



BRUNSWICK COMPREHENSIVE PLAN

August 2023



BRUNSWICK
FORWARD

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Acknowledgments

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ABOUT THE COMPREHENSIVE PLAN

The Comprehensive Plan actively integrates the aspirations, tools, and history of Brunswick to address local needs and challenges. By constructing a versatile framework, the Comprehensive Plan tackles broader issues and acknowledges the interdependencies among various challenges, thereby yielding a set of practical, efficient, and interconnected solutions. Brunswick's City Council last adopted a significant update to the Comprehensive Plan in 2011, formerly known as the Master Plan. This Comprehensive Plan serves as an update to the City's vision for the next 30 years.



WHAT THE COMPREHENSIVE PLAN ACCOMPLISHES

- Sets forth a unified vision for the future of Brunswick's built environment by directly guiding the relationship of public investment and land uses.
- Serves as a policy document that guides current and future decision makers when balancing competing priorities.
- Provides goals, strategies, and prioritized action steps for implementation as a framework for achieving the vision.
- Promotes health, safety, and general welfare of the residents and workers in Brunswick by facilitating safe and accessible public and private spaces and optimizing the allocation of public funds and provision of public utilities.
- Fulfills legal requirements established by the State of Maryland, including the State Land Use Article, and aligns with other State and County goals, including those found in Livable Frederick Master Plan and the Maryland Sustainable Communities Act, to include the twelve (12) State Visions that more accurately reflect Maryland's ongoing aspiration to develop and implement sound growth and development policy.

WHAT THE COMPREHENSIVE PLAN ACCOMPLISHES (cont'd)

State Visions

1. **Quality of Life and Sustainability:** A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment;
2. **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;
3. **Growth Areas:** Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;
4. **Community Design:** Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources;
5. **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
6. **Transportation:** A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods and services within and between population and business centers;
7. **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
8. **Economic Development:** Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;
9. **Environmental Protection:** Land and water resources, including the Chesapeake and Coastal Bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;
10. **Resource Conservation:** Waterways, forests, agriculture areas, open space, natural systems, and scenic areas are conserved;
11. **Stewardship:** Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
12. **Implementation:** Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, State, and Interstate levels to achieve these visions.

WHAT THE COMPREHENSIVE PLAN ACCOMPLISHES (cont'd)

Land use management stands at the forefront of local concerns. Communities can influence how places develop, or remain undeveloped, within their jurisdictions. In Maryland, **municipalities have three primary avenues to shape the future through land use.**

- 1 Comprehensive plans.** A comprehensive plan outlines land use and interrelated local policies that help respond to internal and external pressures that communities currently face and are likely to face down the road. The State of Maryland mandates comprehensive plan updates every ten years.
- 2 Zoning ordinances.** Zoning ordinances implement the land use vision outlined in a comprehensive plan. These ordinances detail the placement, design, and permissible uses of structures on parcels, establishing “zones” that define land use orientations.
- 3 Subdivision regulations.** Subdivision regulations dictate how larger land areas can be divided into lots, specifying requirements for transportation facilities, utilities, drainage, and more. These rules establish orderly development and effective infrastructure provisions.

Municipalities have additional avenues to influence growth that are less directly tied to city-wide visioning. For instance, **capital improvement plans (CIPs)** outline short-term public investments planned by local governments for infrastructure and capital projects, providing detailed cost estimates. These plans attempt to coordinate efficient public investments. Other tools that are also available include **building codes, design guidelines, local incentives, grant** and **public-private partnership programs**. However, none of these tools regulate the broad vision of a place like the comprehensive plan.



“BIG TOWN, SMALL CITY”

ABOUT THE CITY OF BRUNSWICK

Brunswick’s motto, “Big Town, Small City,” encapsulates the rich amenities and quality of life in Brunswick. This phrase steers this vibrant community towards a promising future. Once a small bedroom community on the outskirts of the Washington, D.C. region, Brunswick now emphasizes its natural amenities and small-town charm to create a vision of a connected, safe, and livable community.

The land now known as Brunswick likely shifted between different tribal groups over time but is primarily thought to have been occupied by the Susquehannock (typically associated with Pennsylvania), Piscataway, Manahoac, and Monacan peoples (typically associated with Virginia). These tribes hunted, fished, and occasionally settled in the areas in and surrounding Brunswick, with the Potomac being a major resource.

European settlers originally termed the area Berlin, owing to a large German population settling in the area. A man named Leonard Smith plotted 96 individual lots in 1787. In 1832, the Baltimore and Ohio Railroad Company (B&O), alongside the Chesapeake and Ohio Canal Company (C&O), initiated condemnation proceedings to obtain land for their canal and rail projects in Berlin and the canal officially opened in 1834, prompting the town’s population to grow to at least 500 in the following decades. Around the same time, the Baltimore and Ohio Railroad reached Berlin, but its impact only intensified after the Civil War in 1890 when the company moved its yard of operations from West Virginia to Berlin due to its strategic location.

