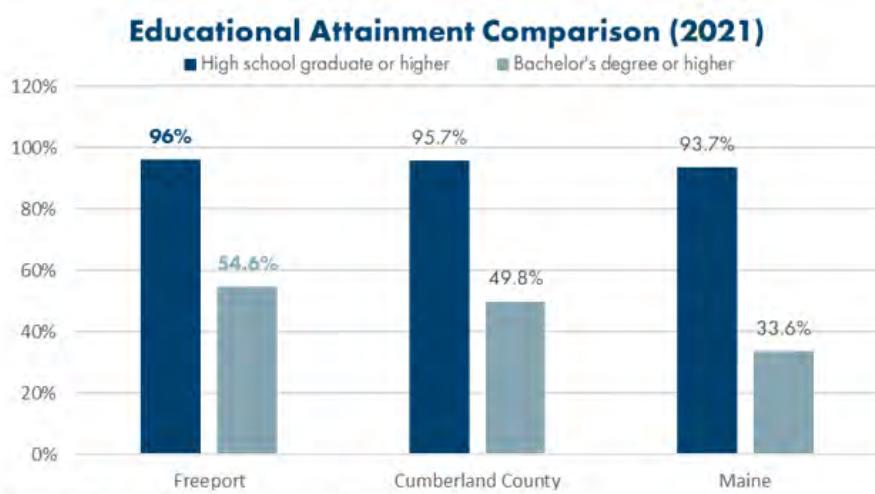


Figure 14: Freeport Educational Attainment Comparison (2021)
Source: ACS 5-year estimates (2021)

Freeport has a higher rate of educational attainment than the county and the state.

School	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Average
Freeport High School	519	484	490	513	535	582	580	606	597	620	545.11
Freeport Middle School	301	310	308	316	356	351	347	314	296	307	322.11

Figure 15: Freeport School Enrollment (2014-2023)

Source: Maine Department of Education School Enrollment Data (2023)

School Enrollment

According to the Maine Department of Education, there were 927 students from Freeport enrolled in Freeport public schools. Generally, educational enrollment has remained relatively stable over the past ten years. School enrollment data was available between 2014 and 2023 as shown in the table.

Income & Poverty

Median Income

In 2021, Freeport's median income was \$86,870, which is higher than the county (\$80,982) and the state (\$69,543). Freeport's median income is lower than surrounding towns, with the exception of Brunswick. Between 2010 and 2021, Freeport had the second greatest percent increase in median income behind Falmouth.

Changes in Freeport's income distribution from 2010 to 2021 show fewer households earning less than \$50,000/year, and more households in higher income brackets earning between \$75,000-\$200,000/year.

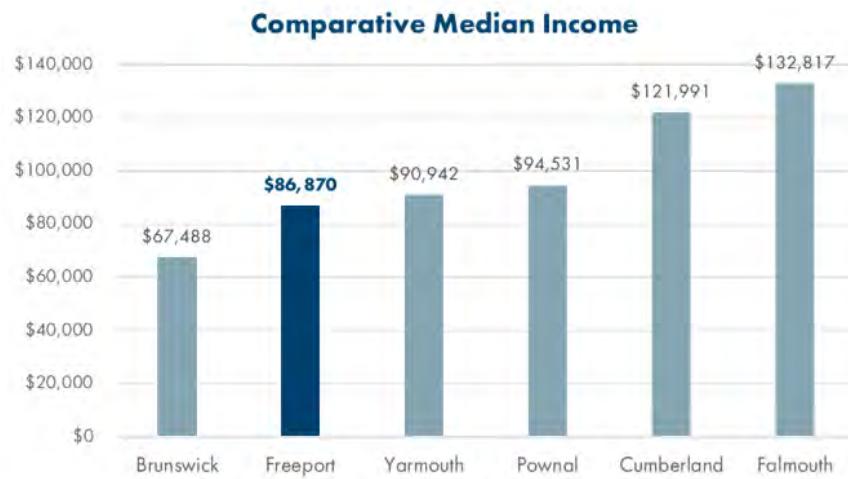


Figure 16: Freeport Median Income, Comparison (2022)

Source: ACS 5-year estimates (2022)

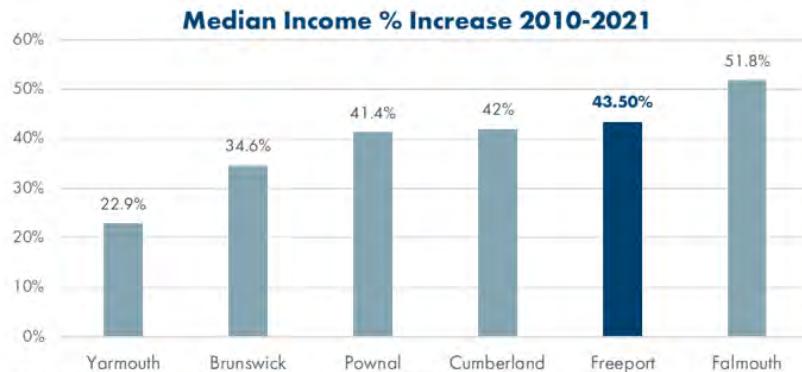


Figure 17: Freeport Median Income Increase, Comparison (2010 - 2021)

Source: ACS 5-year estimates (2022)



Figure 18: Freeport Income Distribution (2010 - 2021)

Source: ACS 5-year estimates (2022)

Poverty

The U.S. Census ACS 5-year estimates record poverty status in the past 12 months between 2012 and 2022. Over the last ten years, the percentage of the population in Freeport below the federal poverty line has remained stable. The percentage of the population below the federal poverty line in Freeport has remained lower than the county and state.

Race & Ethnicity

Similar to the county and state, Freeport's population is majority white, and all have become slightly more racially diverse since 2010. In 2010, the percentage of Freeport's population that identified as "white alone" was 94%; in 2020 that percentage was 90%.

Within the non-white population in Freeport, the greatest increase is in people who identify as two or more races.

Year	Freeport Poverty Rate	Cumberland County Poverty Rate	Maine Poverty Rate
2012	6.1%	11.1%	13.3%
2022	6.2%	7.2%	10.9%

Figure 19: Freeport Poverty Rate, Comparison (2012-2022)

Source: ACS 5-year estimates (2022)

Identifying White Population	2010	2020
Freeport	94.4%	90.3%
Cumberland County	92.8%	87.2%
Maine	95.2%	90.8%

Figure 20: Freeport Race + Ethnicity (2010-2020)

Source: U.S. Census Decennial (2010, 2020)

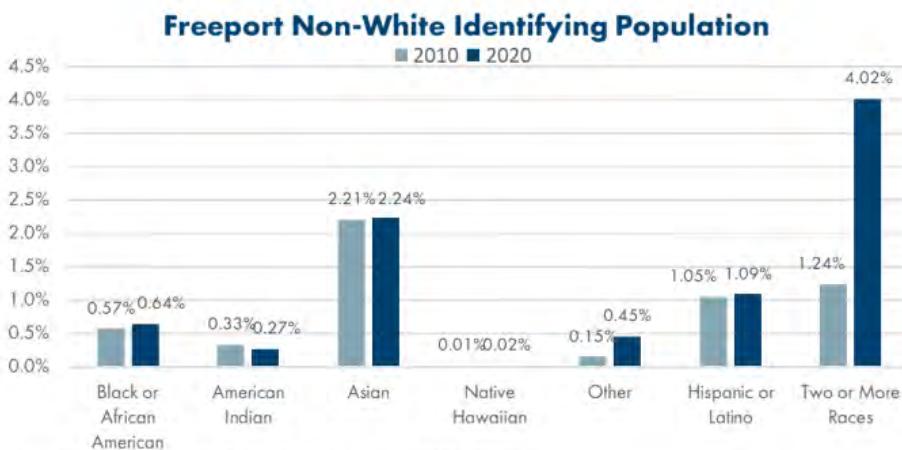


Figure 21: Freeport Non-White Identifying Population (2010 - 2021)

Source: ACS 5-year estimates (2022)

Population Projection

Changes in the age distribution and size of the population impact the needs and demands on public facilities and services like schools, recreation, emergency medical services, health care, housing, and retail services. The State Economist releases population projections at five-year intervals. The current projections are based on 2018 US Census population estimates. Projections from each town are based on the town's share of the County population. In this projection, Freeport's population will slowly increase from 8,892 in 2025 to 9,341 by 2040.

A projection based on Freeport's historic growth rate over the past two decades assumes an 11% population increase, which is higher than the State Economist projection. This projection shows Freeport's population increasing to 9,698 in 2030 and 10,765 in 2040.

Freeport's increasing population, whether at the slower rate predicted by the State Economist, or the more rapid rate based on recent actual population growth, will impact town growth, facilities, and services. Continued growth in the aging population will result in higher numbers of senior citizens in need of services, such as fire and rescue services and healthcare services and can impact the working population available to fill jobs. At the same time, the growth in families with children will increase in the school-age population and the need for related services like recreation and school programming and services.

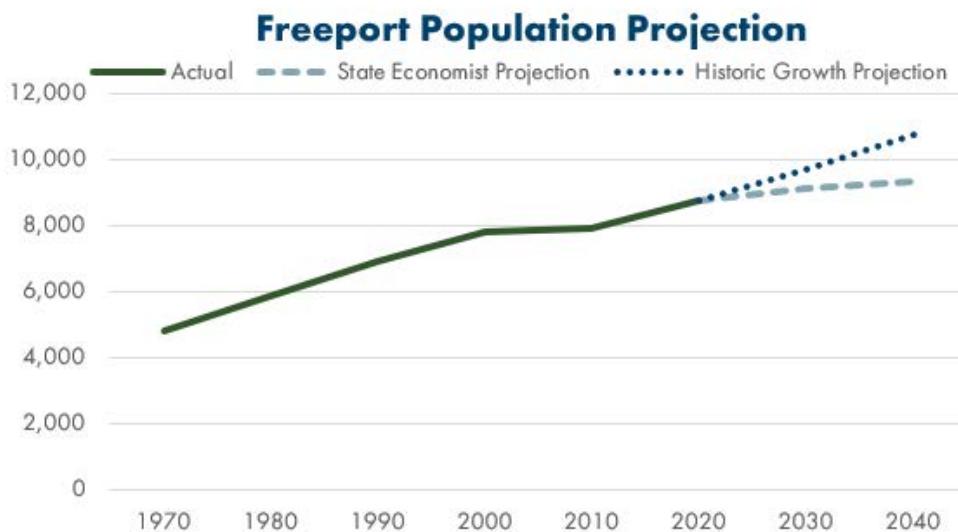


Figure 22: Freeport Population Projections

Source: Maine State Economist (2020)

Planning Implications

- Most people moving to Freeport are either younger (under age 19) or within child-bearing age (30s+)
- Greater percentage of people age 65 and over living alone than in 2010, also a greater percentage of households with people age 65 and over
- More services for the elderly, but the younger population (next generation) will drive the population increase in Freeport

APPENDIX

PUBLIC FACILITIES & SERVICES



Highlights

Sewer and water expansions and upgrades are planned along Main Street and in the village areas. Rural areas of town are not served by public water and sewer.

In 2023, the Transfer Station received 38% of municipal solid waste and the remaining 62% was collected by private haulers.

The transfer station received 620 tons of bulky waste in fiscal year 2023, which was down from 671 tons in fiscal year 2022. Recycling was also down, as residents recycled 729 tons of materials in fiscal year 2023, compared to 778 tons in FY 2022.

Police Department calls have decreased about 20% since 2012 from 10,434 in 2012 to 8,293 in 2022.

Fire Department calls for structure fire response have increased by about 45% since 2012 from 24 calls in 2012 to 35 calls in 2022.

Both the Fire Rescue and Police Department are experiencing staffing shortages.

Three-phase power exists in most of the commercial and developed areas of town including Route One, Main Street, South Freeport Road, Desert Road, and Pine Street. Three-phase power does not extend further east or west beyond Mast Landing School and Elm Street.

Downtown areas, South Freeport and Route 1 North lack adequate cell service and Wi-Fi.

Enrollment at Freeport Middle School is projected to increase by about 17% through the 2026-2027 school year and enrollment at Freeport High School is projected to decrease by about 8% through the 2026-2027 school year.

Climate & Downtown Vision Connections



Climate change impacts will bring about an increased need for emergency services and response. Maine has already experienced several major power outages as a result of the aging power grid and extreme weather. Increasingly strong storm events may more frequently overwhelm the Town's existing stormwater infrastructure, leading to an increase in overflow of stormwater and decreasing water quality. Freeport relies on CMP for its electricity generation needs, however three-phase power does not extend to more rural parts of town. As noted in the Public Facilities chapter, Fire Department calls in Freeport have increased since 2012 and due to the staffing shortages, this has made it more difficult to respond to emergencies in a timely manner. Infrastructure and public utilities need to be designed to withstand these extreme events.

Climate & Downtown Vision Connections



Several Town facilities are threatened by sea level rise and flooding, including the Wastewater Treatment Plant and several sewer pump stations.



Septic systems along the coast may be threatened by sea level rise.



Three large culverts in Freeport have a high risk of overtopping, including Flying Point Road across Little River, Staples Point Road across Lambert Point Stream, across the CSX railway close to the border with Yarmouth, and Main Street across Forest Gully Brook (Nature Conservancy and MaineDOT).



Sewer infrastructure in Freeport is limited to the downtown, the southern stretch of the I-295 and Route 1 corridor, and portions of Desert Road and South Freeport. Most areas west of I-295, north of downtown, Wolfe's Neck, and Flying Point are not served by public sewer and rely on private wastewater disposal systems, most likely septic systems.



Through the Climate Action Plan, Freeport is engaging in strategies to achieve net zero emissions by 2040 along with providing resources to facilitate community-wide emission reductions by 65% by 2030, 85% by 2040, and net zero by 2050.



The Climate Action Plan recommends developing neighborhood networks to better distribute information and organize resources during emergencies.



One of the goals of the Downtown Vision Plan includes reviewing sewer connection fees for the downtown area to limit barriers to development and increase density.



The Climate Action Plan recommends that Freeport adopt a circular waste management model to increase recycling and lessen waste.

Town Government

Governance

Freeport operates under a Town Charter providing for a Council-Manager form of government with a seven-member Town Council who are elected for three-year terms. Three of the seats are "at-large" and the other four consist of one Councilor for each of the four voting districts. The Town Council enacts and amends ordinances, approves contracts, sets Town policies, appropriates funds from Capital Reserves, appoints citizens for Boards and Committees, hires and supervises the Town Manager, and sets the annual budget and capital program for the Town.

Freeport has many volunteers serving in various offices and committees. There are over twenty (20) active boards and committees in the town. Some of those include the Board of Appeals, Coastal Waters Commission, Conservation Commission, Planning Board, Project Review Board, Sustainability Advisory Board, Police Advisory Committee, and Social and Racial Equity Committee.

Town Offices

Freeport's Town Hall is located at 30 Main Street and is open Monday through Thursday from 7:30am to 6:00pm. The Town Hall houses the offices of the Town Manager, Town Clerk, Code Enforcement, Planning, Assessor, and Finance. Public meetings are broadcast through Freeport Community Television (FCTV 3), which serves the residents of Freeport on Comcast Cable Channel 3 and as a live stream on the town's website.

Freeport's other off-site administrative facilities include the Freeport Community Library, the Harbormaster Office, the Public Safety building (which includes Police and Fire Rescue), the Public Works Garage, the Transfer Station. Figure 1 depicts historic staffing levels between FY 2019 and FY 2023 based on full time equivalent or hours budgeted for the department.

Town of Freeport Historic Staffing Levels-Five-Year Comparison						
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
	Full-Time	Part-Time				
Town Manager	1.00	1.00	1.00	1.00	1.00	1.00
Finance Department	5.00	5.00	5.00	5.00	5.00	5.00
Assessing	2.00	2.00	2.00	2.00	2.00	2.00
Town Clerk	2.00	2.00	2.00	2.00	2.00	2.00
General Administration	1.18	1.18	1.18	1.18	1.00	2.00
Train Station	2.29	2.29	2.29	2.29	2.29	2.29
Police Department*	17.00	17.00	17.00	17.00	18.00	17.00
Marine Warden/Harbormaster	1.10	1.10	1.10	1.10	1.10	2.00
Fire Department	11.75	11.75	11.75	13.75	14.53	6.20
Rescue Department	6.70	6.70	6.70	6.70	6.70	4.15
Police Reception**	0.90	0.90	0.90	1.00	1.00	1.00
General Assistance	1.00	1.00	1.00	1.00	0.00	
Public Works	12.85	12.85	13.90	13.90	13.90	13.90
Solid Waste and Recycling	2.35	2.35	3.60	3.60	3.60	3.00
Town Engineer	1.00	1.00	1.00	1.00	1.00	1.00
Community Library	8.95	8.95	8.95	8.95	9.03	8.04
Planning and Codes	3.00	3.00	4.00	4.00	3.40	3.00
Cable Television	1.72	1.72	2.12	2.12	2.25	1.00
Municipal Building Maintenance	3.35	3.35	3.35	3.35	3.35	3.00
Winslow Park	4.50	4.50	4.50	3.13	3.13	1.00
Totals	89.64	89.64	93.34	94.07	94.28	76.29
						19.42

Figure 1: Freeport Town Staffing (FY 2019 – FY 2023)

Source: Town of Freeport

Utilities

Septic and Wastewater Treatment

Residents contract privately for service to pump and empty septic tanks. Septic disposal is regulated by Freeport's Zoning Ordinance, which requires developments served by subsurface sewage disposal to demonstrate conformity to the Maine Subsurface Wastewater Disposal rules.

Freeport's Wastewater Disposal Ordinance requires that any wastewater treatment system licensed by the Maine Department of Environmental Protection may continue in use as long as the discharges meet effluent limitations and licensed parameters. No wastewater treatment system is permitted to discharge into fresh or salt waters.

Public Services: Water Infrastructure

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



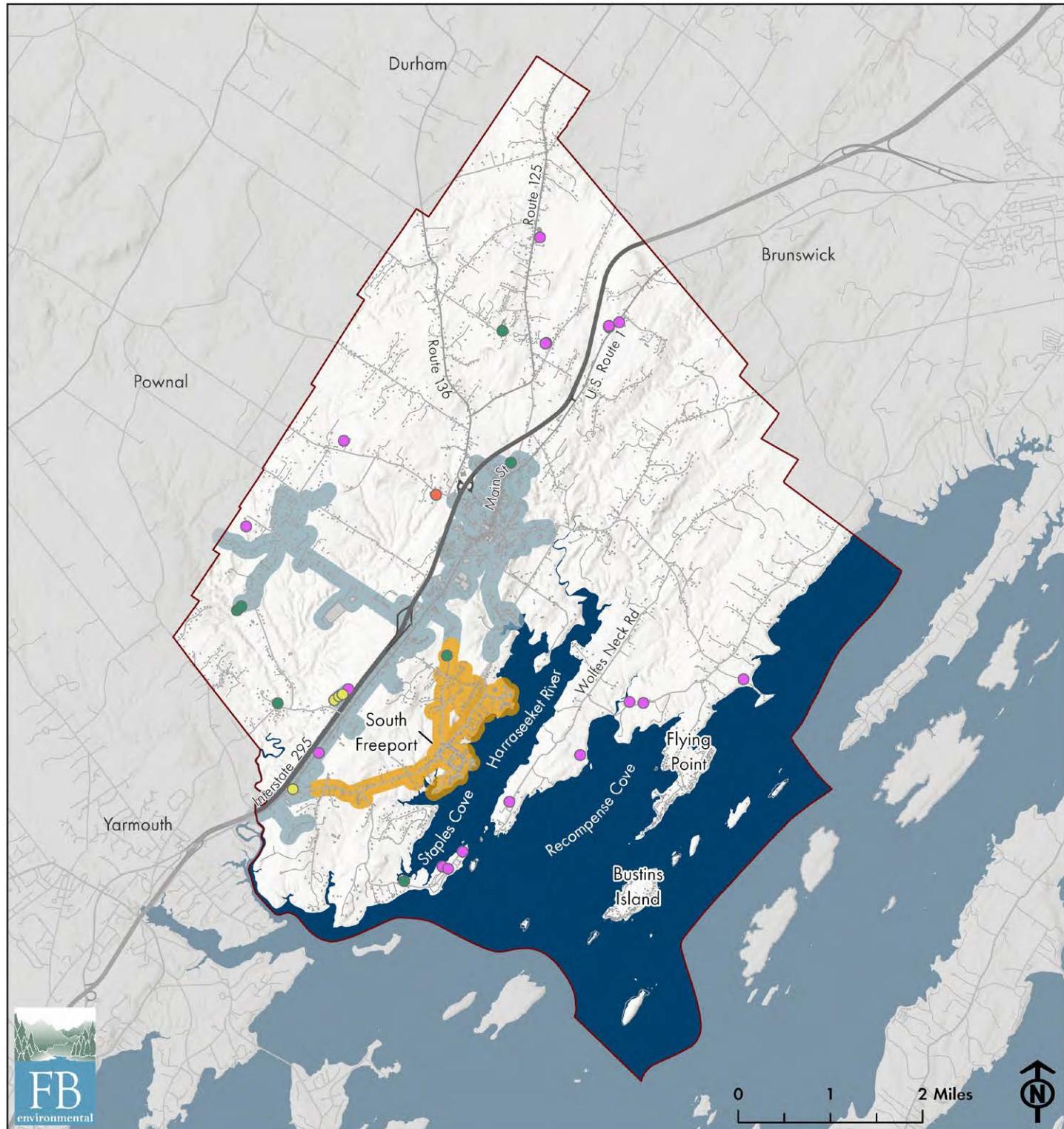
Data sources: Town of Freeport,
Beginning with Habitat, Maine
GeoLibrary, Maine Water Company.
Coordinate System: NAD 1983 State
Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

Town of Freeport
Building Footprints
Roads
Coastal Waters

Maine Water Co. - Service Area

Freeport Water District
South Freeport Water District

Community
Non-community
Non-transient
Other



Public Services: Sewer Infrastructure

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport,
Beginning with Habitat, Maine
GeoLibrary, Freeport Sewer District.
Coordinate System: NAD 1983 State
Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

Town of Freeport

Building Footprints

Roads

Coastal Waters

Wastewater Treatment Facility

Sewer Mains

Sewer Infrastructure

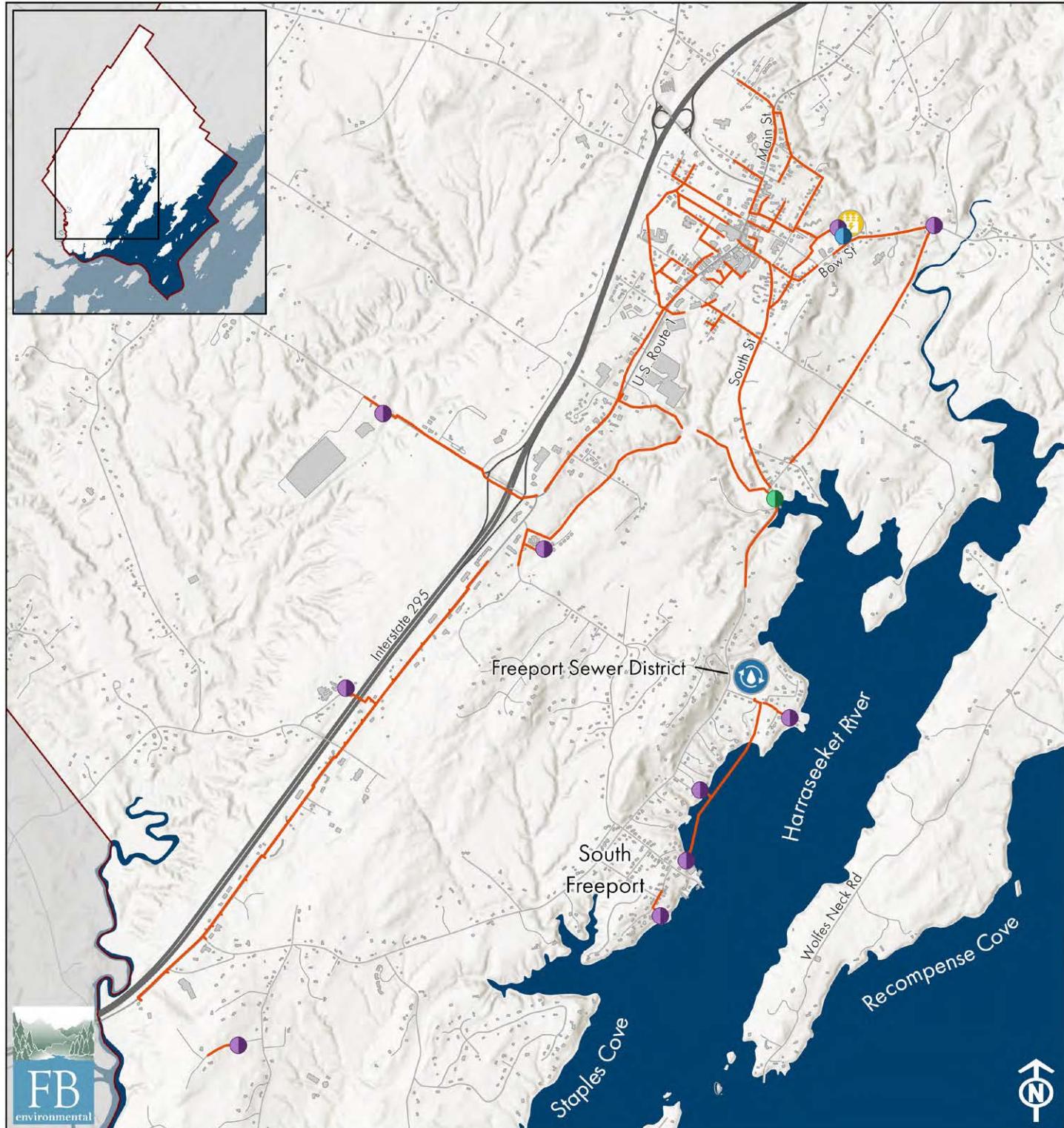
Back-up Generator

Lift Station

Pump Station

Force Main Vault

0 1 2 Miles



Public Services: Stormwater Infrastructure

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

Town of Freeport

Building Footprints

Roads

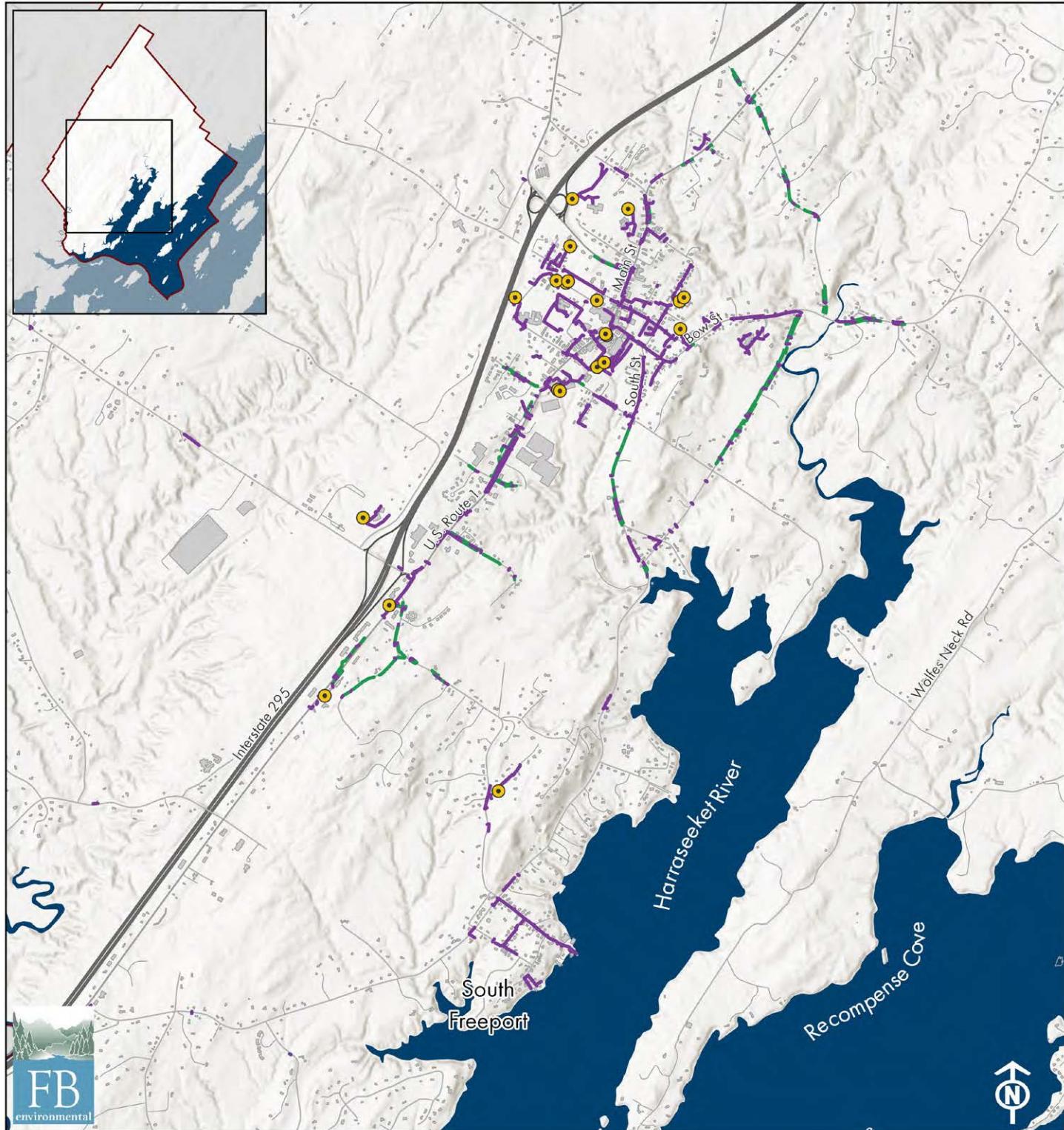
Coastal Waters

Control Structures (2014-2016)

Storm Drain or Culvert

Ditch or Swale

0 1 2 Miles



Sewer & Water

Freeport's Growth Area is largely served by Sewer and Water. The Town of Freeport does not regulate Sewer or Water Utilities in the town. Those utilities are provided by the following:

Sewer

The Freeport Sewer District is a quasi-municipal corporation that provides and maintains the public sewer system. There are approximately 18 miles of sewer mains in town. Public sewer is located along the entire stretch of Route One, in Mast Landing and along part of South Freeport Road. Pump stations are located at Lower Mast Landing, Porter's Landing, and Cushing Briggs. The wastewater treatment is located off Cushing Briggs Road. The Sewer District currently serves roughly 1,000 accounts (metered connections).

Water

The Freeport Water District is a private entity owned by the Maine Water Company. The Water District is governed by a three-member Board of Trustees. There are approximately 36 miles of water mains in town. Water service exists along South Freeport Road from Shady Ledge Lane and Lambert Road to Pumphouse Road. The Water District currently serves 934 residential and 69 commercial accounts.

Area	Length	# Properties Served	Estimated Cost
Main Street Replacement	2,144	5	\$642,000
Cross Country Replacement	1,567	0	\$454,000
Southern Growth Expansion	4,414	20	\$1,360,000
Main Street Development Expansion	2,000	10	\$620,000
Village Sewer Replacement	6,688	5	\$1,960,000
<i>Total</i>	<i>16,813</i>	<i>40</i>	<i>\$5,036,000</i>

Figure 2: Sewer Upgrades
Source: Woodard & Curran, 2024 Report for Freeport

Area	Length	# Properties Served	Estimated Cost
Main Street Replacement	3,352	10	\$667,000
Southern Growth Expansion	3,189	20	\$666,000
Main Street Development Expansion	2,000	10	\$410,000
New Water Source in Freeport	n/a	n/a	\$3,000,000
<i>Total</i>	<i>8,541</i>	<i>40</i>	<i>\$4,743,000</i>

Figure 3: Water Upgrades
Source: Woodard & Curran, 2024 Report for Freeport

System Upgrades and Expansions

Freeport is planning sewer and water upgrades to its facilities in the next few years to better serve its residents and businesses, given there are currently some limitations. In 2024, The Freeport Economic Development Department partnered with Woodard & Curran, an engineering consulting firm, to assess Transit Oriented Development (TOD) infrastructure needs in the Downtown Village area as well as along Route 1 South to the Metro stop. The study contains estimates for infrastructure upgrades and improvements which are summarized in Figure 2 (sewer upgrades) and Figure 3 (water upgrades).

In 2023, the Freeport Sewer District was awarded one of the USDA rural development program grants to update the wastewater treatment plant and collection system, which will improve operations and alleviate health and sanitary concerns.

Solid Waste Disposal & Recycling

Freeport residents dispose of household waste either at the recycling facility located at Hedgehog Mountain Road or hire a private hauler to pick up their trash. Hazardous household waste, such as herbicides, pesticides, pool chemicals, solvents, and weed killers, should be disposed of at the Riverside Recycling Center in Portland.

All users of the Recycling Facility/Transfer Station must have a valid Freeport Transfer Facility Sticker on their vehicle.

The cost of a sticker for Freeport residents is \$6 per calendar year. In addition to the cost of the sticker, for household trash, Freeport charges residents a 90-cent fee for each 30-gallon sized bag of household trash weighing up to 30 pounds. Residents can purchase a garbage drop-off punch card for a 20-pound bag (\$18.00) or a 10-pound bag (\$9.00).

Residents can also dispose of recyclable materials at the Recycling Facility or at the multiple recycling containers located throughout Town. Recycling is hauled through EcoMaine. Some items are accepted for free at the Transfer Station including motor oil, auto and marine batteries, leaf and grass clippings, Christmas trees, microwaves, fluorescent bulbs and CFLs, and thermostats with mercury switches.

The Transfer Station and Recycling Facility has seen a steady increase in users for the past six years with an increase in the volume of all materials. According to the Town Annual Report from 2023, the Transfer Station received 38% of municipal solid waste and the remaining 62% was collected by private haulers. That said, the transfer station volumes were down year over year between 2023 and 2022. The transfer station received 620 tons of bulky waste in 2023, down from 671 tons the previous year. Throughout 2023 residents recycled 729 tons of material compared to 778 in 2022.

Freeport does not have a municipal curbside composting program, but residents can drop off food scraps to the recycling facility on Hedgehog Mountain Road at no cost. This program is managed by "We Compost It," which is a local food waste collection and composting company that serves Freeport Schools, restaurants, hospitality, and health care facilities throughout southern Maine. The Transfer Station sells Earth Machine backyard composters, compost turners, thermometers, and rain barrels.

Figure 4 provides an overview of municipal costs for operating solid waste disposal and recycling services and the amount of waste and recycling in Freeport.

Stormwater Infrastructure

Freeport is subject to the General Permit for the Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems (MS4). The town is one of 28 participating municipalities statewide that is regulated under the Clean Water Act Phase II Stormwater Regulatory Program for the discharge of stormwater. The town has a five-year Stormwater Management Plan with six control measures: Public Education, Public Participation, Illicit Discharge Detection & Elimination, Construction Runoff Control, Post Construction Runoff Control, and Pollution Prevention/Good Housekeeping. The MS4 permit influences how runoff is managed and potentially mitigates future impacts on the existing infrastructure. Freeport is also required to implement Low Impact Development ordinances that will require localized and disconnected stormwater treatment, and a volume control design approach.

To support the implementation of the MS4 Permit, Freeport is a member of the Casco Bay Interlocal Stormwater Working Group (ISWG), a coalition consisting of 14 MS4 Municipalities in addition to the University of Southern Maine and Southern Maine Community College in the Greater Portland and Saco Areas. The Town has made progress on all six of the Minimum Control Measures (MCM) goals:

- MCM 1 Education/Outreach Program
 - BMP 1.1 Outreach to Raise Awareness Campaign

Service	2018	2019	2020	2021	2022
Operating Costs for Recycling Services per \$1,000 assessment	\$17.78	\$17.87	\$18.72	\$20.64	\$19.08
Tons of Materials Recycled in Silver Bullets	502	445	316	336	325
Tons of Material Disposed of at ecoMaine	1,558	1,576	1,604	1,814	1,728
Percent of Waste Recycled	30	35	32	32	32
Tons Recycled by Pinetree	195	194	191	216	189
Tons of Recyclables Brought to the Recycling Center	160	206	254	283	263

Figure 4: Freeport Waste Disposal and Recycling (2018-2022)

Source: Town of Freeport

- BMP 1.2 Outreach to Change Behavior Campaign
- BMP 1.3 Effectiveness Evaluation
- BMP 1.4 Additional Activities
- MCM 2 Public Involvement and Participation
 - BMP 2.1 Public Notice Requirement
 - BMP 2.2 Host Public Events
- MCM 3 Illicit Discharge Detection and Elimination
 - BMP 3.1 Continue to Implement the Non-Stormwater Discharge Ordinance
 - BMP 3.2 Maintain the Written IDDE Plan
 - BMP 3.3 Maintain Storm Sewer System Infrastructure Map
 - BMP 3.4 Infrastructure Inspections and Outfall Monitoring
 - BMP 3.5 Conduct Investigations on Suspect Illicit Discharges
 - BMP 3.6 Significant Contributors of Pollutants
- MCM 4 Construction Site Stormwater Runoff Control
 - BMP 4.1 Erosion Sediment Control Ordinance
 - BMP 4.2 Site Plan Review Procedures
 - BMP 4.3 Procedures for Notifying Construction Site Developers and Operators
 - BMP 4.4 Develop Written Procedures, Conduct and Document Construction Site Inspections
- MCM 5 Post Construction Stormwater Management in New Development/Redevelopment
 - BMP 5.1 Promote Strategies to Prevent or Minimize Water Quality Impacts
 - BMP 5.2 Maintain Post Construction Ordinance or Similar Measure
- MCM 6 Pollution Prevention/Good Housekeeping for Municipal Operations
 - BMP 6.1 Operations at Municipally-Owned Grounds and Facilities
 - BMP 6.2 Training
 - BMP 6.3 Continue Street Sweeping Program
 - BMP 6.4 Catch Basin Cleaning
 - BMP 6.5 Stormwater Conveyance and Outfall Rehabilitation and Maintenance
 - BMP 6.6 Stormwater Pollution Prevention Plans (SWPPPs)

Freeport requires yearly stormwater management reports for development review projects and subdivisions that include stormwater infrastructure (including swales, drainage basins, culverts, etc.) described in the Post Construction Stormwater Management Ordinance (recently amended on October 3, 2023).

The Town has completed the following projects over the past twenty years related to the MS4 permit:

- In the early-mid 2000's the Town built a stormwater pond in Leon Gorman Park that was designed with extra capacity so other users in the area could connect into the stormwater treatment facility.
- In 2004 Freeport enacted a Stormwater Discharge Ordinance that prohibits the discharge of stormwater runoff into storm drain systems.
- In 2022 the Town established the Concord Gully Brook TIF Fund to improve stormwater management and infrastructure in the downtown area.

Public Safety

Freeport's Public Safety Building is located on Main Street and houses both the Police Department and Fire Rescue Department. Both departments are currently facing difficulties with staff retention and hiring personnel. The Town has started to consider upgrades to the Public Safety Building and the needs for both the Police and Fire Rescue Department.

Police Department

Freeport's Police Department consists of twenty staff including the Police Chief, Lieutenant, two Sergeants, Records Clerk, Detective, School Resource Officer, Harbor Master, Marine Resources Officer, five Patrol Officers, a K-9 Officer, and a Reserve Police Officer. In 2022, the Department responded to 8,293 total calls, made 204 arrests, issued 66 parking fines, and 870 traffic summonses. During and following the COVID-19 pandemic, there was a noticeable decline in

calls to the Police Department. This could be due to delays across the legal system including less charges, long booking dates for court appearances, and the District Attorney's office policy regarding non-violent crimes and criminal traffic offenses. In 2019, the Department had a sharp influx of calls involving homeless residents associated with mental health psychological issues and substance abuse disorder.

Another reason for reduced call volume can be connected to staffing challenges. The Police Department has had three full-time positions unfilled between 2019 and 2024. With three open positions, the overtime budget was much higher than normal due to minimal staffing and shifts in coverage.

Fire-Rescue Department

Freeport's Fire-Rescue Department includes a Fire-Rescue Chief and 45 staff members consisting of four full-time staff, roughly a dozen on-call members, and the remaining being per diem staff. The Fire-Rescue Department struggles with adequate staffing and employee retention, citing difficulties in locating additional working and living spaces for staff. The needs for the Fire-Rescue Department over the next ten years include recruitment of staff members, maintenance of apparatus, full-time staffing, access to educational programs for the advancement

Police Call Type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
M/V Stops	2567	2476	2016	2155	1698	2164	1238	1029	821	752
Arrests	331	315	293	327	287	249	176	232	191	206
Citations	2514	2370	1917	2092	1621	1998	1059	830	647	640
Domestic Violence Calls	10	10	21	11	8	3	17	12	16	10
Incident Reports	707	729	756	622	556	548	594	549	554	493
Calls for Service	11153	11817	12688	12668	12022	11915	10432	11025	11250	11871
Accidents	541	461	592	567	534	520	380	418	418	506
Reports Taken Involving Hotel/Motels	41	39	31	50	28	26	64	58	79	41
Alternative Response Case Worker	-	-	-	-	-	-	-	-	-	319

Figure 5: Freeport Police Department Calls (2014-2023)

Source: Freeport Police Department

Year	Fire	Explosion, Overheat	Rescue & EMS	Hazardous Condition	Service Call	Good Intent Call	False Alarm & False Call	Severe Weather	Special Incident Type	Total Calls
2010	10	0	503	20	17	8	45	2	6	612
2011	33	3	2324	83	165	48	168	5	48	2874
2012	33	0	2265	81	152	65	167	8	52	2819
2013	39	0	2223	88	158	76	120	6	45	2756
2014	41	1	2262	74	129	30	174	3	43	2761
2015	31	0	1883	61	101	36	157	0	20	2292
2016	36	0	1449	74	115	42	159	0	23	1899
2017	31	0	1333	114	227	32	171	0	20	1930
2018	29	0	1381	79	201	37	184	0	26	1940
2019	24	0	1441	81	190	41	162	0	25	1964
2020	33	0	1156	87	170	40	162	10	5	1665
2021	31	0	1234	65	84	41	145	3	11	1616
2022	35	0	1344	97	95	69	204	21	2	1858
2023	28	0	1457	67	95	81	164	14	9	1916

Figure 6: Freeport Fire Department Calls (2010-2023)

Source: Freeport Fire Department

of personnel, training and education for the growth of department personnel in leadership and management, and development of a strong fire code inspections program.

The Fire-Rescue Department relies on mutual aid communities to help respond to a variety of high-risk potential calls and stretches response boundaries often. Fire equipment is in good to excellent condition. The oldest fire apparatus is Ladder 1 which is scheduled for replacement in 2026. The current fleet of fire trucks and ambulances is adequate, however, with the increasing ambulance calls for service, the service life of an ambulance may be shortened over time.

Town Departments and Services

Public Works Department

Freeport's Public Works Department maintains and plows 87 miles of roads and 6 miles of sidewalks. The Department has 13 full-time staff. The Public Works Department ongoing work includes road paving & maintenance and street cross culvert replacement.

Energy Infrastructure

Freeport is served by Central Maine Power (CMP) for its power and electricity needs. Three-phase power exists in most of the commercial and developed areas of town including Route One, Main Street, South Freeport Road, Desert Road, and Pine Street. Three-phase power does not extend further east or west beyond Mast Landing School and Elm Street.

In 2022, Freeport passed a resolution endorsing the declaration of a climate emergency and creation of a climate action plan. As part of this declaration, the town commits to improving municipal energy and electricity efficiency. Freeport partners with Efficiency Maine to encourage homeowners and businesses to participate in the town's energy rebate program, which provides resources for energy efficiency. With the funding from the program, eligible homeowners can receive up to \$1,200 off on heat pumps plus additional assistance for energy assessments, weatherization, and insulation plus discounts on electric vehicles, bikes and lawn mowers. In March 2023, the Towns of Freeport and Yarmouth hired a joint Sustainability Coordinator to further support and advance these climate action and sustainability goals.

Cellular & Internet Infrastructure

Although Freeport does have several wireless carriers with antennas in town, certain parts of Town still have limited cellular service. Downtown and South Freeport Village are two known areas with limited cell service. The downtown area also does not have public Wi-Fi.

Healthcare Facilities

Freeport does not have any hospitals or urgent care clinics. The closest hospitals are in Portland (20 minutes by car) and Brunswick (15 minutes by car). Freeport Medical Center is the largest primary care and family practice in town. There are other medical offices at 174 South Freeport Road with a variety of providers. Freeport Place, Bella Point Freeport, and Hawthorne House provide nursing and assisted living care.

Social Services

Freeport's General Assistance program provides services to those in need. General Assistance assists eligible residents with rent/mortgage, heating, food, personal care and clothing. As of 2021, Freeport Community Services administers the General Assistance program. Freeport Community Services has a food pantry, medical equipment, transportation services and heating assistance and has done a lot of work assisting new Mainers residing in Freeport.

Library

The Freeport Community Library is located at 10 Library Drive. The Library is open Monday, Thursday and Friday 10am-5pm, Tuesday and Wednesday 10am-7pm and Saturday 10am-2pm (Seasonal Saturday hours). The mission of the Library is to provide a safe welcoming community space connecting people to information, ideas and each other to promote curiosity, discovery, informed citizenship and life-long learning through free and open access to information. The Library is a Town department of the Town of Freeport with an advisory Board of Trustees, which consists of 9 members who serve as community advocates for the library. Given that the Library is a department of the Town, it is not governed by the Board of Trustees.

According to the 2022-2024 Library Strategic Plan, in 2020 there were a total of 52,266 library visits, 5,946 library program attendees, and 80,358 books checked out. Young adult program attendance increased from 613 in 2018 to 1,182 in 2019 and then decreased to 496 in 2020, as a result of the COVID-19 pandemic. The number of young adult programs offered at the library has increased as well as the number of people using the children's and young adult rooms. The Strategic Plan also acknowledges Freeport's changing population and will need to provide a variety of services and programs for all ages. In the future, the Library will rely on more technology and social media for interacting with others and for service delivery.

Schools

Freeport is part of the RSU 5 school district along with Durham and Pownal and has four public schools: Morse Street School, Mast Landing School, Freeport Middle School and Freeport High School. School enrollment numbers have remained relatively stable over the last ten years.

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-year average
Freeport High School	519	484	490	513	535	582	580	606	597	620	545.11
Freeport Middle School	301	310	308	316	356	351	347	314	296	307	322.11
Mast Landing School	271	280	257	263	251	257	234	213	235	253	251.22
Morse Street School	268	252	240	233	259	272	309	284	301	327	268.67

Figure 7: Freeport Schools Enrollment Numbers (2014-2023)
Source: Maine Department of Education School Enrollment Data, 2023

According to the New England School Development Council report from 2021, enrollment at Morse Street School is projected to decrease by about 4% through the 2026-2027 school year and enrollment at Mast Landing School is projected to increase by about 8% through the 2026-2027 school year. Enrollment at Freeport Middle School is projected to increase by about 17% through the 2026-2027 school year and enrollment at Freeport High School is projected to decrease by about 8% through the 2026-2027 school year. School construction is not anticipated during the planning period.

Street Trees

In 2019, the Freeport Sustainability Advisory Board conducted a street tree inventory to locate, quantify and identify the trees existing in the right of way along Freeport's downtown villages and major residential streets. The 323 public trees that were inventoried provide an estimated \$5,069 in benefits to residents, visitors and businesses in Freeport and store nearly \$60,000 of carbon. The 323 inventoried trees comprise 35 different species and 19 different genera. Most of Freeport's trees were assessed as being in excellent or good condition. In the future, Freeport will need to continue the stewardship and maintenance of existing trees to promote longevity and integrity of a sustainable and diverse public tree population. Additionally, much of this work coincides with the Complete Streets Policy, which encourages planted tree esplanades as a method for traffic calming, as well as the Climate Action Plan, which encourages more green infrastructure such as green roofs and rain gardens. Trees and other green infrastructure not only promote wildlife diversity and conservation, but also reduce urban heat islands and sequester carbon.