“BIG TOWN, SMALL CITY”: ABOUT THE CITY OF BRUNSWICK (cont’d)

A devastating flood severely damaged most of the C&O Canal infrastructure, causing its operations to wane in the late 1800s. In 1890, the town officially adopted the name “Brunswick” and was incorporated by the State of Maryland. As the town’s largest developer and employer in the late nineteenth and early twentieth centuries, B&O played a significant role in developing and subdividing most land adjacent to the rail yard. Eventually, the State of Maryland/Amtrak absorbed the B&O commuter rail line, which began running in the 1970s, transforming it into the current MARC Brunswick Line.

Brunswick’s population remained stable from the 1930s to the 1970s but grew rapidly in the 1960s due to the MARC service’s popularity and convenience, along with the affordability and quality of life offered by the town. Brunswick expanded its incorporated boundary several times during this period through annexation to regulate and provide services to growth areas. Over the past fifty years, population growth rates have exceeded 10 percent, challenging Brunswick’s growth management and harmonious lifestyle while underscoring the importance of comprehensive plan documents and other growth management strategies.

The City of Brunswick cherishes its strong sense of community and strives to enhance connections between its distinct neighborhoods. The City’s accessibility to outdoor recreation is considered one of its most valuable assets for shaping its future. As Brunswick continues to grow, a robust commitment to preserving its charm and building a thriving local economy is crucial for improving the quality of life for current and future residents.

WHY PLAN FOR GROWTH?

Situated within Frederick County and the Greater Washington Region, Brunswick is part of one of the fastest-growing areas in the region. Frederick County ranks as the third fastest-growing county, with the Metropolitan Washington Council of Governments (MWCOC) projecting the region’s population to reach 6.9 million by 2045, marking a 27 percent increase from 2015. MWCOC estimates that Frederick County will add 28,000 jobs and 83,000 people by 2045, resulting in approximately 30 percent growth.

Between 2015 and 2045, regional growth is expected to outpace employment growth in both the region and the county. According to a medium forecast population growth scenario presented in this Plan, Brunswick’s population is forecast to grow to 11,615, **which is nearly a 50 percent increase from Brunswick’s 2020 population.**

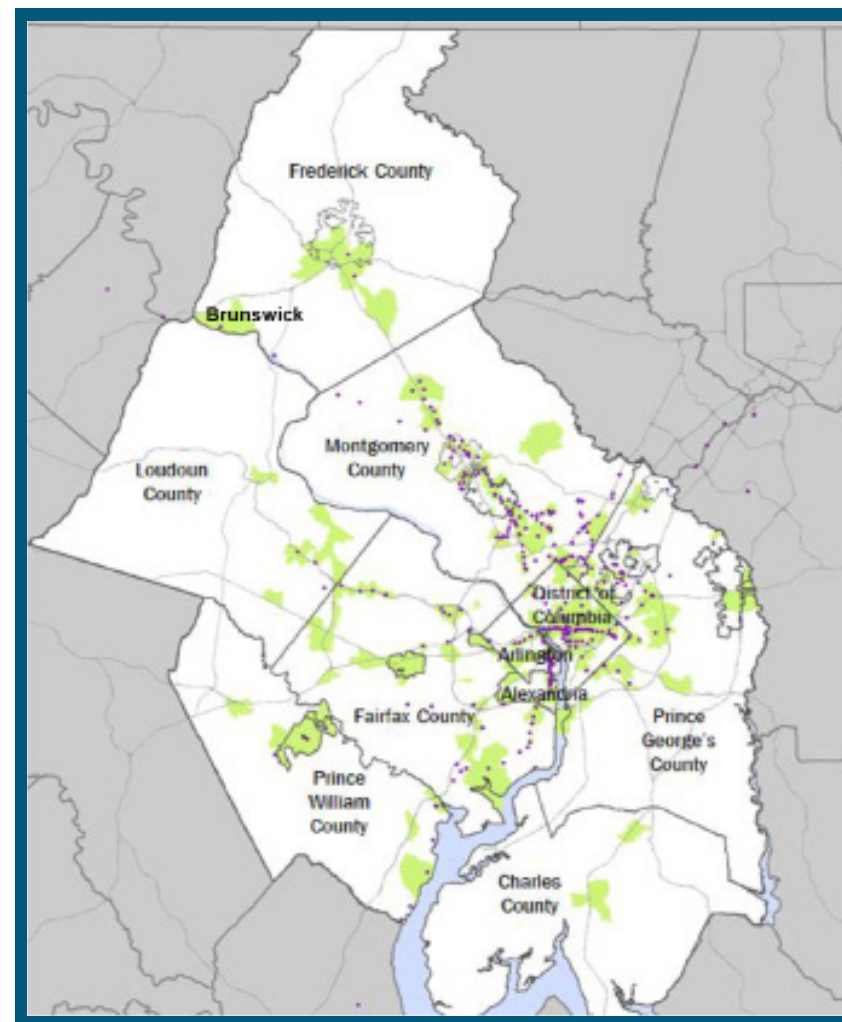
WHY PLAN FOR GROWTH?