Regional Cooperation

Freeport contracts with Brunswick for consolidated dispatch services. In FY 2022, a Public Safety Radio Communication Project was completed with the installation of new equipment at four communications sites that link to the dispatch center in Brunswick. The conversion from analog to digital equipment provides significantly better coverage throughout the Town and allows for quicker response times.

Freeport is also part of the Coastal Mutual Aid Association, which comprises eleven towns. Members of the organization of this cooperative group have pledged to provide each other with their available resources for any emergency.

Public Facilities

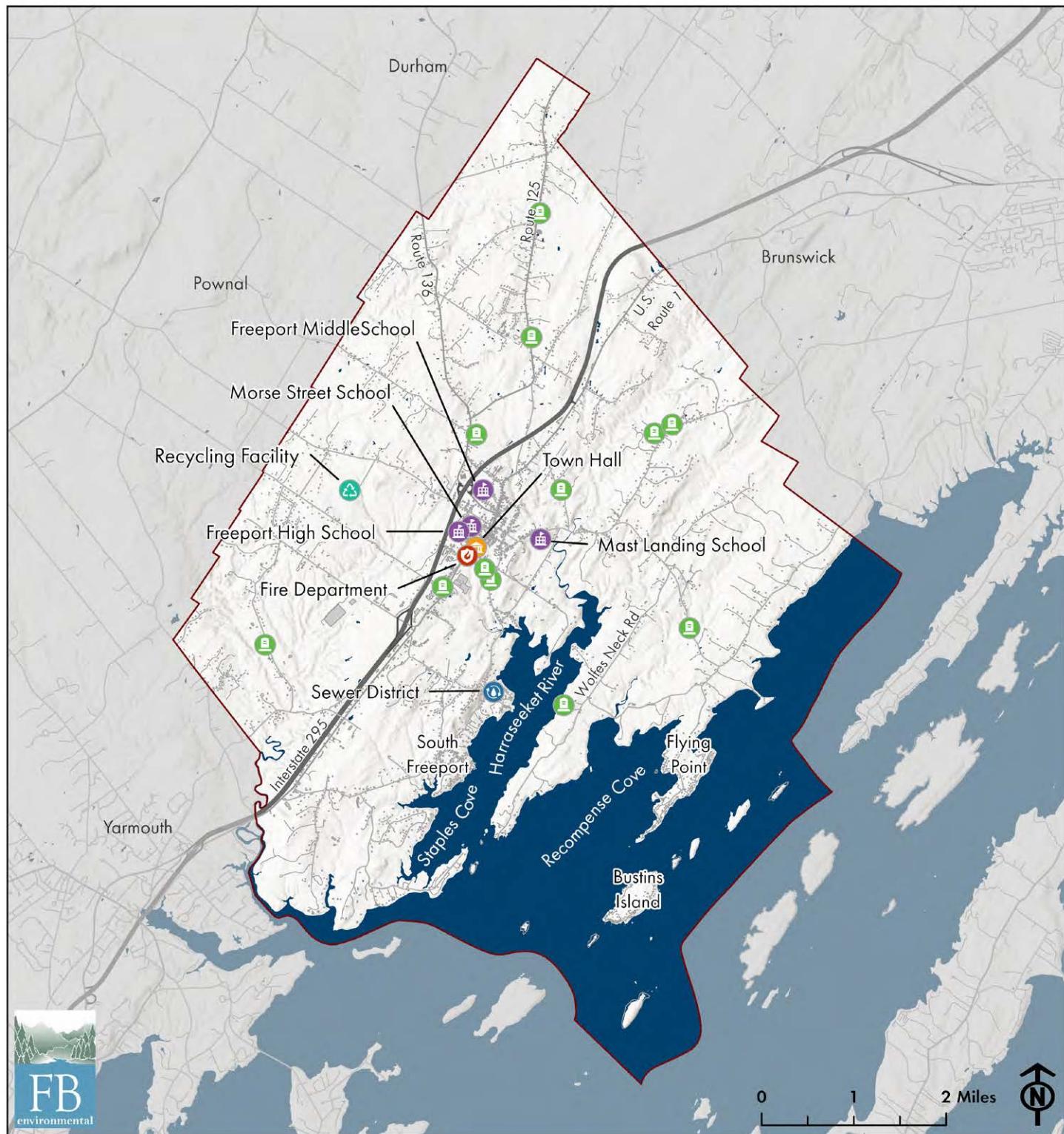
Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental

- Town of Freeport
- Building Footprints
- Roads
- Coastal Waters
- Waterbodies
- Town Hall
- Fire & Police Department
- Public School
- Recycling Facility
- Sewer District
- Cemetery



RECREATION



Highlights

Freeport has more than 2,000 acres of protected open spaces, and more than forty trails that allow residents to recreate in or near a variety of habitats, including forests, wetlands, and marine environments.

Regional School Unit (RSU) 5 Community Programs offer citizens of Freeport a wide variety of recreational programming for youth, teenagers, and adults. This includes at least 24 camps that are offered to youth and teenagers during the summer months.

Freeport provides its residents with a wide assortment of public and private recreational fields, playgrounds, and sporting facilities. These recreational options help encourage and promote a healthy lifestyle for the residents of the community.

There are several public and private sites that provide Freeport residents with access to the Harraseeket River, which empties into Casco Bay.

There are numerous public and private recreational programs available to Freeport residents, including RSU 5 Community Programs, L.L.Bean programming and additional programs at the Wolfe's Neck Center for Agriculture & the Environment.

There appear to be opportunities for additional recreation facilities, such as pickleball courts, an ice-skating rink and a skate park, in the community.

Freeport has the opportunity to become a local, regional, and national cycling destination by making improvements to the East Coast Greenway and biking infrastructure more broadly throughout the community.

Climate & Downtown Vision Connections



Access to the outdoors improves health and well-being, and promotes awareness of the importance of environmental responsibility. Equitable access to the outdoors has public health and climate benefits. Multimodal transportation infrastructure, like trails, sidewalks, and bike lanes, provides recreation opportunities while also supporting more sustainable methods of transportation. Increasing temperatures may impact recreational activities offered by the Town and may require the Town to invest in new facilities to support compatible activities. Warming summer temperatures, particularly for days over 90 degrees, may necessitate a reduction in outdoor time or activity level, particularly for older populations and those with respiratory challenges.



Sea level rise threatens Winslow Memorial Park and Wolfe's Neck Woods State Park. Trails along the Harraseeket River and Cousin's River will have the largest impacts from flooding events. The increase in flooding restricts access but also means more maintenance.

Climate & Downtown Vision Connections



Public water access points and beaches may be threatened by sea level rise and shoreline erosion.



Freeport has several valuable outdoor resources that provide for wildlife refuge and corridors, conservation and recreation activity that all help to mitigate the urban heat island effect and promote more biodiversity. The Downtown Vision Plan and the Climate Action Plan encourage connectivity between open space and recreation areas by better advertising existing trail connections and creating flexible multi-functional civic space.



The Climate Action Plan encourages the increase of land conservation and expansion of green infrastructure to limit reliance on greenhouse gas emitting equipment and machinery and support outdoor recreation.



Diversify tree species for climate resilience, protection against invasive pests and disease, restoration from storm damage, and to create generations.

Introduction and Overview

Parks and open spaces in Freeport serve as places for recreation and leisure while maintaining the community's quality of life and preservation of the environment. The community has access to a variety of parks, public lands, trails, and venues for sports and exercise. Figure 1 shows the variety in recreational activities. Note that some of these resources are private and require a paid membership to use them.

Recreational programs are mainly operated by the RSU-5 Community Programs, which is run by a staff of six RSU-5 employees. Additional recreational programs are organized by the town library, the Freeport Conservation Trust, the Wolfe's Neck Center for Agriculture & the Environment, and L.L. Bean.

Recreation Groups

The Freeport Conservation Commission is charged with managing and maintaining the open spaces owned by the Town of Freeport. As recently as 2022, the committee managed and discussed plans for the Hedgehog Mountain property, consistent with the Hedgehog Mountain Management Plan (Section 35-8). The Commission reviews the Hedgehog Mountain plan at least every five years and recommends changes necessary for the proper management and operation of the property (Section 35-8). The first management plan was approved by the Conservation Commission and submitted to the Freeport Town Council for a public hearing and amendments or approval. The current revision of the plan was submitted to the Conservation Commission and received approval on December 13, 2022.

Activity/Resource	Amount
Hiking Trails	35-40 miles
Tennis Courts	3
Softball & Baseball Fields	7
Soccer Fields	13
Beach Volleyball	1
Field Hockey Fields	2
Track	1
Ice Rink	0
Playgrounds	6
Outdoor Basketball Courts	3
Indoor Pool	1
Gym	1
Beaches	2
Campground (town-managed)	1 (102 total sites)
Public Access Points to Water	8
Private Marinas	4

Figure 1: Freeport Recreational Assets

Source: Town of Freeport

The Hunter Road Fields Advisory Committee was established in February 2012 by the Town Council. It consists of seven (7) members appointed by the Town Council for staggered three-year terms.

The Winslow Park Commission helps manage this popular town park that provides Freeport's residents with access to hiking trails, a beach, a playground, day use areas, campsites, and a boat launch on Casco Bay.

Connect Freeport is a vision for a network of connected, safe, and multipurpose paths to support active and healthy living in Freeport. This network will accommodate walking, running, cycling, and wheelchairs; these active modes of transportation support public health, a reduced carbon footprint, and economic prosperity in the community.

Fulfilling the Let's Connect Freeport vision will transform Freeport from a retail shopping destination to a more complete community where residents can safely walk, ride, or run to work, school, and recreation areas.

The Freeport Conservation Trust is managed by a ten-member board of directors that oversees the non-profit's parcels of protected land.

The Wolfe's Neck Center for Agriculture & the Environment is managed by a thirteen-member board of directors that is charged with protecting some of Freeport's most inspiring landscapes and beautiful scenery.

The RSU 5 Community Programs offers a variety of programming for adults and children including adult education opportunities, adult and youth sports and fitness programs, youth enrichment programs, youth summer camps and other programming as well.

Parks, Trails, and Open Space

Freeport has more than 2,000 acres of protected open space, which is managed by a variety of government organizations, the land trust, and other local and non-profit entities. Much of these open spaces include recreation trails for biking, walking, hiking, skiing, snowshoeing and other activities. Freeport has approximately 40 different trails totalling around 38 miles. The Freeport Conservation Commission, Maine Department of Agriculture, Conservation and Forestry (DCAF), Freeport Conservation Trust, and Wolfe's Neck Center for Agriculture & the Environment work to permanently preserve important open space resources in the community through conservation easements and other land protections. There is not current concern about traditional access to private lands.

The Freeport Conservation Commission is operated by a town board that manages and maintains most of the town's public lands and trails. Although the open spaces and trails are not governed by the FCC, the volunteer-based commission promotes the responsible use of the many trails and open spaces owned by the Town of Freeport, which includes:

- Florida Lake. This preserve is located between Blake Road and Route 125 and contains nearly 200 acres of wetlands and upland forests. There are three trails that total 3 miles in length and provide an opportunity for residents to walk through an upland forest, herbaceous habitat, and near an emergent wetland.
- Hidden Pond. Nearly a half-mile of trail is on this 56-acre preserve, which contains a pond and two small streams. This preserve is on Grant Road and contains forested and an emergent wetland habitat.
- Hedgehog Mountain. This preserve contains 5 miles of trails through a forested slope on 100 acres of land that can be accessed off of Pownal Road. The moderately-strenuous hike gains 300 feet before reaching Hedgehog Mountain, which is Freeport's highest peak.
- Leon Gorman Park. The park provides residents with a half-mile trail through an upland forest, a pavilion, and a field for the residents of Freeport to enjoy. This park is off Bow Street and near downtown Freeport.
- Soule Park. This small 3-acre park is located behind the French School in South Freeport and is appropriate for picnicking and games on a small field.
- Quarry Woods. This preserve contains thirty-five acres and one mile of trail that allows residents to meander through woods, vernal pools, an old apple orchard, and a former granite quarry. This parcel of land can be accessed off Lower Mast Landing Road.

Recreation: Trails

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



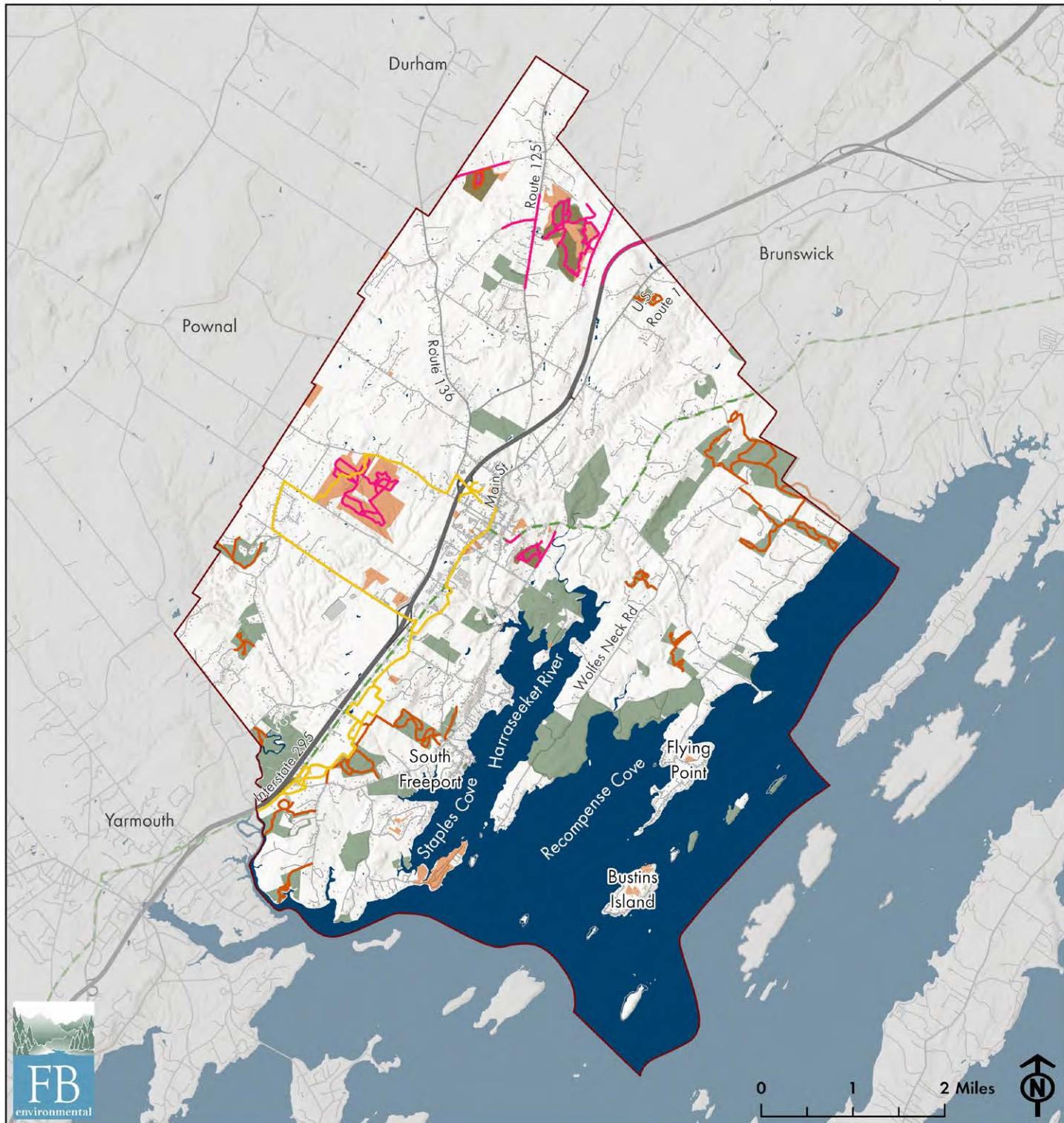
Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, East Coast Greenway, Freeport Conservation Trust, Connect Freeport.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

- Town of Freeport
- ~ Connect Freeport Planned Multi-use Trails
- Building Footprints
- Freeport Conservation Trust Trails
- Waterbodies
- Town Trails
- Roads
- East Coast Greenway Route
- Coastal Waters
- Town Land
- *Permanently Conserved Lands

*See Natural Resources: Conserved Lands Map for definition of Permanently Conserved Lands.



- Winslow Park. This spectacular park offers residents access to campsites, hiking trails, and Casco Bay via the boat launch. Daily admission is \$2/person for residents and \$3/person for non-residents; this does not include a parking pass for day use (\$4) or overnight use (\$10). Camping or the launching of boats is an additional fee.
- Tidebrook Preserve. Tidebrook Preserve in Freeport, Maine, is a 44-acre area featuring approximately 1.3 miles of easy trails through fields, old-growth forests, and along the Harraseeket River.
- Pettengill Farm. Pettengill Farm in Freeport, Maine, is a 140-acre historic saltwater farm featuring a circa 1810 saltbox farmhouse, open fields, antique apple orchards, salt marshes, and four forest trails along the Harraseeket River.

The State of Maine Department of Agriculture, Conservation, and Forestry (Maine DACF) manages the spectacular land that makes up Wolfe's Neck State Park. This heavily-used park is a five-minute car ride from downtown, and contains 200 acres and 10 trails totaling five miles in length. These trails take visitors through forested uplands and down to Casco Bay. In addition to hiking, this State Park provides residents with various outdoor opportunities such as cross-country skiing, hiking, picnicking, snowshoeing, and watching wildlife.

The Freeport Conservation Trust (FCT) was founded in 1977 and prioritizes the protection of its 1,769 acres of property. These parcels include scenic farmland, vital shoreline, and vast woodlands in Freeport. The non-profit organization partners with private landowners who are interested in protecting their land. FCT holds and enforces permanent restrictions on property through conservation easements or ownership. The Freeport Conservation Trust additionally manages two trail networks and at least twenty-one trails that vary in length and difficulty; collectively, these trails provide residents with twenty miles of trails in Freeport. The trust manages the following networks, trails, and protected areas:

East Freeport Trail Network.

This network encompasses six trails: Brimstone Hill Trail, Antoinette Jackman Trail, Kelsey Brook Trail, Mitchell Ledge Trail, Moose Crossing Trail, and Calderwood Trail. These individual trails are described in more detail below. The network takes visitors through habitat, including upland forests, wetlands, and riparian zones.

South Freeport Trail Network.

This trail network comprises four preserves: Bliss Woods, Stonewood, Sayless Field, and the Ridge Trail. This network rewards outdoor enthusiasts with trails that meander through woods, streams, and wetlands.

Antoinette Jackman Trail.

This trail is 2.6 miles and is popular for hikers wanting to connect with other trailheads. Take the first left to connect to Kelsey Brook Trail. Go right at the first fork and left at the second fork to connect to Brimstone Trail. Take two rights for a 0.7-mile walk to a beaver pond at the head of the Little River and a connection to Brunswick Topsham Land Trust's Chase Reserve trails. Blue-blazed Forest Ridge Trail connects Jackman and Brimstone Trails. Parking area and the trailhead are located at Windpointe Road to the left at the end of Litchfield Road.

Bliss Woods.

This parcel of land contains 85 acres and is unique in that it is a working forest owned by the New England Forestry Foundation, although FTC holds an easement on the property. There are two trails totaling 1.5 miles in length that meander through an upland forest. The woods can be accessed off of South Freeport Road.

Brewer Woods.

This short loop trail reaches the banks of the upper Little River. The trail goes next to a driveway and then in the woods. After the trail crosses a small bridge the trail divides and makes a short loop. Along one side of the trail are the upper reaches of the Little River's tidal waters. A round trip walk on the trail is about 0.7 miles. The trailhead is on Flying Point Road 0.7 miles east of the intersection with Wolfe's Neck Road. Parking lot and trailhead sign are on the right side of

the road when heading east.

Brimstone Hill Trail.

This trail starts with a short, hilly loop followed by a leg out to Kelsey Brook, about 0.75 miles each way. The trail connects to the Jackman and Forest Ridge Trails. The trailhead and parking area are on the left side of Ringrose Road, 0.2 miles down from Pleasant Hill Road.

Calderwood Trails.

The Calderwood property includes a 0.5-mile loop trail on the eastern side of the road with views of Maquoit Bay, and a 1-mile loop trail on the western side of the road. From the rear of Calderwood there is a connection west via Moose Crossing Trail to Litchfield Road and north to Brunswick Topsham Land Trust's Chase Reserve. Calderwood trailheads are on both sides of Flying Point Road near the Brunswick town line.

Cousins River Trail/River's Edge Trail.

A cooperative project of FCT and the Casco Bay YMCA, the 0.6-mile trail passes over hills and boardwalks to the marshy shore of the Cousins River. Side trails lead to/from Lambert Road and the Freeport Inn and Cafe. Access to this trail is directly behind the YMCA.

Field Estuary.

Highlights of this area include the dramatic terrain in the woods and marsh views at the end of the trails. The trail is approximately a mile long and has a fair amount of steep terrain, and is therefore not accessible to everyone. The parking lot and trailhead are on the right 0.2 mile from the start of Wolfe's Neck Road.

Frost Gully Woods.

This undeveloped and protected land contains 13 acres of rolling woodlands, small streams, a brook, wetlands, and a pond. Next to this land is Griffin Farm; together these two parcels protect a significant portion of the upper Frost Gully Watershed. The entrance to Frost Gully Woods is on the left edge of Burr Cemetery.

Harvey Brook.

The 0.9-mile trail loops around a preserve behind a subdivision, and offers views down a very steep pitch to Harvey Brook. The trailhead can be accessed off of Young's Lane. As of January 2024, Harvey Brook is temporarily closed due to residential construction.

Kelsey Brook Trail.

The trail traverses the back of Mitchell Ledge Farm field, then follows Kelsey Brook for about 1 mile, crossing the brook midway and passing another farm field. At 1.5 miles, the trail crosses the brook again to reach the Jackman Trail. Parking area is on the left side of Litchfield Road, 0.1 miles from Flying Point Road.

Mast Landing Sanctuary (Maine Audubon).

Mast Landing Maine Audubon Sanctuary, just one mile from downtown Freeport, Maine, spans 145 acres of diverse habitat along the Harraseeket River estuary, featuring over three miles of trails through tidal marsh, orchards, fields, and forests. Maine Audubon, in collaboration with the Freeport Historical Society, has enhanced visibility of the historic 1700s mill dam, and while current property improvements focus on other Maine Audubon centers, future plans for Mast Landing include upgrades and a strengthened native plants program within the next decade.

Mill Stream Landing.

This is a 0.7 mile loop, and provides public access to the Harraseeket River via a ramp for hand-carried boats (e.g. canoes and kayaks). The parking areas are off Bow Street, just after the intersection with Lower Mast Landing Road.

Mitchell Ledge Trail.

The 0.7 mile loop off the Kelsey Brook Trail circles a working farm. Access to this trail is via the Kelsey Brook Trail.

Moose Crossing Trail.

This trail is a connector from Litchfield Road to the Calderwood Trails. The trail crosses a stream and extends the walk through the East Freeport Trail System. There is no parking here for this trail; rather, park and access the trail at the Antoinette Jackman Trail parking area.

Powell Point Trail.

This 0.8-mile wooded trail winds up a couple of short, steep hills and ends with a spectacular view of Casco Bay. There are two side loops. The trailhead is on Lambert Road, approximately 1 mile from the intersection with South Freeport Road. From the parking area, continue down Lambert Road, walking about 2 minutes to a plank over the ditch and a trailhead sign on the right.

Rachel's Cove.

This very short trail (0.2 miles) quickly divides and makes a loop down to the Harraseeket shore. The trailhead is about 0.6 miles past the entrance to Wolfe's Neck Woods park.

Simpson Trail.

This new trail is a short loop that passes through stone walls as well as wooded and riparian habitat. The trailhead is located on the east side of US-1, about 3 miles north of the center of Freeport village. There is a small parking area on the side of the road, with the trailhead indicated by a small hiker sign.

Ridge Trail.

About a mile round trip, this trail offers glimpses of Casco Bay and steep views down to Pine Street. The entrance to the Ridge Trail is just north of the four corners in South Freeport on the right side of Pine Street; parking is available on South Freeport Road.

Sayles Field and Woods.

This 70-acre property has 2 miles of trail looping through a field and a forest. Visitors can walk through to Bliss Woods via Stonewood Trail, which is accessed from the northwest corner of Sayles Woods. Parking for Sayles Field is limited to side-of-the-road parking off of Sayles Field. Additionally, there is a parking lot for the Stonewood Trail, which will take you to Sayles Field.

The Stonewood Trail.

This 0.3-mile trail connects Sayles Field and Bliss Woods. The trailhead and parking are at the end of Stonewood Drive, which is off of Route 1 and across from Old County Road.

Walsh Preserve.

This protected area rewards visitors with views of Cousins River and marsh habitat after a short (0.2 mile) walk. The preserve is located on 67 Old County Road. The preserve is across the street from Beck's Lane, near the Yarmouth town line. The small parking lot holds six to eight cars.

Whippoorwill Woods.

This new trail is fewer than 0.8 miles and connects Brewer Woods with the Wolfe's Neck Trail System. This trail winds through forests and streams, and can be accessed from either Brewer Woods or the Deer Run Trail, which belongs to the Wolfe's Neck Trail System.

The Wolfe Neck Center for Agriculture & the Environment.

The Wolfe Neck Center for Agriculture & the Environment is a non-profit organization that offers more than three miles of hiking trails that encompass the Wolfe's Neck Trail System. These trails are open to the public year-round. The trails are a great place to walk or run in the summer, and hike, ski or snowshoe in the winter. The landscape provides a unique combination of forest and estuarine habitats, which make it a great birding destination. Parking at the Center is off of Burnett Road, and access to the trailhead is just across from the greenhouses or the campground road.

Recreation Facilities

Public Facilities

Freeport High School Tennis Courts. This facility has three asphalt courts located on the grounds of the Freeport High School. The courts are available to residents outside of school hours during the academic year and also during the summer months. The courts currently lack lights; installing this addition would allow residents more opportunities to play tennis.

The Freeport Middle School possesses three asphalt outdoor basketball courts located on the eastern-side of the softball fields.

Winslow Memorial Park has a beach volleyball court that is between the boat dock and playing fields. The park also has an open field suitable for lawn games and sporting events. A playground suitable for children of all ages is also available and includes swings, slides, and a jungle gym. Additionally, the park includes a tidal beach on Casco Bay, and is available for day-use. A day use pass is required to enter Winslow Park. Season passes are also available.

Freeport High School Track. This facility is located at 30 Holbrook Street, and consists of a rubberized surface suitable for a variety of running events.

The Freeport High School Fields includes a softball field, a baseball field, and a multi-use sports field with an artificial turf that is suitable for soccer, football, field hockey, and lacrosse.

The Freeport Middle School Fields possess a full-size soccer field, field hockey field, softball field, and baseball field.

Hunter Road Fields has at least eight soccer fields of various sizes for different aged-groups and three baseball/softball fields for little league.

Pownal Road Fields is a multi-use facility that contains a softball/baseball field and a regulation-size football/soccer field.

The Mast Landing Elementary School includes a softball/baseball field and a multi-use field to the southeast of the playground. It also has a playground designed for elementary-aged students, and is located on the western edge of the school's property. This facility offers children a variety of options to play, including swing, slides, and a jungle gym.

The Morse Street School has a playground designed for the middle school-aged students. This facility is located on 21 Morse Street, between the baseball and football fields. This newly designed playground offers children at least 14 swings, two four-square courts, and a jungle-gym.

Pownal Road Playground is adjacent to the fields on Pownal Road and contains swings, slides, a jungle gym, and an inclined climbing wall appropriate for younger children.

Private Facilities

YMCA Casco Bay Branch located on 14 Old S Freeport Rd has an indoor pool and gym to those who have a membership or a day pass. Financial aid is available to qualifying individuals.

Recreation: Town Assets

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



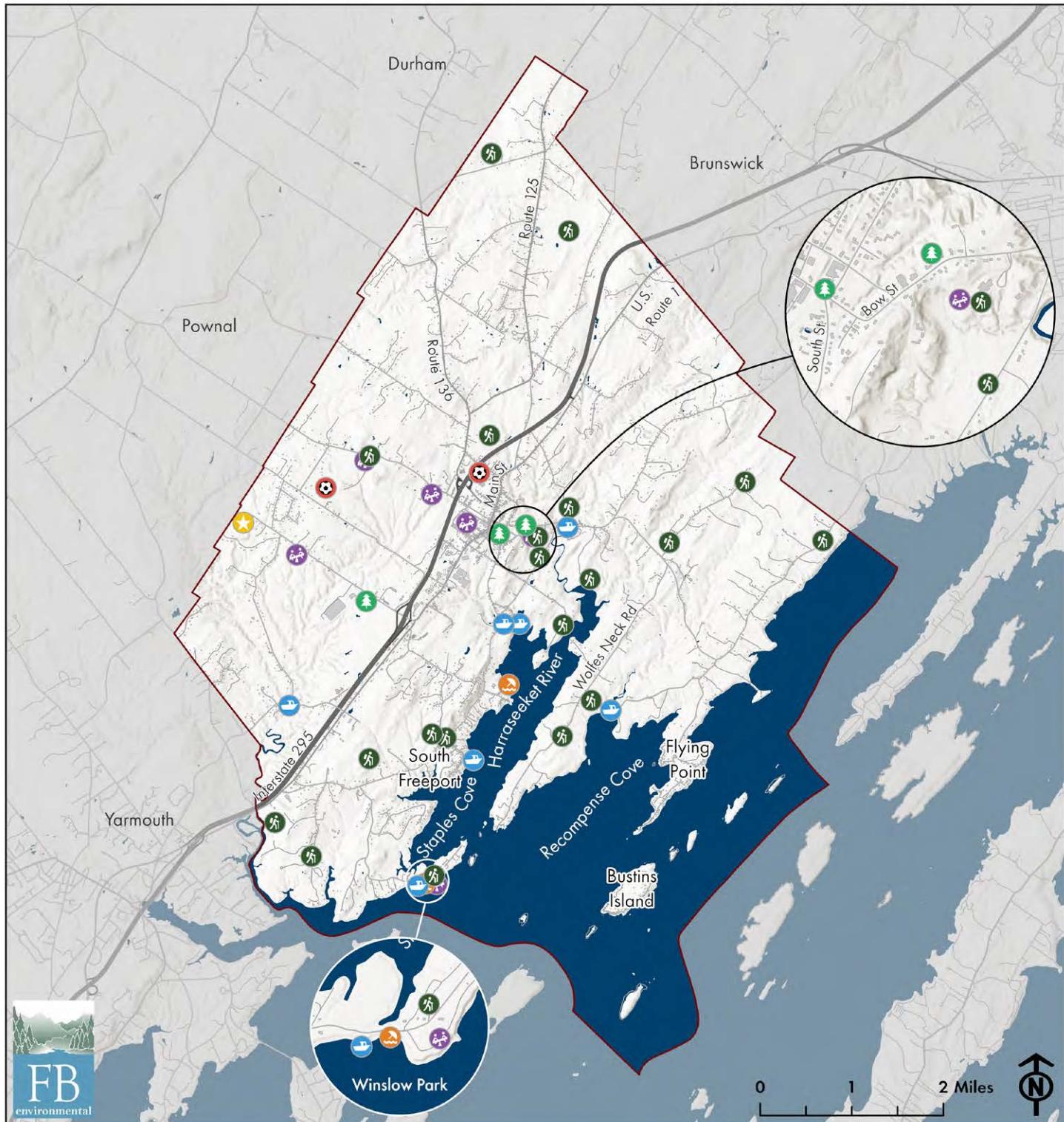
Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary.

Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)

Map by: J. Maine, FB Environmental

- Town of Freeport
- Building Footprints
- Waterbodies
- Roads
- Coastal Waters
- Boat Launch
- Swimming
- Playground
- Trailhead
- Public Park
- View Point
- Sports Fields

*Recreational assets are from the 2014 Freeport Active Living Plan.



The Pine Tree Academy is a private and tuition-based school and has at least three soccer fields.

The Maine Coast Waldorf School is a tuition-based private school that has two multi-use fields that are suitable for a variety of sports. There is also a playground on its premises.

L'Ecole Francais du Maine is a private French immersion primary school for children between ages 3-12 and has a playground on the premises.

Desert of Maine is a private facility that also contains a playground and mini golf facilities. There is an admission cost to enter the property.

Freeport Country Club is a private golf course located along the west side of I-295. It includes a 9-hole course, driving range, putting green and short-game area.

Sandy Beach is a 495-foot wide beach area with tidal access, reached by steps down a steep slope; parking for four vehicles. Located at the corner of Sandy Beach Road and Cliff Avenue.

Water Body Inventory and Access

There are several private and public sites that provide Freeport residents access to the Harraseeket River, which eventually empties into Casco Bay.

Private Marinas and Yacht Clubs. While not necessarily open to the public for boat launching, the Strouts Point Wharf Company, Brewer Marine, Oyster Harbors Marine, and the Harraseeket Yacht Club are all clustered in the unincorporated village of South Freeport on the Harraseeket River and provide access to Casco Bay.

South Freeport Town Wharf is located on Main Street and provides direct access to the Harraseeket River. The wharf provides moorings to Freeport residents; applications for moorings should be submitted to the Harbor Master and are due annually by March 1.

Other Public Access Points to water. In addition to the town wharf, Freeport has seven other smaller access points to the coast that are available to the public. These sites are appropriate for launching small, trailered boats, kayaks, and canoes. These sites include the access points on Cove Road (parking for 4-6 cars), Mast Landing off of Bow Street (parking for 4-5 cars), Little River off of Burnet Road near Wolfe's Neck Farm (parking for 10 cars), Old County Road (parking for 2-4 cars), Dunning's Boat Yard off of South Freeport Road (limited parking), Sandy Beach Drive (limited parking), Mill Stream Boat Launch (owned by the Freeport Conservation Trust; parking for 3-5 cars), and Winslow Park Boat Ramp provides direct access to Casco Bay and is managed by the Winslow Park Commission (ample parking is available for a \$4 fee).

Active Recreation Programs

Public Active Recreation Programs

RSU 5 Community Programs

RSU5 Community Programs offers youth sports, camps, sport leagues, and a variety of vocational programs. RSU5 Community Programs are dedicated to developing and maintaining a balanced program for all segments of the community in the areas of education, recreation, and cultural and civic affairs. RSU5 publishes activity guides that list available recreation programs, information on registration, fees, instructors, and schedules. Programs vary by season. The following recreational activities and programs are generally offered during the year for adults and for youth and teens:

Adult Programs. Options for adults include the Harraseeket Adventure Triathlon, Pickup Ultimate, Basketball Open Gym, Line Dancing, Maine Sandlot Baseball League, Outdoor Slow Flow Yoga, Pickleball, and Tae Kwon Do.

Youth & Teen Programs. Possible programs for youth and teens include the Annual Harraseeket Adventure Triathlon, Elementary Tumbling & Fitness, Falcon Winter Baseball Clinic, FUNdamentals of Rugby, Gee's Floor Hockey, Gee's Indoor Soccer, Harraseeket Harriers Running Club, High School Rugby, Kids Yoga and Mindfulness, Little Hoopsters Basketball, Little Laxers Lacrosse, Physical Extracurriculars (Phys. Ex.), Basketball League 2023-2024 (Grades 3-6), Softball Clinics, Tae Kwon Do, Tiny Tappy Toes Dance Combo, Toddler Tumbling & Fitness, Top Rockers Hip Hop Dance Crew, Travel Basketball League 2023-2024 (Grade 5-8), Youth Lacrosse, Falcon Girls Winter Lacrosse Clinics.

Summer Camps. The RSU5 Commthety offers a wide range of camps. Youth and teens have the option of registering for the following: Camp Seaside, Challenger Sports International Soccer Camp, Fairy Dance Camp, Fairy Tale Princess Dance Camp, Falcon Basketball Camp, Falcon Co-Ed Soccer Camps, Falcon Football Camp (Grades 3-8), Falcon Fusion Summer Track & Field, Falcon Girls Lacrosse & Field Hockey Camp, Gee's Drama and Dance, Gee's Games & Giggles, Gee's Skills Academy, Girls Rule!, Junior Chef Camp, Mad Science Day Camps, Maine Nature Art Camps, Olympic Fever Summer Camps, Sew Wicked Fun Camp, Summer Drama, Teen Treks, Top Rockers Hip-Hop and Jazz Dance Camp, Dragon's Eye Adventures, Olympic Fever Camps, Sorcerer's School

Other Public Programs

The Freeport Community Library is another community resource that provides limited recreational opportunities and wellness programming. This includes free yoga the first Friday of every month from 11am-12pm. Additionally, the library has partnered with the Freeport Conservation Trust, which has donated passes to a variety of parks. These passes can be checked out by Freeport residents at the community library, and provide either free or reduced admission to Maine State Parks, Winslow Park, Coastal Maine Botanical Gardens, and the Maine Wildlife Park in Gray.

The Freeport Community Center is owned and managed by Freeport Community Services. Although it does not have recreational programming or activities, it serves a vital role in the community by providing a venue for community arts and cultural events, educational activities, and a food pantry.

Private Active Recreation Programs

L.L. Bean Outdoor Discovery Program in Freeport provides a variety of fee-based outdoor guided-activities. These activities range from a 1.5hr local kayak trip to a five-day canoe trip on the Allagash river.

Wolfe's Neck Center for Agriculture & the Environment in Freeport seeks to transform our relationship with farming and food for a healthier planet. Situated on over 600 acres of preserved coastal landscape in Freeport, Maine, the non-profit uses its diverse landscape to connect people to the food they eat and where it comes from. Encompassing a demonstration farm, oceanfront campground, wooded trails, and historic buildings, its vibrant campus serves as a unique hub for education and exploration. Wolfe's Neck runs workshops focused on sustainability, organic farming training sessions, and a farm camp for children.

The Freeport Conservation Trust (FCT). The organization's website has numerous events and workshops throughout the year, most of which allow residents of Freeport to actively participate in trail building and maintenance.

Birding and Bird Walks. Feathers over Freeport is an annual weekend-long event that provides a variety of programming and activities for children and adults interested in birds; this includes amateurs and seasoned ornithologists. This year, the event is scheduled for April 27th and 28th, and is organized by the State of Maine Bureau of Parks and Lands. Additionally, free bird walks are organized by the Freeport Wild Bird Supply on Route One. These walks occur every Saturday at 8am. The Mast Land Audubon Sanctuary, located along Upper Mast Landing Road, also provides bird and wildlife viewing opportunities along the Harraseeket River estuary.

Facilities Assessment

Freeport currently has a variety of recreation facilities that meet the needs of different age users. According to the Population chapter, Freeport's population will increase over the next few decades. This means that generally the town will face more demand for indoor and outdoor recreation facilities and programs overall.

Looking more closely at these projections, there is a sizable 65 and over population who are aging in place and more young families who are moving to Freeport, which is driving the population increase. RSU school projections also show an increase in enrollment numbers through 2030 for those in grades K-12. Therefore, there will be a need to provide appropriate recreation facilities for aging adults as well as more youth programming.

Based on Freeport's current recreation activities and programs, the town could see increased need for the following recreation facilities and programs that either do not exist in the town or are in limited supply:

- Pickleball courts
- Ice skating rink
- Skate park
- Additional gym
- Additional place for indoor swimming besides the YMCA

Over the last few years, there has been a growing demand for open space and outdoor recreation areas because of the COVID-19 pandemic and social distancing requirements. The town will need to ensure that popular outdoor recreation areas such as Wolfe's Neck Woods State Park, Florida Lake, Hidden Pond Preserve, and Winslow Park are adequately protected and maintained for future generations.

Regional Trail Networks

As Freeport continues to plan for its future, regional trail networks such as the Beth Condon Pathway, Casco Bay Trail, and East Coast Greenway represent key opportunities to enhance both recreation and transportation infrastructure. While still in various stages of planning and development, these routes have the potential to expand access to walking and biking options, connecting neighborhoods, businesses, and natural spaces in a way that supports healthy, active lifestyles. Beyond their recreational value, these trails also serve as important corridors for active transportation, reducing reliance on automobiles and promoting sustainable mobility. As improvements are made, their impact will extend beyond recreation and transportation, contributing to Freeport's economic vitality by attracting visitors, supporting local businesses, and enhancing the town's appeal as a destination for outdoor enthusiasts. Integrating these projects into both recreation and transportation planning will help ensure that Freeport remains a connected and accessible community for years to come.

APPENDIX

TRANSPORTATION



Highlights

Freeport is a state Urban Compact Area. Maine Department of Transportation (MaineDOT) identifies this built-up area located along Route 1, Mast Landing Road, Flying Point Road, South Freeport Road, Desert Road, Mallet Drive, Pownal Road, and Durham Road. See Figure 2 in this Chapter.

The MaineDOT 2024-2026 work plan includes projects for highway bridge repairs and bicycle and pedestrian improvements.

91% of working Freeport residents commute to other towns for work. Of this percentage, 66% drove alone, 10% carpooled, 0.4% used public transportation, 9% walked, and 0.5% biked. Compared to 2010, 75% drove alone, 7% carpooled, 0.3% used public transportation, 4% walked, and 0.6% biked.

There were 7 High Crash Locations in Freeport between 2021 and 2023.

Freeport is served by the Metro Breez bus and the Downeaster Amtrak. In 2023, approximately 18,000 people utilized the Downeaster Amtrak service (boardings and alightings).

Freeport has approximately 3,000 parking spaces. The town owns about 250 and about 184 are shared public parking spaces. According to the Downtown Vision Plan, there is a surplus of about 500 parking spaces in town.

Bicycle and pedestrian infrastructure is generally well connected in the village and within downtown areas, but lacks larger connectivity to rural areas and regionally.

Downtown Freeport has great potential for bicycle connectivity and planning efforts are underway (such as the Beth Condon Pathway and the Casco Bay Trail, but bicycle infrastructure is not yet in design or on the ground in many places at this time.)

Transportation accounts for roughly 60% of greenhouse gas emissions in Freeport.

Freeport residents have noted a lack of bike paths, multi-use paths, and sidewalks.

Climate & Downtown Vision Connections



By 2050, climate change threatens to bring increased chances of flooding to major local and state roadways and bridges within Freeport. This includes portions of I-295 and US Route 1, which are managed by Maine DOT. In addition, local corridors are vulnerable to flooding due to increased precipitation and severity of storms, cutting off neighborhoods. In 2050, portions of Main Street/Route 1 within Freeport are likely to be vulnerable to flooding during a storm event. Flooding of these roads could present safety hazards, damage infrastructure and increase maintenance and repair costs, limit the availability of residents to commute (91% of the population commutes outside of Freeport for work), and limit access for emergency services and public transit.

Climate & Downtown Vision Connections



While flooding could make it challenging to navigate around town during a flooding event, the neighborhoods along Route 125 by Collins Brook and Florida Lake and those living along the peninsula by Winslow Memorial Park have higher vulnerability to flooding and lower ability to adapt. This is largely due to the limited number of connector roads to get to or from the neighborhoods.



According to the Climate Action Plan, the transportation sector accounts for a majority of Freeport's greenhouse gas emissions, at roughly 60%. Most of this is exacerbated by single use occupancy vehicles.



Freeport benefits from hosting a stop for the Amtrak Downeaster train, which runs to Boston. Using public transit and rail options instead of car trips can reduce traffic congestion and lessen greenhouse gas emissions from the transportation sector, which is the largest emitting sector in Freeport.



Ensuring that the 41 cross culverts in Freeport are designed to meet professionally-accepted standards and/or "Stream Smart" and "CoastWise" standards may alleviate flooding caused by undersized culverts and reduce the risk of extensive and costly damage.



Of the 16 bridges in Freeport, only 2 bridges were classified into the highest risk category and 11 were medium risk. The bridges with the highest risk were I-295 northbound and southbound across Cousin's River. (MaineDOT Environmental Office risk evaluation tool, Transportation Risk Assessment for Planning and Project Delivery (TRAPPD)).



As noted in the Downtown Vision Plan, improving transportation options in Freeport also requires addressing density needs. Downtown services that are located in close proximity to each other along with bicycle and pedestrian infrastructure including sidewalks, shared bike paths and bicycle parking make it easier for people to meet their daily needs without having to get in a car.



Freeport's Complete Streets Policy requires the town to upgrade and reconstruct streets to reduce speeding, narrow travel ways, improve multimodal transportation options and provide for more streetscaping within the right of way.

Street Network

There are many kinds of roads that comprise the overall street network in Freeport. Some streets have a role to carry traffic through the region, some are more locally focused on providing direct access to homes and businesses, and some roads have a combination of both those functions.

According to data from the Maine Department of Transportation (MaineDOT), there are 7.73 miles of interstate roads, 2.06 miles of state highway roads, that are focused more on regional traffic movement. Freeport is bisected generally north-south by both Interstate 295 and by U.S. Route 1, which runs parallel with the Interstate. Route 136 (Durham Road) and Route 125 (Wardtown Road) provide connections to points north such as Auburn and Lisbon, respectively.

There are also smaller local public roads, that according to MaineDOT include 22.38 miles of state aid highways, and 64.23 miles of town roads that are designed more for the role of providing local access.

According to MaineDOT, a state highway is defined as a system of connected main highways throughout the state that primarily serve arterial or through traffic. State aid highways are those highways not included in the system of the state highways that primarily serve as collector or feeder routes connecting local service roads to the arterial state highway system. Lastly, town ways are all other roads not included in the state highways and state aid highway systems, which are maintained by towns or cities and primarily serve as local service roads.

Transportation: Jurisdiction & Key Infrastructure

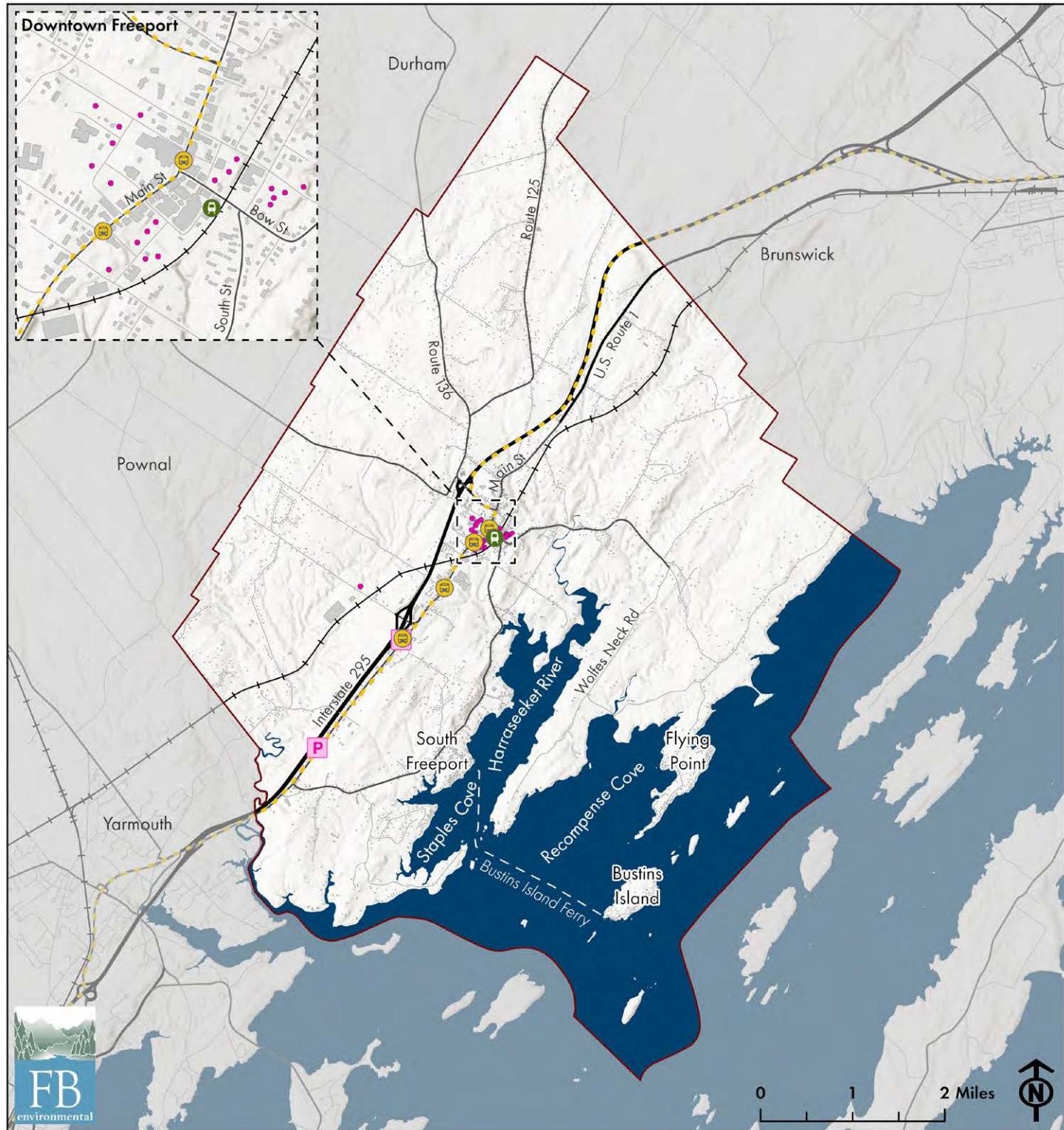
Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Department of Transportation, Metro BREEZE. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet) Map by: J. Maine, FB Environmental

	Town of Freeport		Amtrak Station		Railroad
	Building Footprints		Metro BREEZE Stops	Road Jurisdiction	
	Coastal Waters		Metro BREEZE Bus Route		State Highway
•	Parking Lots				State Route
	Park and Ride		Bustins Island Ferry		Other
					Local Road



Road Classifications

Road classification systems are used to group public roads and highways into classes according to the character of service they are intended to provide. Roads are grouped into three broad categories: arterials, collectors, and local roads.

Arterials

Arterials are highways that provide for long distance connections between larger population centers. They are typically designed to carry large volumes of traffic at higher speeds. Route 1 is classified as a major arterial in Freeport. Interstate 295 is a principal arterial that provides access to communities in the greater Portland region and connects to Interstate 95 to the north and south.

Collectors

Collectors bring together traffic from local roads and connect smaller cities and towns. Collectors are characterized by moderate traffic speeds with the purpose of providing better access to adjacent land. Collector streets in Freeport include Route 1, Route 136, and Route 125.

Local Roads

Local roads are designed to access abutting land uses and to connect collector and arterial roads. They are not designed for longer distances or through traffic and are typically designed to serve between 100-500 vehicles per day. Most roads in Freeport are local or private roads, given the town does not accept subdivision roads as public roads.

Road Maintenance & Work Plan

The Urban Compact area program at MaineDOT establishes maintenance responsibilities between MaineDOT and the Town. Generally, MaineDOT maintains arterials and collector roadways while the Town maintains local roads. MaineDOT reconstructs, paves and maintains state highways and is responsible for summer maintenance on state aid highways. With a population greater than 7,500, Freeport is included in Maine's Urban Compact. State roads within the Urban Compact are maintained and funded by the town. Within the Urban Compact area, Freeport maintains 64 miles of road. These projects are eligible for state funding from the Portland Area Comprehensive Transportation System (PACTS).

PACTS is a federal metropolitan planning organization for 18 communities in the Greater Portland metropolitan area that coordinates transportation planning and investment decisions with the state, municipalities, and public



Figure 2: Freeport Urban Compact Area
Source: Maine Department of Transportation

transportation partners. PACTS directs the spending of more than \$25 million in transportation funding each year.

Freeport's proposed fiscal year 2024 budget for Public Works allocates \$661,600 for road maintenance and improvements. Through FY 2027, the projected allocation for road maintenance and improvements increases to \$762,000. Freeport has established Pavement Maintenance Impact Fees that include road maintenance and improvements as well as other infrastructure improvements. These fees vary based on the gross floor area of new commercial, industrial and residential developments.

Project Scope	Location	Description	Estimated Project Cost	Year
Highway-Bridges Bridge Improvements	Route 1	Railroad Crossing Bridge (#3172) over MCRR. Located 0.05 of a mile south of Summer Street	\$3,500,000	2024-2025
Highway Safety and Spot Improvements Interstate Safety Improvements	Interstate 295 Northbound	Beginning 0.41 of a mile north of the Yarmouth town line and extending north 2.19 miles	\$495,000	2024-2025
Bicycle/Pedestrian Off-Road Trail/Path New Construction	Mallet Dr.	Beginning at Main Street and extending west 0.34 of a mile to I-295 Exit 22 northbound on ramp. PACTS Sponsored MPI	\$200,000	2024
Bicycle/Pedestrian On-Road Sidewalk/Trail New Construction	Mallet Dr.	Beginning at Route 1 and extending north 0.38 of a mile	\$1,020,000	2025
Highway Construction/Rehabilitation Rural Highways Highway Rehabilitation	Mallet Dr.	Beginning at Route 136 and extending northeast 0.78 of a mile to 0.04 of a mile south of Baker Road	\$938,000	2024
Highway Paving Urban Highways 1 1/4" Overlay	Mallet Dr.	Beginning at Main Street and extending northwest of 0.30 of a mile. PACTS Sponsored.		2025
Drainage Maintenance	Interstate 295 Northbound	Ditching and repairing drainage on Interstate 295 Northbound. Beginning 2.35 miles southwest of the Freeport-Brunswick town line and extending 5.81 miles northeast	\$18,000	2024

Figure 3: MaineDOT 3-Year Maintenance Plan, Freeport (2024-2026)

Source: Maine DOT

Bridges

Freeport and Maine DOT provide regular inspections of and maintenance on the 15 bridges throughout the municipality. The town maintains four of the bridges (Flying Point, Porter, Todd, and Prithams) while Maine DOT maintains the remaining eleven.

It should be noted that Figure 4 below includes a Condition rating for Freeport bridges. Several of the ratings for bridges over Interstate 295 will need to be updated based on the construction projects that are in progress as of the drafting of this Chapter (2024). This extensive bridge work/replacement at the Desert Road and Mallett Drive I-295 overpass bridges will improve vehicular movements as well as bicycle and pedestrian connectivity in the town. Both projects include a 12-foot-wide multi-use path to safely accommodate walkers, wheelchairs, runners, and cyclists passing in both directions. Figure 4 below includes publicly kept data for all the bridges:

Bridge ID	Bridge Name	Roadway	Material	Condition
6456	Flying Point Road Bridge	Flying Point Road	Aluminum, wrought iron or cast iron	Good
0585	County Road/I-295	Old County Road	Steel continuous	Good
5662	Porter	Desert Road	Aluminum, wrought iron or cast iron	N/A
3172	Railroad Crossing	Lower Main Street	Concrete	Poor*
2167	Collins Mill	Durham Road	Concrete	N/A
5431	Freeport Crossing	I-295 Northbound	Concrete	Fair
5503	Wardtown	Wardtown Road	Concrete	N/A
5805	Mast Landing	Flying Point Road	Aluminum, wrought iron or cast iron	N/A
5564	Pumping Station	Bow Street	Aluminum, wrought iron or cast iron	N/A
5721	Approach Rd Interchange	Mallett Drive	Steel	Poor
5720	Merrill Road Interchange	Desert Road	Steel	Poor
0205	Todd	Old County Road	Aluminum, wrought iron or cast iron	N/A
5741	Desert of Maine Overpass	Desert Road	Prestressed concrete	Good
3123	Porter Landing	SA 1	Steel	N/A
0203	Prithams	Burnett Road	Steel	Good

Figure 4: Freeport Bridges
Source: Maine DOT

Culverts

Freeport has over two hundred culverts throughout the town. The town and state track nearly 150 of these culverts. MaineDOT tracks cross culverts and large culverts in Freeport. A cross culvert is a pipe or structure that has either a span of less than 5 feet or multiple pipes or other structures with a combined opening of less than 20 square feet in area. Larger culverts have pipes or structures with a total span width greater than 5 feet and less than 10 feet or multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening and the total flow area is between 20 and 80 square feet. There are 4 large culverts in Freeport. Two of the large culverts are in good condition; the other two are in fair condition.

Culvert ID	Material	Condition
922	Slip lined pipe	Good
1603	Bituminous coated corrugated metal pipe	Fair
1825	Corrugated metal pipe	Good
1854	Mortared stone	Fair

Figure 5: Freeport Large Culverts
Source: Maine DOT

Road + Street Design Standards

Freeport's Street Acceptance Ordinance provides general standards for public street design and related infrastructure improvements. Other zoning districts and ordinances require specific street design standards in addition to the general standards. For example, the Freeport Village Overlay District requires sidewalks and connections to existing sidewalks in the area. The Freeport Subdivision Ordinance contains road design specifications for private roads in an approved residential subdivision. Outside of subdivisions, the Town of Freeport does not have private road standards.

Adopted in 2020, Freeport's Complete Streets Policy contains road design standards for appropriately sized sidewalks, streetscaping, street lighting, bike lanes and bike racks, and appropriately scaled vehicle lanes with medians. Road design standards in the Ordinance have not been updated based on this policy.

Private dead-end streets are required to meet performance standards including access control, sight distances, vertical alignment, access layout and design, access location and spacing, number of accesses, and curb requirements.

Dead-end streets are required to be constructed with a cul-de-sac turnaround or other turnaround approved by Public Works. Turning circles are required to have 85-foot radii at the property line, 75-foot radii at the outer edge of pavement, and 50-foot radii at the inner edge of pavement. Hammerhead turnarounds may be permitted as an alternative to cul-de-sacs. Hammerhead turnaround widths are required to be at least 30 feet wide and 60 feet long. Dead-end streets are limited to a maximum of fifteen dwelling units and a length of 2,500 feet.

When considering road and street design, it is important to recognize the role that well-planned bicycle infrastructure can play in enhancing mobility and connectivity within Freeport. While this chapter focuses on existing conditions, future road projects should prioritize best practices for bike lane design, ensuring that they provide adequate width for safety and comfort. Where possible, incorporating buffered or protected bike lanes can further improve accessibility and encourage more residents to use cycling as a viable transportation option. Given the close proximity between housing, schools, businesses, and other key destinations, even small improvements—such as widening bike lanes, improving pavement quality, or enhancing signage—can have a significant impact on increasing active transportation and improving Freeport’s overall bike and walk scores. Thoughtful integration of bicycle infrastructure into road design will support sustainability goals, reduce vehicle dependency, and enhance the overall quality of life for residents and visitors alike.

Street Connectivity

A well-designed street system focused on enhancing connectivity provides multiple routes to and from destinations, discourages new developments with limited access to existing road network, and encourages other multi-modal transportation such as walking and biking. Many local and state roads in Freeport are well connected, but most newer subdivision roads include dead-end streets or have no vehicular connectivity to adjacent neighborhoods. The Subdivision Ordinance requires new residential streets to be connected within the larger street network wherever possible and provide access to adjoining lots where future residential development is possible. Any subdivision containing more than 15 lots is required to have at least two street connections to existing public streets.

Access Management

Access management refers to a program or policy of limiting the creation of new “curb cuts” which are typically entrances for driveways and business access. MaineDOT provides access management rules and guidelines focused on improving safety and enhancing the road and highway network. According to the MaineDOT Access Management Handbook, access management balances safe access to a property with surrounding mobility and traffic flow. Any development that includes a driveway or entrance along a state road outside the urban compact area must receive permitting approval from MaineDOT. The responsibility and authority for implementing land use and access management for all local roads and all roads within the urban compact lies primarily with Freeport.

Freeport’s Subdivision Ordinance regulates sight distance and number of driveways to limit the number of vehicles entering and exiting a site. Freeport’s Street Regulation Ordinance regulates entrances on municipal roads. Freeport’s sight distances are slightly more restrictive than the State’s (see Figure 7). A subdivision lot with frontage on two or more streets is required to provide access to the street where there is less potential for traffic congestion. The street providing primary access to the subdivision needs to have adequate capacity or be suitably improved to accommodate increased traffic and avoid unreasonable congestion.

Standards	Arterial Street	Collector Street	Minor Street
Minimum ROW Width	80'	60'	50'
Minimum Width of Pavement	44'	36'	24'
Minimum Grade	0.5%	0.5%	0.5%
Maximum Grade	5%	6%	10%
Sidewalk Minimum Width*	8'	6'	5'
Width of Shoulders	8'	8'	6'
Road Base	24"	22"	21"
Design Speed MPH	45	30	25

Figure 6: Freeport Street Design Standards

Source: Town of Freeport + Maine DOT

*Sidewalks are required in the Village Overlay District and are required if connection to an existing sidewalk is feasible.

If proposed residential or commercial development will generate more than 100 trips during the peak hour, a traffic movement permit is required from MaineDOT. As part of the review of these applications for larger projects, the MaineDOT is looking at the site in context to the larger area, the information concerning proposed uses and anticipated traffic increases, and information concerning vehicle trip generation.

Traffic Volumes & Safety

Commuting Patterns

According to the U.S. Census "On the Map," roughly 91% of Freeport residents commute outside of the town for work and only 20% live and work in Freeport. Based on the 2022 ACS 5-year estimates, 66% of commuters drove alone, 10% carpooled, 0.4% used public transportation, 9% walked, 0.5% biked, and 14% worked from home. In 2010, 75% drove alone, 7% carpooled, 0.3% used public transportation, 4% walked, 0.6% biked, and 13% worked from home.

Figure 8 shows the commuting locations for Freeport residents.

Average Annual Daily Traffic Estimates

Average Annual Daily Traffic Counts (AADT) are estimates of traffic volumes provided by MaineDOT. These estimates are based on actual counts from an automatic traffic recorder at a specific location for 24 hours. The 24-hour totals are then adjusted for seasonal variations based on the road classification. AADT estimates for selected road segments between 2014 and 2019 are provided in Figure 9. There were slight traffic volume increases for I-295 northbound and southbound off Desert Road and for State Routes 125/136. Traffic volumes for other road segments included Figure 9 decreased slightly.

Town	Count	Share	Town	Count	Share
Portland	797	20.90%	Topsham	53	1.40%
Freeport	756	19.80%	Biddeford	47	1.20%
Brunswick	244	6.40%	Bangor	43	1.10%
South Portland	211	5.50%	Windham	41	1.10%
Yarmouth	178	4.70%	Durham	29	0.80%
Lewiston	137	3.60%	Saco	28	0.70%
Westbrook	134	3.50%	Boston	21	0.60%
Falmouth	129	3.40%	New Gloucester	21	0.60%
Scarborough	106	2.80%	Cape Elizabeth	16	0.40%
Bath	80	2.10%	Kennebunk	14	0.40%
Augusta	71	1.90%	Kittery	13	0.30%
Auburn	69	1.80%	Wells	13	0.30%
Cumberland	58	1.50%	All Other Locations	508	13.30%

Figure 8: Freeport Commuting Locations (2021)

Source: US Census OnTheMap (2021)

Location	2014	2015	2016	2017	2018	2019
Bow Street southeast of US 1	-	-	4,170	-	-	3,660
Desert Road eastbound NW of US 1	-	-	7,730	-	6,130	
Desert Road NW of Hunter Road	-	-	5,130	-	4,180	4,010
Durham Road southwest of SR 125/136	-	-	4,220	4,660	3,950	3,930
I-295 NB 0.5 miles south of Desert Road Overpass	25,520	26,400	-	-	28,750	28,030
I-295 SB 0.5 south of Desert Road Overpass	26,360	27,250	-	-	29,440	28,720
SR 125/136	-	-	10,450	11,320	10,860	11,480
SR 125/136 NW of US 1	-	-	13,110	-	-	11,920
US 1 northeast of West Street	-	-	10,800	-	-	9,250
US 1 southwest of Justins Way	-	-	10,110	-	-	9,350
US 1 southwest of West Street	-	-	13,530	-	-	11,700
US 1 southwest of Desert Road	-	-	10,420	-	10,090	9,200
US 1 south of SR 125/136	-	-	14,010	-	-	13,200

Figure 9: Average Annual Daily Traffic Counts (2014-2019)

Source: Maine DOT

Roadway Congestion (CSL Rating)

MaineDOT utilizes Customer Service Level (CSL) data to track highway safety, condition, serviceability, and congestion. CSLs are graded on a scale from A-F, with A being rated excellent and F being rated unacceptable. Congestion compares the ratio of peak traffic flows to highway capacity to determine the rating. The intersection at Route 1 + Lower Main Street and the intersection at Route 1 and SR 125/SR 136 (Main Street and Mallett Drive intersection) are the only road segments classified as problematic with ratings below C. Although most of the traffic in Freeport stems from year-round residents, seasonal visitors generate significant additional traffic in the Main Street vicinity and exacerbate existing traffic congestion. Additionally, commercial loading/unloading/idling on Main Street (for business deliveries) leads to back-ups, difficulty in navigation, and general roadway congestion.

High Crash Locations

A High Crash Location (HCL) is designated by a methodology that provides a statistical way to compare different intersections in Town, and to compare intersections in Freeport with other intersections throughout the state. An HCL is defined as a location that has eight or more traffic crashes and a Critical Rate Factor (CRF) greater than 1.00 in a three-year period. The CRF is the ratio of the actual crash rate at an intersection or road segment to the statistically calculated critical rate, which

is based on the severity of accidents and how the design of that intersection or road section compares with similarly designed places around the state. For the 2021-2023 reporting period, there were seven HCLs in Freeport. Figure 10 highlights the HCLs in Freeport.

Intersection / Road Section	Total Crashes
Elm Street + Main Street + School Street	8
Mallet Drive + Off-ramp to State Routes 125 and 136	11
Flying Point Road + Litchfield Road Flying Point Road + Pleasant Hill Road	10
Bragdon Road + Durham Road Durham Road + Poland Road	14
Curtis Road + Wardtown Road Grant Road + Lunt Road + Wardtown Road	12
Grant Road + Lunt Road + Wardtown Road	14
Flying Point Road + Lower Flying Point Flying Point Road + Old Flying Point Road	8

Figure 10: Freeport High Crash Locations

Source: Maine DOT

Public Transportation

Rail

Downeaster Amtrak provides passenger rail service from Brunswick to Boston, with a stop in Freeport at the Depot Street station. This service began in 2012, when Amtrak expanded service to Freeport and Brunswick; previously, the service terminated in Portland. The Amtrak station in Freeport is located at 23 Depot Street and is within a fifteen-minute walk from many downtown destinations including L.L. Bean, outlet shops, restaurants, and hotels.

Coach fares on Amtrak Downeaster range from \$3 to \$5, depending on the date and time of day; business class tickets are also available at a higher rate. Fares are dynamic based on destination; trips beyond Portland cost additional fare. Amtrak tickets are sold in advance using Amtrak's reservation system.

MaineDOT continues to consider expanding passenger rail throughout Maine. Recent efforts have focused on service from Portland to Augusta and beyond to Bangor, as well as service between Portland and Lewiston and Auburn. In 2023, Amtrak noted a total of 18,093 boardings at the Freeport station and 18,031 alightings. Figure 12 shows the breakdown of monthly ridership counts for the Amtrak from the Freeport station for 2023.

Month	Jan	Feb	Mar	Apr	May	Jun
Boardings (Ons)	1,258	1,022	1,170	1,474	1,036	1,336
Alightings (Offs)	1,293	1,002	1,122	1,468	1,017	1,295
Month	Jul	Aug	Sep	Oct	Nov	Dec
Boardings (Ons)	1,745	2,125	1,446	1,658	1,711	2,112
Alightings (Offs)	1,722	2,276	1,426	1,585	1,647	2,178

Figure 12: Amtrak Monthly Ridership (2023)

Source: Amtrak

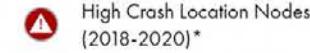
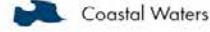
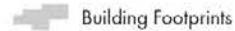
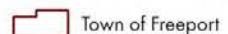
Transportation: Crash Locations

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine Geolibrary, Maine Department of Transportation.
Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet)
Map by: J. Maine, FB Environmental



*Labeled numbers indicate the total number of crashes at the specified intersection.

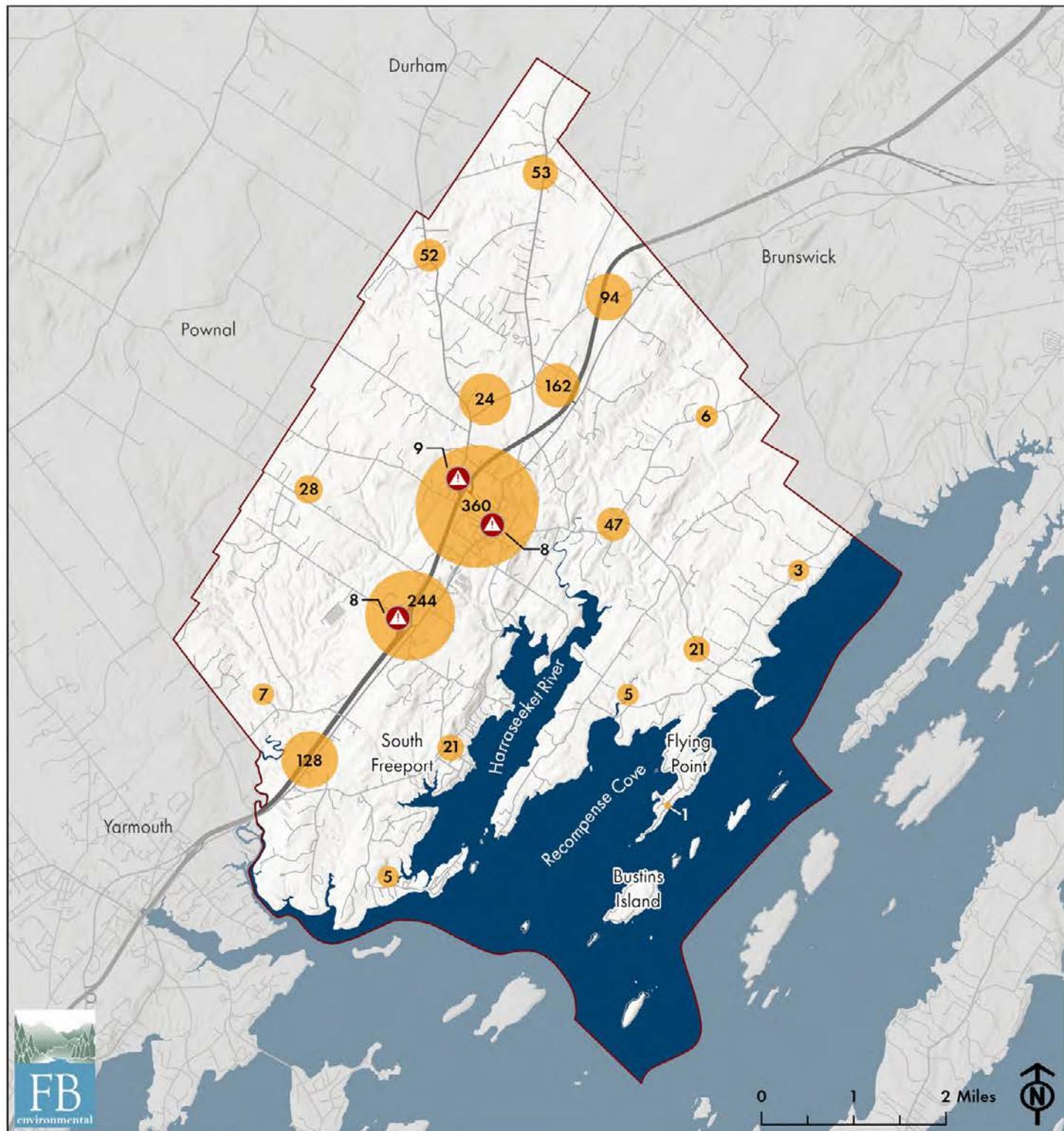
Crash Location Density (2015 -2019) **



Low

High

**Labeled numbers indicate the total number of crashes clustered in each area.



Fixed Route Bus Service

METRO Breez bus service, an express service, provides public transportation in Freeport. METRO Breez has limited stops in Brunswick, Portland, and Yarmouth as well. The bus currently has four stops in Freeport: Maine Beer Company Park and Ride, L.L. Bean Corporate Offices at Casco Street, L.L. Bean retail store/Village, and the Town Office.

Fares on the Metro BREEZ are \$4 each way, with reduced rates of \$2 each way for those who qualify (seniors, youth, persons with disabilities, veterans, Medicare recipients, etc). Metro and other transit agencies in the Portland area accept cash payment or via a smart card or app called DiriGo Pass, which automatically saves frequent riders money after they ride a given amount of times in a day or month. BREEZ riders can also transfer for free to other bus services in Portland using the DiriGo pass.

Public transit in Freeport is limited outside the Route 1 corridor, with first-mile/last-mile challenges restricting access for residents, employees, and visitors, while a significant share of transit trips likely stem from tourism, including frequent requests for expanded service to accommodate cruise ship passengers from Portland.

Ferry Service

Ferry service to Bustins Island is operated and owned by Bustins Island Village Corporation which provides ferry transport between Freeport and Bustins Island. The Lilly B provides multiple round-trip options per day from the Freeport Town Wharf in South Freeport, based on a seasonal schedule. The 2023 regular season schedule was from June 16 to Monday 4. The 2023 off-season schedule was from May 19 to June 13 and September 5 to October 10 and the off-season schedule is through October. Tuesday trips start May 30.

Parking

Freeport's downtown has a variety of off-street parking options, including both public and privately owned lots that serve residents, workers, and visitors. While these lots provide parking throughout the area, a reassessment of their usage and management could improve efficiency and better align with the Town's development goals. Some lots remain underutilized at certain times, while others experience high demand, highlighting the need for a coordinated parking strategy. A district-wide approach that encourages shared parking agreements and demand-based pricing could help ensure parking is available where and when it is needed. Additionally, improving bicycle parking facilities, including covered and well-lit spaces, would support alternative transportation and reduce dependence on vehicle parking.

Based on the analysis in the Freeport Downtown Vision Plan, zoning regulations have historically required on-site parking for new development and conversions of commercial buildings into residential units, which has limited redevelopment opportunities. Recent zoning changes have eased some of these restrictions, allowing for increased density and flexibility, particularly in downtown districts. However, further refinements to parking regulations could create more opportunities to repurpose existing lots for housing and mixed-use development. Allowing shared parking agreements between businesses and residences, for example, would help maximize available spaces while reducing the burden on individual property owners.

As Freeport grows, a balanced approach to parking will be essential in maintaining a vibrant and accessible downtown. Creating a "park once" environment, where visitors and residents can find convenient parking and move freely between destinations, will support local businesses and encourage walkability. Thoughtful parking management, coupled with investments in pedestrian and bicycle infrastructure, will help ensure that parking remains a resource rather than a limitation on development.

Bicycle and Pedestrian Network

Freeport's bicycle and pedestrian infrastructure are generally proximate to the village areas and includes sidewalks,

Transportation: Bicycle & Pedestrian Infrastructure

Town of Freeport, Maine

Map created for planning purposes for comprehensive plan development.



Data sources: Town of Freeport, Beginning with Habitat, Maine GeoLibrary, Maine Department of Transportation, Connect Freeport, East Coast Greenway. Coordinate System: NAD 1983 State Plane Maine West FIPS 1802 (US Feet). Map by: J. Maine, FB Environmental

Town of Freeport
Roads
Building Footprints
Coastal Waters

Sidewalks
East Coast Greenway

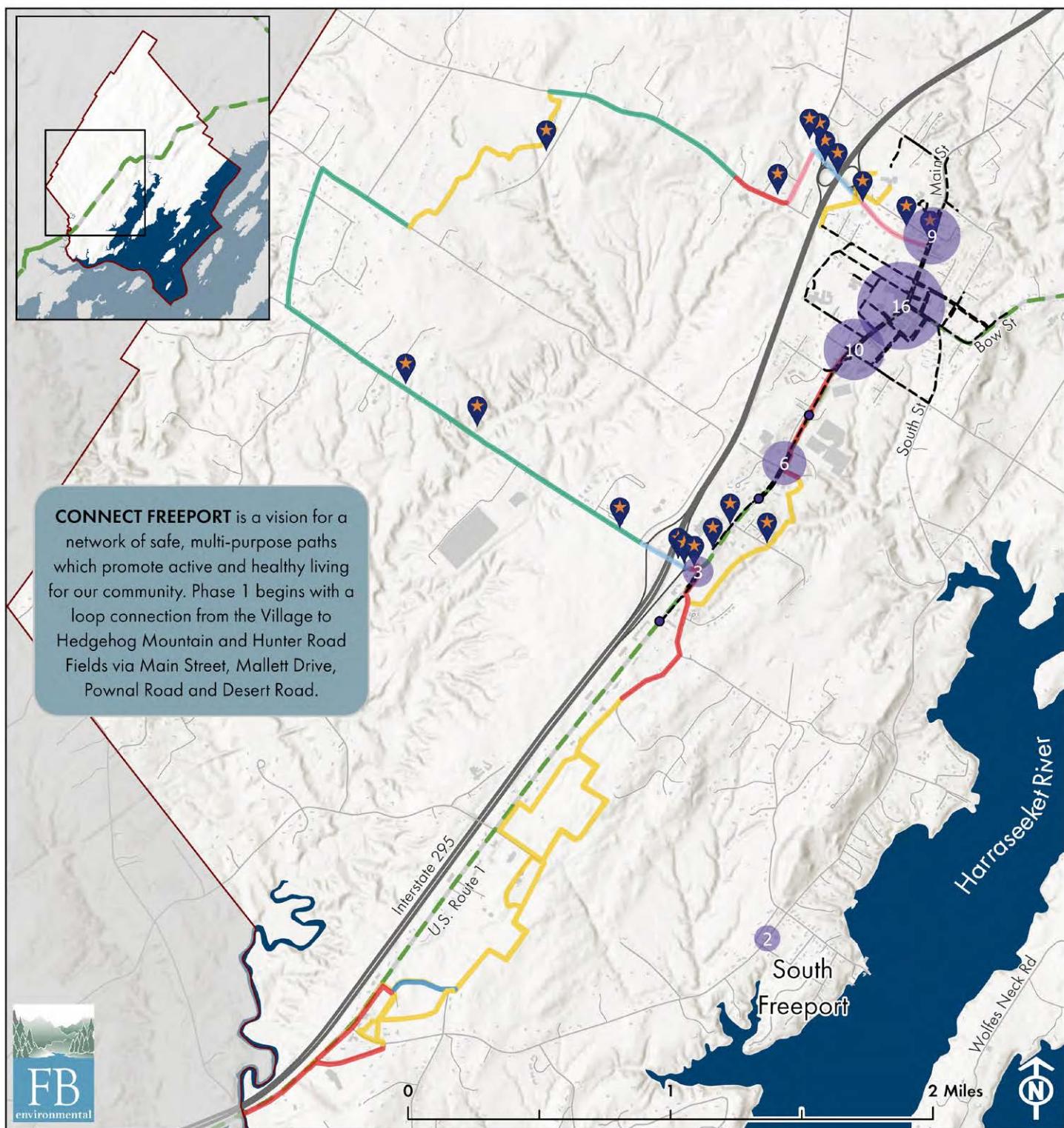
Connect Freeport Focus Areas

Crosswalk Density

Low High

Connect Freeport Planned Multi-use Paths

Bridge Multi-use Path
Easement in Place
Existing Sidewalk
Off-road Multi-use Path
On-road Multi-use Path
Multi-use Path



trails, and paved shoulders. Freeport does not have any protected, separated, or painted bicycle lanes. In 2020, the town adopted a Complete Streets Policy to encourage multimodal transportation, safe walking and biking, and aimed to enhance connectivity across the town.

Freeport has approximately 22 miles of paved bike shoulders including Route 1, Durham Road, South Freeport Road, and Flying Point Road. Generally, sidewalks and protected bike infrastructure do not connect to larger areas of town. Furthermore, many destinations in Freeport lack adequate bicycle parking facilities. The website Walk Score measures walkability and bikeability based on distance to nearby places as well as pedestrian friendliness. On a scale of 1 to 100, Freeport's Walk Score is 64 for walking and 43 for biking, which the website considers somewhat walkable and bikeable.

Freeport's road design standards require the construction of sidewalks in the Village Overlay District and must connect to an existing sidewalk if feasible. The Project Review Board may permit sidewalks on one side of the street or may waive the requirements for sidewalks if the Board finds that there is alternative pedestrian infrastructure. Freeport's Village Design Standards encourage bicycle lanes and trails where appropriate. Bicycle lanes on proposed roads are required to be four feet wide and marked to separate vehicular and bicycle travel.

Freeport's Downtown Vision Plan recommends designing and building new pedestrian and biking amenities in key destinations outside of the downtown village. The plan recommends prioritizing linkages and connections to Lower Main Street, the Library, parks, open spaces, and waterfront areas. Freeport's Active Living Plan also contains several recommendations for improved bicycle and pedestrian connectivity, including paved shoulders on Route 125/Wardtown Road, the Beth Condon Pathway extension, Hunter Road and Pownal Road shared use path, Main Street Bicycle lanes and shared use lane markings, and Mallett Drive bicycle lanes and shared use path crossing.

Sidewalks

Freeport has a total of six miles of sidewalks. Sidewalks are key to downtown's walkability and economic success. Currently, only the Village Mixed Use Districts require the consideration of sidewalks and bicycle facilities. Most sidewalks in town are in the village areas and generally connect to residential areas and schools. Sidewalks are effectively and rapidly plowed throughout the winter seasons.

Trail Network

Local Trails

Freeport has several trails that are used for biking, walking, and other recreational activities. These trails are generally located through open space, conservation areas, and parks. Freeport Conservation Trust, Maine Department of Agriculture, Conservation and Forestry, and the Freeport Conservation Commission are responsible for maintaining and improving the trails. A more comprehensive list of trails in town can be found in the Recreation chapter.

Regional Trails

The following trail connections will provide for regional trail connectivity within Freeport and surrounding towns. Both the Beth Condon Memorial Pathway and the Casco Bay Trail are part of the East Coast Greenway. While many sections of the East Coast Greenway are currently on-road, the long-term vision is to move many of these on-road segments to safe, off-road paths as local and regional trail systems develop.

East Coast Greenway

Part of the East Coast Greenway, which extends over 2,600 miles from Calais to Florida, runs through Freeport. Freeport's 8.5-mile section of the Greenway is currently on-road, marked with signs, and includes a high-stress portion of Route 1, as well as segments of South Freeport Road, Lower Mast Landing Road, Flying Point Road, and Pleasant Hill Road. While the route provides a connection for cyclists and pedestrians traveling through town, its on-road nature presents challenges in terms of safety and accessibility. Future improvements to bike and pedestrian infrastructure along

these corridors could help enhance the Greenway's usability and encourage more active transportation.

Beth Condon Memorial Pathway

The Beth Condon Memorial Pathway is a shared use pathway constructed adjacent to Route 1 in Yarmouth. The pathway extends from Portland Street to 940 Route 1, although detours into the village at 500 Route 1 and returns to Route 1 at Forest Falls Drive. The path currently terminates in Yarmouth but will be extended from 940 Route 1 to Freeport over the next several years in phases. The Active Living Plan additionally recommends that the path also be extended north to South Freeport Road.

Casco Bay Trail

The Casco Bay Trail is a proposed 72 mile off road trail loop between Portland, Lewiston-Auburn, and Brunswick. A 16-mile section of this trail is envisioned to run from Brunswick to Freeport where it would connect to the Beth Condon Pathway back to downtown Yarmouth. In 2021, Freeport drafted a resolution to support the construction of the Casco Bay Trail on the St. Lawrence and Atlantic rail corridor between Portland and Auburn, totaling 26.5 miles of the full loop.

Transportation Planning

Local and Regional Planning

Climate Action Plan

Freeport's Climate Action Plan aims to reduce the town's greenhouse gas emissions, while supporting a safe, healthy and thriving community and environment. Transportation is the largest contributor of greenhouse gas emissions in Freeport (roughly 60%). Gasoline powered vehicles make up most of the emissions. Freeport's transportation emissions are higher than the State (50%) because of the town's economic center and tourist destination.

Freeport Streetlight Analysis

The Freeport Streetlight Analysis was prepared by GPCOG to analyze traffic movements in and out of town to assess the town's greenhouse gas emissions from the transportation sector. The results of this plan will be used for drafting in Freeport's Climate Action Plan. The plan highlights the following key findings:

- There are a higher number of trips within, coming into and leaving Freeport in the Summer than Winter.
- The distribution of intertown, incoming, and outgoing trips to Freeport remains relatively consistent throughout the year without a large seasonal variation.
- Passenger vehicles make up the largest portion of trips in Freeport.
- Commuting plays a large factor in Freeport's traffic.
- Commercial vehicles comprise 10% of Freeport's traffic volumes and contribute roughly 27% of emissions.

Downtown Vision Plan

A safe, accessible, and walkable downtown village is a key focus of Freeport's Downtown Vision Plan. The following action strategies were identified:

- Bicycle and pedestrian infrastructure upgrades along Mallet Drive and Route 1 with connections to Main Street
- Implementing the Complete Streets plan
- Improving pedestrian safety at intersections along Main Street and within a mile from downtown.
- Increase and enhance wayfinding and signage
- Creating an accessibility map for Freeport's Trail system
- Consider creative solutions to sustainable transportation in the busy seasons.

The plan acknowledges that besides improving connections to Main Street, improved bicycle and pedestrian connections to parks and open space should also be prioritized as people currently cannot access these spaces unless they drive.

Active Living Plan

Freeport's Active Living Plan (2014) includes recommendations to improve active transportation in Town. Those recommendations include expanding the existing bicycle and pedestrian network, increasing wayfinding signage on popular routes, increasing bike parking at popular destinations, trail improvements, and providing safe routes to schools.

North of Portland Route One Complete Streets Corridor Plan

In 2018, Freeport worked with the towns of Cumberland, Falmouth, and Yarmouth to develop the North of Portland Route One Complete Streets Corridor Plan (2018). This study was funded by PACTS and drafted in collaboration with town planning staff and engineering and landscape design consulting firms. The goal of the plan is to upgrade the entire length of Route 1 within the noted communities to better accommodate bicycles, pedestrians, buses, trucks, and passenger cars. The plan includes the following goals for improving transportation connectivity and safety in Freeport:

- Re-strip Desert Road across I-295 to three 11-foot travel lanes and two 3 foot shoulders
- Re-strip the Route One Northbound approach to Desert Road to two 11-foot approach lanes and a 5-foot shoulder
- Provide crosswalks on all approaches at Route One/Desert Road intersection
- Construct a sidewalk on the west side of Route One between Desert Road and Park and Ride lot
- Construct a sidewalk on the east side of Route One between Pine Street and the Maine Beer Company crosswalk
- Reconfigure the I-295 southbound off ramp to a loop ramp
- Provide bicycle lanes on Route One
- Consider a future transit stop at Shaws

Portland Area Comprehensive Transportation System Long Range Plan

Freeport is a member of the Portland Area Comprehensive Transportation System (PACTS), the regional metropolitan planning organization (MPO), along with 17 other greater Portland area municipalities. PACTS coordinates transportation planning and investment decisions with the state, municipalities and public transportation partners. PACTS directs the spending of more than \$25 million in transportation funding each year. The Greater Portland Council of Governments (GPCOG), a regional planning agency, provides staff support to PACTS.

To guide its work, PACTS issues a long-range transportation plan, a long-range public transportation plan, and an active transportation plan. The Long-Range Transportation Plan for 2045 is a 20-year plan which creates a vision and sets the tone for planning. This plan also informs the 4-year Transportation Improvement Plan, which identifies funding investments and sets performance targets, and informs the 2-year Unified Planning Work Program, which provides for the study and analysis of needs.

PACTS recently adopted a Regional Complete Streets Policy, which provides direction on incorporating complete streets into each project that is under consideration for funding. Also underway is a Route 1 planning study from Arundel to Freeport.

The Vision Zero plan was adopted by the PACTS Policy Board May 23, 2023, and aims to eliminate all traffic fatalities and serious injuries by changing the way roads are designed to ensure safe, healthy, equitable mobility for all. GPCOG has convened an Advisory Panel to develop an Action Plan in 2023 to apply Vision Zero concepts in a holistic, comprehensive, and equitable manner.

MaineDOT

MaineDOT is responsible for setting transportation goals for the State. To do so, they work with all the State's transportation organizations and local governments as well as other interested parties. MaineDOT's planning process includes a Long-Range Multimodal Transportation Plan, an annual Work Plan, and a Statewide Transportation Improvement Program. The Town actively participates in the development of statewide planning documents as well as the local implementation of those plans.

Transportation Challenges

Over the next several years, Freeport will face different transportation challenges pertaining to bicycle and pedestrian accessibility, meeting climate and energy goals, parking, and land-use. Those specific challenges are further discussed below.

Traffic

Speeding through the downtown core creates safety risks for pedestrians, cyclists, and other drivers, particularly in areas with high foot traffic near shops, restaurants, and public spaces. A combination of traffic-calming measures, such as curb extensions, raised crosswalks, and additional signage, could help slow vehicle speeds and improve pedestrian safety. Additionally, commercial loading and offloading operations can create congestion and parking conflicts, particularly when large trucks park in travel lanes or use limited on-street spaces during peak hours. A designated loading zone system or off-peak delivery policies could help manage these challenges while ensuring businesses can efficiently receive shipments. Furthermore, certain intersections along Main Street pose risks for both pedestrians and drivers due to limited visibility, confusing traffic patterns, or inadequate crossing infrastructure. Addressing these problem areas through improved signal timing, enhanced crosswalks, and clearer lane markings would contribute to a safer and more accessible downtown for all users.

Bicycle and Pedestrian Connectivity

Freeport needs to meet the increasing demands of bicyclists, walkers, and public transportation users. Main Street is well developed and includes connected sidewalks and paved biking paths although they are not separated bike paths. However, much of this pedestrian infrastructure is missing in rural areas and generally does not connect within the larger region. The Route 1 corridor often becomes congested and strains commuters, particularly in the summer months when the town experiences an increase in seasonal visitors.

The Downtown Vision Plan acknowledges that bike and pedestrian infrastructure also needs to be improved on Main Street and downtown areas and provides recommendations. Some of those current issues include speeding traffic along Main Street, limited sight visibility and safety for pedestrians at crosswalks in certain locations, (particularly at the intersection of Elm Street, Main Street and School Street which is also a High Crash Location), inconsistent ADA accessibility, and lack of adequate bicycle parking.

Climate and Energy

Transportation accounts for roughly 60% of greenhouse gas emissions in Freeport. Reducing greenhouse gas emissions from the transportation sector to align with the town's climate goals is a top priority. This could take the form of assessing sustainable transportation options in the form of improving accessibility of electric vehicle infrastructure as well as improving alternative modes of transportation such as bike-pedestrian facilities and public transportation. Additionally, managing vehicle speeds, reducing idling, and coordinating braking and acceleration through strategically placed crosswalks and other traffic control measures can help lower transportation emissions. Traffic-calming strategies not only improve safety but also contribute to better fuel efficiency and reduced air pollution, supporting the town's broader climate and energy goals.

Parking

Even though Freeport has a shared parking policy which attempts to consolidate parking areas in town across differing businesses, the town still has a surplus of about 500 parking spaces and higher vacancy rates at downtown parking lots. This creates underutilized vacant land that not only increases the impervious area in the town (not aligning with the climate goals), but also significantly adds cost to goods and services, particularly housing. The town is currently working to revise minimum parking and shared parking standards.