In 2013, MWCOG identified Brunswick as a regional activity center, owing to its existing infrastructure and connection to existing high-capacity transit with the MARC line. MWCOG identifies these activity centers as places anticipated and designed to accommodate half of the region's future household growth.

The COVID-19 pandemic emphasized the potential for remote work. As of 2022, there was a 378 percent increase in work-from-home arrangements compared to 2019, encompassing nearly 20 percent of the City's employed population (Data Source: Replica 2022). Although uncertainties persist regarding long-term housing and employment patterns following the COVID-19 pandemic, work from home trends will likely position smaller cities outside of larger metropolitan areas to be attractive to employees who only commute to work one or two days a week. Boasting a lower cost of living compared to the region, Brunswick offers robust accessibility and numerous amenities found in larger, more expensive locations.

To ensure Brunswick achieves its vision, careful regulation of growth is essential. This approach will maintain the City's small-town charm while capitalizing on growth to expand local employment opportunities, revitalize gathering spaces, and provide even more amenities for residents.

Figure 1. Activity centers and high-capacity transit



Reproduced from MWCOG, Brunswick label added

THE BENEFITS OF MANAGING GROWTH

A well-structured growth plan for managing development aligns Brunswick's growth with the desires and needs of the community.

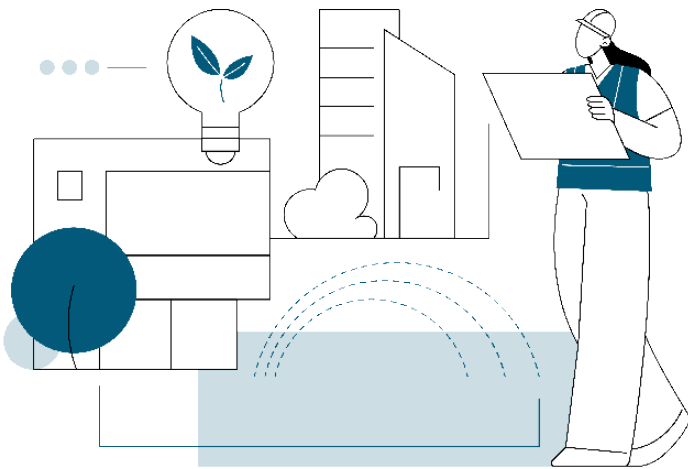
With intensifying growth pressures in the region, Brunswick is poised to become a high-growth area within the next twenty to fifty years, necessitating a thoughtful framework for managed growth.

Whereas **uncontrolled growth strains resources**, causing traffic congestion, disconnected spaces, and declining public services, while approaches aimed at halting growth can lead to stagnation and local decline, limiting job creation, tax revenue, and vibrancy.

Managed growth offers clear benefits to current and future residents. For instance, a **coordinated growth approach enables Brunswick to allocate resources more effectively** to roadways, non-motorized trails, and water systems, avoiding reactive investments in infrastructure that is more costly on a per person basis. Moreover, managed growth can foster a more robust market area for businesses and retail stores by strategically locating residential areas to support nearby companies, which is crucial for revitalizing a downtown area with high vacancy rates.

Additionally, managed growth presents an opportunity to expand parks and quality open spaces, while also accommodating diverse housing types to attract a broader population with various lifestyles and backgrounds, providing jobs at different wage levels.

Brunswick is currently known for its natural environment and this plan sets forth a vision for the City to actively invest in a sustainable future with a vibrant recreational economy. Managing growth will help maximize these resources by offering sustainable ways for locals and tourists to enjoy them, such as providing adequate space for eco-tourism-related activities or improving trails.



HOW THIS PLAN WAS DEVELOPED

This Comprehensive Plan was developed through a phased approach, incorporating community and stakeholder feedback. The plan’s brand, Brunswick Forward, highlights the City’s progress and community spirit while paying homage to its rich railroad history. Throughout the comprehensive planning process, the following methods were employed to effectively communicate, engage stakeholders, and provide regular status updates.

Plan Visioning

The visioning process forms the foundation for the comprehensive plan, directing the formulation of goals and targeted strategies to accomplish them. This process assists cities in identifying crucial priorities and devising innovative solutions that address a multitude of challenges. The first part of the planning effort involved determining a vision based on the input from Brunswick’s residents and stakeholders.

Visioning Survey

In August 2022, the planning process began with a visioning survey, promoted to both the public and planning stakeholders. The survey was accessible online, providing an opportunity for participants to express their shared community values and narratives. Its primary purpose was to identify and translate needs and desires into broad goals that could be applied in the comprehensive plan framework. While the survey was open, between September 30th - October 31st, 2022, 207 responses were collected.