Implementation Table Freeport Comprehensive Plan

Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
1. Environmental Stewardship	1. Freeport will protect its natural resources and wildlife habitats.	1. Develop a Wildlife Corridor Protection Plan that maps key migration routes and requires developers to maintain or enhance connectivity through greenways or conservation land set-asides.	1.1.1	Local	Natural + Water Resources	Town & Community Partners	Long
		2. Expand access to conservation easements by partnering with local land trusts and encouraging utilization of state tax incentives for private landowners to protect critical forest, open spaces, and farmland which contain natural resources and wildlife habitats.	1.1.2	Local	Natural + Water Resources	Town Council & Community Partners	Short
		3. Strengthen local eelgrass protection efforts by implementing policies including conservation mooring technologies, reducing activities that damage the seafloor, and limiting wake zones in sensitive marine habitats.	1.1.3	Local	Natural + Water Resources	Coastal Waters Commission, Town Council & Staff	Short
		4. Identify existing and potential prime farmland locations and explore policies that safeguard prime farmlands.	1.1.4	Local	Natural + Water Resources	Town Council & Community Partners	Medium
		5. Consider supporting habitat restoration projects across Freeport	1.1.5	Local	Natural + Water Resources	Town & Community Partners	Long
	2. Freeport will adopt and strengthen Sustainable Land Use + Development Practices.	1. Adopt Low-Impact Development (LID) standards in the zoning ordinance, requiring features such as permeable pavement, bioswales, and vegetated buffers for all new developments.	1.2.1	Local	Natural + Water Resources	Planning Board & Town Council	Short
		2. Revise zoning regulations to direct growth into designated areas by allowing higher-density development in areas served by infrastructure while placing stricter limitations on ecologically sensitive areas.	1.2.2	Local	Natural + Water Resources	Planning Board & Town Council	Short
		3. Update subdivision requirements to further encourage conservation-oriented design in rural areas to conserve open space and sensitive habitats.	1.2.3	Local	Natural + Water Resources	Planning Board & Town Council	Short
	3. Freeport will work to mitigate and minimize environmental impacts on landscapes and natural systems.	1. Implement shoreline restoration strategies to prevent erosion, protect eelgrass habitats, and restore native vegetation along coastal areas while promoting nature-based solutions for coastal stabilization.	1.3.1	Local	Natural + Water Resources	Town & Community Partners	Medium
		2. Establish a resilience monitoring program to track environmental changes, including erosion, flooding, habitat shifts, and adjust land use policies accordingly.	1.3.2	Local	Natural + Water Resources	Planning Board, Town Council & Community Partners	Long
		3. Implement an invasive species removal and management program with required removal plans for development sites and annual volunteer eradication efforts.	1.3.3	Local	Natural + Water Resources	Planning Board, Town Council & Community Partners	Long
		4. Encourage the use of native landscaping in public spaces and in new developments.	1.3.4	Local	Natural + Water Resources	Planning Board, Project Review Board, Town Council & Staff	Short
	1. Freeport will target and locate future development within identified Growth Areas	1. Revise zoning regulations in the Downtown Village, Village Gateway, and Route 1 South Growth Areas to permit greater building heights, mixed-use structures, and multifamily housing.	2.1.1	Local	Existing Land Use	Planning Board & Town Council	Short
		2. Offer development incentives for infill projects through methods including but not limited to tax credits, streamlined permitting, or reduced impact fees for projects that fill underused lots or redevelop existing buildings in designated growth areas.	2.1.2	Local	Existing Land Use	Planning Board & Town Council	Short

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
2. Balanced Growth and Development		3. Prioritize infrastructure upgrades in growth areas by aligning sidewalk, water/sewer, and road improvements with areas targeted for mixed-uses and higher density, per recommendations of the Downtown Vision Plan and the Dog Bone Working Group plan.	2.1.3	Local	Existing Land Use	Town Council	Medium
		4. Encourage Transit-Oriented Development (TOD) in the Downtown Village and Village Gateway growth areas to create walkable, transit-friendly hubs.	2.1.4	Local	Existing Land Use	Planning Board & Town Council	Short
	2. Freeport will protect Rural Areas and productive working lands.	1. Expand and promote participation in Farmland and Open Space Tax Programs by providing qualified landowners with education and enrollment assistance.	2.2.1	Local	Agriculture + Forestry Resources	Staff	Short
		2. Require conservation subdivision design that sets aside a significant percentage of land as permanent open space outside of Growth Areas.	2.2.2	Local	Existing Land Use	Planning Board & Town Council	Medium
		3. Adopt scenic viewshed protections by identifying and mapping key scenic corridors and viewpoints and building standards into site plan and subdivision review, either as a standalone planning document or as part of an open space plan for the town.	2.2.3	Local	Agriculture + Forestry Resources	Planning Board, Town Council & Community Partners	Long
		4. Create a targeted land acquisition fund to strengthen conservation work in rural areas. This fund could be capitalized through a combination of sources including general fund budgeting, impact fees, or a transfer of development rights program.	2.2.4	Local	Agriculture + Forestry Resources	Town Council & Community Partners	Long
	3. Freeport will focus on enhancing the walking and biking experience in both new and existing neighborhoods.	1. Enhance pedestrian and bicycle infrastructure with investments in sidewalks, crosswalks, separated bike lanes, and off-street trail connections within and between existing neighborhoods.	2.3.1	Local	Existing Land Use	Town Council	Medium
		2. Promote "Complete Streets" principles ensuring road projects incorporate features like wide sidewalks, separated bike lanes, widened shoulders and traffic-calming measures as appropriate as part of regular roadway maintenance and improvement projects.	2.3.2	Local	Existing Land Use	Town	Ongoing
		3. Adopt walkable design standards for new development with updates to site plan regulations that encourage street-facing buildings, consider max front setbacks, and relocate parking behind structures.	2.3.3	Local	Existing Land Use	Planning Board & Town Council	Medium
3. Freeport will continue to implement the Downtown Vision Plan including the following action items:		1. Preserve and create opportunities workforce and mixed-income options for housing with clear objectives for workforce and mixed-income units (to own and for rent) and encourage smaller "missing middle" formats including duplexes, triplexes, and townhouses that fit the village-scale character.	3.1.1	Local	Housing	Town Council, Planning Board & Community Partners	Short
		2. Streamline zoning and permitting to support housing development in the Downtown Village Growth Area by simplifying or accelerating approval processes for projects that meet key downtown-housing criteria, particularly infill projects that bring new residential units to vacant or underutilized lots.	3.1.2	Local	Existing Land Use	Planning Board & Town Council	Short
		3. Redesign Main Street to prioritize pedestrians, cyclists, and slower-moving vehicles including wider sidewalks, street trees, separated bike lanes, and outdoor gathering spaces.	3.1.3	Local	Existing Land Use	Town Staff, Town Council, Town Boards and Committees & Community Partners	Ongoing

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
3. Vibrant and Thriving Downtown Village	2. Freeport will focus on adding Housing and Mixed-Use Development to the Downtown Village and Village Gateway growth areas.	1. Encourage adaptive reuse across Freeport including converting historic and underutilized buildings into mixed-use structures with modernized interiors, identifying underused parking structures and surface parking lots and building structures or green spaces, utilizing vacant storefronts for seasonal retail, art galleries, or community spaces, or using empty parking lots as pop up events locations such as farmers' markets.	3.2.1	Local	Historic + Archaeological Resources	Town & Community Partners	Ongoing
		2. Continually monitor minimum parking requirements to lower development costs and free up space for additional residential and commercial use.	3.2.2	Local	Existing Land Use	Town Staff, Planning Board & Town Council	Ongoing
		3. Incentivize ground-floor commercial with upper-floor residential for mixed-use development in the Downtown Village with density bonuses or permit fee reductions.	3.2.3	Local	Housing	Planning Board & Town Council	Short
	3. Freeport will invest in Public Space and Streetscape Enhancements.	1. Enhance wayfinding and signage.	3.3.1	Local	Public Facilities + Services	Town & Community Partners	Ongoing
		2. Identify underused or town-owned parcels to create pocket parks or plaza spaces or convert wide sidewalks into small, landscaped gathering spaces with seating and public art.	3.3.2	Local	Public Facilities + Services	Town Council	Medium
		3. Expand outdoor dining opportunities during warmer weather.	3.3.3	Local	Economy	Community Partners	Ongoing
	4. Freeport will continue to invest in arts and culture events and infrastructure.	1. Consider establishing a local business incubator or shared workspace to create affordable rental space for startups, artisans, or remote workers, boosting year-round economic activity.	3.4.1	Local	Economy	Community Partners	Medium
		2. Attract creative and cultural enterprises by identifying locations for galleries, performance spaces, and creative spaces.	3.4.2	Local	Economy	Staff & Community Partners	Ongoing
		3. Promote Downtown Events and Festivals with season markets, art walks, and community events to draw visitors, support local entrepreneurs, and showcase the downtown's unique offerings.	3.4.3	Local	Economy	Town Council & Community Partners	Ongoing
	5. Freeport will support robust economic development efforts.	1. Work with local, regional, state, and federal partners to recruit a mix of new business types and identify development opportunities in Freeport.	3.5.1	Local	Economy	Staff & Community Partners	Ongoing
4. Vibrant and Thriving Natural Areas and Waterfront	1. Freeport will focus on connectivity and access to Parks, Trails, and Waterfront areas	1. Expand trail connectivity across Freeport by linking existing parks and natural areas with new trail segments and greenway corridors, ensuring continuous paths from downtown to the waterfront as well as nearby open spaces, such as the Hunter Road Fields/Hedgehog Mountain area.	4.1.1	Local	Recreation	Town & Community Partners	Medium
		2. Enhance, improve, and protect water access points for Freeport residents and businesses alongside local land trusts and property owners to add or upgrade launches, fishing piers, and scenic overlooks.	4.1.2	Local	Marine Resources	Town Council & Community Partners	Long
		3. Enhance Park amenities including playgrounds, picnic shelters, restrooms, and public art in existing parks to create engaging, multi-generational gathering spots.	4.1.3	Local	Recreation	Town & Community Partners	Medium
		4. Install clear signage and maps through Freeport, unifying all parks, trails, and waterfront sites under a consistent visual identity that helps residents and visitors easily locate and enjoy these spaces.	4.1.4	Local	Recreation	Town & Community Partners	Medium
	2. Freeport will prioritize pedestrian and bicycle Infrastructure, in both on-street and off-street networks.	1. Close gaps in sidewalks and paths. Identify and fill missing links in the pedestrian network, especially near schools, transit stops, and senior housing to improve everyday walkability.	4.2.1	Local	Recreation	Town & Community Partners	Medium
		2. Create a connected system of protected bike lanes and shared-use paths, prioritizing direct routes between downtown, neighborhoods, and regional trail systems.	4.2.2	Local	Recreation	Town & Community Partners	Medium

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
4. Enhancing Public Spaces, Recreation, and Community Connection		3. Increase bike racks, repair stations, and/or bike infrastructure at high-traffic locations to encourage short trips by bike and reduce car dependency and smaller trips.	4.2.3	Local	Recreation	Town & Community Partners	Medium
		4. Alongside efforts to prioritize pedestrian and bicycle infrastructure, promote outdoor recreation and tourism activities and opportunities through Freeport. Work with local and regional partners to encourage more opportunities for outdoor recreation across Freeport including Winslow and Wolfes Neck Parks.	4.2.4	Local	Recreation	Town & Community Partners	Medium
	3. Inclusive and Accessible Public Spaces	1. Consider requiring or enhancing accessibility and age-friendly features (ramps, handrails, and non-slip surfaces) in all new or renovated public areas.	4.3.1	Local	Recreation	Town & Community Partners	Short
		2. Incorporate benches, shade trees, water fountains, covered waiting areas, and other comfort infrastructure so that people of all ages and abilities can rest, socialize, and enjoy public events comfortably.	4.3.2	Local	Recreation	Town & Community Partners	Medium
		3. Inclusive Programming: Encourage public events that reflect diverse interests and backgrounds, ensuring gatherings and welcoming for families, teens, seniors, and visitors alike.	4.3.3	Local	Recreation	Town & Community Partners	Ongoing
		4. Establish ongoing feedback channels through surveys, public forums, or advisory committees, to ensure residents can help shape new or revitalized public spaces, strengthening local stewardship and a sense of belonging.	4.3.4	Local	Recreation	Town	Short
	4. Support outdoor recreation as a year-round economic driver and community amenity.	1. Promote outdoor recreation experiences in all seasons by partnering with local organizations and businesses and explore opportunities for collaborations to host outdoor events.	4.4.1	Local	Recreation	Town & Community Partners	Medium
		2. Support and expand recreation-based businesses in Growth and Rural areas.	4.4.2	Local	Economy	Town & Community Partners	Medium
5. Housing Availability and Diversity	1. Freeport will update ordinance standards to allow for expanded housing choices including workforce, affordable, and age-friendly housing that allows residents to live and work in Freeport and age in place.	1. Update zoning to permit duplexes, triplexes, and townhomes in areas with existing infrastructure and near transit hubs.	5.1.1	Local	Housing	Planning Board & Town Council	Short
		2. Offer increased height or floor area incentives for developments across Freeport that include ground-floor retail, affordable housing, or services alongside residential units, promoting mixed-use or affordable neighborhoods vitality and walkability.	5.1.2	Local	Housing	Planning Board & Town Council	Short
		3. Reduce minimum lot sizes, yard setbacks, and frontage requirements to allow for small-footprint developments that naturally integrate into established neighborhoods.	5.1.3	Local	Housing	Planning Board & Town Council	Short
		4. Update local ordinances to recognize and permit alternative housing styles including cottage courts, communal living, and others.	5.1.4	Local	Housing	Planning Board & Town Council	Short
	2. Freeport will work to ensure the provision of affordable and workforce housing options.	1. Use density, height bonuses, expedited permitting, or fee waivers to encourage developers to provide a percentage of affordable or workforce-level homes in larger projects.	5.2.1	Local	Housing	Provision Council, Planning Board & Community Partners	Short
		2. Explore policies, programs, or strategies that enable employees to live closer to employment opportunities near the Downtown Village.	5.2.2	Local	Housing	Planning Board & Town Council	Medium

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
6. Resilient Infrastructure and Built Environment	1. Freeport will implement recommendations from the Climate Action Plan.	1. Accelerate EV adoption among Freeport residents, businesses, and municipal departments through strategies such as amending the Town's Zoning Ordinance, EV outreach and education campaigns, or pursue funding to install networked public EV charging stations at municipal facilities.	6.1.1	Local	Existing Land Use	Planning Board, Town Council, Sustainability Advisory Board & Community Partners	Ongoing
		2. Continue to advocate for broader efforts critical to a healthy environment and resilient community in the future.	6.1.2	Local	Natural + Water Resources	Freeport Sustainability Advisory Board & Community Partners	Ongoing
		3. Explore expansion to infrastructure to support accessible and safe walking, biking, and public transportation to make it easier and safer for residents, workers, and visitors to get around without a car.	6.1.3	Local	Existing Land Use	Town Council, Town Staff, Boards and Committees & Community Partners	Ongoing
		4. Continue protecting forests, wetlands, and coastal habitats through measures including permanently conserving land with a focus on biodiversity and connectivity, updating the Freeport Open Space and Public Access Plans, implementing a tree protection ordinance, and collaborating with partners to pursue funding to achieve the goal of conserving at least 30% of Freeport's land by 2030.	6.1.4	Local	Agriculture + Forestry Resources	Town Council, Freeport Conservation Commission, Freeport Sustainability Advisory Board & Community Partners	Short
	2. Freeport will consider climate-related impacts in all infrastructure decisions and investments.	1. Upgrade Stormwater Management systems by retrofitting aging culverts, drainage channels, and outfalls with designs that accommodate more frequent and intense rainfall events, reducing flood risks.	6.2.1	Local	Public Facilities + Services	Town	Medium
		2. Prioritize road and bridge resilience and incorporate climate projections into transportation planning.	6.2.2	Local	Transportation	Town	Medium
		3. Expand green infrastructure projects including bioswales, rain gardens, and permeable pavement in public spaces to naturally filter and retain stormwater.	6.2.3	Local	Public Facilities + Services	Town	Ongoing
	3. Freeport will prioritize energy efficiency and sustainable practices in municipal operations.	1. Conduct energy audits of municipal and town-owned buildings and implement upgrades like LED lighting, insulation, and HVAC improvements to lower energy costs.	6.3.1	Local	Public Facilities + Services	Staff	Short
		2. Promote solar and renewable energy efforts through streamlining permitting and promoting property tax incentives for rooftop solar installations, heat pumps, and other renewable technologies in both residential and commercial sectors.	6.3.2	Local	Public Facilities + Services	Planning Board & Town Council	Medium
		3. Consider establishing a staff position responsible for guiding and coordinating environmental initiatives, grant writing, and public-private partnerships that promote environmental services and sustainability practices.	6.3.3	Local	Public Facilities + Services	Town Council & Town Manager	Short
	4. Freeport will reduce vulnerability to natural hazards by integrating disaster preparedness	1. Complete, implement, monitor, and regularly update Hazard Mitigation and Emergency Response plan.	6.4.1	Local	Public Facilities + Services	Town & Community Partners	Short

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
	Integrating disaster preparedness and risk reduction into land use policies, public investments, and municipal operations.	2. Assess the capacity and vulnerability of existing infrastructure—such as stormwater systems, roads, utilities, and waterfront assets—in the context of projected climate change impacts, including sea level rise, increased precipitation, and extreme heat.	6.4.2	Local	Public Facilities + Services	Town & Community Partners	Medium
7. Historic + Archaeological	1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.	1. For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	7.1.1	State	Historic + Archaeological Resources	Planning Board & Town Council	Ongoing
		2. Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	7.1.2	State	Historic + Archaeological Resources	Planning Board & Town Council	Medium
		3. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	7.1.3	State	Historic + Archaeological Resources	Town & Community Partners	Long
8. Water Resources	1. To protect current and potential drinking water sources.	1. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with Maine Stormwater Management Law and Maine Stormwater regulations, Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds, and Maine Pollution Discharge Elimination System Stormwater Program.	8.1.1	State	Natural + Water Resources	Planning Board & Town Council	Ongoing
		2. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	8.1.2	State	Natural + Water Resources	Community Partners	Medium
	2. To protect significant surface water resources from pollution and improve water quality where needed.	1. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	8.2.1	State	Natural + Water Resources	Town & Community Partners	Medium
		1. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	8.3.1	State	Natural + Water Resources	Planning Board & Town Council	Short
		2. Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	8.3.2	State	Natural + Water Resources	Planning Board & Town Council	Long
	3. To protect water resources in growth areas while promoting more intensive development in those areas and minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.	3. Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	8.3.3	State	Natural + Water Resources	Planning Board, Town Council & Town Staff	Long
		1. Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	8.4.1	State	Natural + Water Resources	Town & Community Partners	Long
		2. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	8.4.2	State	Natural + Water Resources	Town Staff	Ongoing
		3. Provide educational materials at appropriate locations regarding aquatic invasive species.	8.4.3	State	Natural + Water Resources	Town Staff	Medium
		1. Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	9.1.1	State	Natural + Water Resources	Planning Board, Town Council & Staff	Ongoing

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
9. Natural Resources	1. To conserve critical natural resources in the community.	2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	9.1.2	State	Natural + Water Resources	Planning Board & Town Council	Long
		3. Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	9.1.3	State	Natural + Water Resources	Planning Board & Town Council	Ongoing
		4. Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	9.1.4	State	Natural + Water Resources	Planning Board & Town Council	Medium
	2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	1. Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	9.2.1	State	Natural + Water Resources	Staff	Ongoing
		2. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	9.2.2	State	Natural + Water Resources	Town Council & Community Partners	Ongoing
		3. Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	9.2.3	State	Natural + Water Resources	Staff	Long
10. Agriculture + Forestry	1. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.	1. Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	10.1.1	State	Agriculture + Forestry Resources	Staff	Long
		2. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	10.1.2	State	Agriculture + Forestry Resources	Staff	Long
	2. To support farming and forestry and encourage their economic viability.	1. Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	10.2.1	State	Agriculture + Forestry Resources	Planning Board & Town Council	Medium
		2. Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	10.2.2	State	Agriculture + Forestry Resources	Planning Board & Town Council	Medium
		3. Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	10.2.3	State	Agriculture + Forestry Resources	Planning Board & Town Council	Ongoing
		4. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	10.2.4	State	Agriculture + Forestry Resources	Town Council & Staff	Long
11. Marine Resources	1. To protect, maintain and, where warranted, improve marine habitat and water quality.	1. Support implementation of local and regional harbor and bay management plans.	11.1.1	State	Marine Resources	Town Council & Community Partners	Long
	2. To foster water-dependent land uses and balance them with other complementary land uses.	1. Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	11.2.1	State	Marine Resources	Town Council & Community Partners	Medium
	3. To maintain and, where warranted, improve harbor management and facilities.	1. Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	11.3.1	State	Marine Resources	Town & Community Partners	Medium
		2. Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	11.3.2	State	Marine Resources	Staff	Medium

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
		3. If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	11.3.3	State	Marine Resources	Town Council	Ongoing
	4. To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.	1. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	11.4.1	State	Marine Resources	Town Council & Community Partners	Ongoing
12. Economy	1. To support the type of economic development activity the community desires, reflecting the community's role in the region.	1. If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	12.1.1	State	Economy	Town Council	Ongoing
		2. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	12.1.2	State	Economy	Planning Board & Town Council	Short
	2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	1. If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	12.2.1	State	Economy	Town Council	Ongoing
	3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.	1. Participate in any regional economic development planning efforts.	12.3.1	State	Economy	Staff	Medium
13. Housing	1. To encourage and promote adequate workforce housing to support the community's and region's economic development.	1. Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	13.1.1	State	Housing	Planning Board & Town Council	Short
		2. 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.	13.1.2	State	Housing	Planning Board & Town Council	Ongoing
		3. Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	13.1.3	State	Housing	Town Council	Short
		4. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	13.1.4	State	Housing	Planning Board & Town Council	Short
	2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.	1. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	13.2.1	State	Housing	Town Council & Community Partners	Short
	3. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	2. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	13.3.1	State	Housing	Town Council & Community Partners	Short

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Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
14. Recreation	1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.	1. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	14.1.1	State	Recreation	Town & Community Partners	Medium
	2. To preserve open space for recreational use as appropriate.	1. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	14.2.1	State	Recreation	Town & Community Partners	Ongoing
		2. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	14.2.2	State	Recreation	Town & Community Partners	Ongoing
	3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.	1. Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	14.3.1	State	Recreation	Town & Community Partners	Long
15. Transportation	1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.	1. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	15.1.1	State	Transportation	Town	Long
	2. To safely and efficiently preserve or improve the transportation system.	1. Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with the policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73), state access management regulations pursuant to 23 M.R.S.A. §704, and state traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	15.2.1	State	Transportation	Planning Board & Town Council	Long
		2. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	15.2.2	State	Transportation	Planning Board & Town Council	Medium
	3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.		15.3.0	State	Transportation	Planning Board & Town Council	Ongoing
	4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).		15.4.0	State	Transportation	Town & Community Partners	Ongoing

Implementation Table Freeport Comprehensive Plan

Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
	5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	1. Initiate or actively participate in regional and state transportation efforts.	15.5.1	State	Transportation	Town, Staff & Community Partners	Ongoing
16. Public Facilities + Services	1. To efficiently meet identified public facility and service needs.	1. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	16.1.1	State	Public Facilities + Services	Town Staff & Town Council	Ongoing
		2. If public water supply expansion is anticipated, identify and protect suitable sources?	16.1.2	State	Public Facilities + Services	Town & Community Partners	Medium
		3. Explore options for regional delivery of local services.	16.1.3	State	Public Facilities + Services	Town	Ongoing
	2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.	1. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	16.2.1	State	Public Facilities + Services	Town Staff & Town Council	Medium
		2. Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	16.2.2	State	Public Facilities + Services	Town & Community Partners	Short
17. Fiscal Capacity	1. To finance existing and future facilities and services in a cost effective manner.	1. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	17.1.1	State	Fiscal Capacity	Town Staff	Medium
	2. To explore grants available to assist in the funding of capital investments within the community.		17.2.0	State	Fiscal Capacity	Town Staff	Ongoing
	3. To reduce Maine's tax burden by staying within LD 1 spending limitations.		17.3.0	State	Fiscal Capacity	n/a	n/a
	4. Capital Investment Plan	1. Identifies and summarizes anticipated capital investment needs within the planning period in order to implement the comprehensive plan, including estimated costs and timing, and identifies which are municipal growth-related capital investments;	17.4.1	State	Fiscal Capacity	Town Council	Ongoing
		2. Establishes general funding priorities among the community capital investments	17.4.2	State	Fiscal Capacity	Town Council	Ongoing
		3. Identifies potential funding sources and funding mechanisms.	17.4.3	State	Fiscal Capacity	Town Staff & Town Council	Ongoing
18. Future Land Use	1. To coordinate the community's land use strategies with other local and regional land use planning efforts.	1. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board, or municipal official.	18.1.1	State	Existing Land Use	Town Council	Short
		2. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	18.1.2	State	Existing Land Use	Town	Long
		3. Track new development in the community by type and location.	18.1.3	State	Existing Land Use	Town Staff	Short
		4. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	18.1.4	State	Existing Land Use	Town Staff, Planning Board & Town Council	Medium
	2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.	1. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact, or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development, establish or maintain fair and efficient permitting procedures, explore streamlining permitting procedures in growth areas, clearly define protective measures for critical natural resources and important natural resources, and clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	18.2.1	State	Existing Land Use	Planning Board & Town Council	Short

Implementation Table Freeport Comprehensive Plan

Goal	Policy	Strategy	Strategy ID	Type	Relevant Inventory Chapter	Responsible Party	Timeframe
1. To support the growth of the town through the protection of critical natural resources and the promotion of sustainable development.	3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	1. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	18.3.1	State	Existing Land Use	Town Staff & Town Council	Short
	4. To establish efficient permitting procedures, especially in growth areas.	1. Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	18.4.1	State	Existing Land Use	Town Council & Town Manager	Ongoing
		2. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	18.4.2	State	Existing Land Use	Town Council	Short
	5. To protect critical rural and critical waterfront areas from the impacts of development.		18.5.0	State	Existing Land Use	Planning Board & Town Council	Long

Freeport Data Sharing

+ Vision Survey Analysis



Overview

North Star Planning launched an online visioning survey ahead of the 'What We Learned: Data Sharing + Visioning' public workshop. The survey opened April 25, 2024, and closed July 18, 2024. Additionally, physical surveys were available to members of the public at Town Hall, the Freeport Community Library, and at the workshop. During the 12 weeks the survey was open, the Town of Freeport advertised the survey through posts on the town website, municipal bulletin, on town affiliated social media, through town-wide mailers, distribution of flyers at the elementary and intermediate schools, posters, in-person tabling by the Planning Board members at multiple community events, and on the front page of the Comprehensive Planning website (www.futurefreeport.com). After closing the online survey and inputting the physical surveys, a total of 445 survey responses were collected and analyzed.

On June 12, 2024, the Freeport Planning Board, with support from Town Staff and North Star Planning, held the 'What We Learned: Data Sharing + Visioning' public workshop at Freeport Community Services. At the workshop, North Star Planning presented data highlights from the inventory chapters and utilized Menti, an interactive real-time polling tool, to ask attendees questions about Freeport. Following the presentation, participants moved between stations and answered questions on easels or placed dots on maps based on prompts. In addition to Board members, Councilors and staff, 61 individuals (not including children) attended the public workshop.

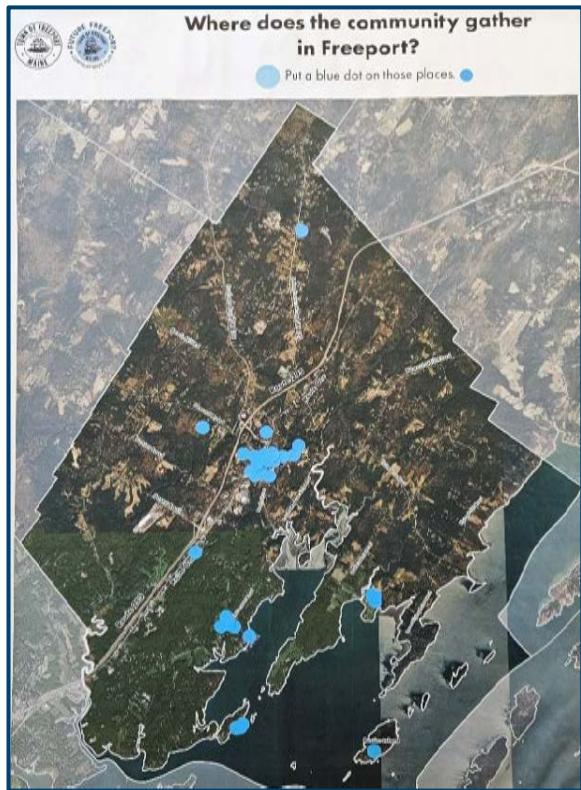
Both the survey and public workshop included high-level visioning questions to gather insights on what residents value about Freeport, their favorite outdoor spaces, and the community's most significant challenges and concerns. The survey and public workshop comprised 17 questions in total: 10 open-ended questions and 7 demographic questions. The open-ended questions address the following topics:

- Where does the community gather in Freeport? *(workshop map + survey)*
- What is your favorite outdoor space in Freeport? *(workshop map + survey)*
- What's your favorite place in downtown Freeport? *(workshop map + survey)*
- Are there any places in town you avoid visiting? *(workshop map + survey)*
- What's the best thing about living in Freeport? *(workshop + survey)*
- What is the one thing that would make Freeport a better place? *(workshop + survey)*
- In the next 10 years what kind of population change do you hope to see in Freeport? *(workshop + survey)*
- What are Freeport's most significant housing challenges? *(workshop + survey)*
- What are the biggest threats to quality of life in Freeport? *(survey only)*
- What impacts of climate change have you experienced in Freeport? *(survey only)*

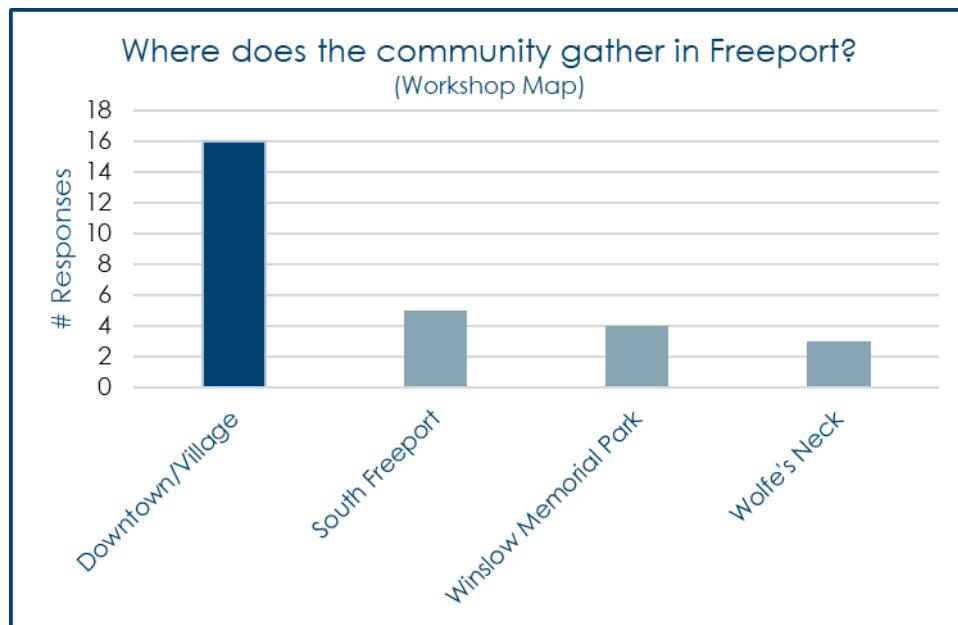
Responses to the open-ended questions are categorized into specific themes. Responses that do not fit into these categories are labeled as 'other'. North Star Planning utilizes a systematic approach to identify and group these responses, ensuring a consistent and thorough classification process. All mapping questions were counted based on the majority of responses and the locations selected near where participants indicated. Survey demographics, workshop maps and comments can be found at the end of this document.

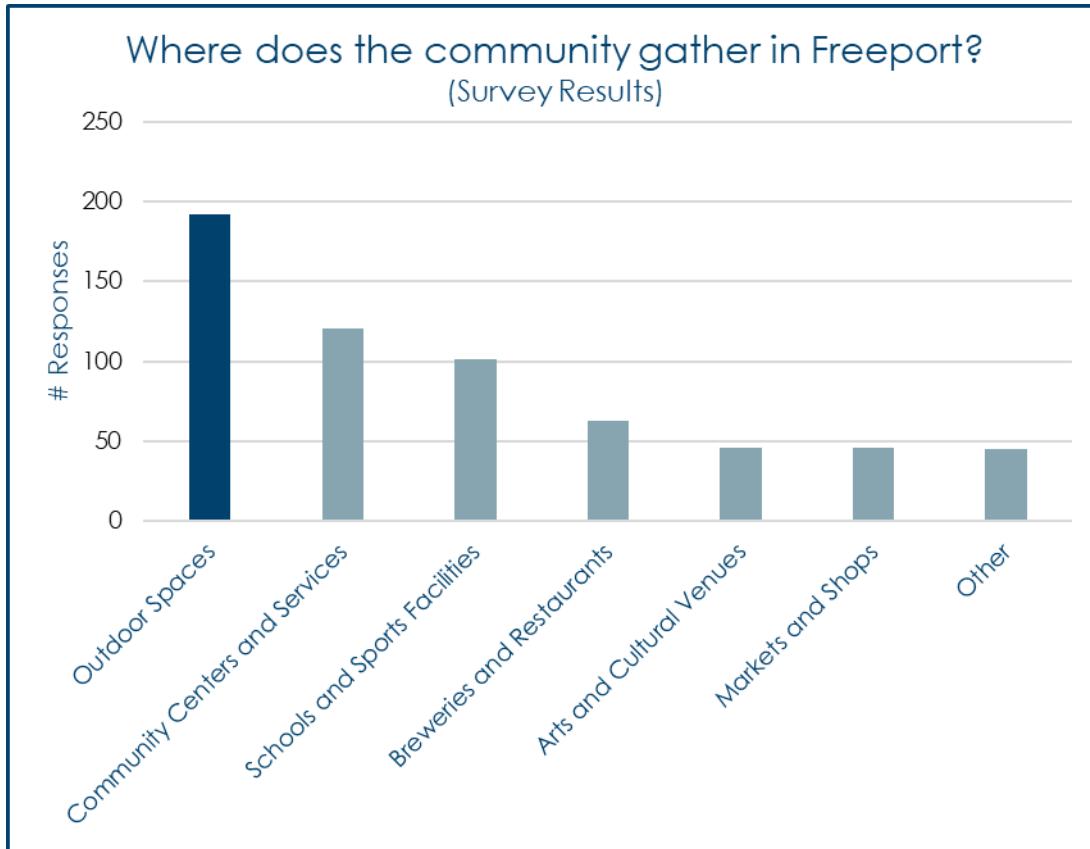
Where does the community gather in Freeport?

Participants placed dots on the map for places the community gathers in Freeport. Most people gather in downtown areas off Main Street. Survey responses are categorized into the following:

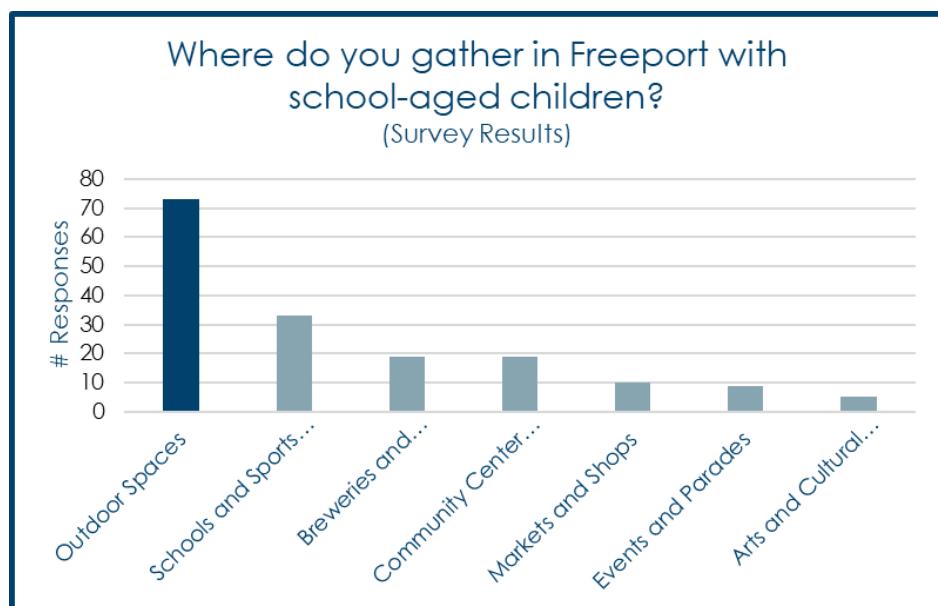


- **Outdoor spaces;** L.L.Bean Campus and Discovery Park, Winslow Park, Wolfe's Neck State Park, Memorial Park, Hunter Road Fields, various trails and recreation areas.
- **Community Centers and Services;** Freeport Community Services, Freeport Community Library, Freeport Community Center.
- **Schools and Sports Facilities;** Freeport High School, athletic fields, sporting events.
- **Arts and Cultural Venues;** Meetinghouse Arts, Freeport Performing Arts Center.
- **Markets and Shops;** breweries, Maine Beer Company, Goodfire Brewing, Mast Landing Brewing, Freeport Oyster Bar.
- **Events and Parades;** concerts, Memorial Day parade.
- **Other;** YMCA, public wharf, Town Hall, churches.





Based on survey responses, outdoor spaces are the predominant spots for community gatherings. Even more so, respondents with school-aged children (shown in the chart below) tend to utilize outdoor parks more frequently (particularly L.L.Bean, Wolfe's Neck and schools) and expressed gatherings at restaurants, breweries or coffee shops less favorably. Across demographics, survey responses demonstrated a desire for more options of gathering spaces throughout Freeport.

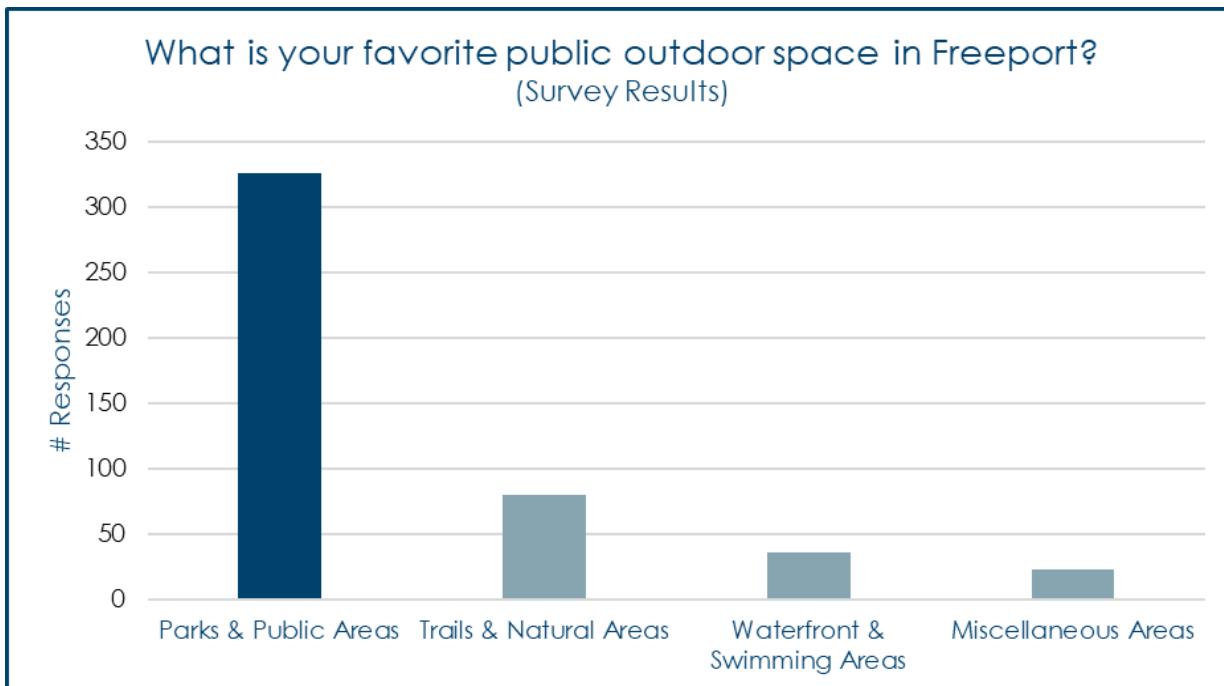
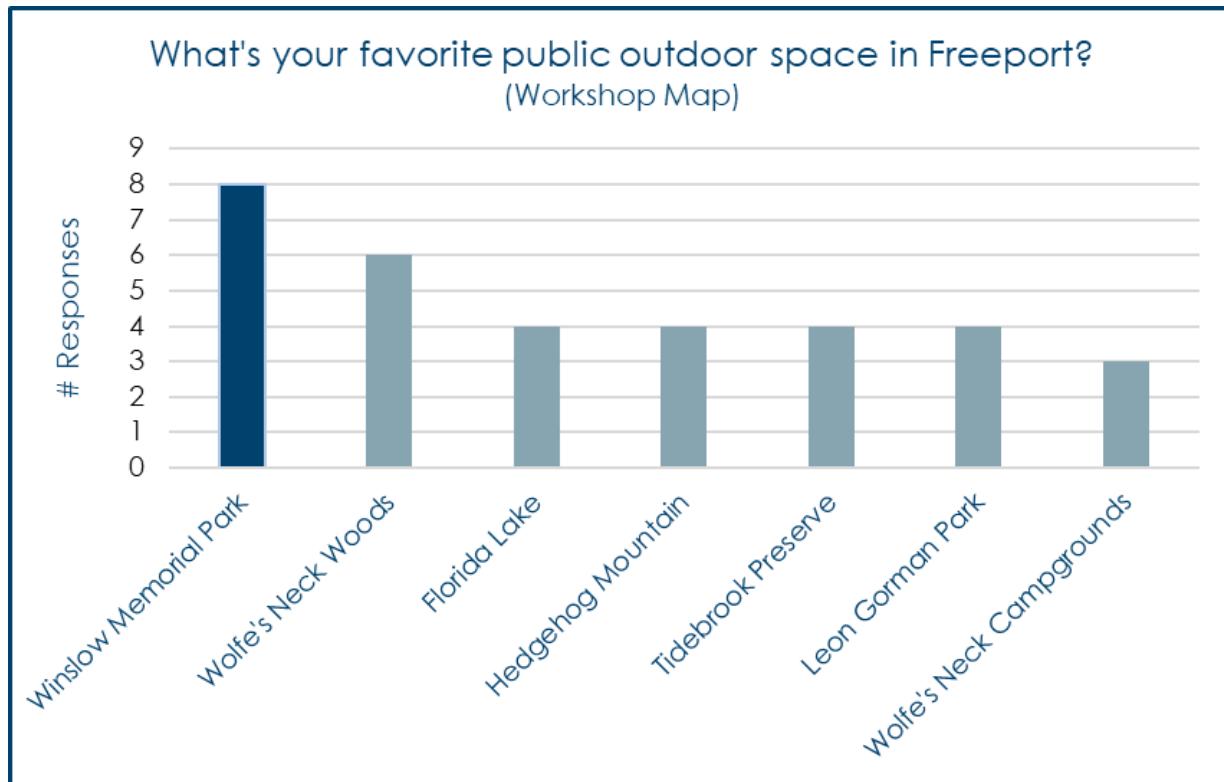


What is your favorite outdoor space in Freeport?

Participants placed dots on the map for their favorite outdoor spaces in Freeport. The parks and public spaces with the most mentions include Wolfe's Neck and Winslow Park. Survey results are categorized into the following:

- **Parks and Public Spaces;** Winslow Park, Wolfe's Neck State Park, Hedgehog Mountain, Leon Gorman Park, Memorial Park, Tidebrook Preserve, Florida Lake, and L.L.Bean Discovery Park.
- **Trails and Natural Areas;** Wolfe's Neck Farm, Bliss Woods, Hidden Pond Preserve, Powell Point Preserve, and Freeport Conservation Trust (FCT) trails
- **Waterfront and Swimming Areas;** Casco Bay, Porter's Landing, Harraseeket River, Town dock, and Public Wharf.
- **Other;** downtown Freeport, football field, Hunter Road fields and athletic fields across the town.

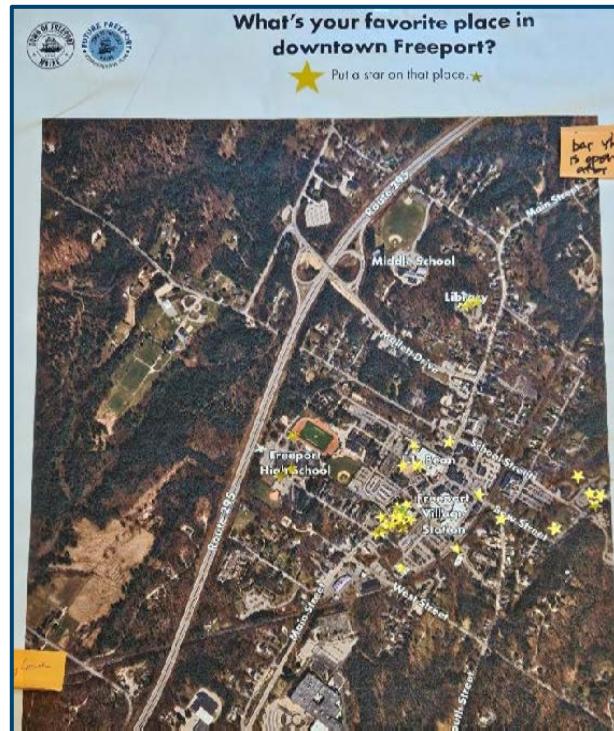




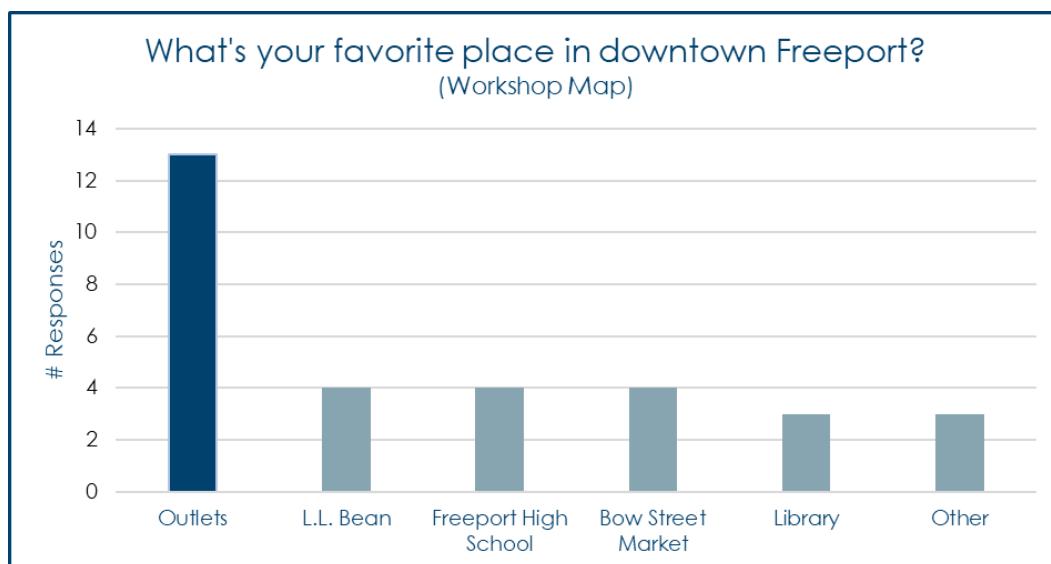
What's your favorite place in Downtown Freeport?

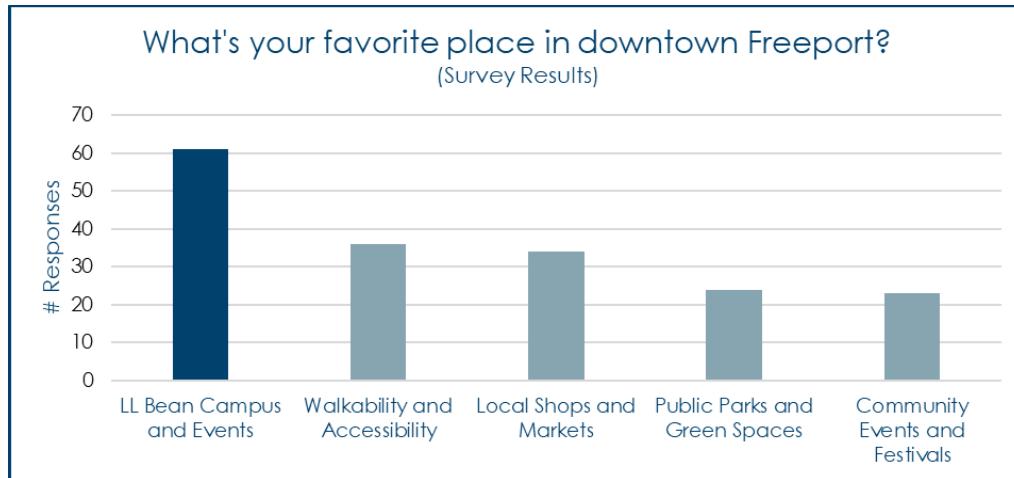
Participants placed dots on the map for their favorite outdoor space in Freeport. Survey responses are categorized into the following:

- **L.L.Bean Campus and Events;** L.L.Bean campus, discovery park, summer concerts
- **Walkability and Accessibility;** walkability, sidewalks, ease of getting around
- **Local Shops and Markets;** Bow Street Market, local shops
- **Public Parks and Green Space;** Winslow Park, Memorial Park, Leon Gorman Park
- **Restaurants and Cafes;** Freeport Oyster Bar, Tuscan Bistro
- **Community Events and Festivals;** Farmers Markets, festivals, parades
- **General Positive Comments;** general appreciation for variety of offerings
- **Negative Comments or No Favorite Part;** dislike downtown, no favorite part
- **Small-Town Feel;** small town feel, classic architecture, New England style appearance
- **Historic Aspects;** historic buildings, historic society



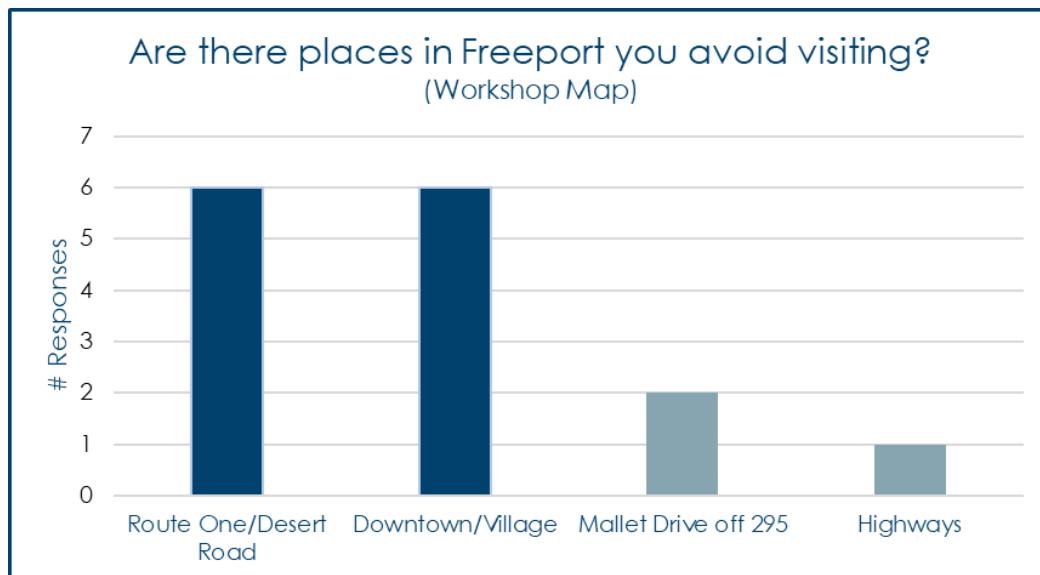
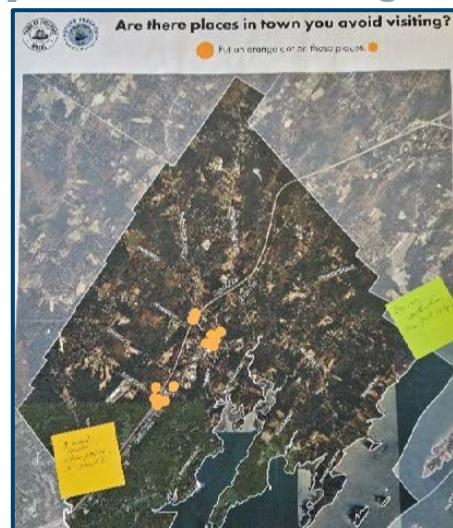
L.L.Bean Campus and Events receive the highest number of responses. People also highlight the convenience of downtown Freeport, noting that you can easily walk around without needing to drive and that there is always a surplus of activity.





Are there places in Freeport you avoid visiting?

Participants were asked to place a dot on the map for places they avoid visiting in Freeport. The top locations selected were Route One off Desert Road, downtown areas, and the Mallet Drive I-295 ramp. Two of these locations - the intersection of Elm Street, Main Street and School Street in downtown Freeport, and the Mallet Drive ramp - are high crash locations identified by the Maine Department of Transportation (DOT). Survey respondents mention that they often avoid downtown during the summer due to heavy tourist traffic.

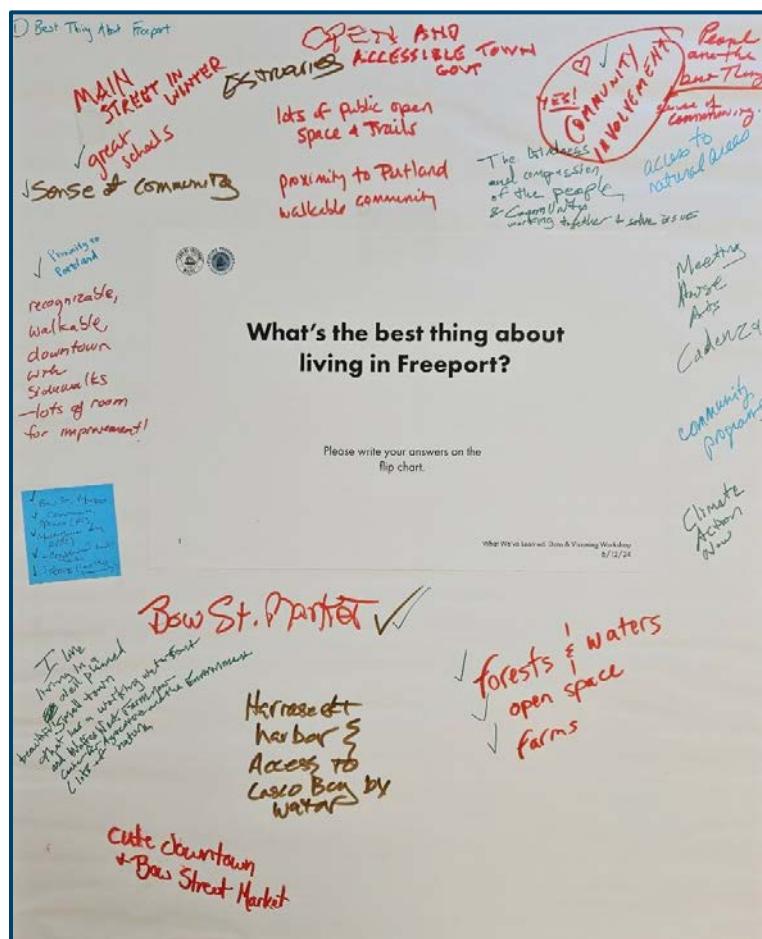


What's the best thing about living in Freeport?

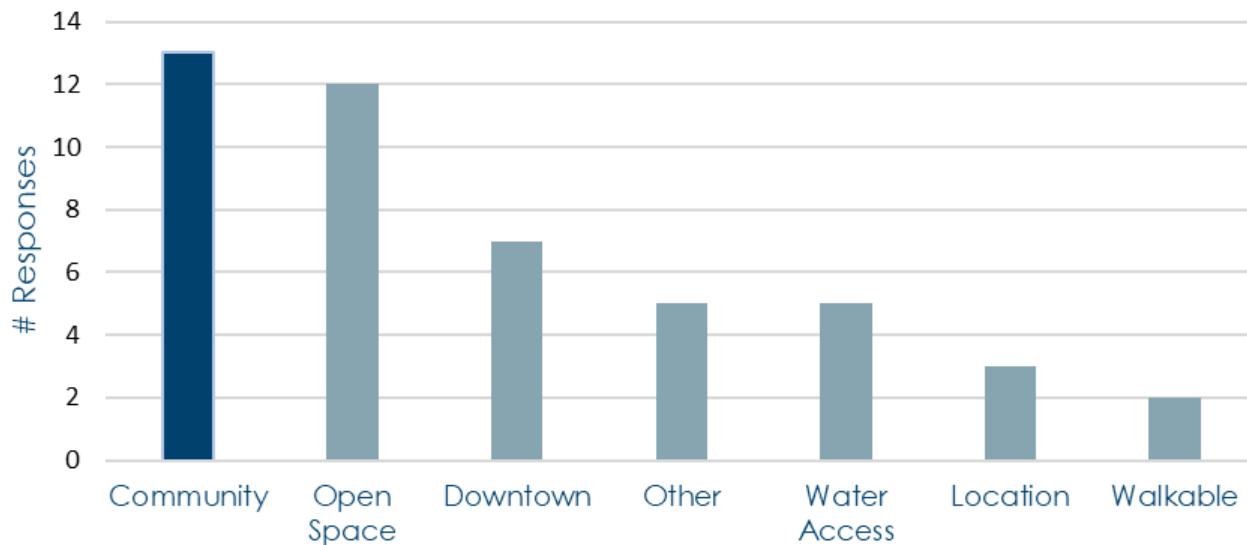
Participants provided comments on their favorite aspects about living in Freeport. Both workshop comments and survey responses are categorized into the following:

- **Open space, natural resources**
- **Community**; sense of community, community character, people
- **Location**; proximity to Portland, convenience of Downtown Freeport
- **Small town feel**; safe neighborhoods, quaint, rural feel
- **Downtown/village areas**
- **Waterfront, ocean areas**
- **Schools**
- **Other**; nothing, my house, events in town, very clean city, my family history is here, taxes

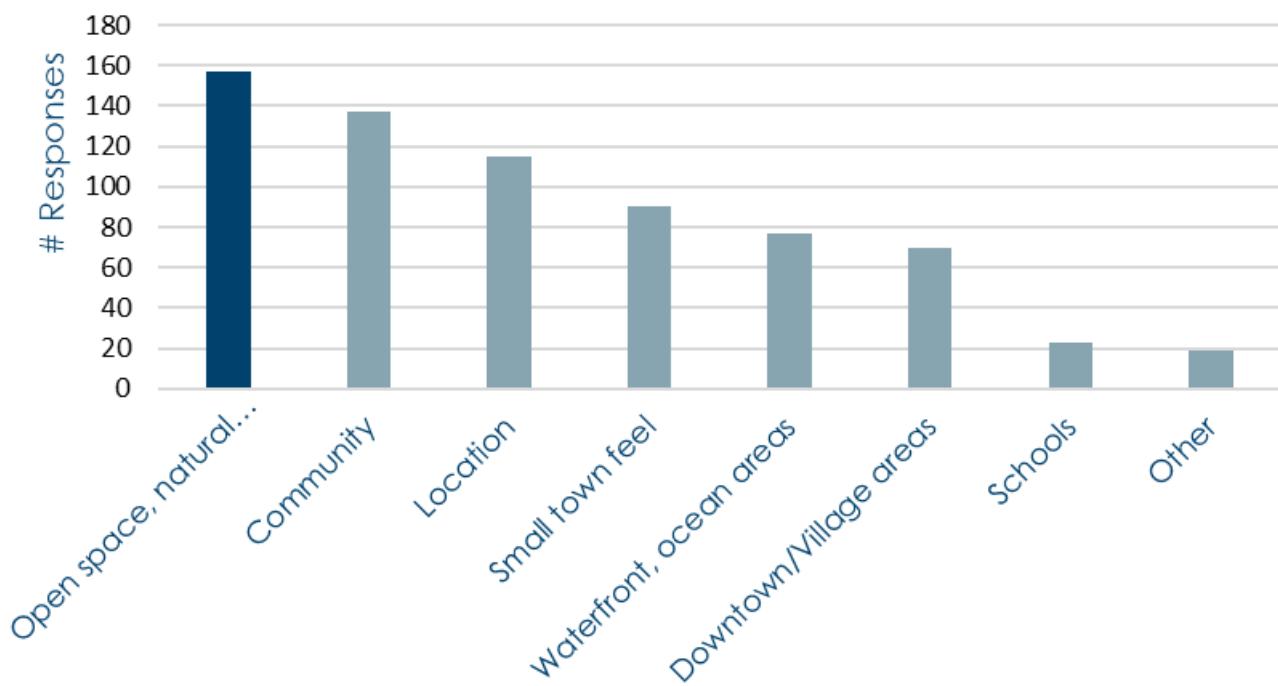
The 'Open space, natural resources' category is the most popular response. Respondents value Freeport's sense of community, noting the town has quiet rural spaces as well as an attractive downtown area. Many responses highlight that Freeport's proximity to Portland offers easy access to city amenities while maintaining a charming, small-town atmosphere. Generally, all residents value similar aspects of Freeport; however, a noticeable trend emerges with year-round residents (95% of respondents) placing a greater emphasis on Freeport's sense of community and the people.



What's the best thing about living in Freeport? (Workshop Comments)



What's the best thing about living in Freeport? (Survey Results)

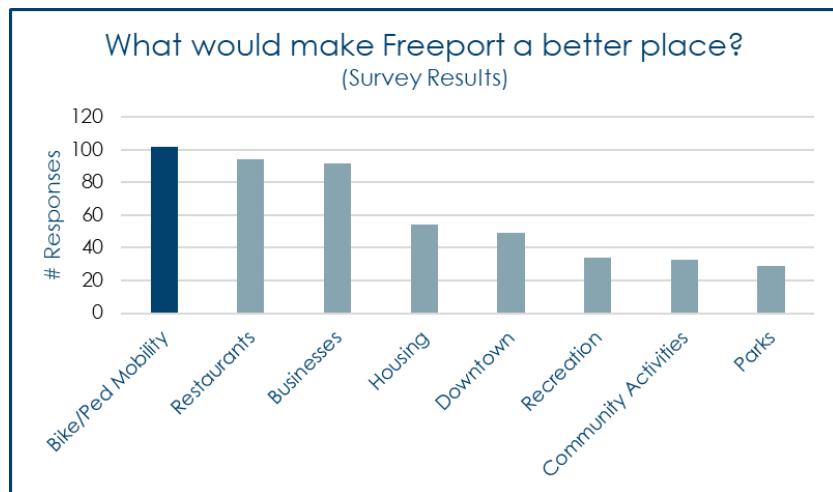


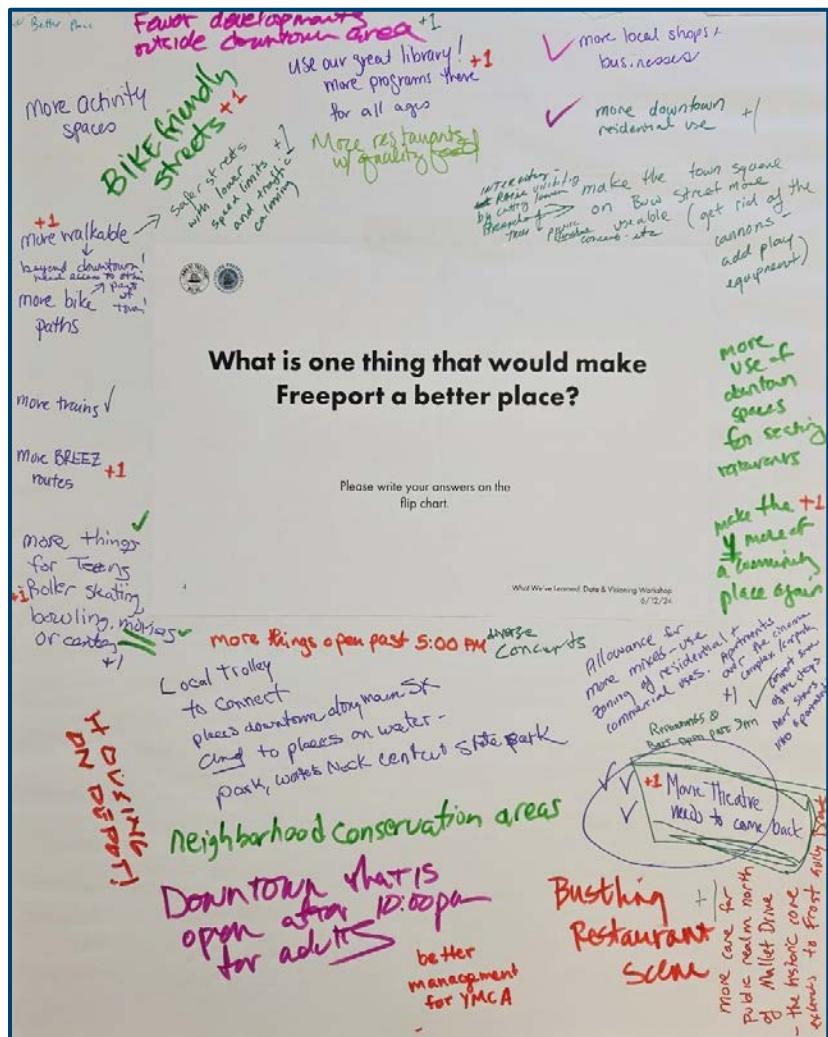
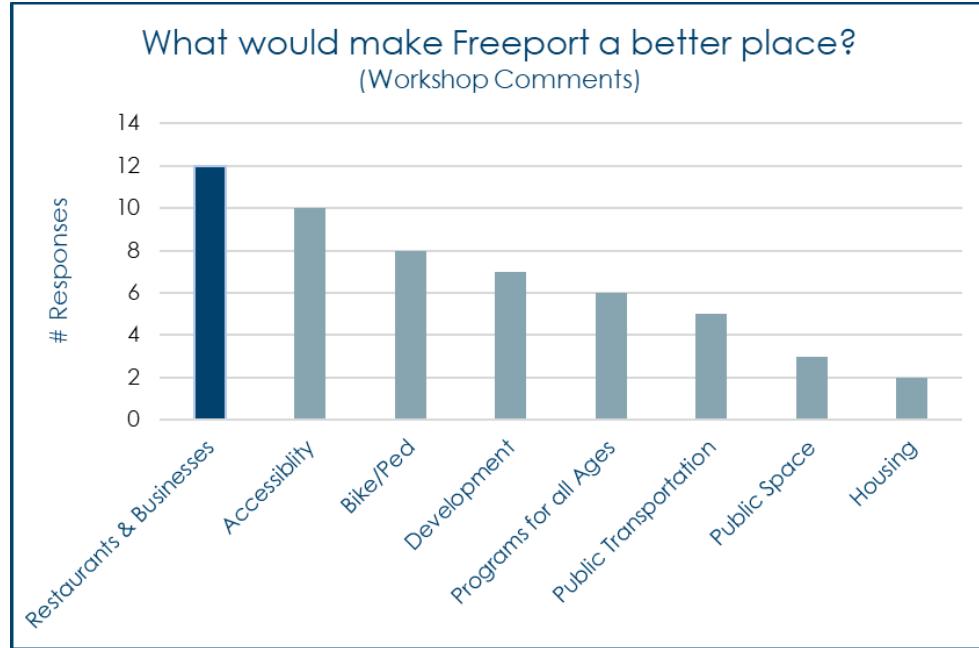
What would make Freeport a better place?

Participants provided suggestions and comments on one thing that would make Freeport a better place. Both workshop comments and survey responses are categorized into the following:

- **Bike/Pedestrian Mobility;** better safe walkable areas for people to get around, more biking and walking paths, more connecting bike/ped infrastructure
- **Restaurants;** better high-quality restaurants, better food options
- **Businesses;** more coffee shops, more local businesses, movie theaters, repurposing vacant storefronts
- **Downtown;** more vibrant downtown, revitalize downtown, more village environment
- **Housing;** affordable housing, low-income housing, short term rental restrictions, more housing
- **Community Activities;** community spaces, indoor areas for children, more things to do in town outside of shopping, ways to have community engagement
- **Recreation;** central playground, skate parks, ice rink, community swimming pool
- **Parks;** open spaces, maintaining and improving parks and natural spaces
- **Infrastructure;** redo Main Street and put wires underground, cell service, higher infrastructure standards
- **Land Conservation;** zoning to conserve trees, farms and open space
- **Schools;** funding the schools, quality education, RSU school budget
- **Development;** better planning of locations for new development, strictly enforced zoning, more welcoming attitude for new development, regenerative development and design
- **Diversity;** population diversity
- **Other;** religious revival, wayfinding, town newspaper, trash pickup, learn to live within the budget, happy as is

For the survey respondents, Bike/Ped Mobility attracts the most responses. Respondents generally want to see expanded bike and pedestrian infrastructure throughout Freeport, ensuring safety and connectivity for all residents. Note that the graph below displays only the top responses. At the public workshop, restaurants and businesses received the greatest number of responses. Participants expressed that they want to see generally more restaurants consisting of quality food and local shops. Additionally, participants expressed the need for longer hours of operation for businesses and public amenities.



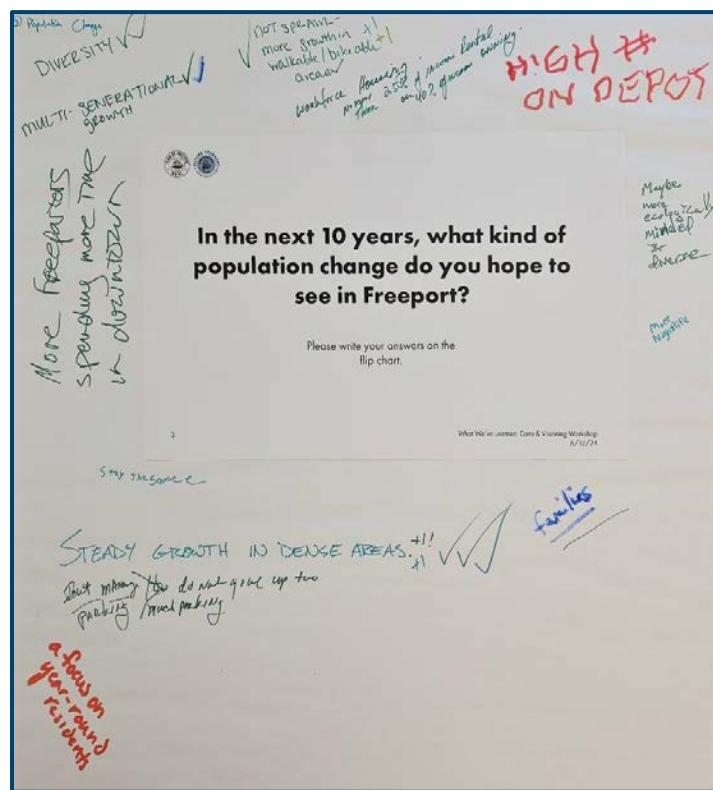


In the next 10 years, what kind of population change do you hope to see in Freeport?

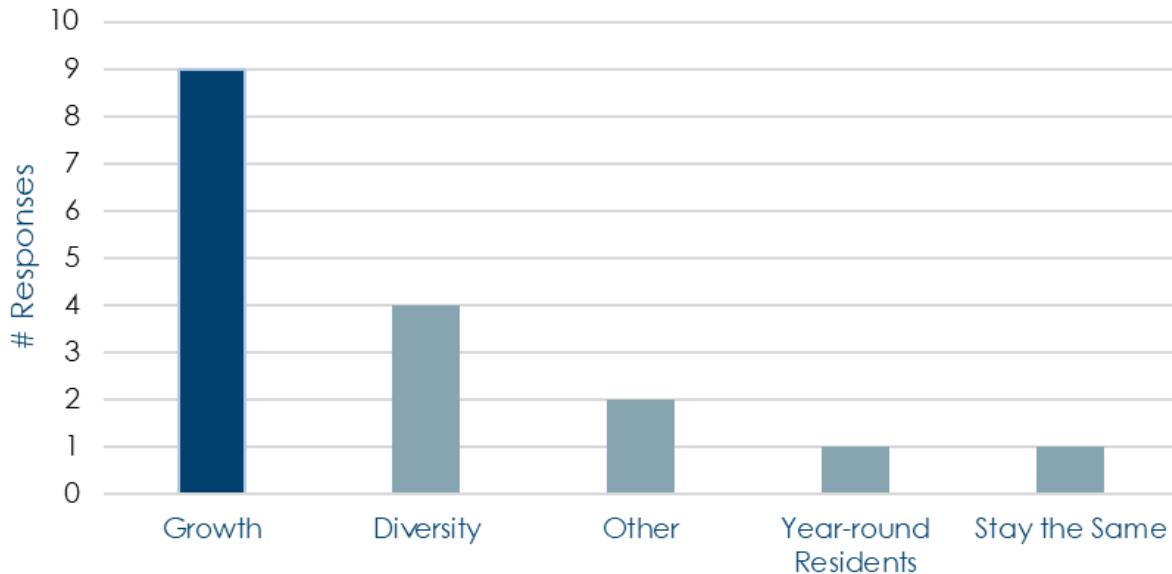
Participants provided their thoughts on what kind of population change they expect over the next decade. Responses are generally categorized into the following:

- **Minimal/No Growth;** stay the same
- **Younger Population;** more young people and families
- **Moderate Growth;** slow steady increase
- **Diversity;** more ethnic and economic diversity
- **Maintaining/Increasing Affordability;** more affordable housing, ensure people who work in Freeport can afford to live in town
- **Downtown Focused Growth;** increase density downtown
- **Other;** unsure, no hope regarding population change

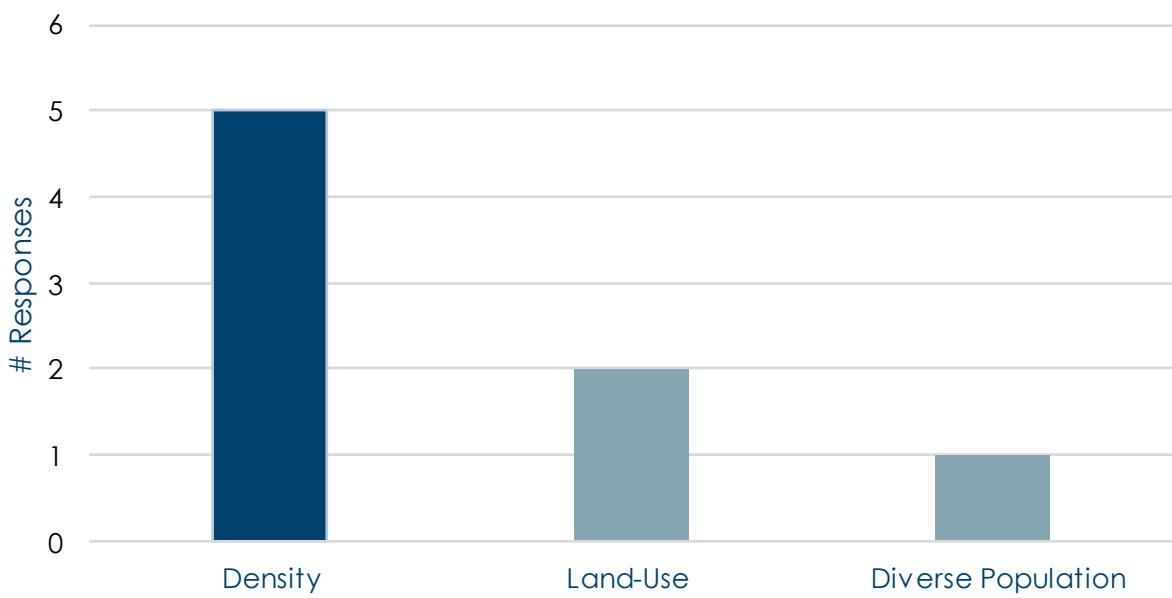
According to the survey, Minimal/No Growth attracts the most responses from residents. The data shows no significant trend across different age groups, as illustrated in the graph on the bottom of Page 13. Overall, people of all ages express a desire for responsible and balanced population growth. They want growth that supports new residents, a diverse population, and a vibrant community. For those who attended the public workshop, growth received the greatest number of responses. Most people want to see growth in areas of Freeport with higher population density areas and less sprawl (density spread across a larger area). Land use refers to growth in housing and parking and diverse population refers to multigenerational growth. In the future, people also want to see a more diverse population, in terms of more families and people of different ages.

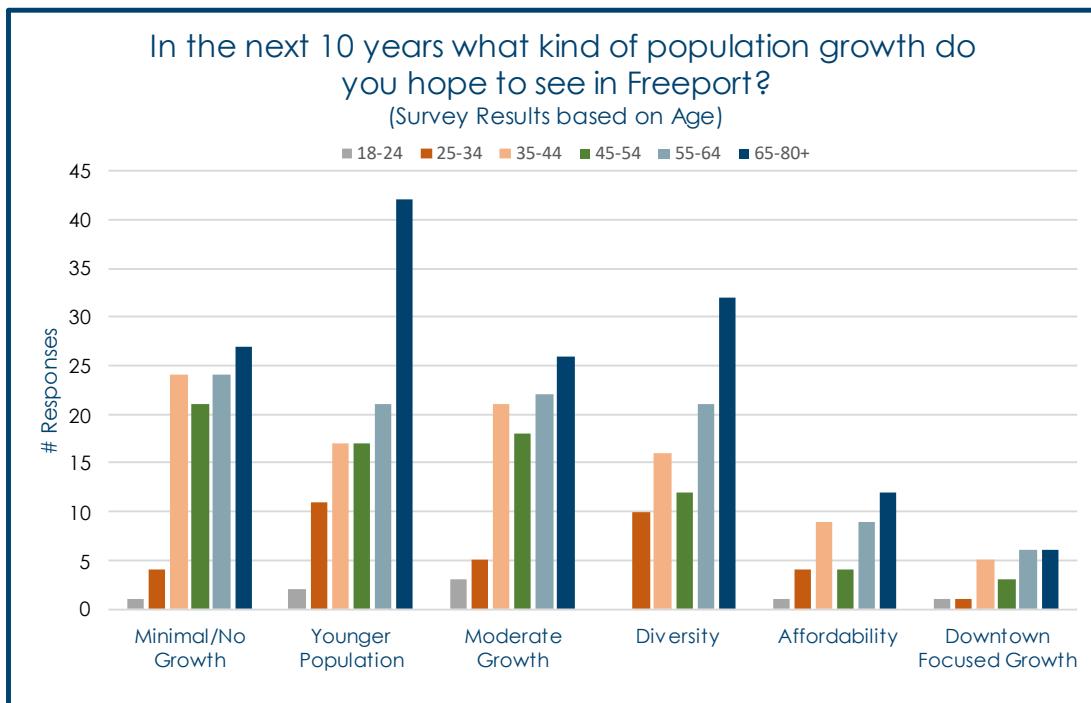
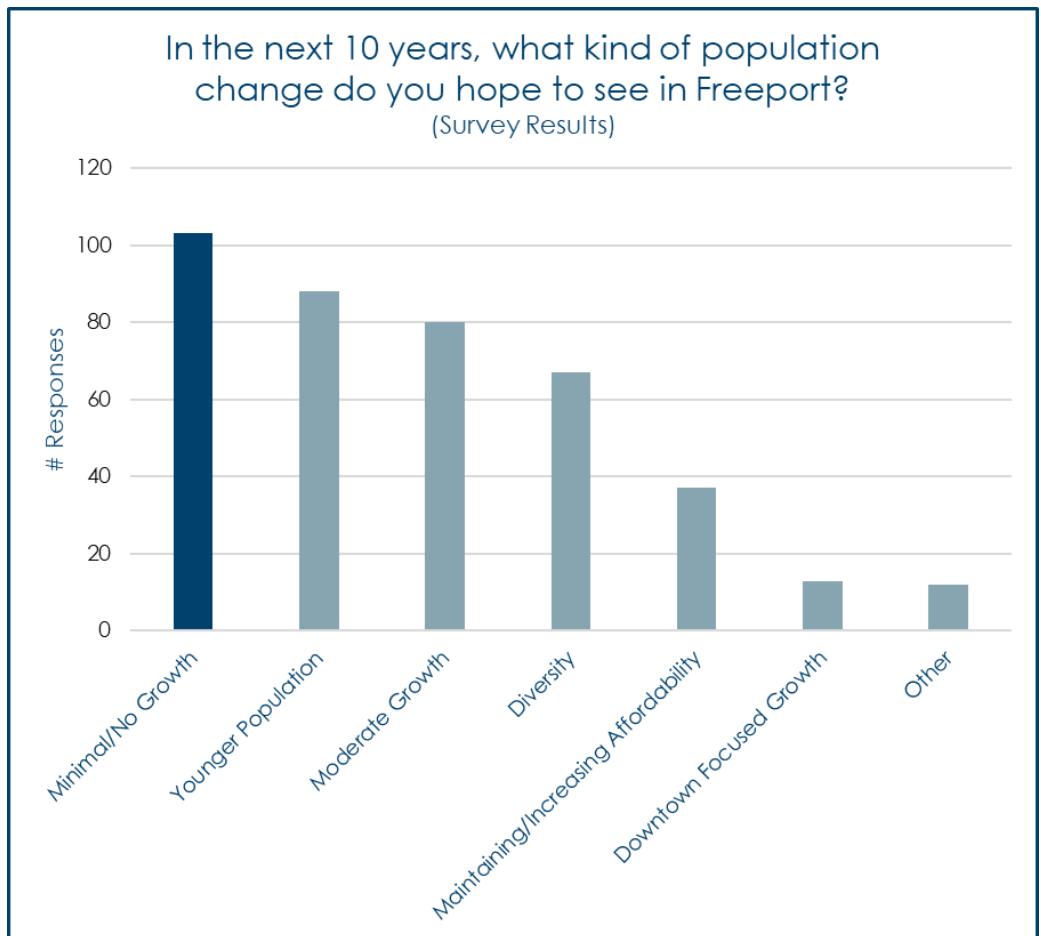


In the next 10 years, what kind of population change do you hope to see in Freeport?
(Workshop Comments 1)



What type of growth do people want to see in Freeport in the next 10 years?
(Workshop Comments 2)



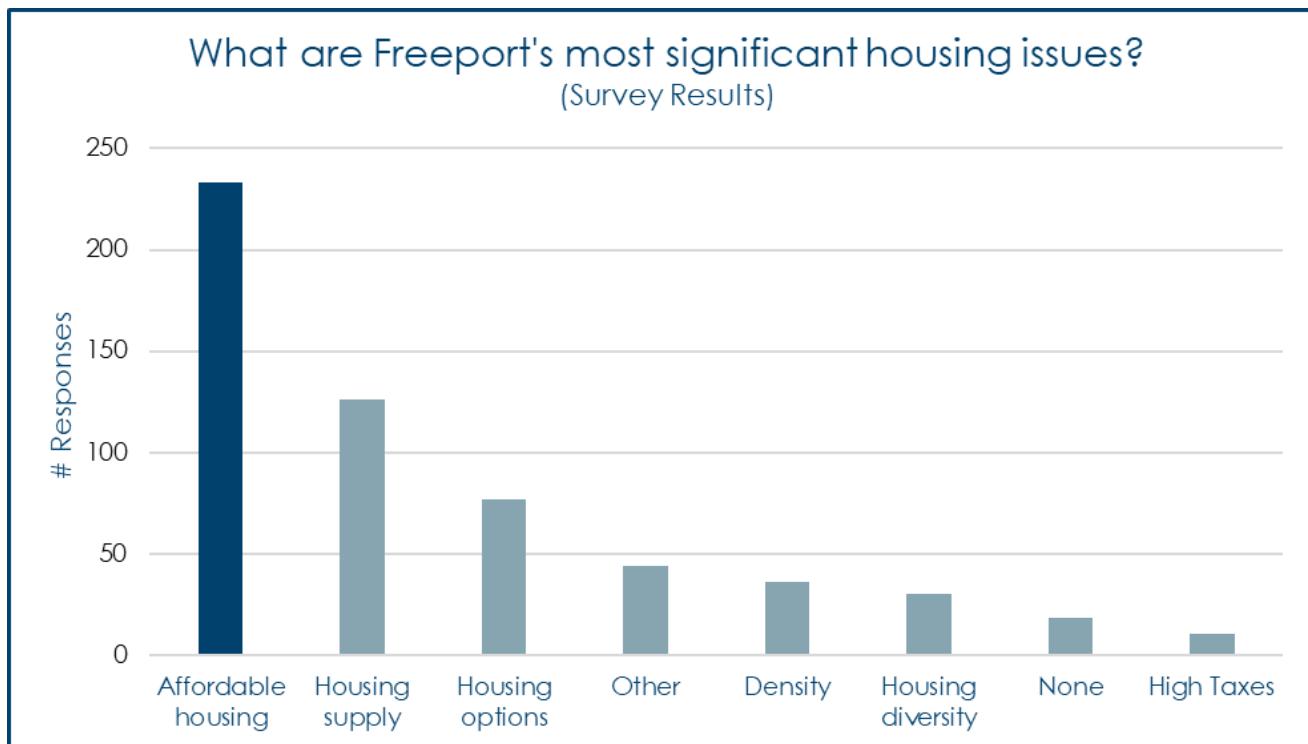


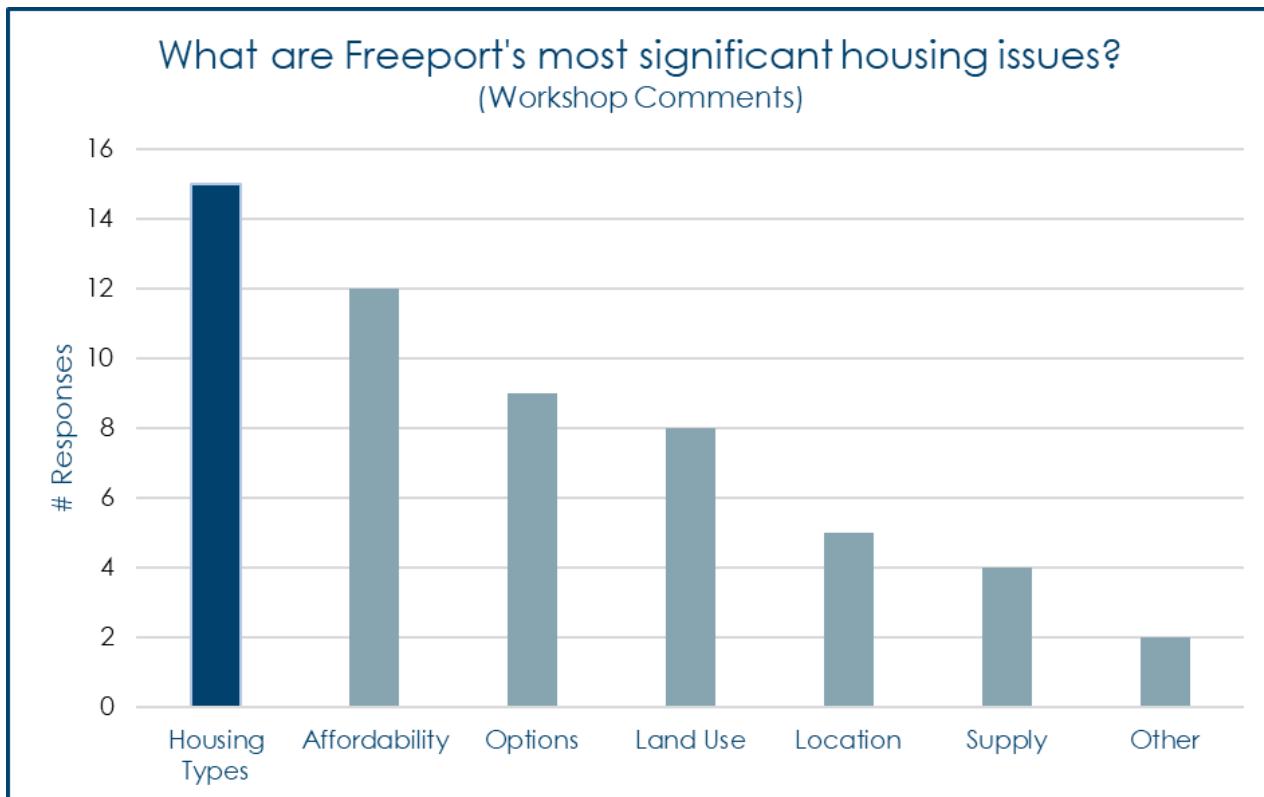
What are Freeport's most significant housing challenges?

Responses are categorized into the following:

- Affordable housing
- Housing supply
- Housing options
- Density;
- Housing diversity;

In the survey, affordable housing stands out as the town's most significant housing issue, receiving the highest number of responses. About 30% of respondents to this question are in the 35-44 age range, often considered first-time home buyers. Among them, roughly half see affordable housing as the town's most significant housing issue. Roughly 89% of respondents own single-family homes, reflecting their concerns about limited housing options in town. While most people express similar housing issues regardless of their home type, renters tend to highlight the scarcity of year-round housing and the high cost of renting. At the public workshop, participants expressed a desire for more types of housing units including smaller units, starter homes, and more apartments. This intersects with affordability, as more housing options can offer a greater range of price points.



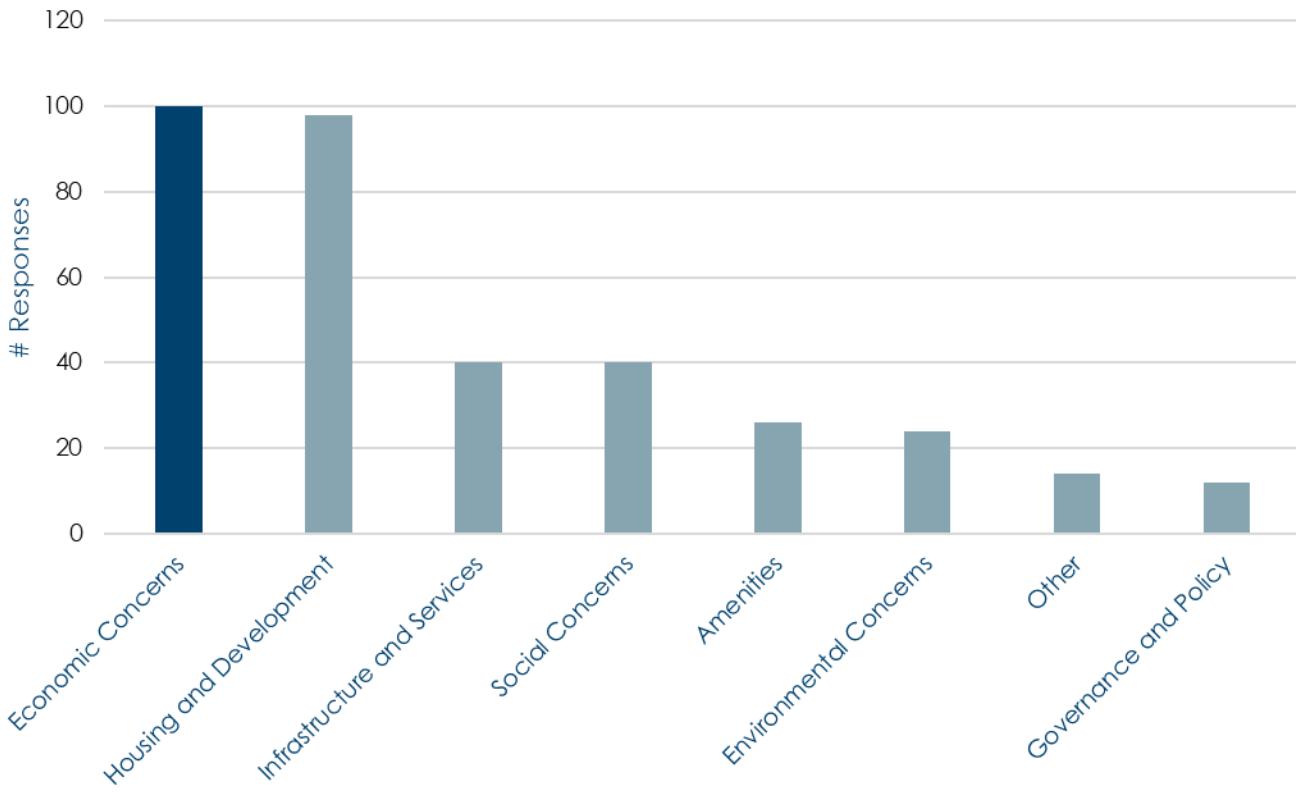


What are the biggest threats to quality of life in Freeport?

Survey responses are categorized into the following:

- **Economic Concerns;** cost of living, economic development, high rent for retail business, lack of diverse economic base, high real estate taxes
- **Housing and Development;** housing affordability, overdevelopment/sprawl, upzoning, short term rentals, developers not considering low impact
- **Infrastructure and Services;** traffic congestion and car dependency, lack of sidewalks, limited public transportation, cell service and public wifi issues
- **Social Concerns;** lack of community engagement, aging population, NIMBYism, crime and drugs, loss of small town feel
- **Amenities;** lack of restaurants, lack of activities and amenities for residents, loss of retail business, lack of indoor exercise options
- **Environmental Concerns;** climate change and environmental degradation, coastal storms, loss of forests and farms, brown tail moths and ticks
- **Governance and Policy;** local government issues, lenient zoning, fringe political ideologies, overreach in regulations
- **Other;** misguided solutions and forced agendas, noise pollution, tourist related issues

What are the biggest threats to quality of life in Freeport? (Survey Results)



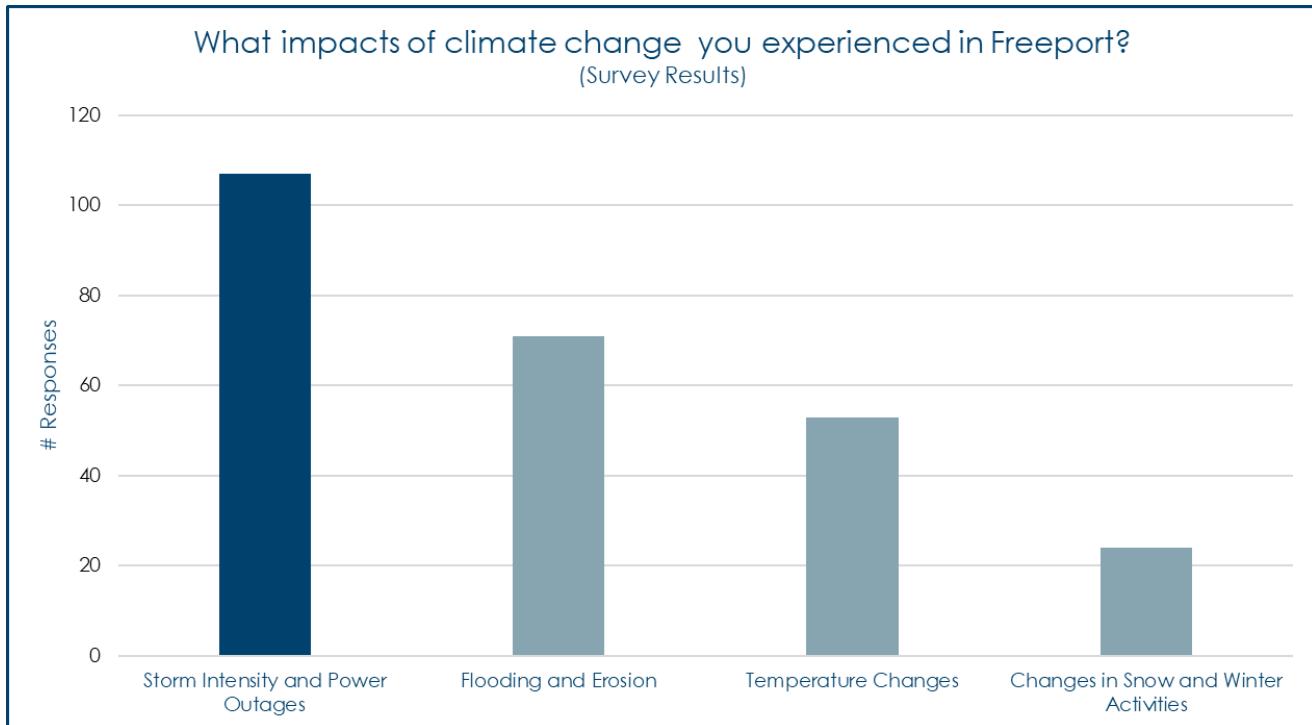
Based on responses, economic concerns and housing affordability emerge as the primary threats. Freeport is a net importer of workers, with many commuting from other towns for jobs, making it challenging to live and work in Freeport. Respondents remarked that the reliance on retail and the overall lack of diverse economic development limit opportunities for new restaurants and businesses to establish along Main Street and in downtown areas. Additionally, they express concerns about the location of new housing and development.

What impacts of climate change have you experienced in Freeport?

Survey responses were categorized into the following:

- **Storm Intensity and Power Outages**
- **Flooding and Erosion**
- **Temperature Changes**
- **Changes in Snow and Winter Activities**

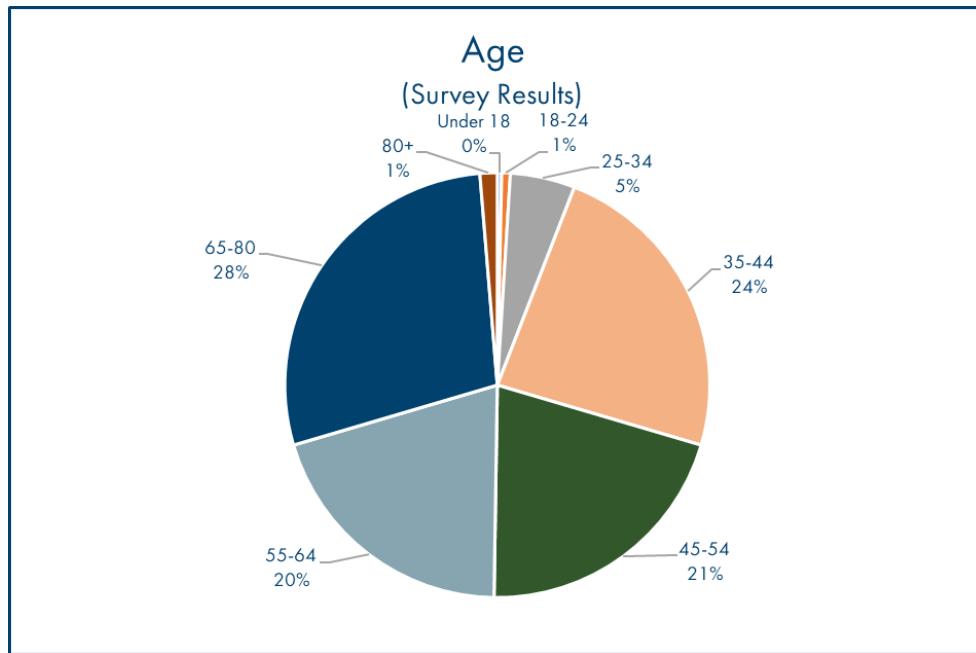
Storm Intensity and Power Outages have the highest number of responses. Other notable concerns include health related illnesses, higher tides, and infrastructure and property damages. Note that the graph below displays only the top responses.