Figure 2. Visioning survey word cloud, “what do you love about Brunswick?” prompt



HOW THIS PLAN WAS DEVELOPED (cont'd)

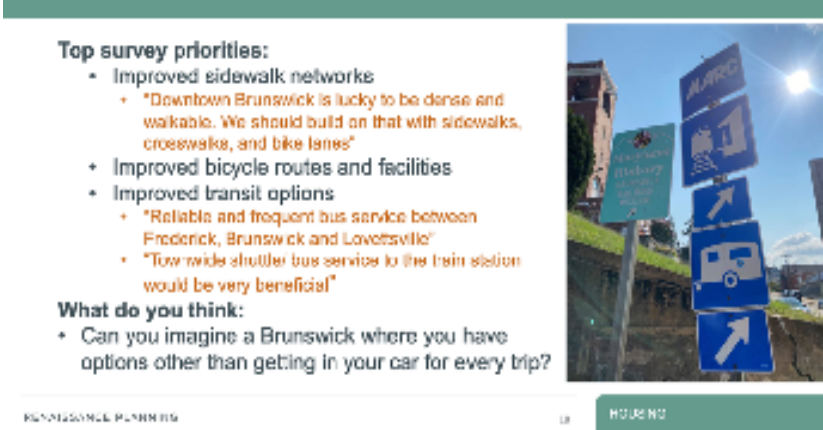
Community Visioning Stakeholder Meetings

The project team conducted virtual visioning meetings to facilitate a deeper understanding of the residents' visions and goals for Brunswick. These meetings included a broad cross section of stakeholders representing various sectors such as business, recreation/revitalization, homeowner associations (HOAs), parents, and community organizations. The community visioning stakeholder meetings took place during the following days:

- October 25th, 2022, from 5:00 to 6:00 PM
- October 26th, 2022, from 10:00 to 11:00 AM

The virtual meetings allowed project planners to follow-up on particular questions, statements, or ideas raised in the visioning survey while crafting the Brunswick Forward vision.

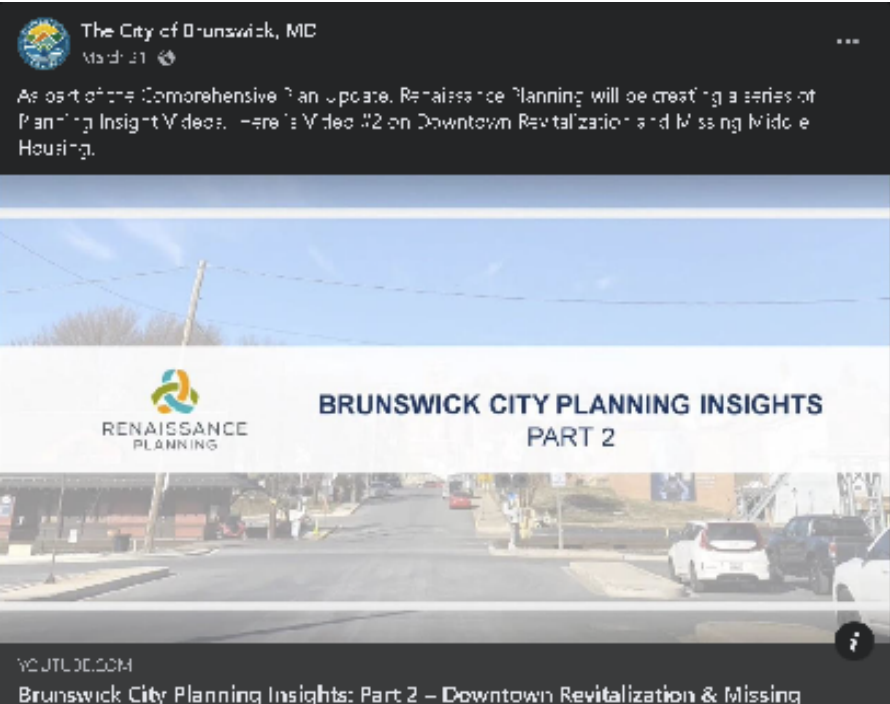
Figure 3. Slide presented during virtual community stakeholder sessions



Brunswick Forward City Planning Insights Video Series

The Brunswick Forward City Planning Insights Videos connected theoretical and technical planning concepts to the Brunswick Comprehensive Plan topic through a three-part video series created in Spring 2023. The series discussed mobility-connectivity, economic development and revitalization, and the need to manage growth. The video series features presentations from the project team and interview segments with Brunswick City staff.

Figure 4. Screenshot of City Planning Insights series



HOW THIS PLAN WAS DEVELOPED (cont'd)

Comprehensive Plan Workshops

Following the visioning survey and the stakeholder meetings, the public was invited to an open house workshop in December 2022. During this workshop, participants heard the outcomes of the visioning effort, confirmed these elements, and began to connect Brunswick's future to the spatial needs required to achieve elements of the vision.

Following a presentation from the project team, members of the public connected their concerns, ideas, and dreams for Brunswick using a series of printed maps provided at each table. The workshop took place at the City Park Building (655 East Potomac Street). Approximately 65 members of the public attended the in-person workshop, actively engaging in the discussion and sharing their valuable insights.

After the workshop, the project team and City staff took the input and used it to inform further development and refinement of specific strategies and policy priorities for the Plan. City staff worked together with the team to dive deeper into these policy areas over the course of four weekly meetings. After the strategies were further refined, the project team translated the information into geographical representations on a series of maps conveying the future vision. This information was all presented in visual and printed form before the public on May 31, 2022 at the City Park Building. Members of the public were invited to come give final input on the plan.