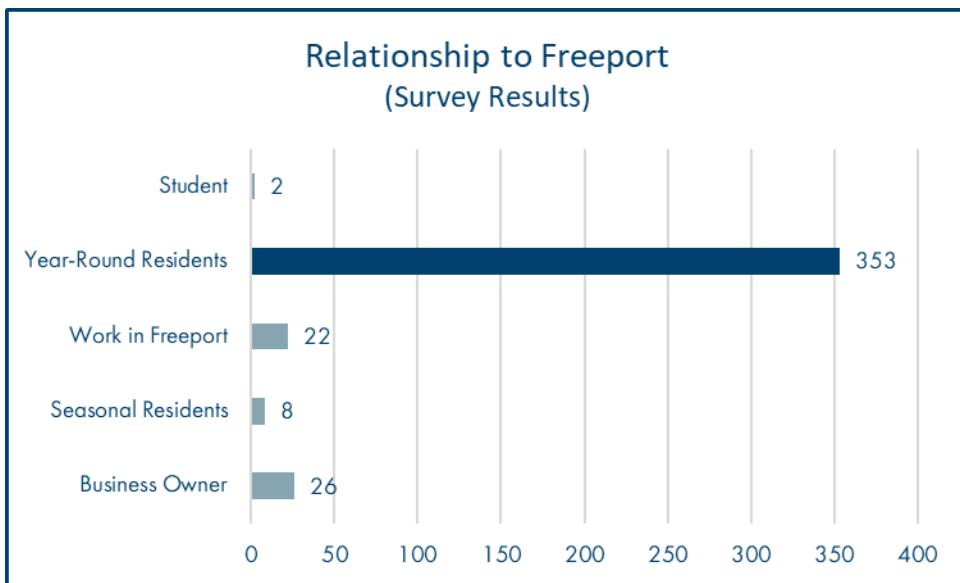
Survey Demographics:

Please note that the following demographic questions were optional. Not all respondents provided an answer to the following questions.

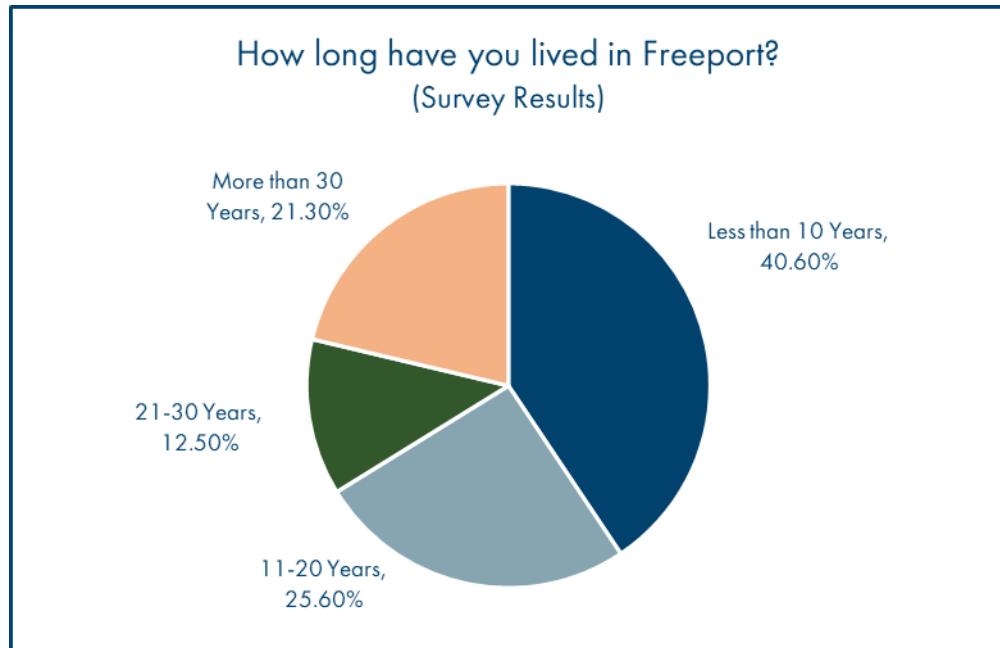
How old are you?



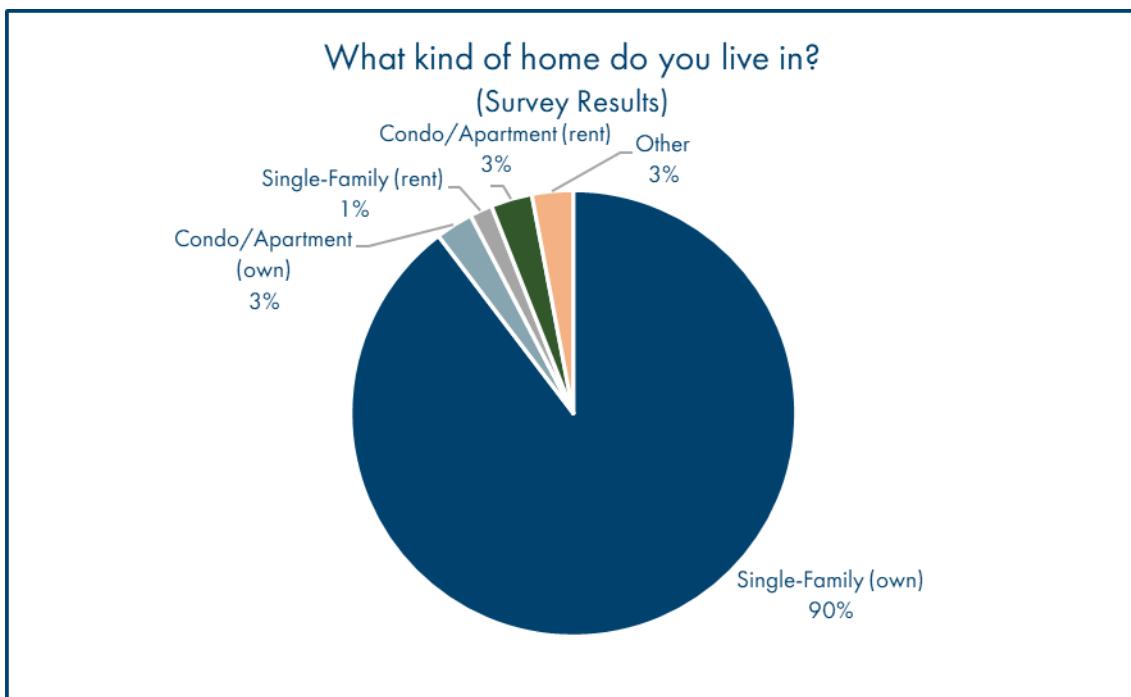
Relationship to Freeport?



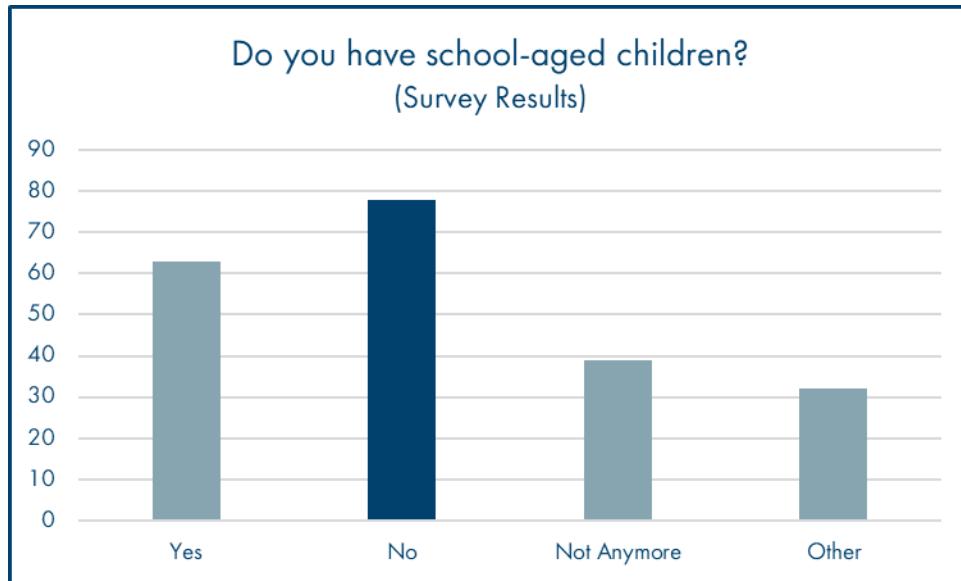
How long have you lived in Freeport?



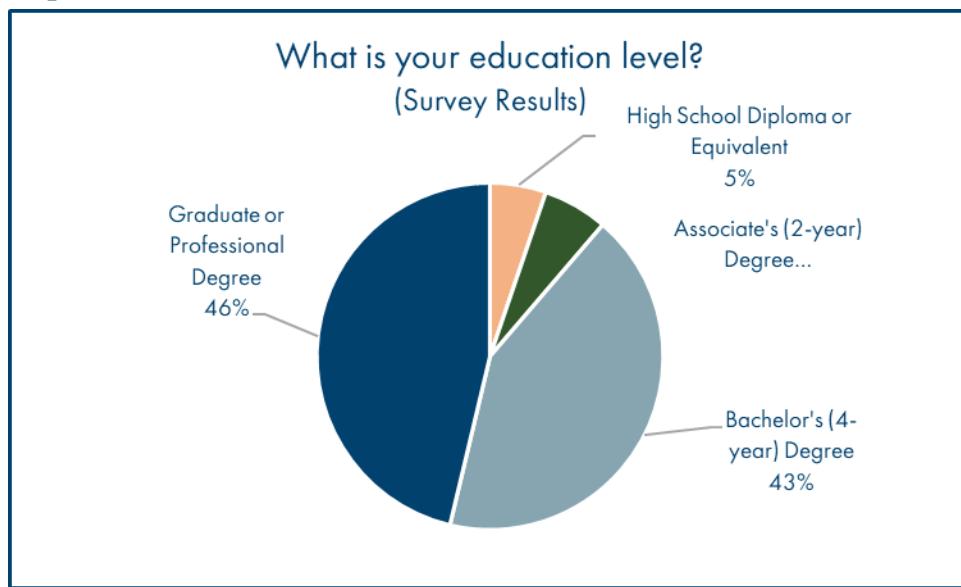
What kind of home do you live in?



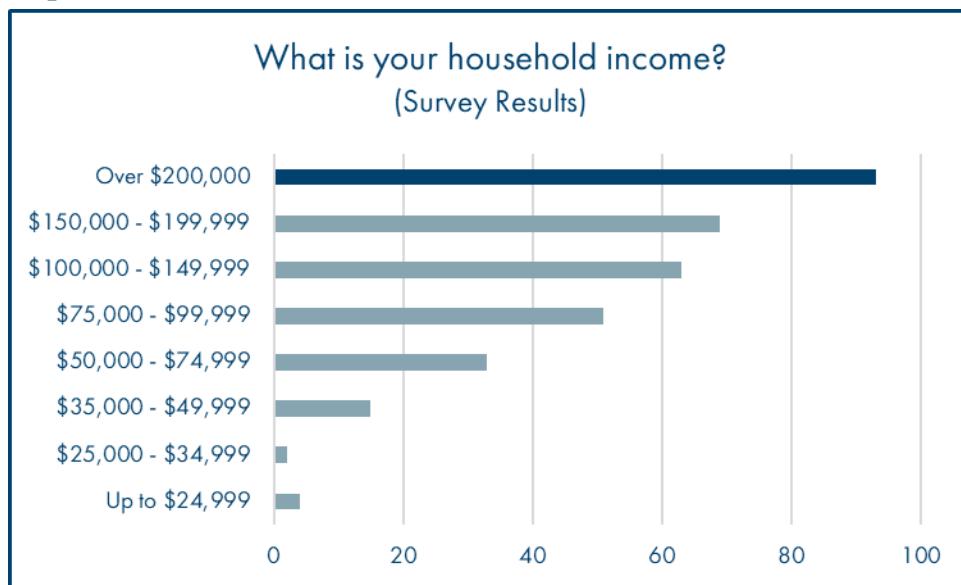
Do you have school-aged children?



What is your education level?



What is your household income?



Workshop Question Prompts:

③ Population Change ✓

DIVERSITY ✓

MULTI- GENERATIONAL ✓

GROWTH ✓

NOT SPRAWL ✓
more growth in walkable/bikeable areas ✓

workforce housing ✓
no more than 25% of income rental owning ✓

HIGH # ON DEPOT

More freeporters
spending more time in downtown ✓

Stay the same

STEDY GROWTH IN DENSE AREAS. +! ✓✓ families

But manage to do not give up too much parking

focus on year-round residents

May be more ecologically minded & diverse

More nightlife

3

What We've Learned: Data & Visioning Workshop
6/12/24

1) Best Thing About Freeport

MAIN STREET IN WINTER
great schools
Sense of community

OPENS AND
ACCESSIBLE TOWN
GOVT
lots of public open
space & trails
proximity to Portland
walkable community

PEOPLE and the
sense of
belonging
The kindness
and compassion
of the people
& community
working together & solve issues
access to
natural areas

Proximity to
Portland
recognizable,
walkable,
downtown
with
sidewalks
- lots of room
for improvement!

What's the best thing about
living in Freeport?

Please write your answers on the
flip chart.

✓ Bow St. Market
✓ Community spaces (FCS)
✓ Main Street (FPAC)
✓ - conserved lands
✓ - people (our rich community)

What We've Learned: Data & Visioning Workshop
6/12/24

Meeting
House
AIS
Ciderza
community
program
(Climate
Action
Now)

Bow St. Market ✓

In love
living in a
beautiful small town
that has a working waterfront
and bluffs/estuaries/farm land
center for agriculture and the environment
Lots of natural

Harraseeket
harbor &
Access to
Cape Cod by
water

forests & waters
open space
farms

Cute downtown
& Bow Street Market

② Housing Issues

Large housing projects are allowed away from downtown core ✓✓✓ Not enough smaller homes / apartment / lot sizes to create more affordable options

Costs ✓✓✓

Access to transit / pedestrian walkways / bike lanes ✓✓✓

Too few ✓✓ Small units for singles / couples / empty nesters

Seal of the City of Freeport

What are Freeport's most significant housing issues?

Please write your answers on the flip chart.

Downtown affordable multi-unit housing

Not enough homes => Vacancy to be too low which reduces choice & opportunity ✓✓✓

Lack of quality of control for new, higher density residential development

Cost of housing does not align w/ Mainah wages ✓✓✓

Larger lot sizes for new development in areas that were historically more dense. ✓✓✓

Lack of Affordable Starter Homes

Large scale 2nd homes out of state owners ↓ tax base

What state have worked elsewhere? What basis?

Public Housing lots are No Sprawl Policy, Sprawl

Zoning for density + open space + tree cover + climate change

Need housing downtown & Smart Growth

Can develop back as East West sides of Route 1 that is large areas of land with needs to place houses lower than can help meet housing demand

Find areas for housing that put less pressure on more rural areas

Not enough affordable housing walking distance to downtown

Desperately need affordable housing!

ALL of the ABOVE!

• Better place

Favor developments outside downtown area +1

More Activity spaces

BIKE friendly streets +1

Safe streets with lower speed limits +1 and traffic calming

More walkable +1 beyond downtown! need access to stores +1 more bike paths in town!

More trains ✓

More BREEZ routes +1

more things for Teens ✓ Roller skating, bowling, mini-golf, or centers +1

more things open past 5:00 PM diverse concerts

Local trolley to connect places downtown along Main St and to places on water - Park, Wolfe Neck Center State Park

neighborhood conservation areas

DOWN TOWN what is open after 10:00pm for adults better management for YMCA

more local shops + businesses ✓

more downtown residential use +1

INTERESTING
by cutting lower
Branch of tree
make the town square
on Bow Street more
useable (get rid of the
cannons - add play
equipment)

Please write your answers on the flip chart.

What We've Learned: Data & Visioning Workshop
6/12/24

more use of downtown spaces for seating restaurants
make the +1
+ more of a community place again

Allowance for more mixed-use zoning of residential + commercial uses. Apartments over the cinema + Complex Corpse of the steps next stairs into apartment

Restaurants & Bars open past 9pm

+1 Movie Theatre need to come back

Bustling Restaurant Scene +1

more care for public realm north of Main Drive - the historic core extends to Frost fully built

Environment Workshop



Overview

The Freeport Environment Workshop was held on October 7, 2024, at 6 PM at Freeport High School. North Star Planning (NSP) and FB Environmental (FBE) presented findings on Freeport's natural, water, and marine resources, addressing topics such as stormwater runoff, coastal bluff stability, land conservation, and energy efficiency. After the presentation and a Q&A session, participants worked in groups to identify areas for ecological preservation and set priorities for climate action.

Analysis

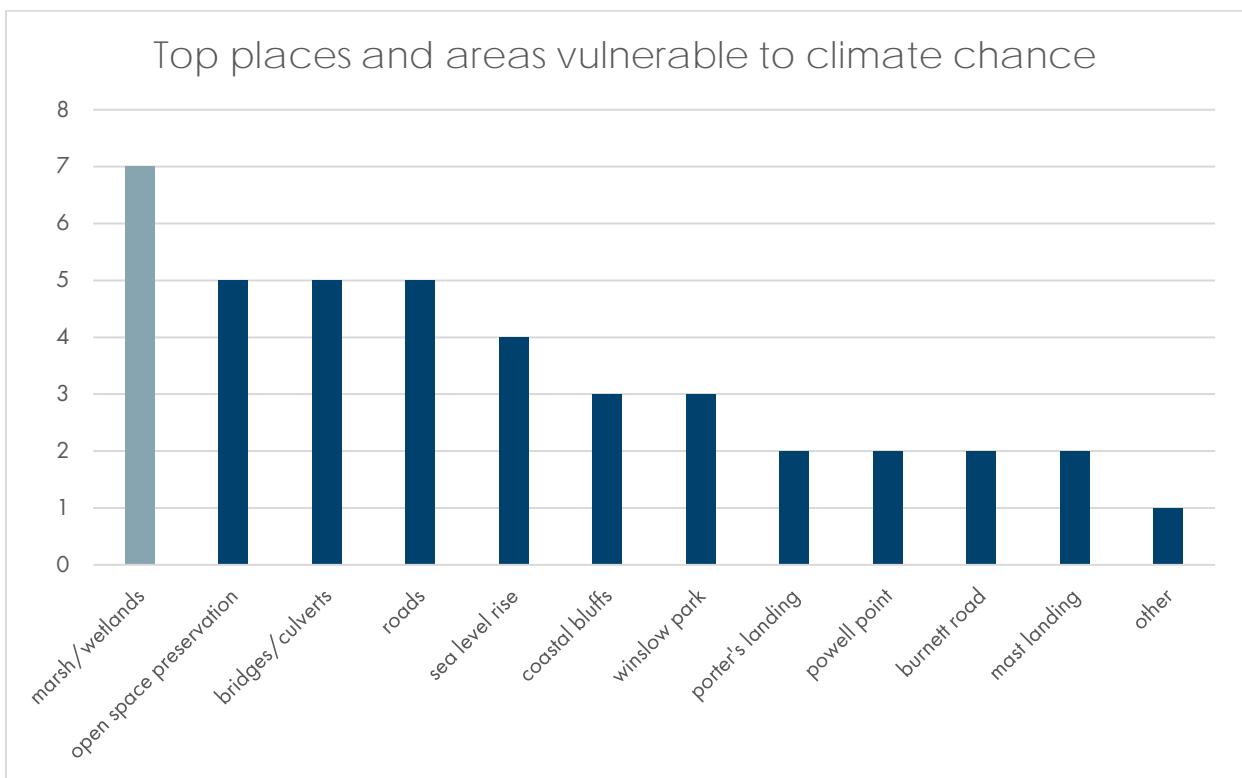
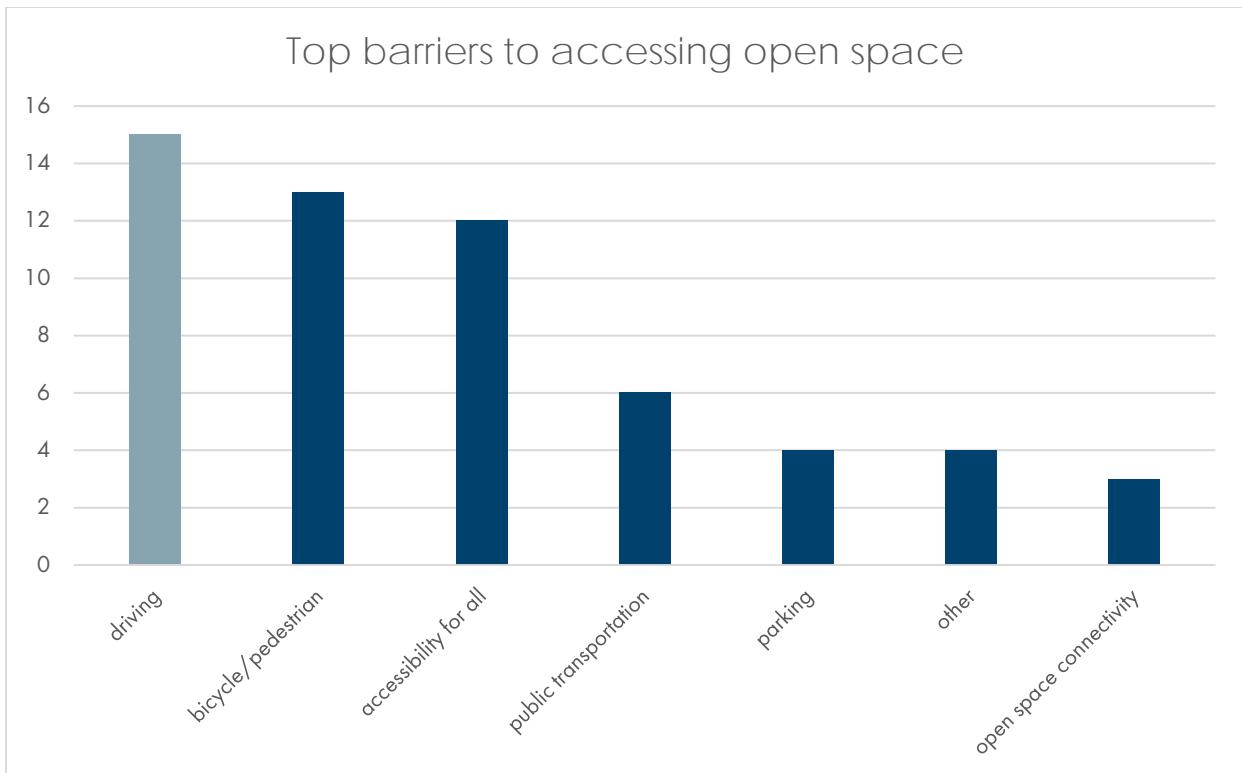
In total there were 37 attendees at the workshop. Participants were divided into table groups and guided through activities facilitated by NSP, FBE, and town staff. Discussions emphasized the importance of developing policies to encourage environmentally conscious consumer habits, prioritizing land conservation and open space, managing growth while protecting natural resources, connecting schools to local ecosystems, and ensuring large parcels of conservation land remain preserved. Participants were also asked to rank priorities within the Freeport Climate Action Plan.

Mapping Activity

For the mapping activity participants were asked to identify barriers to accessing open space and natural resources in Freeport as well as areas vulnerable to climate change. In this activity, participants were asked to consider other peoples' perspectives including individuals without a car, with a disability, a grade school or high school resident, etc.

Responses to the mapping questions were grouped into broader categories and ranked by frequency of mentions. The top barriers to accessing open space in Freeport include reliance on driving, unsafe or limited bicycle and pedestrian infrastructure, and inadequate accessibility for all users, particularly those with disabilities. Many participants noted that most open spaces and recreation areas in Freeport are only accessible by car, posing challenges for residents who do not drive. Limited parking also exacerbates these issues.

Regarding areas most vulnerable to climate change, responses ranged from general habitat types, such as marshes, waterways, and wetlands, to specific roads, parks, and open spaces. The most frequently mentioned vulnerabilities included marshes and wetlands (including estuaries), the need for open space preservation, and bridges and culverts. Participants expressed concern about the loss of open space due to increasing development pressures and emphasized the importance of protecting these areas. Several bridges and culverts were also noted as prone to flooding, highlighting the need for resilient roadway infrastructure to address the impacts of extreme weather and rising flood risks.



Climate Action Plan

Participants were asked to prioritize their top 3 goals and policies from the town's Climate Action Plan. Those goals are listed below:

1. Freeport is an EV ready and friendly community.
2. It is easy and safe for residents, workers and visitors to get around without a car.
3. Buildings in Freeport are designed, built and maintained to be energy efficient and transition off fossil fuels.
4. Freeport is powered by local, resilient renewable energy.
5. Minimize waste and foster a resource sharing economy.
6. Freeport employs stewardship practices that ensure the ongoing health and vitality of our shores and waters.
7. Forests, wetlands, and coastal habitats are protected.
8. People, services and infrastructure in Freeport are prepared and resilient to climate change.
9. The Town advocates for broader efforts critical to a healthy and resilient future.

In total, 31 participants ranked Goal 2 as the most important goal for Freeport to prioritize. Other top priority goals include Goals 7, (which 17 participants ranked as their top choice) and 8, (which 12 participants ranked as their top choice). The goals that received the least support were Goals 1, 5 and 9. Generally most people felt that all policies should be a priority and should be adopted.

Other comments included the following:

Regarding Goal 4, "the problem is lack of access to infrastructure to make this happen"

"Need to connect habitats and connect human access to all parts of town via bike and foot"

"All policies should be a priority and should be adopted"

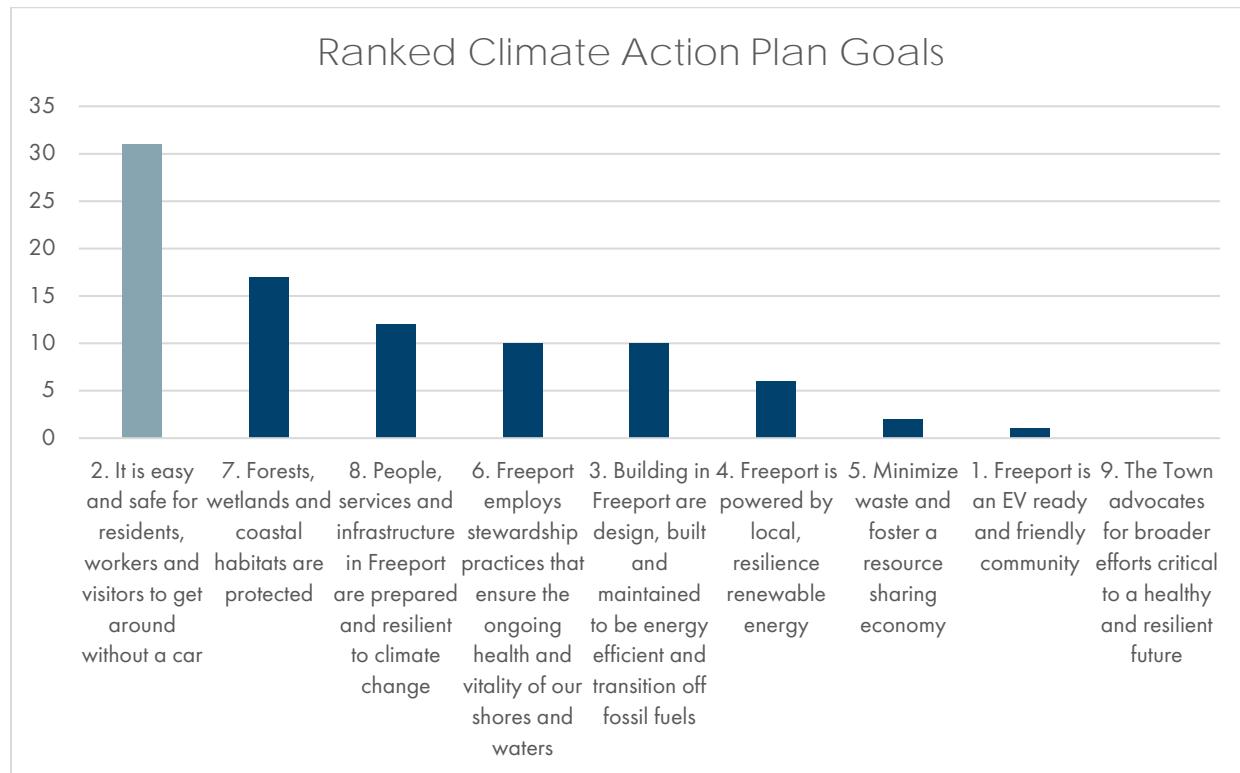
"The Town should have a full-time sustainability coordinator"

"Work closely with the community resilience program in August and apply for grants/funding"

Regarding Goal 8, "this is foundational, just have to do it and can't do the other goals without it"

Regarding Goal 5, "bring back the Styrofoam ban"

Regarding Goal 2, "how can you do this when the population is diffuse"



Visioning

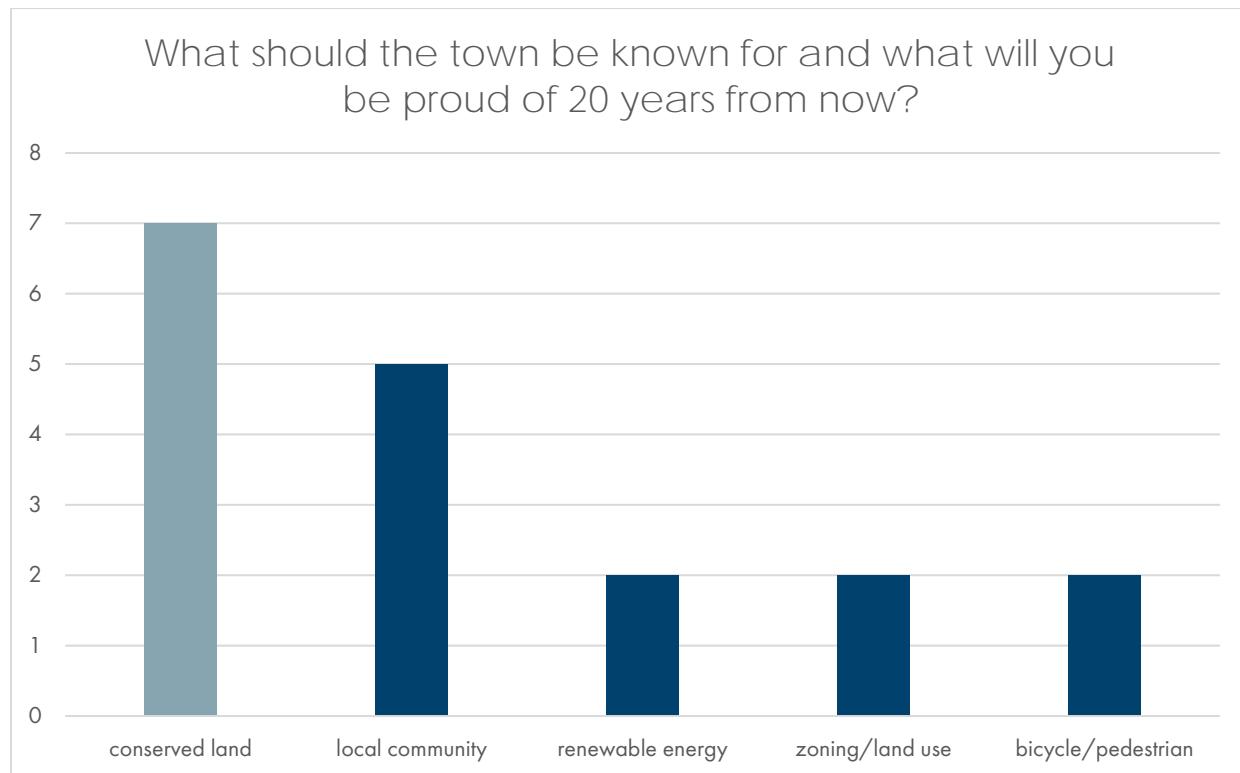
Participants were asked to reflect on the following aspects of Freeport's vision:

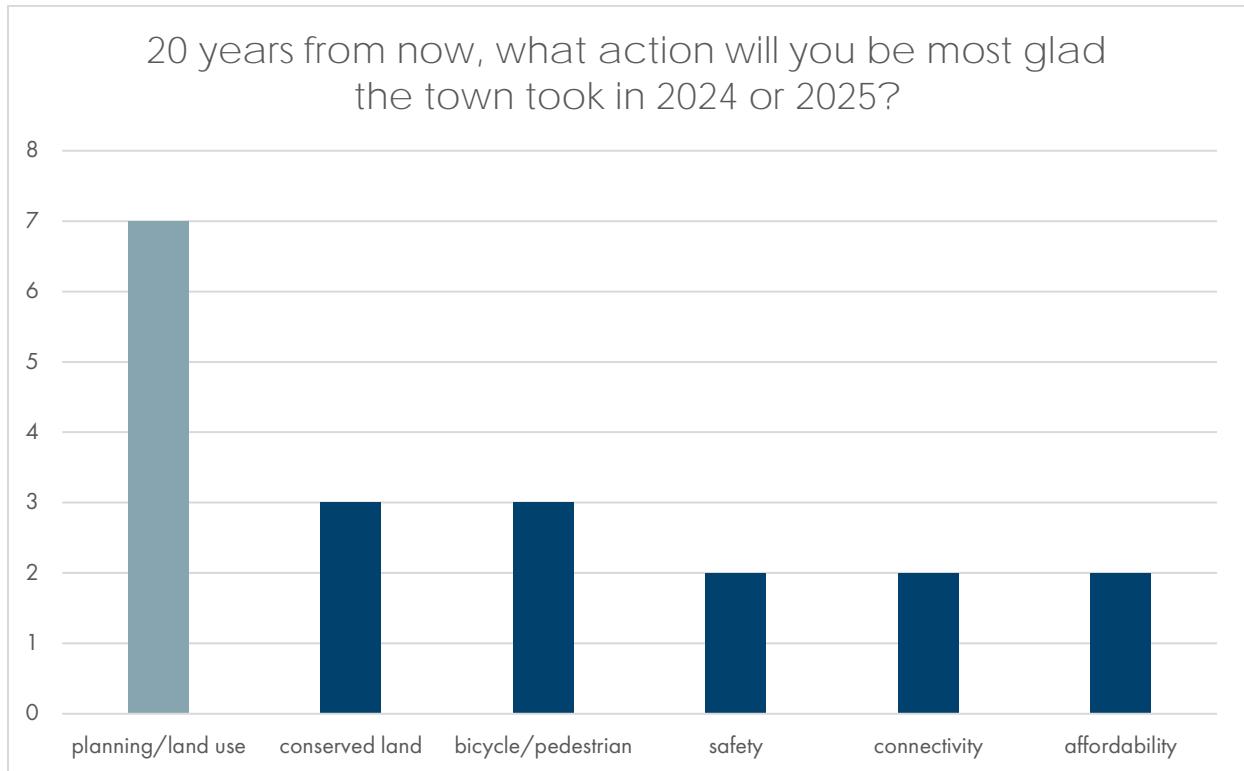
- What should the town be known for, and what will you be proud of 20 years from now?
- 20 years from now, what action will you be most glad the town took in 2024 or 2025?

Responses to the visioning questions were grouped into broader categories and ranked by frequency of mentions. It is important to note that this analysis reflects input from participants who recorded their responses, though some attendees participated without writing down their answers.

For the question, *"What should the town be known for, and what will you be proud of 20 years from now?"* the most common responses focused on the connectivity of conserved land parcels and fostering a local, active community that collaborates to achieve climate and environmental goals.

For the question, *"20 years from now, what action will you be glad the town took in 2024 or 2025?"* most responses emphasized planning and land use decisions. Key themes included balancing new development with preservation, preparing for climate change, promoting housing density, and ensuring the comprehensive plan remains relevant and actionable in alignment with climate objectives.







Housing Workshop

Overview

Freeport's Housing Workshop took place on September 23, 2024 at Meetinghouse Arts. The purpose of this workshop was to facilitate a discussion on current housing data and future housing needs in Freeport. The workshop consisted of a presentation by Jeff Levine of Levine Planning Strategies and North Star Planning showing the housing trends based on relevant data from the US Census, Maine State Housing Authority and local market data. The presentation was followed by an interactive Menti presentation to gauge audience sentiment on housing issues, and wrapped up with a question-and-answer session with the panel, which was the last hour or so of the workshop.

Analysis

In total there were 70 people who attended the workshop. Participants had many comments and questions pertaining to a variety of housing topics including housing diversity, land use, affordability, mixed-use projects, and local zoning and land use policies.

Like most communities in Maine, Freeport is facing an affordable housing crisis. As noted during the discussion, affordable housing is not just an issue for people looking to buy their first home, but it is also an issue for older retirees looking to downsize. The availability and diversity of housing options in town are limited. Most of the current housing inventory is expensive single-family homes on larger lots. Larger lot development is encouraged by the fact that most of the town is in the Rural Residential District which has a minimum lot size of 2.5 acres. Freeport is a service center and provides many employment opportunities for people who work across industries, but very few can afford to live and work in Freeport. Generally, people felt that it is important for Freeport to have a mix of housing options and to ensure that the infrastructure is available throughout town to make that possible.

The following Menti questions were used to encourage audience participation and gather further information on housing priorities in Freeport:

Where should new housing built in the next 10 years be located?

The options for this question were Freeport Village, South Freeport/Porter Landing, Flying Point/Wolfe's Neck, East/South of Route 1, West/North of Route 1, and Near I-295 exits. Most respondents selected Freeport Village.

What are the most relevant housing strategies for Freeport that the town could pursue? The options for this question were preservation, regulatory, financial and household based. Most respondents selected regulatory.

Given the current housing types and affordability issues in Freeport, what is the right mix of housing to build over the next 10 years?

The options for this question were small multifamily units (4-20 units), single family and large multifamily (20 units or more). People selected small multifamily units as their first choice option, followed by single family.



Freeport Future Land Use Analysis

Overview

On November 18, 2024, North Star Planning with Aceto Landscape Architects, assisted by Freeport town staff and the Comprehensive Plan Steering Committee, held a Future Land Use Workshop at the Freeport High School from 6-8 PM.

76 adults (and three children) attended the event in person, with 14 households signed on virtually. The event began with a 30-minute presentation from North Star Planning with a recap of the process to date, including a review of the Comprehensive Plan timeline, researched findings, and input from prior workshops: Visioning (7/18/24), Housing (9/23/24) and Environment, Natural Resources & Climate Workshop (10/07/24).

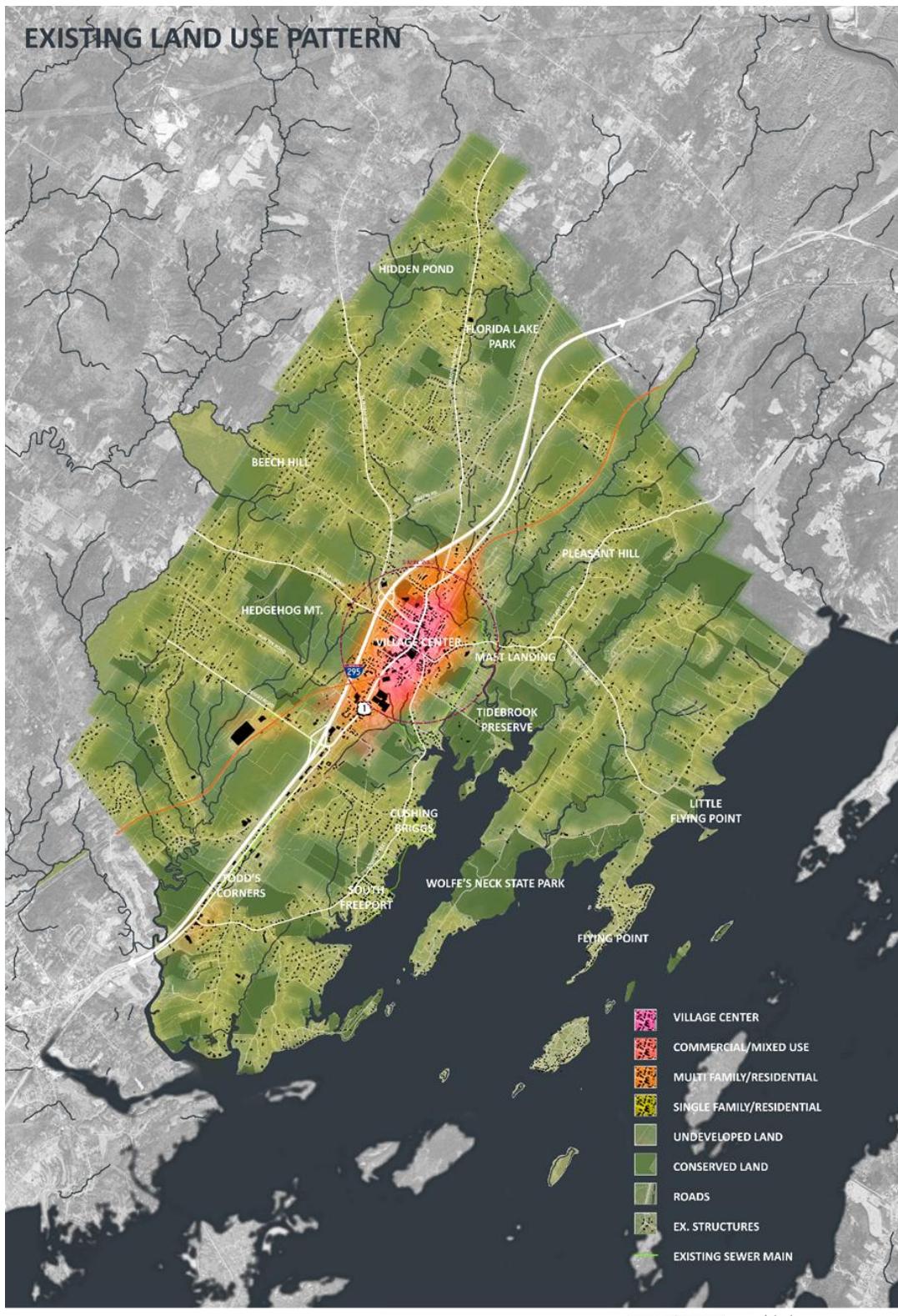
The team presented a working draft of a Vision Statement that the Comprehensive Planning Committee developed from input by the participants at the Vision workshop (07/18/24) and an online survey (opened from April 2024 - July 2024) that provided a framework for the goals, policies, and strategies that aims to capture the core values, identity, and aspirations of the Freeport Community.



The team concluded the presentation with the concept of Future Land Use, which identifies areas for growth or conservation, shapes how development occurs, how transportation networks evolve, and how natural resources and open spaces are preserved. The team presented existing conditions of Land Use in the town of Freeport, including the Village Center, Commercial and Mixed-Use, multifamily and single-family residential, conserved land and undeveloped lands, utilities, and roads, followed by an overview of three potential scenarios for future use: *Route 1 Focus, Neighborhood Nodes, and Rural and Village.*



Attendees were then prompted to visit stations, at their own pace, that included the vision statement and the three scenarios, and were asked to discuss each scenario, the benefits and impacts, and further discuss how each scenario aligned (or didn't) with the vision. Comments were collected on post-it notes. Members from North Star Planning and Aceto Landscape Architecture were stationed at each table to facilitate.



TOWN OF FREEPORT | FUTURE GROWTH PATTERNS

NORTHSTAR

ALA
ALTA Landscape Architecture + Urban Design

Vision Statement

Four Freeport Vision Elements were determined by the Comprehensive Planning Committee following the summer Vision workshop: **Core Values and Identity; Challenges and Barriers to Overcome; Opportunities and Paths to Grow; and Future-focused Goals** and were presented at the Future Land Use workshop in four elements boards:

Elements Board 1

- *Rooted in environmental stewardship and active climate resiliency efforts, Freeport is a town committed to preserving its coastal beauty and ecological diversity.*
- *Freeport will lead in environmental action; prioritizing conservation efforts and resiliency planning to protect and enhance our natural resources.*
- *By investing in key infrastructure and enhancing stormwater management, Freeport will create a more resilient and connected community ready to meet future challenges.*
- *Connecting fragmented habitats and promoting green corridors across the town will ensure that Freeport's ecological health flourishes alongside our development goals.*
- *As Freeport's population grows and demographics shift, we face the complex challenge of balancing expansion with the protection of open spaces, trails, and parks.*

Feedback:

The input for this board reflected broad support for striking the right balance of wildlife and natural systems considerations with the growth of the town.

Elements Board 2:

- *A town of unique character, Freeport is known for its downtown village, agricultural landscapes, and robust outdoor recreation opportunities that attract residents and visitors alike.*
- *As Freeport's population grows and demographics shift, we face the complex challenge of balancing expansion with the protection of open spaces, trails, and parks.*
- *With a focus on innovation and collaboration, we seek to simplify land use regulations to enable responsive, sustainable development and incentivize thoughtful development that supports affordable housing, economic diversity, and community longevity.*
- *By maintaining the rural landscape and protecting agricultural spaces, Freeport aims to accommodate growth without compromising the community's ties to its natural and agrarian roots.*

Feedback:

This board received support for the balance of both the natural and built environments of the town. One participant suggested adding the town's marine connections in the first sentence.

Elements Board 3:

- *Freeport's economy is a mix of retail, tourism, agriculture, and a growing marine economy, anchored by the legacy of L.L.Bean and retail and driven by a commitment to sustainable growth.*
- *With the changing retail landscape post-pandemic, Freeport faces an urgent need to diversify its economy and adapt its downtown spaces to support a variety of local businesses and services.*
- *Freeport aspires to a future where a mix of retail, residential, and office spaces in the downtown area supports both local jobs and housing, encouraging residents to live, work, and thrive in the heart of town.*
- *Freeport will continue to support Route 1 South as a prime location for commercial development, providing opportunities for economic growth that serve local needs and enhance quality of life.*

Feedback:

The feedback on this board encouraged more diversity in downtown development, with an emphasis on creating more biking and pedestrian infrastructure. One participant questioned the potential new uses of office spaces (post-pandemic) and retail in the changing dynamics of consumer behaviors. Another participant suggested more action-terms, rather than aspirational terms.

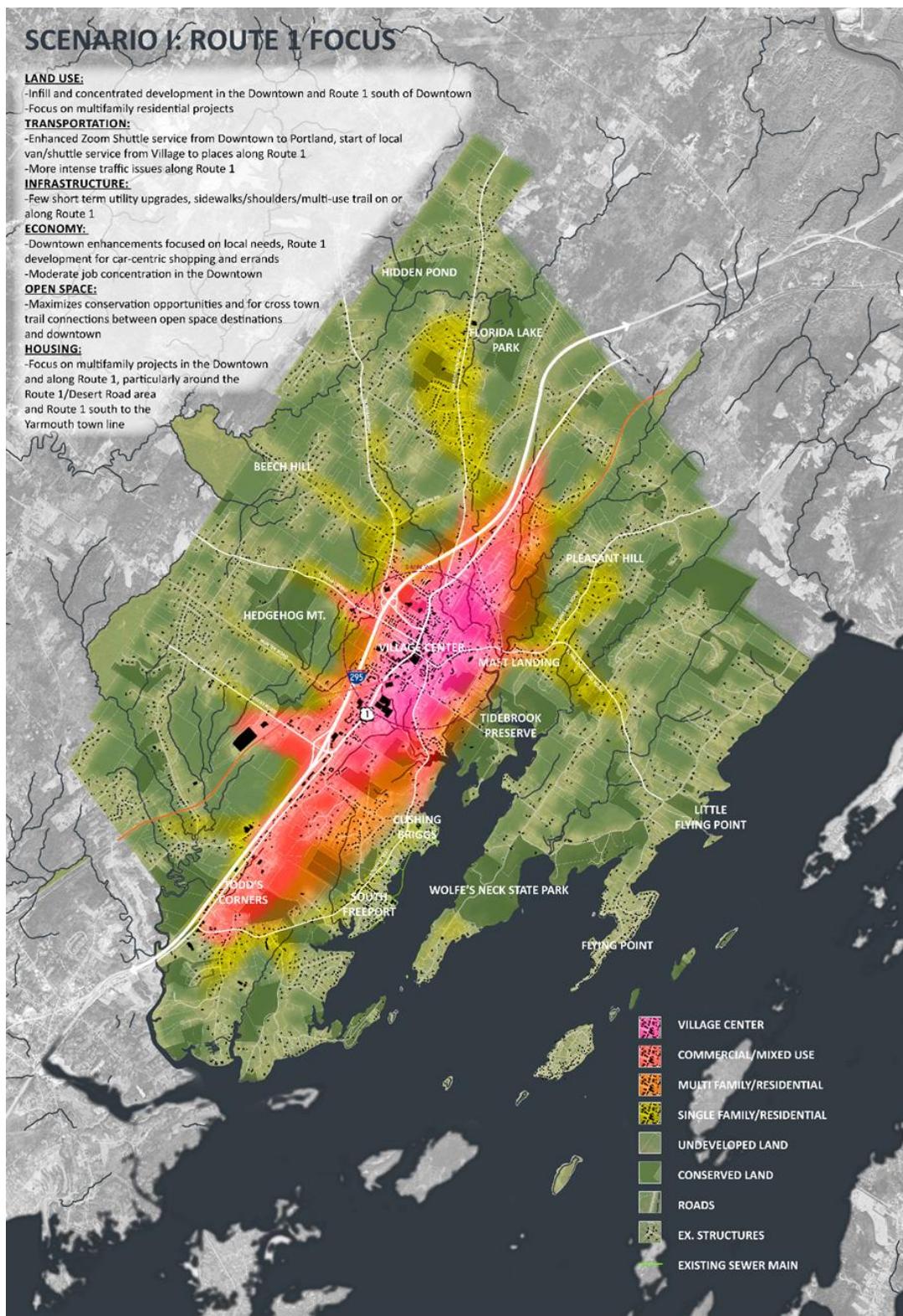
Elements Board 4:

- *In the next two decades, Freeport will be known as a town where economic health, diversity, and a resilient natural environment come together to create a sustainable and inclusive community.*
- *To ensure Freeport remains an inclusive community, we must address the challenges of housing affordability and expand rental and ownership options to welcome people of all ages and incomes.*
- *Through strategic mixed-use development, Freeport's downtown village can continue to grow as a vibrant hub that supports diverse housing, businesses, and public spaces.*
- *The town's future success is measured by moderate, responsible growth that balances economic development with tax stability and affordability, making Freeport a place where people can live comfortably at every stage of life.*

Feedback:

Participants encouraged the vision to include more language for the direct needs of aging residents (accessibility and affordability), and to insure their ability to stay in town and not be priced out. Participants shared concerns about the health of the existing retail markets and expressed curiosity over what could happen in future vacant spaces. More input was received on habitat connectivity and wildlife corridors, and one participant suggested more public spaces and public art.