Presentations to City Government

The project team presented before the City Council and the Planning Commission on February 7, 2023. During this meeting, the team presented various growth alternatives possible for the City, including a preferred alternative in line with the stated desires of the community through public input. The team also outlined the priority policy areas to be addressed in the plan.



Comprehensive Plan Workshop

HOW THIS PLAN WAS DEVELOPED (cont'd)

Marketing

Brunswick Forward Website

During the update process, the official landing page for news and information on the Comprehensive Plan update process was hosted by the City of Brunswick at <https://brunswickmd.gov/brunswickforward>. The website was marketed in other communications and served major information on the update.

Email Communications

During the process, updates, fliers, and opportunities to participate were emailed to a list of project stakeholders, individuals that signed up for updates via the Brunswick Forward webpage, and individuals who left their email during online or in-person engagement. As of May 2023, the email list included 168 recipients.

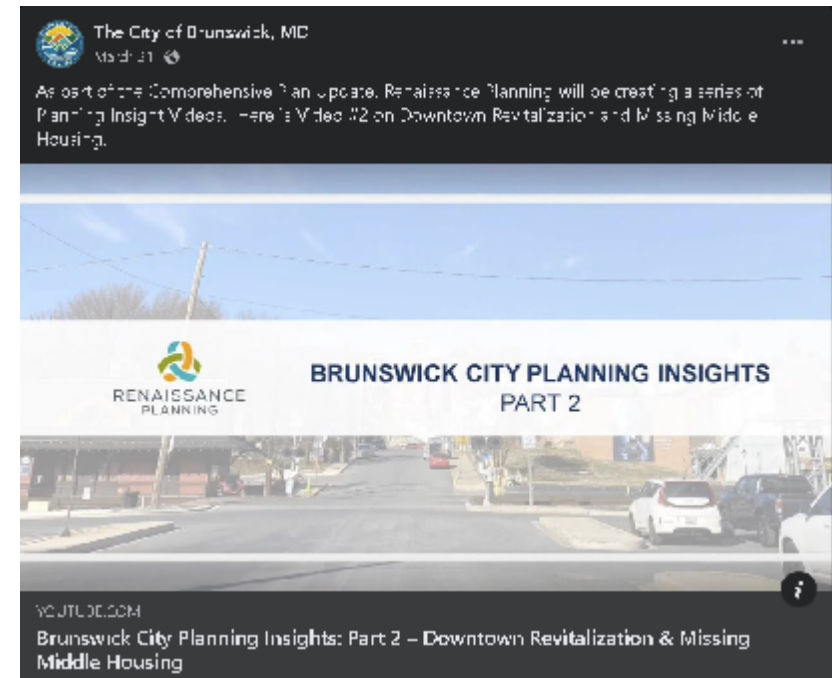
Printed Marketing Materials

For key milestones or events, printed flier materials were posted at popular civic locations within the City, such as the Brunswick Library and City Hall.

City of Brunswick's Facebook Online Group

The City of Brunswick's official Facebook page provides a platform to reach community members "where they are" online. The page provided a way for the Project Team to communicate the importance of the project and ways to get involved online and in person. As of April 2023, the City's Facebook group had 6,100 followers. The posts were drafted and uploaded by the City of Brunswick staff.

Figure 5. Example of online social media outreach (Facebook Group)





BRUNSWICK FORWARD VISION

BRUNSWICK
FORWARD

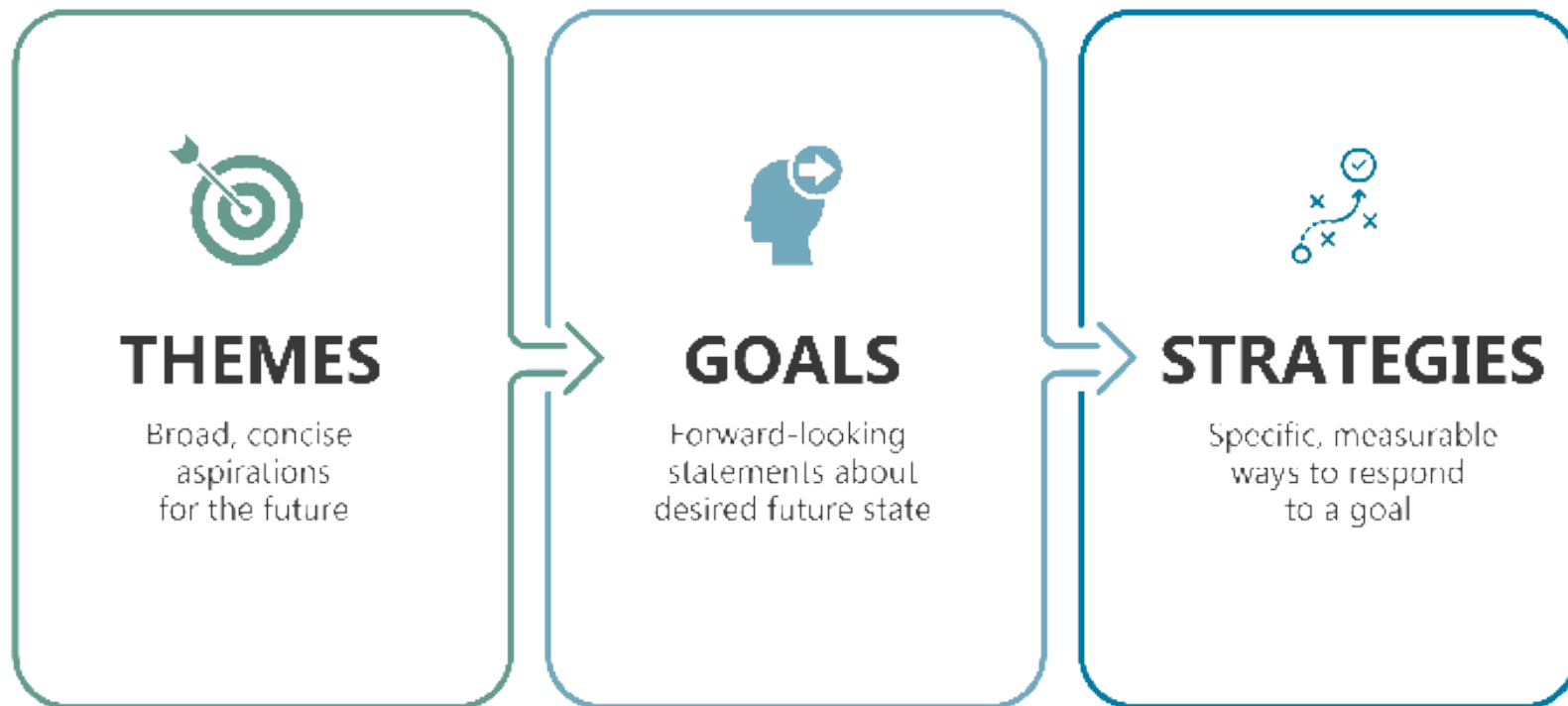


Brunswick is home to a thriving and inclusive community of residents and businesses who have places they are proud to call home. Brunswick's historic roots are the foundation for the City's future as a place with character that draws visitors and maintains high standards of living.

THE THREE THEME AREAS

Guided by the Vision, Brunswick Forward's three theme areas structure the main body of the Plan. Organizing goals and strategies by theme area, rather than by planning topic such as housing or transportation, better relates the planning process to the holistic integrated desires of the community.

The Comprehensive Plan recognizes that Brunswick is composed of several neighborhoods. But rather than planning for each neighborhood separately, this plan is designed to enliven all of Brunswick's existing communities as places that people will naturally gather.



THE THREE THEME AREAS



LIVABLE AND CONNECTED

People in Brunswick enjoy a shared sense of community and have access, through various modes of transportation, to various unique places to live, play, and gather. Brunswick's unique and historical aspects are upheld and built upon in a way that serves both current and future residents.



PROSPEROUS AND INNOVATIVE

New and existing businesses in Brunswick can expand, and more people can both live and work in Brunswick. Brunswick has a variety of unique destinations for visitors and residents to shop, dine, learn, and explore.