Future Land Use Scenarios

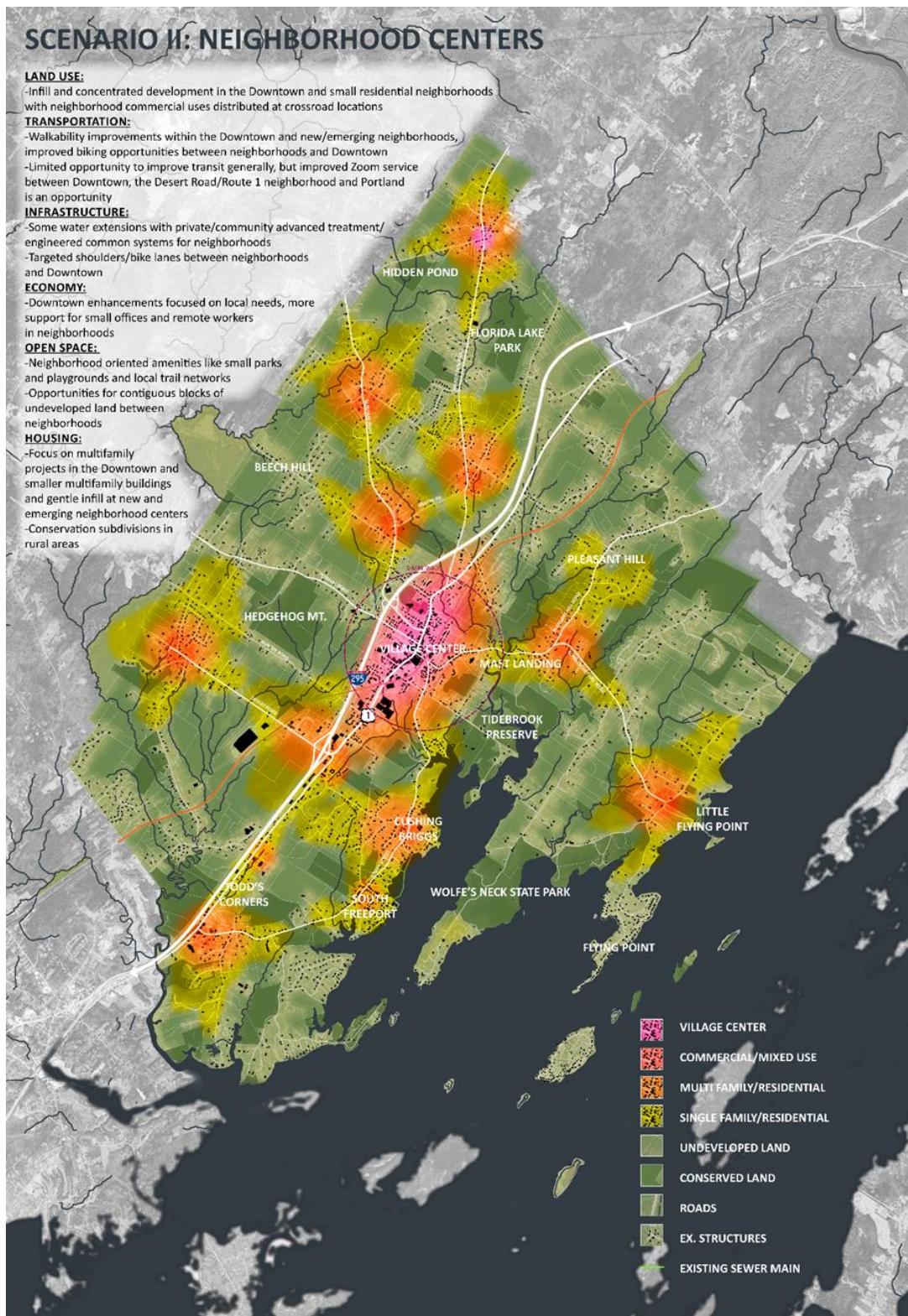


Scenario 1 | Route 1 Focus Summary:

This scenario envisions most of the town's future growth taking place along Route 1 from the town line with Yarmouth, through the Village and continuing along Route 1 until Upper Mast Landing Road. Development would include commercial developments and a range of multifamily residential and, to alleviate more traffic pressures, would encourage enhanced transportation options including extended Breeze bus service from Downtown to Portland, and could prompt a local van/shuttle service from Village to places along Route 1.

Feedback:

Participants were largely in favor of this scenario. Many believed that dense housing, along a growth corridor, with existing utilities, or the capacity to extend further, was a financial and spatial success. Some participants felt this concentration could enhance transportation networks, adding more stops for the Breeze, creating better connections to Amtrak, and maybe even establishing a local village shuttle. A few participants mentioned this scenario's compatibility with the working group 'dog bone.' A few participants cautioned not losing sight of investment in the downtown village, and its historic inventory. Participants felt this would strengthen the wildlife corridors and increase potential for more conserved land.



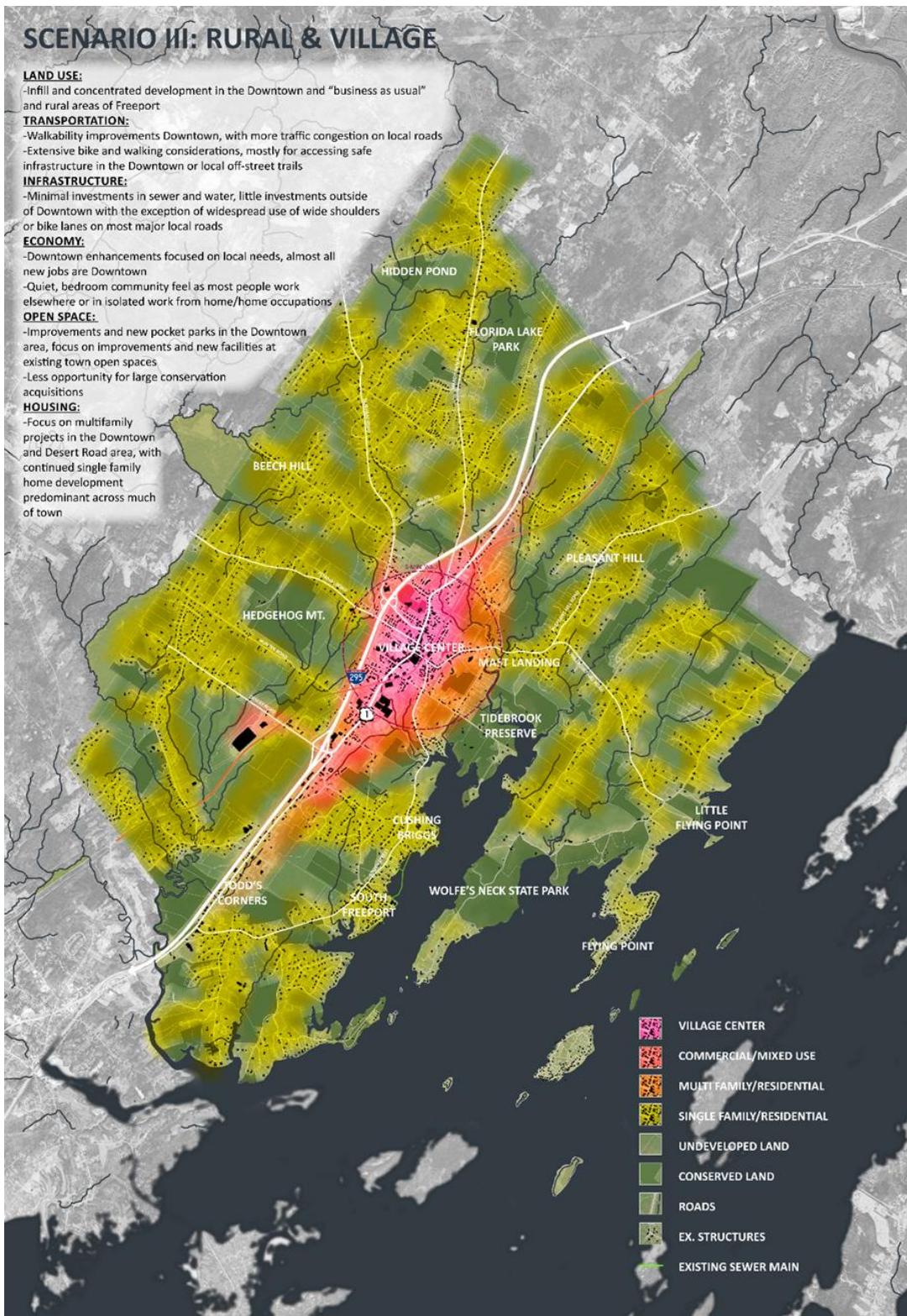
Scenario 2 | Neighborhood Centers Summary:

This scenario envisions both a strong focus of future development in Downtown for new local businesses, but also envisions a number of smaller concentrations of development and small new neighborhoods in areas around town at important crossroads. New Neighborhood Centers might be located at the intersections such as Route 1 and South Freeport Road, Flying Point and Pleasant Hill, Flying Point and Little Flying Point, and Durham Road and Griffin Road (Rt. 136/Rt. 125) and would include clustered housing and basic-needs retail (i.e. a small market or coffee shop). This scenario would encourage investments in pedestrian and cycling facilities, small neighborhood pocket parks, and community-shared facilities for utilities and water systems. Development would be limited in open lands, opening up room for more conservation.

Feedback:

Participants had mixed views on this scenario. Concerns were shared about the cost to extend utilities and infrastructure, as well as what density would be required to support viable businesses in these new neighborhoods. Many referenced the retail downtown, and felt any investment made elsewhere would be at a loss for the village. Some participants felt the residents of the rural neighbors would object to this plan, causing greater delays to any development. Others felt this was a new form of sprawl.

The more positive feedback included more walkable communities, less reliance on cars, and a potential for small, local cottage businesses. One participant said this scenario would require a few pioneers to experiment with living in this type of new neighborhood.



Scenario 3 | Rural and Village Summary:

Rural and Village presumes that Downtown Freeport will be the center of residential and commercial development in Freeport. Per the Downtown Vision Plan, a significant portion of Freeport's new residential development over the next 20 years will be within the Downtown core area. This new development will support a wider range of non-residential activities and businesses downtown, with a shift toward more locally focused activity and the ability to meet most day-to-day errands and needs within walking distance or a short bike ride from the center of town. Infill & concentrated development in the Downtown and "business as usual" along Route 1 and rural areas of Freeport.

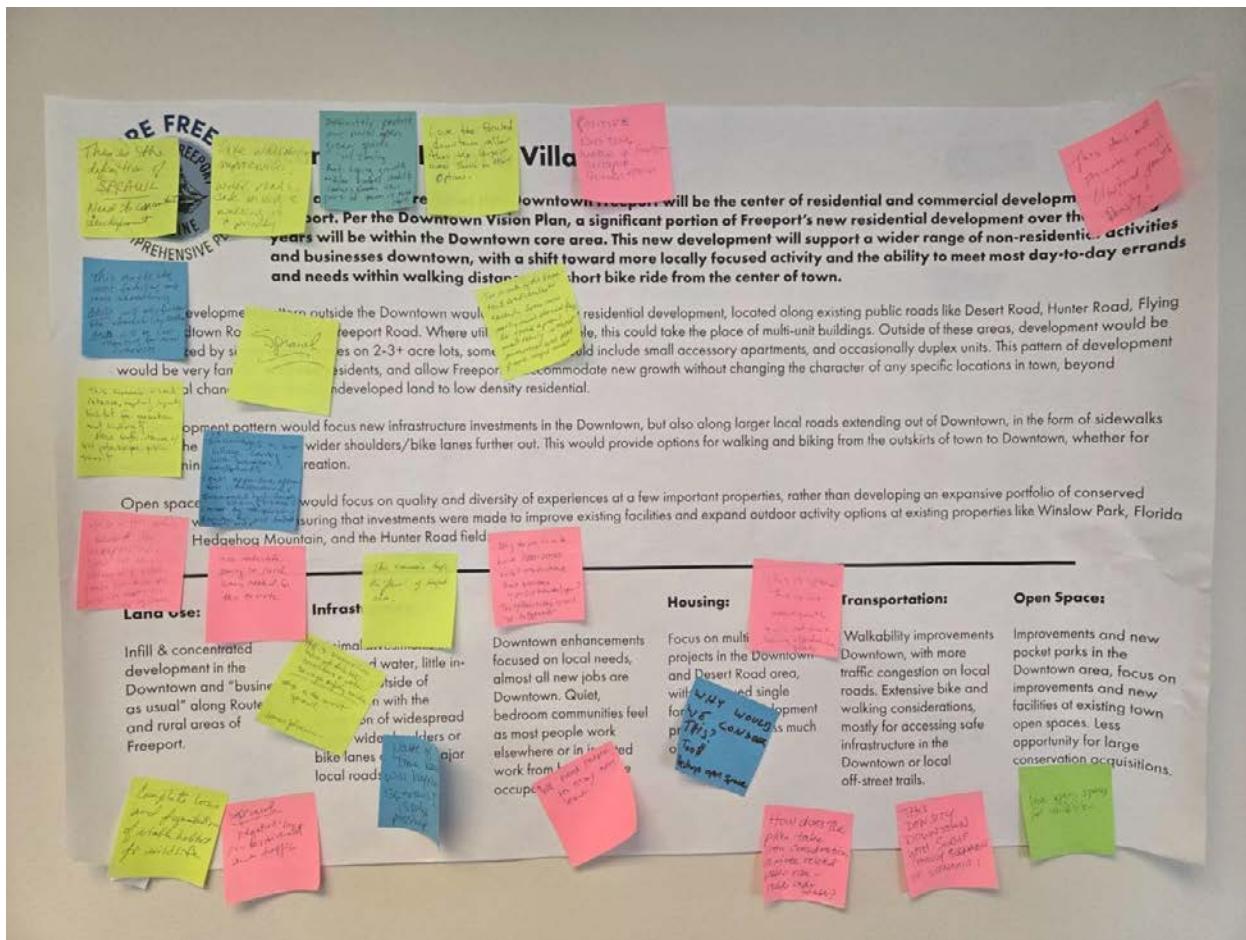
Rural and Village Feedback:

Participants were mixed on this scenario. One respondent said this scenario captured the current condition of the town, and was not a vision or aspiration, but rather maintained the status quo. One participant questioned if downtown development could reach the assumed housing targets. Some comments said the proposed plan was too expensive to maintain with a limited tax base. There was support for conserving lands, and maintaining or enhancing wildlife corridors.

Conclusions

The desire of participants at the FLU workshop indicated limited growth beyond the village, downtown and Route 1. There were more questions about what Scenario 2: Neighborhood Centers really envisioned. Some felt that a few nodes, maximum two, could be viable, but more interest was dedicated to the downtown and village as the business and new housing development clusters.

Conservation, open space, and mobility, both vehicular (including transit options) and pedestrian and bicycle focused throughout the town, were also top priorities. Housing for aging in place, and young families was mentioned multiple times. Many participants are concerned about the retail future of downtown. Many participants indicated workshop fatigue and felt they have been planning for change for awhile, but the implementation is slow to catch up. A few participants would like to see a broader engagement of demographics at these workshops. The participants were of a certain generation (predominately above the age 55).



**FUTURE FREEPORT
TOWN OF FREEPORT, MAINE
COMPREHENSIVE PLAN**

Scenario 2: Neighborhood Centers

Neighborhood Centers envisions not only a strong focus of future development in number of smaller concentrations of development and small neighborhoods in an New Neighborhood Centers that look and feel like the much loved South Freeport located at the intersections such as Route 1 / South Freeport Road, Flying Point/ P Durham Road/ Griffin Road (Rt. 136/ Rt. 125), and others.

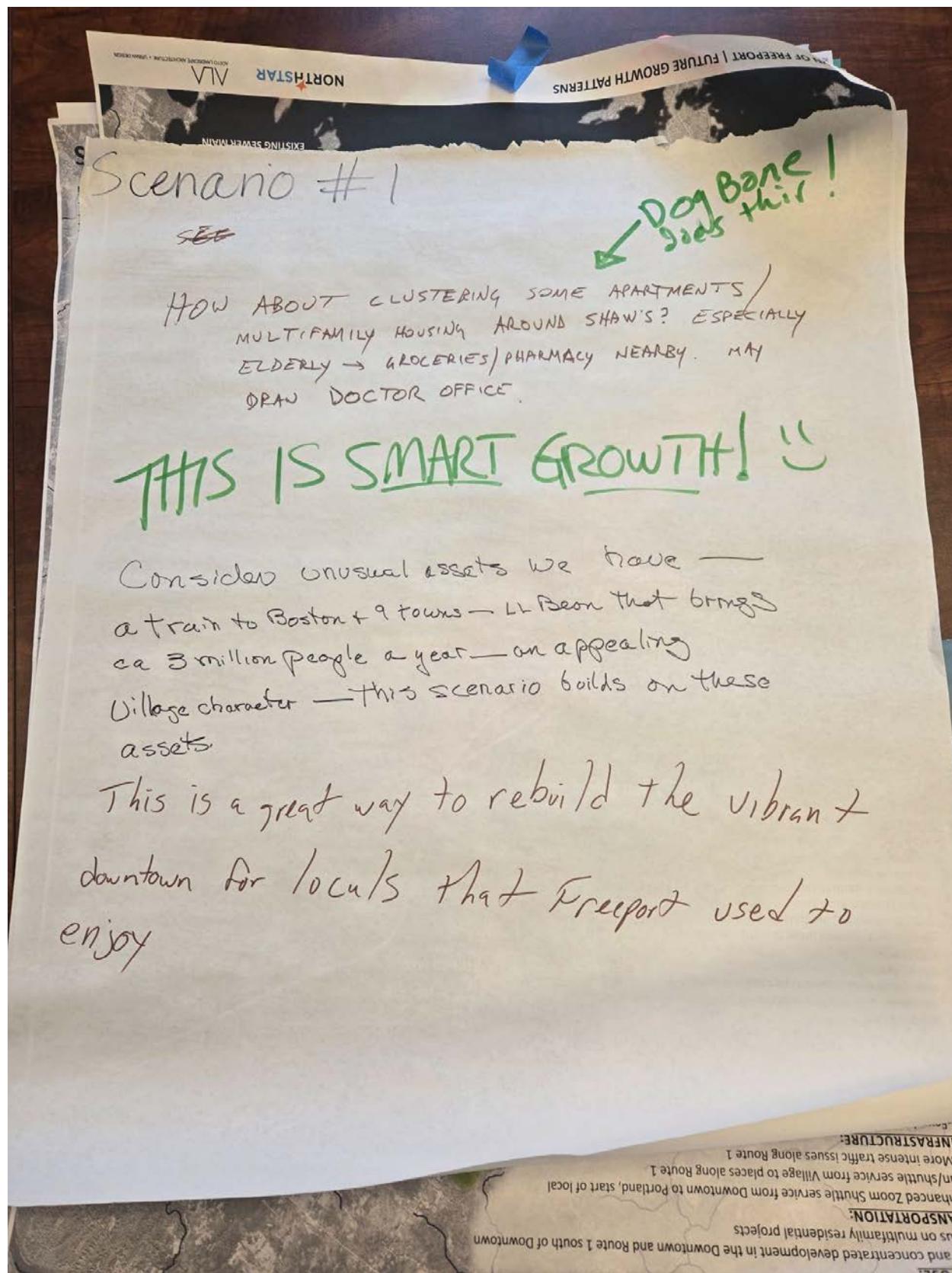
Neighborhoods would include small multifamily buildings that blend with the existing residential character, perhaps two- to two and a half stories, with 4-8 small offices and coworking spaces; convenience shopping/take out food, and small food stores and restaurants. These neighborhoods would be placed where people can meet some of their daily needs without going Downtown or to Route 1.

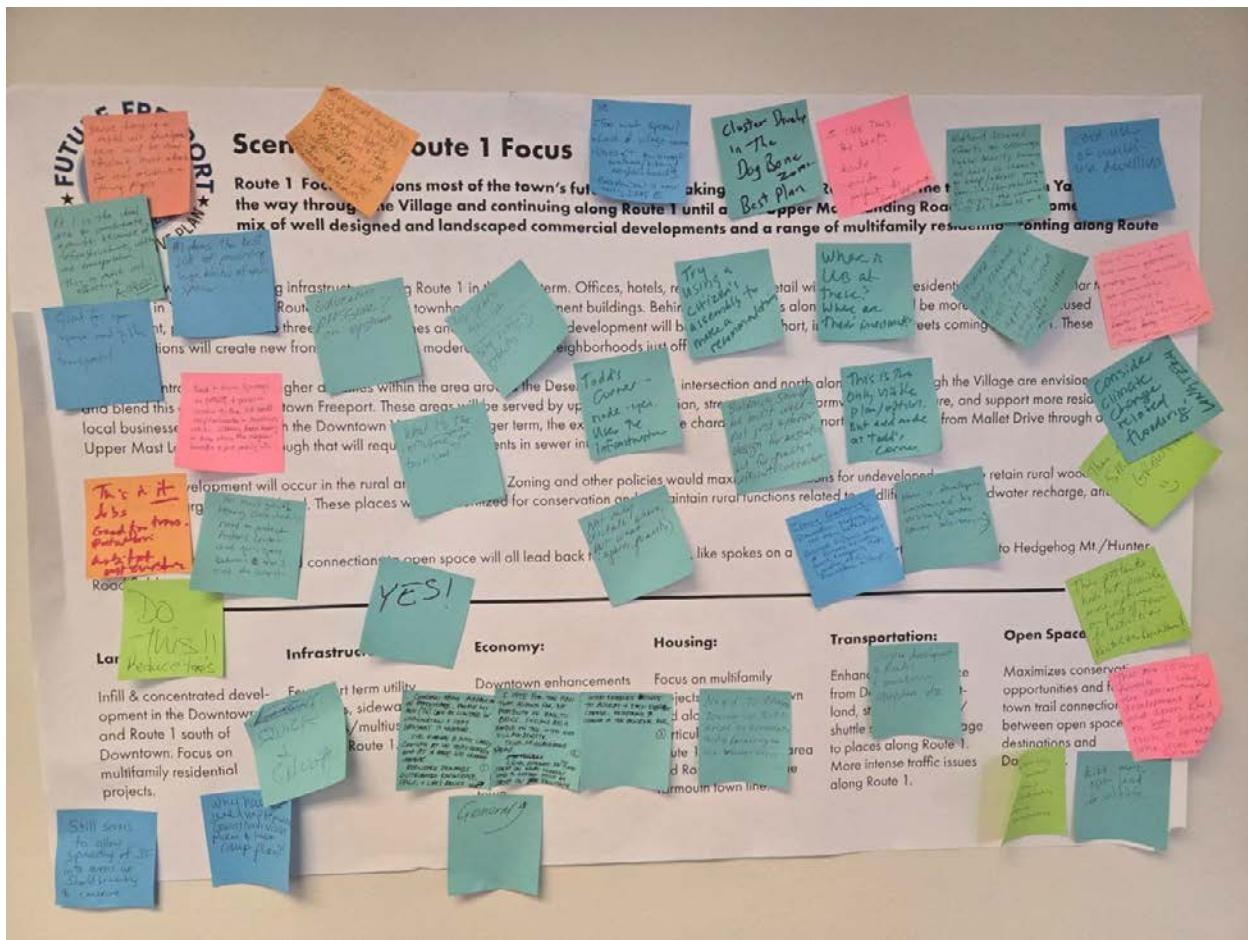
For neighborhoods outside of existing sewer areas, advanced to This one engineering community systems could provide the modest local capacity needed to serve a small concentration of activity. Targeted water main extensions are feasible, but larger than necessary local public streets.

Advanced neighborhoods would be located near Desert Road/Route 1 in this scenario, with larger residential buildings. Smaller developments for highway oriented transit oriented development based on expanded Zoom bus service outside of Downtown and these neighborhood centers would be limited, with conservation subdivisions. Major roads would connect these neighborhoods to Downtown and important open space assets.

Land Use:	Infrastructure:	Economy:	Living:	Transportation:	Open Space:
Infill & concentrated development in the Downtown and surrounding residential areas, with neighborhoods, commercial uses, distributed at various locations.	Some water extensions with private/community advanced treatment/ engineered common systems for neighborhoods.	Downtown enhanced focused on local need, more support for small offices and remote workers in neighborhoods.	Focus on multifamily projects in the Downtown and smaller multifamily building infill areas, emerging neighborhood centers. Conservation subdivisions.	Walkability improved within the Downtown, new neighborhood centers, improved biking between neighborhood centers and Downtown. Limited opportunity to improve transit generally, but improved Zoom service between Downtown, Desert Road/Route 1, and neighborhoods.	Opportunities for neighborhood oriented activities like small parks, playgrounds and local trails.

Handwritten notes and post-it notes are scattered across the board, providing additional context and specific ideas for each category. For example, in the 'Land Use' section, notes mention 'Infill & concentrated development in the Downtown and surrounding residential areas, with neighborhoods, commercial uses, distributed at various locations.' and 'Targeted shoulders/bike lanes between neighborhoods and commercial areas.' In the 'Infrastructure' section, notes mention 'Some water extensions with private/community advanced treatment/ engineered common systems for neighborhoods.' and 'Targeted shoulders/bike lanes between neighborhoods and commercial areas.' In the 'Economy' section, notes mention 'Downtown enhanced focused on local need, more support for small offices and remote workers in neighborhoods.' In the 'Living' section, notes mention 'Focus on multifamily projects in the Downtown and smaller multifamily building infill areas, emerging neighborhood centers. Conservation subdivisions.' In the 'Transportation' section, notes mention 'Walkability improved within the Downtown, new neighborhood centers, improved biking between neighborhood centers and Downtown. Limited opportunity to improve transit generally, but improved Zoom service between Downtown, Desert Road/Route 1, and neighborhoods.' In the 'Open Space' section, notes mention 'Opportunities for neighborhood oriented activities like small parks, playgrounds and local trails.'







Final Public Workshop Summary

On March 19, 2025, the Town of Freeport held its final public workshop for the Comprehensive Plan Update at Meetinghouse Arts from 6:00 to 8:00 PM. Approximately 60 people participated, both in person and virtually. The workshop served as a facilitated community discussion focused on the first draft of the Comprehensive Plan's key elements: the Vision Statement, the Future Land Use Map and Narrative, and the Goals, Policies, and Strategies. The intent of the workshop was to gather direct community input and facilitate dialogue about how well the draft elements align with Freeport's values and long-term goals. North Star Planning led the initial discussion and presentation while the Meetinghouse Arts team facilitated the closing discussion.

Vision Statement Discussion

Participants offered thoughtful comments on the draft Vision Statement, with several urging the inclusion of themes like connectivity and socio-economic diversity, particularly within Freeport's downtown. Some attendees asked for clarity around phrases such as "a variety of lifestyles" and "shared values," emphasizing the importance of explicitly acknowledging working-class residents and the historical accessibility of Freeport. While most agreed the vision should affirm community values, one attendee cautioned against being too socially prescriptive. In response, others noted that the vision statement is precisely where the community should express its collective identity and aspirations.

Future Land Use Narrative and Map

The discussion on the Future Land Use section revealed both interest and concern. Several attendees expressed confusion about the meaning of "mixed-use growth" and how the map may influence zoning or signal intentions to developers. Planning Board and consultant team members responded by emphasizing that the purpose of the Future Land Use Plan is to guide growth in targeted areas while protecting Freeport's rural and natural character. Specific questions arose about the exclusion of Route 1 north from proposed growth areas, the prioritization of infrastructure investment, and the need for clearer timelines. Feedback on the Village Gateway area west of Route 1 included concern over potential "unbridled growth" and the perceived disconnect between that area and the rest of the town. Others voiced skepticism about long-term growth feasibility in areas like Route 1 South, given past development patterns.

Goals, Policies, and Strategies

Participants shared a range of comments on the Goals, Policies, and Strategies section. Accessibility emerged as a key theme, particularly with requests to prioritize ADA access and housing options for people with disabilities. Others questioned whether existing sewer infrastructure could support the

envisioned growth. Feedback included support for more specific definitions of “attainable housing” and “workforce housing.” In the downtown section, attendees discussed the need for better balance between development, parking, and cultural amenities. Ideas included adding parcel-level mapping to growth area visuals and acknowledging existing buildout limits. Comments on connectivity included suggestions to reinforce the importance of walkable neighborhoods and integrated bike networks.

Community Identity, Downtown Revitalization, and Final Thoughts

The final discussion returned to the broader question of how to revitalize downtown Freeport in a post-pandemic landscape. Participants debated the meaning of “vibrant” and how to realistically achieve it. Some emphasized the need for more people living downtown to activate the area throughout the day and night, while others expressed skepticism about whether housing alone could attract desired amenities like movie theaters or nightlife. Attendees also suggested diversifying recreational and cultural programming to attract both residents and visitors. Multiple participants stressed the importance of community support for new opportunities, calling for a long-term mindset that fosters vibrancy and innovation. The conversation concluded with acknowledgment of Freeport’s existing strengths—its working waterfront, ecological tourism, and rural charm—and a call to continue building on those assets.



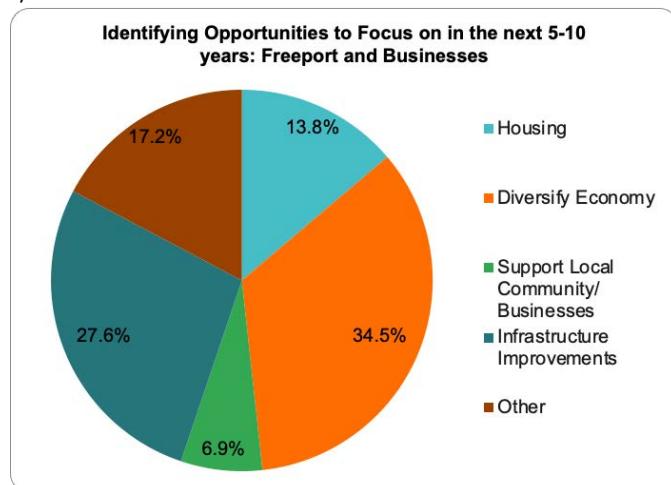
Stakeholder Outreach

Survey Responses

Outreach to business stakeholders in Freeport was conducted primarily through collaboration with Municipal Staff and the Freeport Economic Development Corporation (FEDC). To gather valuable input, a six-question survey was developed and distributed to FEDC members, ensuring that local business owners and economic stakeholders had an opportunity to share their perspectives. The survey focused on key economic and development priorities, gathering insights on challenges, opportunities, and areas where municipal policies and initiatives could better support the business community. By engaging directly with Freeport's business leaders, this outreach effort helped ensure that economic development strategies align with local needs and contribute to a thriving, sustainable commercial environment.

Question 1: What key opportunities should your business and the town focus on preparing for over the next 5-10 years?

- Diversifying the economy
 - Light industrial along the highway
 - Experience and service-based businesses to supplement traditional retail
 - Outdoor recreation tourism
 - Independent businesses
- Investing in infrastructure improvements
 - Including road and bridge maintenance, bike lanes, sidewalks, traffic, parking
 - Preparing for future population growth
 - Leveraging L.L. Bean's flagship store updates
- Housing
 - Specifically building more housing downtown
- Bolstering community
 - Community gathering spaces, events, promoting local businesses
 - Local art, local businesses



Question 2: What economic development initiatives do you consider the most significant for Freeport?

- Housing
 - Specifically housing downtown
 - Both affordable housing options and market rate housing
- Reforming the design review process
 - Easing building regulations
- Investing in the core of Freeport for long-term sustainability
 - Increasing density downtown
 - Diversifying businesses and experiences downtown - activities for children, expanding services, artist space
 - Fill empty storefronts
 - Supporting local Maine businesses to move in and stay
 - Walkability

Question 3: What are the most unique attributes of the community, or what is Freeport's identity?

- Freeport is commonly defined by L.L. Bean's presence
- Freeport serves as a gateway to midcoast Maine with regional appeal
- Strong emphasis on community
- Coastal Maine town with access to outdoor recreation

Question 4: As an organization, what should Freeport be preparing for now that will need to be dealt with in the next 5-10 years?

- Crucial need for housing
 - Including affordable housing, multi-family units, rentals, and elderly housing
 - Higher density buildings in the business district
 - Improved zoning to allow for more varied housing options
- Infrastructure modernization
 - Improved transportation options for access into downtown and connecting to Route 1 and outdoor recreation opportunities
 - Bike lanes, sidewalks, parking, traffic flow management
 - School upgrades and other improvements to support a growing population
- Adaptation to economic and technological shifts, while maintaining New England charm
- Support business development
 - Ease regulations for new businesses

Question 5: In your opinion, what challenges or obstacles have hindered growth and investment in Freeport?

- Restrictive design review processes and regulatory hurdles hinders growth
- Reluctance to change and influence of a vocal minority (NIMBYs)
- Lack of conditions to support diversified local businesses

Question 6: What is your big idea for Freeport?

- Make Freeport a destination as more than a day-trip and for more than shopping.
- Develop more event-based centers:
 - A public market with rotating vendors
 - Year-round indoor farmers market
 - Community and/or outdoor recreation center
- Introduce a Mayor role to drive policy
- Invest in a vibrant downtown and increase the downtown population with housing
 - Support businesses year-round
 - Walkability
 - Increased transit options
- Support local and regional business

*Adoption 4/15/2025
Public Hearing 4/1/2025
Proposed 2/18/2025
Department Draft
1/13/2025*

**ADOPTED
CAPITAL IMPROVEMENTS
PLAN**

FY 2026-FY 2030

FREEPORT, MAINE

Town of Freeport Capital Improvement Plan Summary: FY 2026 - FY 2030								
Revenue Source (RS):								
A - ARPA T - TIF		R - Reserves O - PACTS/GPCOG Match		B - Bond D - Donations/Special Revenues		G - Grants		
Article	Total	Prior Year [FY 2025]		FY2026	FY 2027	FY 2028	FY 2029	FY 2030
CIP Expenditure Summary by Article								
Article I: Police	3,300,500	396,000	127,000	224,000	127,000	142,000	182,500	2,102,000
Article II: Fire	5,893,500	1,500,000	184,500	72,000	-	37,000	50,000	4,050,000
Article III: Rescue	2,779,500	30,000	410,000	59,500	-	45,000	-	2,235,000
Article IV: Public Works	4,352,000	340,000	165,000	280,000	70,000	150,000	290,000	3,057,000
Article V: Solid Waste	335,000	-	20,000	70,000	30,000	20,000	-	195,000
Article VI: Comprehensive Town Improvements	14,730,000	580,000	865,000	1,300,000	890,000	800,000	900,000	9,395,000
Article VII: Municipal Facilities	3,964,500	355,000	622,500	172,500	105,000	170,000	555,000	1,984,500
Article VIII: Cable	355,000	39,000	24,000	24,000	14,000	12,000	12,000	230,000
Article IX: Boards and Committees	-	-	-	-	-	-	-	-
Destination Freeport TIF	1,752,325	292,325	380,000	285,000	285,000	370,000	140,000	-
Concord Gully Brook TIF	3,295,000	45,000	-	2,500,000	750,000	-	-	-
Total by Year	40,757,325	3,577,325	2,798,000	4,987,000	2,271,000	1,746,000	2,129,500	23,248,500
Funding Source Summary								
ARPA	-	-	-	-	-	-	-	-
Reserves	30,415,000	1,715,000	2,418,000	2,032,000	1,236,000	1,376,000	1,964,500	19,673,500
Donations/Special Revenues	-	-	-	-	-	-	-	-
Grants	120,000	25,000	-	20,000	-	-	25,000	50,000
TIF	5,407,325	337,325	380,000	2,785,000	1,035,000	370,000	140,000	360,000
PACTS/GPCOG Match	150,000	-	-	150,000	-	-	-	-
Bond	4,665,000	1,500,000	-	-	-	-	-	3,165,000
Total by Year	40,757,325	3,577,325	2,798,000	4,987,000	2,271,000	1,746,000	2,129,500	23,248,500

Town Legal Debt Limit

2024 State Valuation	\$2,593,700,000
Limitation %	15%
Debt Limit	389,055,000

Town Debt Outstanding

	6/30/2025	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018
Town and School	443,800	507,200	570,600	849,000	480,000	950,000	1,425,000	1,930,000

Note 1: The Municipal Facilities CIP is taken from both the general administration and building maintenance reserves; these are summed above.

Note 2: The "Other" projects are Board and Committee requests, and will be taken from the appropriate reserves based upon the project.

Unaudited	Benchmarks	
12/31/2024		
Reserve Balances	Low Benchmark	High Benchmark
280,727	642,800	848,000
1,370,204	343,500	815,300
1,098,778	514,500	565,500
662,949	955,000	1,070,400
100,705	90,000	140,000
2,800,279	3,192,000	4,755,000
163,828	876,900	1,625,000
200,454	63,200	86,000
126,129	0	60,600
	Not Benchmarked	
	Not Benchmarked	

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

POLICE DEPARTMENT

ARTICLE I

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary Article I: Police

Audio Recording Equipment	73,000	24,000	R	-	-	-	-	-	-	-	-	-	-	49,000	R
Bullet Proof Vests	100,000	25,000	G	-	-	-	-	-	-	-	-	-	-	25,000	G
Body Cameras	555,000	250,000	R	-	-	-	-	-	-	-	-	-	-	305,000	R
Protective Gear/Night Vision	225,000	-	-	-	-	70,000	R	-	-	-	-	-	-	155,000	R
Audio Video Car Cameras	95,000	-	-	-	-	-	-	-	-	65,000	R	-	-	30,000	R
Communications Upgrade	157,000	32,000	R	-	-	-	-	-	-	-	-	75,000	R	50,000	R
Firearms	230,000	-	-	50,000	R	-	-	-	-	-	-	-	-	180,000	R
Radar Units/Speed Enforcement Systems	50,000	-	-	-	-	-	-	50,000	R	-	-	-	-	-	-
Vehicle Replacement	1,757,500	65,000	R	77,000	R	154,000	R	77,000	R	77,000	R	82,500	R	1,225,000	R
Total Expenditures by Year	3,300,500	396,000		127,000		224,000		127,000		142,000		182,500		2,102,000	

Funding Source Summary Article I: Police

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	3,200,500	371,000	-	127,000	-	224,000	-	127,000	-	142,000	-	157,500	-	2,052,000	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	100,000	25,000	-	-	-	-	-	-	-	-	-	25,000	-	50,000	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	3,300,500	396,000		127,000		224,000		127,000		142,000		182,500		2,102,000	

12/31/2024 Reserve Balances 280,727

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Firearms

Type: Upgrade

Useful Life: 15 years

Description: The police department requests to replace and upgrade existing firearms. We assess firearms, first with an annual inspection of their condition, then by any necessary technology upgrades. This is an opportunity to replace pistols, lights, holsters and optical sights with current technology, vastly improving the older stock and replacing the worn, broken and/or inoperable equipment. With this upgrade, staff feels that the equipment can safely last another 10 years with annual inspection for wear.

Expenditures:	2026	2027	2028	2029	2030	Total
Firearms	50,000	-	-	-	-	50,000
Total Expenditures	50,000	-	-	-	-	50,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	50,000	-	-	-	-	50,000
Total Funding Sources	50,000	-	-	-	-	50,000

Operational Impact: Costs to maintain and outfit firearms is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Protective Gear/Night Vision

Type: New

Useful Life: 10 years

Description: The Police Department requests to purchase protective gear and night vision accessories for the remaining members of the force. The first request was funded from ARPA and the Department is looking to use reserve funding to outfit the remaining officers. These items are valuable tools that allow officers to intervene in life threatening scenarios where the ability to see in the dark greatly improves their life saving abilities.

Expenditures:	2026	2027	2028	2029	2030	Total
Protective Gear/Night Vision	-	70,000	-	-	-	70,000
Bullet Proof Vests	-	-	-	-	25,000	25,000
Total Expenditures	-	70,000	-	-	25,000	70,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	70,000	-	-	-	70,000
Grant	-	-	-	-	25,000	25,000
Total Funding Sources	-	70,000	-	-	25,000	95,000

Operational Impact: Costs to maintain and outfit protective equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures. In FY27 there will be a slight increase in the operating budget to include for the maintenance of the addition of this protective equipment

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Radar Units/Speed Enforcement Systems

Type: New

Useful Life: 10 years

Description: The Police Department currently has two solar powered, battery backup speed signs mounted on trailers that were purchased through a Bureau of Highway safety grant 9 and 13 years ago respectively. Currently, one sign is inoperable unless it is plugged in at all times and the other sign will be ending its useful life within the next few years. The Department also has 8 portable speed signs mounted on utility poles around town that are all between 5 and 10 years old. Staff would like to replace the small trailers and 4 of the current speed signs before all are inoperable. If Staff can replace half now and the other half in 5-7 years, staff can continue to monitor speed levels, slow traffic down, post informational bulletins and not have a gap in service due to inoperable equipment.

Expenditures:	2026	2027	2028	2029	2030	Total
Radar Units/Speed Enforcement	-	-	50,000	-	-	50,000
Total Expenditures	-	-	50,000	-	-	50,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	50,000	-	-	50,000
Total Funding Sources	-	-	50,000	-	-	50,000

Operational Impact: Costs to maintain and operate the speed enforcement equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Audio Video Car Cameras

Type: Upgrade

Useful Life: 10 years

Description: The Police Department requests to purchase and maintain the public safety video and audio camera and security system. The current system is over 18 years old and failing in pieces. The Town has a need for cameras in the Fire/Rescue vehicle bays, Police Department perimeter and access to building and interview rooms. The present system has 5 current cameras. This request will allow our communication officers to monitor the public safety building 24/7 and tape record what is happening in the hallways, interview rooms, holding cells and common areas of the building. This enhances security and communication between Fire, Rescue, Police and communication's which is monitored remotely 24/7

Expenditures:	2026	2027	2028	2029	2030	Total
Audio/Visual Equipment	-	-	-	65,000	-	65,000
Total Expenditures	-	-	-	65,000	-	65,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	65,000	-	65,000
Total Funding Sources	-	-	-	65,000	-	65,000

Operational Impact: There is an increase in software maintenance expected, about \$5,000 a year that will be funded from the General Fund, beginning in FY 2029.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Communications Upgrade

Type: Upgrade

Useful Life: 8 years

Description: The Police Department requests to maintain and upgrade our ongoing need for dispatch and employee computers, monitors, remote licensing and upkeep of these items. There are many facets and mixed uses of technology that provide a valuable link between communications and the police/fire/EMS personnel. Staff is presently funding a lot of the present communication and computer upgrades through grants but it is not enough to fulfill our present technology needs, leaving the department with a budgetary shortfall in keeping the employees up to speed with computers, peripherals and equipment necessary to maintain a healthy and productive work environment. Staff also has a need to make sure that the in-car computers are updated every 5-8 years. Presently the department has updated computers in all front line cruisers from the FY 2024 capital appropriation.

Expenditures:	2026	2027	2028	2029	2030	Total
Communication Equipment	-	-	-	-	75,000	75,000
Total Expenditures	-	-	-	-	75,000	75,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	-	75,000	75,000
Total Funding Sources	-	-	-	-	75,000	75,000

Operational Impact: Costs to maintain and operate the communication equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE I: POLICE

Project: Vehicle Replacement

Type: Replacement

Useful Life: 8 years

Description: The Police Department currently has a need to maintain high level and functioning police response vehicles for officers to respond to emergency calls 24/7. Staff presently keep new vehicles in a 'front line' capacity for 2-3 years, before moving them to a support role as Detective, LT, Chief, SRO and Alternative Response roles for the next 5-6 years of their service life. Staff, historically, has been able to trade in vehicles at the end of their lives for a reduction to the new price of a replacement vehicle, but over the last few years, Staff have been diverting these vehicles into other Town capacities with the Fire Department, Public Works and Alternative Response.

Expenditures:	2026	2027	2028	2029	2030	Total
Vehicle and Changeover	77,000	154,000	77,000	77,000	82,500	467,500
Total Expenditures	77,000	154,000	77,000	77,000	82,500	467,500

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	77,000	154,000	77,000	77,000	82,500	467,500
Total Funding Sources	77,000	154,000	77,000	77,000	82,500	467,500

Operational Impact: Costs to maintain and operate police vehicles is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures. Operating costs associated with a vehicle addition on average are \$1,200 for repair and maintenance and \$1,600 for fuel annually.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

FIRE DEPARTMENT

ARTICLE II

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
CIP Expenditure Summary Article II: Fire															
Air Packs/SCBA Bottles	820,000	-		120,000	R	-		-		-		-		700,000	R
Protective Equipment	90,000	-		-		20,000	G	-		-		-		70,000	R
Communications Upgrade	110,000	-		-		-		-		-		-		60,000	R
Hose Replacement	141,000	-		12,000	R	37,000	R	-		37,000	R	-		55,000	R
Hazardous Remediation	10,000	-		10,000	R	-		-		-		-		-	
Vehicle Equipment and Replacement	4,722,500	1,500,000	B	42,500	R	15,000	R	-		-		-		3,165,000	B
Total Expenditures by Year	5,893,500	1,500,000		184,500		72,000		-		37,000		50,000		4,050,000	

Funding Source Summary Article II: Fire

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,208,500	-	-	184,500	-	52,000	-	-	37,000	-	50,000	-	885,000	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	20,000	-	-	-	-	20,000	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	4,665,000	1,500,000	-	-	-	-	-	-	-	-	-	-	3,165,000	-	-
Total Funding Sources by Year	5,893,500	1,500,000		184,500		72,000		-		37,000		50,000		4,050,000	

12/31/2024 Reserve Balances 1,370,204

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Air Packs/SCBA Bottles

Type: Upgrade

Useful Life: 15 years

Description: The Fire/Rescue department requests to replace and upgrade existing SCBA's. The current equipment is over 16 years old and staff would be looking to replace approximately 14 units. With this upgrade, staff feels that the equipment can safely last another 15 years with annual inspection for wear.