HEALTHY AND SUSTAINABLE

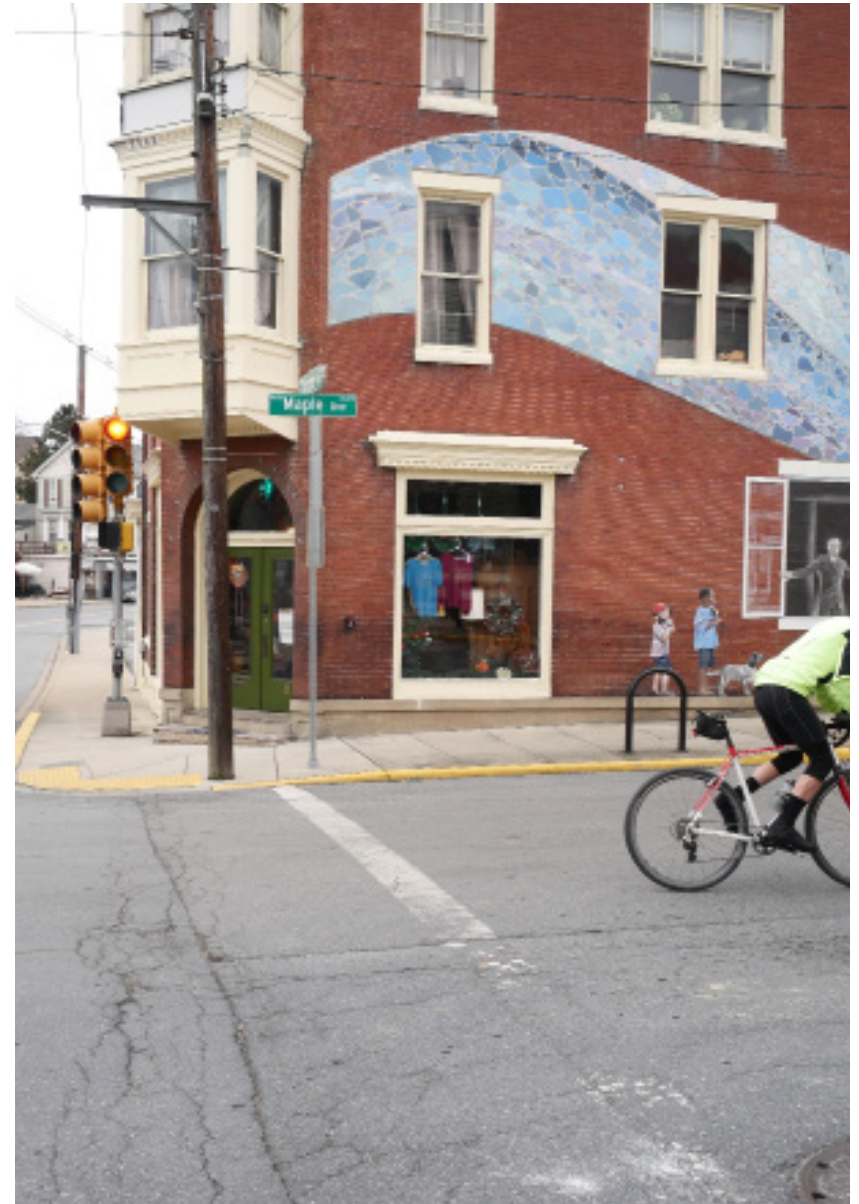
People in Brunswick protect and enjoy a healthy environment where natural areas and parks are preserved and improved, and local services promote healthy living and a resilient community.

THEME: LIVABLE AND CONNECTED

As Brunswick continues to grow, regulations, incentives, and services can be strengthened or implemented to ensure that development occurs in an orderly, efficient manner in areas best equipped to support new growth. Focusing or encouraging growth in these areas results in lower infrastructure costs for the public and private sectors. Conversely, sprawling or hop-scotch growth patterns can result in unsustainably high infrastructure and service costs the public bears through higher tax burdens for maintenance and upgrades. Directed growth strategies also help to preserve open space and farmland and improve the walkability and affordability of developed or designated growth areas.

Expanded housing options can help Brunswick attract and retain diverse residents. By allowing and promoting various housing types within the City, Brunswick can become a place that welcomes people with different interests, life stages, incomes, and family sizes to call Brunswick their home.

Given Brunswick's relatively small population and variable topography, residents may continue to rely on cars for longer trips to reach necessary destinations, but enhancing and increasing multimodal transportation infrastructure can encourage shorter trips to be taken by alternate modes of transportation. While each street will not have elements for every mode of transportation, Brunswick will have a network of connections for each mode. Future development patterns and priorities will center residential development around gathering places comprising shopping, dining, open space, employment, or civic uses. These gathering places are Brunswick's main nodes and clusters of attractions. While each gathering place has its own sense of character and variety, each is unique and fosters its own sense of place.

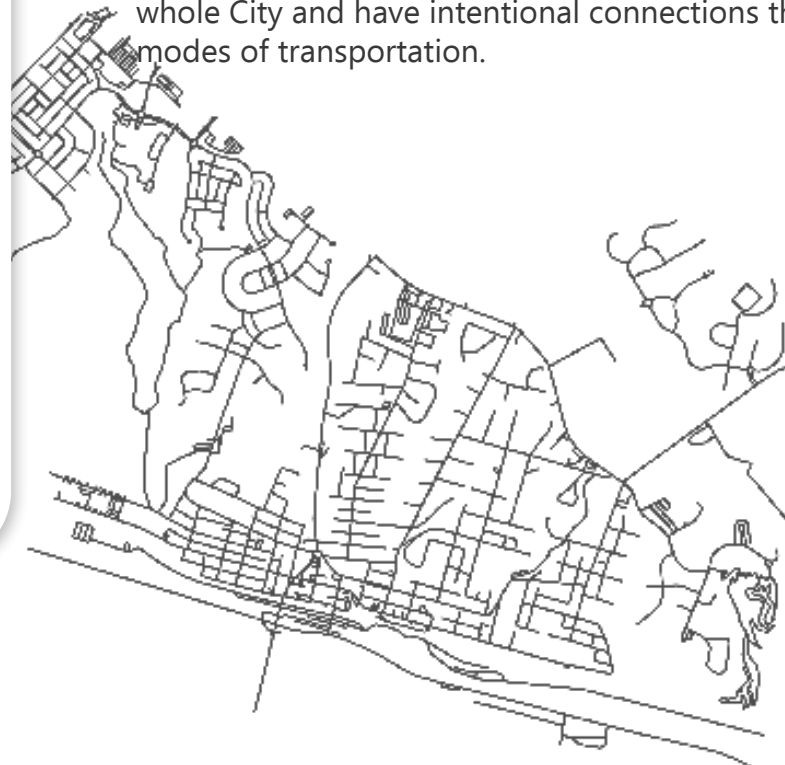


THEME: LIVABLE AND CONNECTED

People in Brunswick enjoy a shared sense of community and have access, through multiple modes of transportation, to various unique places to live, play, and gather. Brunswick's unique and historical aspects are upheld and built upon in a way that serves both current and future residents.