Expenditures:	2026	2027	2028	2029	2030	Total
Air Packs/SCBA Bottles	120,000	-	-	-	-	120,000
Total Expenditures	120,000	-	-	-	-	120,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	120,000	-	-	-	-	120,000
Total Funding Sources	120,000	-	-	-	-	120,000

Operational Impact: Costs to maintain and outfit SCBA's is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Protective Equipment

Type: New

Useful Life: 10 years

Description: The Fire/Rescue department requests to replace and upgrade the existing Gear Washer and Dryer units. The current equipment is faulty and staff is budgeting to replace these units before it becomes an emergency replacement. With this upgrade, staff feels that the equipment can safely last another 10 years with annual inspection.

Expenditures:	2026	2027	2028	2029	2030	Total
Protective Equipment	-	20,000	-	-	-	20,000
Total Expenditures	-	20,000	-	-	-	20,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Grant	-	20,000	-	-	-	20,000
Total Funding Sources	-	20,000	-	-	-	20,000

Operational Impact: Costs to maintain the gear washer and dryer units are built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Communications Upgrade

Type: New

Useful Life: 10 years

Description: The Fire/Rescue Department requests to maintain and upgrade the ongoing need for communications equipment, its licensing, and general upkeep. There are many facets and mixed uses of technology that provide a valuable link between communications and the police/fire/EMS personnel. As technology continues to advance, the life span of the communications equipments has decreased from 15 years to 10 years. In order to ensure operational stability and continuity of systems, these items should be replaced all at one time as opposed to a phased process. Staff is presently requesting funding to keep employees up to speed with computers and equipment necessary to maintain a healthy and productive work environment.

Expenditures:	2026	2027	2028	2029	2030	Total
Communications Upgrade	-	-	-	-	50,000	50,000
Total Expenditures	-	-	-	-	50,000	50,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	-	50,000	50,000
Total Funding Sources	-	-	-	-	50,000	50,000

Operational Impact: Costs to maintain and operate the communication equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Hose Replacement

Type: Upgrade

Useful Life: 15 years

Description: The Fire/Rescue department requests to replace and upgrade existing firefighting hose. The current hoses are over 20 years old and Staff would be looking to replace these units over a three year period. In order to ensure operational stability and continuity of systems, these hoses are being replaced by apparatus and phased over a three year process. This plan ensures that the hoses are compatible and consistent on the entire unit as opposed to having variations in length or color if done over a longer period of time. With this upgrade, staff feels that the equipment can safely last another 15 years with annual inspection for wear.

Expenditures:	2026	2027	2028	2029	2030	Total
Hose Replacement	12,000	37,000	-	37,000	-	86,000
Total Expenditures	12,000	37,000	-	37,000	-	86,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	12,000	37,000	-	37,000	-	86,000
Total Funding Sources	12,000	37,000	-	37,000	-	86,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Hazardous Remediation

Type: Upgrade

Useful Life: -

Description: The Fire/Rescue department requests funding to clean up 125 gallons of PFAS foam that needs to be disposed of. This is a known cancer causing chemical and requires professional remediation.

Expenditures:	2026	2027	2028	2029	2030	Total
Hazardous Remediation	10,000	-	-	-	-	10,000
Total Expenditures	10,000	-	-	-	-	10,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	10,000	-	-	-	-	10,000
Total Funding Sources	10,000	-	-	-	-	10,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE II: FIRE

Project: Vehicle Equipment and Replacement

Type: Replacement

Useful Life: 10 years

Description: The FY 2026 request by the Fire/Rescue Department is for key secure knox boxes. Currently all knox box keys are loose on key rings with no additional security measures. With these knox boxes, staff will install them in all department apparatus and ensure security of the keys in emergency responses. The boxes will also restrict entry by individually assigned codes, ensuring access by authorized personnel only.

The FY 2027 request is for gas meter chargers. Staff would like to install chargers to the emergency apparatus that carry the gas meters. Gas meters are very sensitive and can become faulty without proper care. These units allow staff to enter a facility and determine if there is CO2 concerns within and evacuation should occur. The requested chargers would ensure the units integrity and operational success.

Expenditures:	2026	2027	2028	2029	2030	Total
Vehicle Equipment and Repl:	42,500	15,000	-	-	-	57,500
Total Expenditures	42,500	15,000	-	-	-	57,500

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	42,500	15,000	-	-	-	57,500
Total Funding Sources	42,500	15,000	-	-	-	57,500

Operational Impact: No future expenditures are anticipated as a result of the FY 2026 and FY 2027 requests.. By keeping these items in good working condition and maintenance on a regular basis will save money and maintain productivity by preventing critical failures.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

RESCUE DEPARTMENT

ARTICLE III

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary_Article III: Rescue

Rescue Equipment_Mannequins	65,000	30,000	R	-	-	-	-	-	-	-	-	-	-	35,000	R
Ambulance Replacement	2,360,000	-		410,000	R	-	-	-	-	-	-	-	-	1,950,000	R
Rescue Equipment_Cardiac Monitors	259,500	-		-		59,500	R	-	-	-	-	-	-	200,000	R
Communications Upgrade	95,000	-		-		-		-		45,000	R	-	-	50,000	R
Total Expenditures by Year	2,779,500	30,000		410,000		59,500		-		45,000		-		2,235,000	

Funding Source Summary_Article III: Rescue

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	2,779,500	30,000		410,000		59,500		-		45,000		-		2,235,000	
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	2,779,500	30,000		410,000		59,500		-		45,000		-		2,235,000	

12/31/2024 Reserve Balances 1,098,778

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE III: Rescue

Project: Ambulance Replacement

Type: Upgrade

Useful Life: 10 years

Description: Staff is recommending replacement of Rescue 1 (2016). This unit is a PL Custom ambulance with 153,976 miles. This unit requires increased and constant service due to its age. (Currently nine years old)

Expenditures:	2026	2027	2028	2029	2030	Total
Ambulance Replacement	410,000	-	-	-	-	410,000
Total Expenditures	410,000	-	-	-	-	410,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	410,000	-	-	-	-	410,000
Total Funding Sources	410,000	-	-	-	-	410,000

Operational Impact: Costs to maintain and operate Rescue Apparatus is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE III: Rescue

Project: Rescue Equipment_Cardiac Monitors

Type: New

Useful Life: 10 years

Description: Staff is requesting the replacement / purchase of one cardiac monitor due to age and lack of replacement parts with no service plan. Staff was able to outfit Rescue 3 with a cardiac monitor as part of the purchase of the apparatus with changover equipment. Rescue 1 also includes for the purchase of a cardiac monitor as part of the purchase of the apparatus. This is funding to outfit the third rescue apparatus in the fleet (Rescue 5).

Expenditures:	2026	2027	2028	2029	2030	Total
Rescue Equipment_Cardiac Monitors	-	59,500	-	-	-	59,500
Total Expenditures	-	59,500	-	-	-	59,500

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	59,500	-	-	-	59,500
Total Funding Sources	-	59,500	-	-	-	59,500

Operational Impact: Costs to maintain and operate Rescue equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE III: Rescue

Project: Communications Upgrade

Type: Upgrade

Useful Life: 10 years

Description: The Fire/Rescue Department requests to maintain and upgrade the ongoing need for communications equipment, its licensing, and general upkeep. There are many facets and mixed uses of technology that provide a valuable link between communications and the police/fire/EMS personnel. Staff is presently requesting funding to keep our employees up to speed with computers and equipment necessary to maintain a healthy and productive work environment.

Expenditures:	2026	2027	2028	2029	2030	Total
Communications Upgrade	-	-	-	45,000	-	45,000
Total Expenditures	-	-	-	45,000	-	45,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	45,000	-	45,000
Total Funding Sources	-	-	-	45,000	-	45,000

Operational Impact: Costs to maintain and operate the communication equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

PUBLIC WORKS DEPARTMENT

ARTICLE IV

Revenue Source (RS):

A - ARPA T - TIF		R - Reserves O - PACTS/GPCOG Match		D - Donations/Special Revenues B - Bond		G - Grants									
Article	Total	Prior Year [FY 2025]	RS	FY 2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
CIP Expenditure Summary Article IV: Public Works															
Truck Replacement - Pickup Truck	660,000	65,000	R	65,000	R	-	-	70,000	R	-	-	-	-	460,000	R
Equipment Replacement - B&G	287,000	-	-	-	-	-	-	-	-	70,000	R	-	-	217,000	R
Truck Replacement - Dump/Plow Truck	2,805,000	250,000	R	-	-	280,000	R	-	-	-	-	290,000	R	1,985,000	R
Sidewalk Plow Replacement/Repair	540,000	-	-	100,000	R	-	-	-	-	80,000	R	-	-	360,000	T
Forklift Replacement/Repair	60,000	25,000	R	-	-	-	-	-	-	-	-	-	-	35,000	R
Total Expenditures by Year	4,352,000	340,000		165,000		280,000		70,000		150,000		290,000		3,057,000	
Funding Source Summary Article IV: Public Works															
ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	3,992,000	340,000	-	165,000	-	280,000	-	70,000	-	150,000	-	290,000	-	2,697,000	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIF	360,000	-	-	-	-	-	-	-	-	-	-	-	-	-	360,000
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	4,352,000	340,000		165,000		280,000		70,000		150,000		290,000		3,057,000	

12/31/2024 Reserve Balances 662,949

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE IV: Public Works

Project: Truck Replacement - Pickup Truck

Type: Upgrade

Useful Life: 10 years

Description: Staff recommends the replacement of Truck 8 (2013) in FY 2026. Truck 8 is a 12-year-old GMC pickup plow truck with 92,000 miles on it. Truck 8 is used to plow parking lots in the winter months and for construction work in the summer. Staff also recommends replacing Truck 12 (2014) in FY 2028. Truck 12 is currently an 11-year-old GMC 1 ton pickup plow truck with 80,000 miles on it. Truck 12 is used to plow parking lots and salt them in the winter as well as being used for construction work in the summer.

Expenditures:	2026	2027	2028	2029	2030	Total
Truck Replacement - Pickup Truck	65,000	-	70,000	-	-	135,000
Total Expenditures	65,000	-	70,000	-	-	135,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	65,000	-	70,000	-	-	135,000
Total Funding Sources	65,000	-	70,000	-	-	135,000

Operational Impact: Costs to maintain and operate vehicles is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE IV: Public Works

Project: Equipment Replacement - B&G

Type: New

Useful Life: 10 years

Description: Staff recommends the replacement of the Buildings and Grounds GMC 1 ton Pickup truck (2014) in FY 2029. This truck is an 11-year-old GMC 1 ton pickup plow truck with 55,000 miles on it. It is used to plow parking lots in the winter months and for construction work in the summer.

Expenditures:	2026	2027	2028	2029	2030	Total
Equipment Replacement - B&G	-	-	-	70,000	-	70,000
Total Expenditures	-	-	-	70,000	-	70,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	70,000	-	70,000
Total Funding Sources	-	-	-	70,000	-	70,000

Operational Impact: Costs to maintain and operate vehicles is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE IV: Public Works

Project: Truck Replacement - Dump/Plow Truck

Type: New

Useful Life: 10 years

Description: Staff recommends the replacement of Truck 14 (2013) in FY 2027. Truck 14 is a 12-year-old plow truck with 107,000 miles on it. Truck 14 is used to plow and treat gravel roads in the winter as well as being used for construction work in the summer. Staff also recommends replacing Truck 3 (2016) in FY 2030. Truck 3 is currently a 9-year-old plow truck with 96,000 miles on it. Truck 3 is used to plow and treat gravel roads in the winter as well as being used for construction work in the summer.

Expenditures:	2026	2027	2028	2029	2030	Total
Truck Replacement - Dump/Plow Truck	-	280,000	-	-	290,000	570,000
Total Expenditures	-	280,000	-	-	290,000	570,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	280,000	-	-	290,000	570,000
Total Funding Sources	-	280,000	-	-	290,000	570,000

Operational Impact: Costs to maintain and operate vehicles is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE IV: Public Works

Project: Sidewalk Plow Replacement/Repair

Type: Upgrade

Useful Life: 10 years

Description: Staff is recommending replacement of the 2012 Trackless Sidewalk Plow. This is a shared unit with the TIF Budget as the machine is utilized in sweeping the roads of sand, roadside mowing and wintertime plowing the downtown area sidewalks. This unit is thirteen years old, is used year round and is showing signs of wear and is experiencing increased maintenance costs. The total request is \$200,000. (Note: This is split 50/50 with the Destination Freeport TIF).

Expenditures:	2026	2027	2028	2029	2030	Total
Sidewalk Plow Replacement/Repair	100,000	-	-	80,000	-	180,000
Total Expenditures	100,000	-	-	80,000	-	180,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	100,000	-	-	80,000	-	180,000
Total Funding Sources	100,000	-	-	80,000	-	180,000

Operational Impact: Costs to maintain and operate equipment is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

SOLID WASTE/RECYCLING DEPARTMENT

ARTICLE V

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary Article V: Solid Waste/Recycling

Energy Efficiency Conversion	70,000	-	20,000	R	-	-	-	-	-	-	-	50,000	R	
Forklift Replacement/Repair	65,000	-	-	-	-	30,000	R	-	-	-	-	35,000	R	
Container Replacement	50,000	-	-	-	-	-	-	20,000	R	-	-	30,000	R	
Truck Replacement - Pickup Truck	150,000	-	-	-	70,000	R	-	-	-	-	-	80,000	R	
Total Expenditures by Year	335,000	-	20,000		70,000		30,000		20,000		-		195,000	

Funding Source Summary Article V: Solid Waste/Recycling

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	
Reserves	335,000	-	-	20,000	-	70,000	-	30,000	-	20,000	-	-	195,000	
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Funding Sources by Year	335,000	-	20,000		70,000		30,000		20,000		-		195,000	

12/31/2024 Reserve Balances 100,705

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE V: Solid Waste/Recycling

Project: Energy Efficiency Conversion

Type: Upgrade

Useful Life: 10 years

Description: Staff is requesting to change from heating oil system to a propane system at the recycling facility. This past year Staff was able to install a backup generator for the recycling facility that operates off propane. This installation gives staff the opportunity to change the building over to propane and get away from the expensive cost of heating oil. To make this change, staff would need to replace the oil heating system with a propane heating system.

Expenditures:	2026	2027	2028	2029	2030	Total
Energy Efficiency Conversion	20,000	-	-	-	-	20,000
Total Expenditures	20,000	-	-	-	-	20,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	20,000	-	-	-	-	20,000
Total Funding Sources	20,000	-	-	-	-	20,000

Operational Impact: Costs to maintain and operate the heating system is built into the annual budget and the maintenance of these systems on a regular basis will save money and maintain productivity by preventing critical failures. There may be a slight decrease in heating expense for the recycling facility for FY 2027, once the facility is fully converted, but there will be no budgetary changes reflected in FY 2026.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE V: Solid Waste/Recycling

Project: Forklift Replacement/Repair

Type: New

Useful Life: 15 years

Description: Staff is requesting to replace the current 2008 forklift in FY 2028. The unit will be 20 years old at that time. The forklift is used around the facility on a regular basis for loading and unloading trucks.

Expenditures:	2026	2027	2028	2029	2030	Total
Forklift Replacement/Repair	-	-	30,000	-	-	30,000
Total Expenditures	-	-	30,000	-	-	30,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	30,000	-	-	30,000
Total Funding Sources	-	-	30,000	-	-	30,000

Operational Impact: Costs to maintain and operate equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE V: Solid Waste/Recycling

Project: Container Replacement

Type: New

Useful Life: 10 years

Description: Staff will be looking to replace the Bulk Waste Containers in FY 2029. After many years of use, they become damaged and need to be replaced.

Expenditures:	2026	2027	2028	2029	2030	Total
Container Replacement	-	-	-	20,000	-	20,000
Total Expenditures	-	-	-	20,000	-	20,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	20,000	-	20,000
Total Funding Sources	-	-	-	20,000	-	20,000

Operational Impact: Costs to maintain equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE V: Solid Waste/Recycling

Project: Truck Replacement - Pickup Truck

Type: Upgrade

Useful Life: 8 years

Description: Staff recommends the replacement of the Recycling 2012 GMC 1 ton pickup truck in FY 2027. The unit will be a 15 year old 1 ton pickup with a plow that currently has 29,650 miles on it. Despite the low mileage, there is wear and tear on the vehicle given the age and Staff is recommending to replace this vehicle in anticipation of a good sale/trade-in value.

Expenditures:	2026	2027	2028	2029	2030	Total
Truck Replacement - Pickup Truck	-	70,000	-	-	-	70,000
Total Expenditures	-	70,000	-	-	-	70,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	70,000	-	-	-	70,000
Total Funding Sources	-	70,000	-	-	-	70,000

Operational Impact: Costs to maintain and operate vehicles is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

COMPREHENSIVE TOWN IMPROVEMENTS

ARTICLE VI

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY 2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
CIP Expenditure Summary Article VI: Comprehensive Town Improvements															
Flying Point Road	180,000	80,000	R	-	-	-	-	-	-	-	-	-	-	100,000	R
Mallett Dr Reconstruction	800,000	300,000	R	-	-	-	-	-	-	-	-	-	-	500,000	R
Mallett Dr Bike/Ped Trail	150,000	-	-	-	-	150,000	O	-	-	-	-	-	-	-	-
Streetlight & Intersection Upgrades	915,000	-	-	305,000	R	305,000	R	305,000	R	-	-	-	-	100,000	R
Wayfinding Signs	195,000	25,000	R	35,000	R	35,000	R	-	-	-	-	-	-	100,000	R
Gateway & Corridor Planning	150,000	150,000	R	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Improvements	725,000	25,000	R	75,000	R	50,000	R	25,000	R	25,000	R	25,000	R	500,000	R
Lambert Road Reconstruction	350,000	-	-	-	-	-	-	350,000	R	-	-	-	-	-	-
Resurface/Paving - Town Lots	245,000	-	-	-	-	15,000	R	10,000	R	25,000	R	-	-	195,000	R
Lower Main St Railroad Overpass Widening	325,000	-	-	-	-	325,000	R	-	-	-	-	-	-	-	-
Cove Road Rebuild	325,000	-	-	-	325,000	R	-	-	-	-	-	-	-	-	-
Desert Road Sidewalk Extension	125,000	-	-	-	125,000	R	-	-	-	-	-	-	-	-	-
Quiet Zone Safety Measures	200,000	-	-	-	-	-	-	200,000	R	-	-	-	-	-	-
Pine Street Reconstruction	420,000	-	-	-	-	420,000	R	-	-	-	-	-	-	-	-
Pleasant Hill Rd Reconstruction	750,000	-	-	-	-	-	-	-	-	750,000	R	-	-	-	-
Route One South Trail	400,000	-	-	-	-	-	-	-	-	-	-	400,000	R	-	-
Street & Sidewalk Reserve	8,475,000	-	-	-	-	-	-	-	-	-	-	475,000	R	8,000,000	R
Total Expenditures by Year	14,730,000	580,000		865,000		1,300,000		890,000		800,000		900,000		9,395,000	

Funding Source Summary Article VI: Comprehensive Town Improvements								
ARPA	-	-	-	-	-	-	-	-
Reserves	14,580,000	580,000	-	865,000	-	1,150,000	890,000	800,000
Donations	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	150,000	-	-	-
Bond	-	-	-	-	-	-	-	-
Total Funding Sources by Year	14,580,000	580,000		865,000		1,300,000		890,000
						800,000		900,000
								9,395,000

12/31/2024 Reserve Balances 2,800,279

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Mallett Dr Bike/Ped Trail

Type: New

Useful Life: 25 years

Description: Staff would be looking to secure funding for a grant match for a bike/ped trail in FY 2027. Staff is working on a PACTS/GPCOG grant application to support the development of engineering, design and final construction of the trail connecting Mallett Drive to Pine Tree Academy .

Expenditures:	2026	2027	2028	2029	2030	Total
Mallett Dr Bike/Ped Trail	-	150,000	-	-	-	150,000
Total Expenditures	-	150,000	-	-	-	150,000

Funding Sources:	2026	2027	2028	2029	2030	Total
PACTS/GPCOG Match	-	150,000	-	-	-	150,000
Total Funding Sources	-	150,000	-	-	-	150,000

Operational Impact: There will be minimal costs associated with maintaining additional trails. This will be reflected in the FY 2027 operating budget.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Streetlight & Intersection Upgrades

Type: New

Useful Life: 25 years

Description: Staff recommends evaluating major intersections and streetlight requirements. This is scheduled to be a three year project where staff will then make necessary changes to bring Town intersections into safer conditions.

Expenditures:	2026	2027	2028	2029	2030	Total
Streetlight & Intersection Upgrades	305,000	305,000	305,000	-	-	915,000
Total Expenditures	305,000	305,000	305,000	-	-	915,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	305,000	305,000	305,000	-	-	915,000
Total Funding Sources	305,000	305,000	305,000	-	-	915,000

Operational Impact: Costs to maintain additional streetlights will be minimal and can be accommodated with current budgeted resources.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Wayfinding Signs

Type: Upgrade

Useful Life: 15 years

Description: A charter of the Downtown Visioning Projects is the addition of new wayfinding signs in Town. This is for Phase Three and Four which includes the master planning, conceptual design, development, and bid specifications for three sign-type concepts. The study/design, phase one and two, has been encumbered for \$35,000 and will include signage cost estimates to build and install them. Written specifications would be included to aid in soliciting competitive sign contractor bids for the Town. The remaining \$85,000 is for the physical development and build-out along with installation.

Expenditures:	2026	2027	2028	2029	2030	Total
Wayfinding Signs	35,000	35,000	-	-	-	70,000
Total Expenditures	35,000	35,000	-	-	-	70,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	35,000	35,000	-	-	-	70,000
Total Funding Sources	35,000	35,000	-	-	-	70,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Stormwater Improvements

Type: Replacement

Useful Life: 25 years

Description: Concord Gully Brook and Frost Gully Brooks are the two streams in the town designated as urban impaired by the Maine DEP because they do not meet the state's water quality standards. They are impaired by bacteria and chloride. While Concord Gully Brook has received some attention, more is required to mitigate runoff from the Downtown impervious areas. Frost Gully Brook requires a watershed management plan before grant applications and mitigation measures. This budget request is for continued inventorying, surveying, and designing the Frost Gully Brook watershed and to continue the mitigation efforts in Concord Gully Brook Watershed as well as repair work around 45 Depot St.

Expenditures:	2026	2027	2028	2029	2030	Total
Stormwater Improvements	75,000	50,000	25,000	25,000	25,000	200,000
Total Expenditures	75,000	50,000	25,000	25,000	25,000	200,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	75,000	50,000	25,000	25,000	25,000	200,000
Total Funding Sources	75,000	50,000	25,000	25,000	25,000	200,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Lambert Road Reconstruction

Type: Replacement

Useful Life: 20 years

Description: Staff recommends funding for the reconstruction of Lambert Road due to deteriorating pavement conditions. This includes drainage improvements, existing pavement grinding/reclamation, shim gravel, and asphalt. Lambert Road is structurally failing beyond the maintenance repair stage and we are looking to reconstruct.

Expenditures:	2026	2027	2028	2029	2030	Total
Lambert Road Reconstruction	-	-	350,000	-	-	350,000
Total Expenditures	-	-	350,000	-	-	350,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	350,000	-	-	350,000
Total Funding Sources	-	-	350,000	-	-	350,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Resurace/Paving - Town Lots

Type: Replacement

Useful Life: 5 years

Description: Staff is recommending to crack seal the Recycling Center, Leon Gorman Park, and Library parking lots in FY 2027, FY 2028 & FY 2029. This work will assist in maintaining and extending the life of the parking lot by an additional 4 to 6 years.

Expenditures:	2026	2027	2028	2029	2030	Total
Resurace/Paving - Town Lots	-	15,000	10,000	25,000	-	50,000
Total Expenditures	-	15,000	10,000	25,000	-	50,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	15,000	10,000	25,000	-	50,000
Total Funding Sources	-	15,000	10,000	25,000	-	50,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Lower Main St Railroad Overpass Widening

Type: Replacement

Useful Life: 25 years

Description: Staff recommends funding for the widening of the Lower Main St. Railroad overpass. This includes surveying, engineering, right-of-way plans, overall improvements and asphalt.

Expenditures:	2026	2027	2028	2029	2030	Total
Lower Main St Railroad Overpass '	-	325,000	-	-	-	325,000
Total Expenditures	-	325,000	-	-	-	325,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	325,000	-	-	-	325,000
Total Funding Sources	-	325,000	-	-	-	325,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Cove Road Rebuild

Type: Replacement

Useful Life: 20 years

Description: Staff recommends funding for the rebuild of Cove Road due to deteriorating pavement conditions. This includes drainage improvements, existing pavement grinding/reclamation, shim gravel, and asphalt. Cove Road is structurally failing beyond the maintenance repair stage and we are looking to rebuild.

Expenditures:	2026	2027	2028	2029	2030	Total
Cove Road Rebuild	325,000	-	-	-	-	325,000
Total Expenditures	325,000	-	-	-	-	325,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	325,000	-	-	-	-	325,000
Total Funding Sources	325,000	-	-	-	-	325,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Desert Road Sidewalk Extension

Type: New

Useful Life: 20 years

Description: Staff recommends funding for the extension of the sidewalk on Desert Road. Based on new development and walkability desires, staff recommends extending the sidewalk to Desert Road to allow for safer pedestrian travel between Route 1 and Desert Road beyond the highway overpass.

Expenditures:	2026	2027	2028	2029	2030	Total
Desert Road Sidewalk Extension	125,000	-	-	-	-	125,000
Total Expenditures	125,000	-	-	-	-	125,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	125,000	-	-	-	-	125,000
Total Funding Sources	125,000	-	-	-	-	125,000

Operational Impact: Costs to maintain additional sidewalks will be minimal and can be accommodated with a small increase to current budgeted resources.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Quiet Zone Safety Measures

Type: Replacement

Useful Life: 10 years

Description: Staff is recommending to fund improvements to the "Quiet Zones" to increase the safety around the Town's railroad crossings. Improvements include: additional signage and pavement markings, if required by Northeast Passenger Rail Association.

Expenditures:	2026	2027	2028	2029	2030	Total
Quiet Zone Safety Measures	-	-	200,000	-	-	200,000
Total Expenditures	-	-	200,000	-	-	200,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	200,000	-	-	200,000
Total Funding Sources	-	-	200,000	-	-	200,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Pine Street Reconstruction

Type: Replacement

Useful Life: 10 years

Description: Staff recommends funding for the reconstruction of Pine Street due to deteriorating pavement conditions. This includes drainage improvements, existing pavement grinding/reclamation, shim gravel, and asphalt. Pine Street is structurally failing beyond the maintenance repair stage and we are looking to reconstruct.

Expenditures:	2026	2027	2028	2029	2030	Total
Pine Street Reconstruction	-	420,000	-	-	-	420,000
Total Expenditures	-	420,000	-	-	-	420,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	420,000	-	-	-	420,000
Total Funding Sources	-	420,000	-	-	-	420,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Pleasant Hill Rd Reconstruction

Type: Replacement

Useful Life: 20 years

Description: Staff recommends funding for the reconstruction of Pleasant Hill Road due to deteriorating pavement conditions. This includes drainage improvements, existing pavement grinding/reclamation, shim gravel, and asphalt. Pleasant Hill Road is structurally failing beyond the maintenance repair stage and we are looking to reconstruct.

Expenditures:	2026	2027	2028	2029	2030	Total
Pleasant Hill Rd Reconstruction	-	-	-	750,000	-	750,000
Total Expenditures	-	-	-	750,000	-	750,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	750,000	-	750,000
Total Funding Sources	-	-	-	750,000	-	750,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VI: Comprehensive Town Improvements

Project: Route One South Trail

Type: Replacement

Useful Life: 10 years

Description: Staff recommends funding for the extension of a trail on Route 1 South. Based on new development and walkability desires, staff recommends a pedestrian trail to allow for safer pedestrian travel down Route 1 South. This trail will provide an additional travel way from the Yarmouth Town Line to the intersection of Route One and Desert Road. The project will construct approximately 2 miles of off road trail.

Expenditures:	2026	2027	2028	2029	2030	Total
Route One South Trail	-	-	-	-	400,000	400,000
Total Expenditures	-	-	-	-	400,000	400,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	-	400,000	400,000
Total Funding Sources	-	-	-	-	400,000	400,000

Operational Impact: There will be minimal costs associated with maintaining additional trails. This will be reflected in the FY 2030 operating budget.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

MUNICIPAL FACILITIES

ARTICLE VII

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
CIP Expenditure Summary Article VII: Municipal Facilities															
Computers & Software	597,000	42,000	R	35,000	R	30,000	R	30,000	R	30,000	R	35,000	R	395,000	R
Copiers	110,000	-		15,000	R	-		-		20,000	R	-		75,000	R
File Digitization	10,000	10,000	R	-		-		-		-		-		-	
Revaluation	125,000	7,500	R	7,500	R	7,500	R	5,000	R	5,000	R	5,000	R	87,500	R
Furniture	215,000	15,000	R	-		15,000	R	-		15,000	R	-		170,000	R
Town Wharf - Floats	52,500	7,500	R	-		-		-		-		-		45,000	R
Town Wide Flooring	215,000	30,000	R	-		20,000	R	-		20,000	R	-		145,000	R
Town Wide Exterior Improvements	525,000	120,000	R	150,000	R	-		60,000	R	-		-		195,000	R
Red Light upgrade	80,000	30,000	R	-		-		-		-		-		50,000	R
PW External Storage	15,000	-		15,000	R	-		-		-		-		-	
PW Vehicle Lift	158,000	33,000	R	-		-		-		-		-		125,000	R
Harbor/Wharf Renovations	400,000	-		400,000	R	-		-		-		-		-	
Public Safety Building	270,000	60,000	R	-		-		-		-		-		210,000	R
Energy Efficiency_Townwide	590,000	-		-		80,000	R	-		80,000	R	15,000	R	415,000	R
Dunning Boat Yard	30,000	-		-		10,000	R	-		-		-		20,000	R
Interior/Exterior Painting_Townwide	60,000	-		-		10,000	R	10,000	R	-		-		40,000	R
Library Building Renovations	512,000	-		-		-		-		-		500,000	R	12,000	R
Total Expenditures by Year	3,964,500	355,000		622,500		172,500		105,000		170,000		555,000		1,984,500	

Funding Source Summary Article VII: Municipal Facilities															
ARPA	-	-	-	-	-	-	-	-							
Reserves	3,964,500	355,000	-	622,500	172,500	105,000	170,000	555,000	1,984,500						
Donations	-	-	-	-	-	-	-	-	-						
Grants	-	-	-	-	-	-	-	-	-						
TIF	-	-	-	-	-	-	-	-	-						
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-						
Bond	-	-	-	-	-	-	-	-	-						
Total Funding Sources by Year	3,964,500	355,000		622,500		172,500		105,000		170,000		555,000		1,984,500	

12/31/2024 Reserve Balances 163,828

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Computers & Software

Type: Upgrade

Useful Life: 8 years

Description: Staff is looking to maintain its annual maintenance/upgrade plan on Town computers, servers, and infrastructure. This project replaces a portion of networking devices, including any that are five years or older. These are an essential requirement to deliver data between computers and servers. If these devices fail, data cannot be delivered and employee productivity is greatly reduced. Maintaining these devices is very important for daily work of almost every Town employee. Proactive replacement of the devices will avoid excessive downtime from an unscheduled failure while allowing staff to find and buy the best replacement option. For FY 2026 staff is also looking to begin to transition our software to the cloud and hosting services with our provider versus onsite.

Expenditures:	2026	2027	2028	2029	2030	Total
Computers & Software	35,000	30,000	30,000	30,000	35,000	160,000
Total Expenditures	35,000	30,000	30,000	30,000	35,000	160,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	35,000	30,000	30,000	30,000	35,000	160,000
Total Funding Sources	35,000	30,000	30,000	30,000	35,000	160,000

Operational Impact: Costs to maintain and operate computer equipment is built into and throughout the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures. There would be an expected \$50,000 increase to the FY 2026 budget to move our software to a cloud hosted service.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Copiers

Type: New

Useful Life: 8 years

Description: Staff is recommending replacement of copiers townwide. They currently operate under "good health" but are starting to show signs of distress. Staff would be evaluating the update of the machines at Town Hall and repurposing them in other Town locations based on need/critical replacement.

Expenditures:	2026	2027	2028	2029	2030	Total
Copiers	15,000	-	-	20,000	-	35,000
Total Expenditures	15,000	-	-	20,000	-	35,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	15,000	-	-	20,000	-	35,000
Total Funding Sources	15,000	-	-	20,000	-	35,000

Operational Impact: Costs to maintain and operate the copiers is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Revaluation

Type: Upgrade

Useful Life: 8 years

Description: Each year, the Town Council places money into a capital reserve for the Assessing Department to conduct revaluations. Instead of conducting a full-scale revaluation once every ten years for approximately \$300,000, the assessor does smaller-scale revaluations each year. This allows values to stay more current and any valuation changes to be more incremental; having less of an impact on the residents. This account would also supply a second opinion to the conclusions staff has been applying over the years.

Expenditures:	2026	2027	2028	2029	2030	Total
Revaluation	7,500	7,500	5,000	5,000	5,000	30,000
Total Expenditures	7,500	7,500	5,000	5,000	5,000	30,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	7,500	7,500	5,000	5,000	5,000	30,000
Total Funding Sources	7,500	7,500	5,000	5,000	5,000	30,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Furniture

Type: Upgrade

Useful Life: 5 years

Description: Staff is recommending replacement of office furniture, Town wide. There are still departments that are using "hand-me-downs" from other departments, and some furniture has been repaired so many times, it can no longer be fixed. This request is for replacement of numerous chairs, shelving, filing cabinets, tables, and computer desks.

Expenditures:	2026	2027	2028	2029	2030	Total
Furniture	-	15,000	-	15,000	-	30,000
Total Expenditures	-	15,000	-	15,000	-	30,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	15,000	-	15,000	-	30,000
Total Funding Sources	-	15,000	-	15,000	-	30,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Town Wide Flooring

Type: Replacement

Useful Life: 10 years

Description: Staff recommends replacement of the interior flooring at town facilities. For FY 2027, Staff is looking to replace the original 1997 carpeting at the Library with updated carpet tiling. Areas replaced would include the Reading Room, Kids Section, Sun Porch, Staff Break Room, and the Small Office. For the FY 2029 request, Staff will review and prioritize the condition of the flooring at facilities and replace as appropriate.

Expenditures:	2026	2027	2028	2029	2030	Total
Town Wide Flooring	-	20,000	-	20,000	-	40,000
Total Expenditures	-	20,000	-	20,000	-	40,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	20,000	-	20,000	-	40,000
Total Funding Sources	-	20,000	-	20,000	-	40,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Town Wide Exterior Improvements

Type: Replacement

Useful Life: 20 years

Description: Staff is recommending the replacement of the siding at the Library Facility, on the back side only, for FY 2026. The siding has deteriorated over the years and woodpeckers have picked holes in the siding, allowing for moisture and rodents to get in behind the siding. Staff is also looking to schedule the replacement of the roof at Town Hall in FY 2028 given the increased level of repairs that have been needed in inclement weather.

Expenditures:	2026	2027	2028	2029	2030	Total
Town Wide Exterior Improvements	150,000	-	60,000	-	-	210,000
Total Expenditures	150,000	-	60,000	-	-	210,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	150,000	-	60,000	-	-	210,000
Total Funding Sources	150,000	-	60,000	-	-	210,000

Operational Impact: There is no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: PW External Storage

Type: Replacement

Useful Life: 10 years

Description: Currently, election equipment is stored in three different buildings. When staff sets up for elections, they have to send crews to Town Hall, the Community Center and Public Works. The election equipment is then taken to the high school. Staff is recommending to an enclosed trailer to put all the election equipment in one place to save staff time as well as better account for the equipment on hand.

Expenditures:	2026	2027	2028	2029	2030	Total
PW External Storage	15,000	-	-	-	-	15,000
Total Expenditures	15,000	-	-	-	-	15,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	15,000	-	-	-	-	15,000
Total Funding Sources	15,000	-	-	-	-	15,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Harbor/Wharf Renovations

Type: Replacement

Useful Life: 20 years

Description: Staff is recommending renovations to the Town Wharf and Harbor Master building. This includes work on the Harbor Master shed, the hoist lift, and replacing wooden planks along the wharf. This supplements the FY 2024 appropriation of \$30,000 for the Harbor Master Building renovations.

Expenditures:	2026	2027	2028	2029	2030	Total
Harbor/Wharf Renovations	400,000	-	-	-	-	400,000
Total Expenditures	400,000	-	-	-	-	400,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	400,000	-	-	-	-	400,000
Total Funding Sources	400,000	-	-	-	-	400,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Energy Efficiency_Townwide

Type: Replacement

Useful Life: 10 years

Description: Staff is recommending the purchase of heat pumps for the Public Safety building in FY 2027. It is very difficult to keep the rooms warm in the winter and cool in the summer. Purchasing heat pumps would assist in creating a comfortable environment for staff to maintain operations on a 24/7 schedule. The FY 2029 and FY 2030 requests are for additional energy efficiency measures to be implemented, pending staff review and prioritization of projects.

Expenditures:	2026	2027	2028	2029	2030	Total
Energy Efficiency_Townwide	-	80,000	-	80,000	15,000	175,000
Total Expenditures	-	80,000	-	80,000	15,000	175,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	80,000	-	80,000	15,000	175,000
Total Funding Sources	-	80,000	-	80,000	15,000	175,000

Operational Impact: Utility and energy costs are built into the annual budget and the replacement/upgrade of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Dunning Boat Yard

Type: Replacement

Useful Life: 10 years

Description: Dunning Boat Yard is in need of new timber pilings and bulkhead from the building to the boat ramp. The most recent site improvements at this facility occurred in 2018 which consisted of similar work described above for the east side. Staff recommends that this phase be constructed in FY27 to maintain the pilings and bulkhead from total disrepair.

Expenditures:	2026	2027	2028	2029	2030	Total
Dunning Boat Yard	-	10,000	-	-	-	10,000
Total Expenditures	-	10,000	-	-	-	10,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	10,000	-	-	-	10,000
Total Funding Sources	-	10,000	-	-	-	10,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Interior/Exterior Painting_Townwide

Type: Replacement

Useful Life: 10 years

Description: Staff is recommending to appropriate funding for interior painting across all Town facilities, with a priority focus on the Library.

Expenditures:	2026	2027	2028	2029	2030	Total
Interior/Exterior Painting_Townwide	-	10,000	10,000	-	-	20,000
Total Expenditures	-	10,000	10,000	-	-	20,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	10,000	10,000	-	-	20,000
Total Funding Sources	-	10,000	10,000	-	-	20,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VII: Municipal Facilities

Project: Library Building Renovations

Type: Replacement

Useful Life: 20 years

Description: Staff is recommending an interior remodel/re-organization of the Library Facility. Staff does not currently feel the library needs additional square footage, but the space does need re-organization and new furnishings, as well as additional meeting spaces, possibly in the Bartol Room footprint. The library was built in 1997 and the usage of the library has changed dramatically within that time. Additionally, the library staff areas were created for a smaller staff and are no longer adequate. Staff would be looking to review and prioritize the needs and usage of the library footprint more efficiently.

Expenditures:	2026	2027	2028	2029	2030	Total
Library Building Renovations	-	-	-	-	500,000	500,000
Total Expenditures	-	-	-	-	500,000	500,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	-	-	-	-	500,000	500,000
Total Funding Sources	-	-	-	-	500,000	500,000

Operational Impact: There is currently no additional operational impact anticipated with this request.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

CABLE DEPARTMENT

ARTICLE VIII

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary Article VIII: Cable

Cable Equipment	355,000	39,000	R	24,000	R	24,000	R	14,000	R	12,000	R	12,000	R	230,000	R
Total Expenditures by Year	355,000	39,000		24,000		24,000		14,000		12,000		12,000		230,000	

Funding Source Summary Article VIII: Cable

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	355,000	39,000		24,000		24,000		14,000		12,000		12,000		230,000	
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	355,000	39,000		24,000		24,000		14,000		12,000		12,000		230,000	

12/31/2024 Reserve Balances	200,454
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FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE VIII: Cable

Project: Cable Equipment

Type: Upgrade

Useful Life: 10 years

Description: Staff recommends funding for maintenance and repair of equipment. Prioritized equipment is that which is no longer supported by the manufacturer, where parts and/or service cannot be secured. This includes cameras, audio, lighting, and servers, some as old as 2008. This increase also includes additional audio equipment purchases for Council Chambers.

Expenditures:	2026	2027	2028	2029	2030	Total
Cable Equipment	24,000	24,000	14,000	12,000	12,000	86,000
Total Expenditures	24,000	24,000	14,000	12,000	12,000	86,000

Funding Sources:	2026	2027	2028	2029	2030	Total
Reserves	24,000	24,000	14,000	12,000	12,000	86,000
Total Funding Sources	24,000	24,000	14,000	12,000	12,000	86,000

Operational Impact: Costs to maintain and operate the communication equipment is built into the annual budget and the replacement of these devices on a regular basis will save money and maintain productivity by preventing critical failures.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

BOARDS, COMMITTEES, AND OTHER REQUESTS

ARTICLE IX

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary Article IX: Boards and Committees

No projects at this time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Total Expenditures by Year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Funding Source Summary Article IX: Boards and Committees

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

12/31/2024 Reserve Balances	126,129
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FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: ARTICLE IX: Boards and Committees

Project: No projects at this time

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030

DESTINATION TIF VILLAGE IMPROVEMENTS

Revenue Source (RS):

A - ARPA	R - Reserves	D - Donations/Special Revenues	G - Grants
T - TIF	O - PACTS/GPCOG Match	B - Bond	

Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
CIP Expenditure Summary_Destination Freeport TIF															
FEDC-Economic Development	70,000	70,000	T	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk Repairs	595,000	45,000	T	100,000	T	150,000	T	150,000	T	150,000	T	-	-	-	-
Town Economic Development	857,325	177,325	T	130,000	T	135,000	T	135,000	T	140,000	T	140,000	T	-	-
Sidewalk Equipment	180,000	-	-	100,000	T	-	-	-	-	80,000	T	-	-	-	-
Accessibility Improvements	50,000	-	-	50,000	T	-	-	-	-	-	-	-	-	-	-
Total Expenditures by Year	1,752,325	292,325		380,000		285,000		285,000		370,000		140,000		-	

6/30/2024 Fund Balance:	548,390
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Funding Source Summary_Destination Freeport TIF

ARPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	-	292,325		380,000		285,000		285,000		370,000		140,000		-	

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: Destination Freeport TIF

Project: Sidewalk Repairs

Type: Upgrade

Useful Life: 10 years

Description: Sidewalk improvement projects are annually scheduled throughout the downtown district. Staff looks to maintain/update approximately 4500 square feet of sidewalk each year.

Expenditures:	2026	2027	2028	2029	2030	Total
Sidewalk Repairs	100,000	150,000	150,000	150,000	-	550,000
Total Expenditures	100,000	150,000	150,000	150,000	-	550,000

Funding Sources:	2026	2027	2028	2029	2030	Total
TIF	100,000	150,000	150,000	150,000	-	550,000
Total Funding Sources	100,000	150,000	150,000	150,000	-	550,000

Operational Impact:	There is currently no additional operational impact anticipated with this request. Upon the TIF expiration in FY 2029, there will be additional operational funds necessary to continue to maintain the downtown sidewalks.
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FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: Destination Freeport TIF

Project: Sidewalk Equipment

Type: Upgrade

Useful Life: 10 years

Description: Staff is recommending replacement of the 2012 Trackless Sidewalk Plow. This is a shared unit with the TIF Budget as the machine is utilized in sweeping the roads of sand, roadside mowing and wintertime plowing the downtown area sidewalks. This unit is thirteen years old, is used year round and is showing signs of wear and is experiencing increased maintenance costs. The total request is \$200,000. (Note: This is split 50/50 with the Destination Freeport TIF).

Expenditures:	2026	2027	2028	2029	2030	Total
Sidewalk Equipment	100,000	-	-	80,000	-	180,000
Total Expenditures	100,000	-	-	80,000	-	180,000

Funding Sources:	2026	2027	2028	2029	2030	Total
TIF	100,000	-	-	80,000	-	180,000
Total Funding Sources	100,000	-	-	80,000	-	180,000

Operational Impact: Costs to maintain and operate equipment is built into the annual budget and the replacement of these units on a regular basis will save money and maintain productivity by preventing critical failures.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: Destination Freeport TIF

Project: Accessibility Improvements

Type: Upgrade

Useful Life: 5 years

Description: Staff recommends performing accessibility improvements throughout the downtown. Including sidewalks with the right width, texture, and materials, as well as sidewalks with curb ramps and level landings.

Expenditures:	2026	2027	2028	2029	2030	Total
Accessibility Improvements	50,000	-	-	-	-	50,000
Total Expenditures	50,000	-	-	-	-	50,000

Funding Sources:	2026	2027	2028	2029	2030	Total
TIF	50,000	-	-	-	-	50,000
Total Funding Sources	50,000	-	-	-	-	50,000

Operational Impact: Costs to maintain additional improvements will be minimal and can be accommodated with current budgeted resources.

Town of Freeport Capital Improvement Plan: FY 2026 - FY 2030
CONCORD GULLY BROOK TIF

Revenue Source (RS):

A - ARPA T - TIF	R - Reserves O - PACTS/GPCOG Match	D - Donations/Special Revenues B - Bond	G - Grants
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Article	Total	Prior Year [FY 2025]	RS	FY2026	RS	FY 2027	RS	FY 2028	RS	FY 2029	RS	FY 2030	RS	Future Years	RS
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CIP Expenditure Summary_Concord Gully Brook TIF

Trail Construction	795,000	45,000	T	-	-	750,000	T	-	-	-	-	-	-
Main Street Reconstruction	2,500,000	-	-	-	2,500,000	T	-	-	-	-	-	-	-
Total Expenditures by Year	3,295,000	45,000		-	2,500,000		750,000		-	-	-	-	-

Funding Source Summary_Concord Gully Brook TIF

ARPA	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-
TIF	3,295,000	45,000	-	2,500,000	-	750,000	-	-	-	-	-	-
PACTS/GPCOG Match	-	-	-	-	-	-	-	-	-	-	-	-
Bond	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources by Year	3,295,000	45,000		-	2,500,000		750,000		-	-	-	-

6/30/2024 Fund Balance: 150,428

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: Concord Gully Brook TIF

Project: Trail Construction

Type: Upgrade

Useful Life: 25 years

Description: Request is for the planning and engineering to design Lower Main Street as a Complete Street Design and the southern entrance to the Village. This would include crosswalks, ADA compliance, pedestrian, and bicycle connections along with multi-modal accommodations, street-scaping, and beautification.

Expenditures:	2026	2027	2028	2029	2030	Total
Trail Construction	-	-	750,000	-	-	750,000
Total Expenditures	-	-	750,000	-	-	750,000

Funding Sources:	2026	2027	2028	2029	2030	Total
TIF	-	-	750,000	-	-	750,000
Total Funding Sources	-	-	750,000	-	-	750,000

Operational Impact: Costs to maintain trails is built into the annual budget and the upkeep of these trails on a regular basis will save money and maintain productivity by preventing critical failures. It is anticipated that these trails will be able to be maintained within existing budgetary constraints.

FY 2026 - 2030 CAPITAL IMPROVEMENT PLAN: Concord Gully Brook TIF

Project: Main Street Reconstruction

Type: New

Useful Life: 25 years

Description: Request is for the planning and engineering to Reconstruct Main Street. This is an early placeholder for this project with additional information forthcoming.

Expenditures:	2026	2027	2028	2029	2030	Total
Main Street Reconstruction	-	2,500,000	-	-	-	2,500,000
Total Expenditures	-	2,500,000	-	-	-	2,500,000

Funding Sources:	2026	2027	2028	2029	2030	Total
TIF	-	2,500,000	-	-	-	2,500,000
Total Funding Sources	-	2,500,000	-	-	-	2,500,000

Operational Impact: There is no additional operational impact anticipated with this request.