Policy and funding priorities will align public amenities with the needs and desires of current and future residents. Partnerships with Frederick County or other private and non-profit entities can provide facilities and amenities that, through intent and programming, fulfill the desires of Brunswick's residents.

Neighborhoods are building blocks of cities. Areas in Brunswick, like Galyn Manor, Downtown, and Brunswick Crossing, can have unique identities, but all come together to share a broader sense of community that makes up Brunswick. These communities can flourish in a way that enlivens the whole City and have intentional connections through different modes of transportation.



GOAL 1 Growth is encouraged in areas already connected by infrastructure, services, and amenities.

Policy Priorities and Strategies

- 1.1 City ordinances promote new development, including infill and redevelopment, consistent with the surrounding community. For example, match R1 to its stated intent by allowing more units by right to promote infill development, update the downtown B2 and B3 zones within the Conservation District to be a single district under the TOD overlay and Smart Code design standards outlined in the Downtown Small Area Plan promoting greater infill. Address challenges with minimum lot size requirements and setbacks that effectively prohibit a greater number of units.
- 1.2 Spur redevelopment within the Conservation District through the public purchasing and resale of properties with incentives and requirements for desired types and intensities of development, as indicated in the Downtown Small Area Plan. Prioritize mixed uses that contribute to the number of households in the Conservation District and those which have an active ground floor use.
- 1.3 Complete and maintain a digital inventory of parcels available for infill development within Brunswick.
- 1.4 Propose annexation only when there is a clear net economic or environmental benefit to doing so, and only when supported by adequate public facilities, or when a plan for funding has been secured. Closely coordinate potential annexations with county government, potentially through joint-planning agreements, to provide clarity and consistency for neighbors, property owners, and the market.

Cities provide and maintain important infrastructure and rely on taxes as the shared funding source. Property taxes provide the largest source of taxable revenue for any city, so ensuring that land is efficiently used is important to the fiscal strength and health of a city. Property tax is based on a parcel's assessed value, which is the sum of the land value and the improvement value. A highly efficient use of land from a fiscal perspective is one that generates the most taxable value per acre, as parcels can be vastly different sizes.

The great news is that efficient land uses also help make great spaces and places too. When people enjoy a place, it is often reflected in the assessed values. You can have a single parcel of land that is valuable, but great places are made when these uses are clustered together, multiplying the value of the whole, rather than simply a sum of the parts. This principle can be seen in the value of investing in downtown development and infill, and it can also be seen in how new developments are provided. The net fiscal impact of a parcel is not only the taxable value it brings in, but also how much that land and use takes to service with things like roads, sewer, water, and fire services. Clustering uses together means that the cost of providing these services, on a per person basis, is less. This is why infill development is often a better fiscal choice. Differences in infrastructure capacity and upgrade needs can impact these calculations, but encouraging more compact and mixed-use development is a good recipe for great places and a strong fiscal environment.

GOAL 2 Brunswick has a growing mix of housing options to attract and retain people of varied income, age, household size, and ability.

Policy Priorities and Strategies

- 2.1 City ordinances encourage a greater mix of housing. For example, within the Zoning Ordinance, adjust and update minimum lot size requirements to allow for tiny homes, missing-middle housing types beyond town-homes, and accessory dwelling units (ADUs). Review and adjust existing zoning to be consistent with the desired character of neighborhoods. For example, where industrial or commercial zones exist within residential zones, limit the types of uses that necessitate semi-trailer trucks.
- 2.2 Evaluate Brunswick's development pipeline and update the Code of Ordinances to provide clarity for developers and owners of short- and long-term rental properties.
 - a. Provide a clear definition of short-term rentals including clarity regarding where they are allowed.
 - b. Consider specific criteria for short-term rental properties to address emerging concerns such as owner occupancy, number of rental properties per owner, number of nights per year, etc.
 - c. Consider imposing a special fee or occupancy tax for occupants in short-term rentals.
- 2.3 Require new housing developments to have a mix of housing options for people in various life stages and incomes. Update the Subdivision Ordinance to require a mix of housing types for new developments and affordable unit set asides.



Missing Middle Housing allows various housing types, apart from single-family detached housing units, and people of various family sizes, ages, and incomes to call Brunswick home. The market can develop housing options to fulfill this demand and allow Brunswick to become more vibrant and inter-generational. Missing middle homes are structures that fit within the existing streetscape and character – meaning they are of similar heights and scales as single family homes. Some examples of this type of housing includes stacked multiplexes (anywhere from a duplex to an eight plex), townhouses, courtyard housing, and live/work housing.

GOAL 3 Multiple distinct and connected neighborhoods, with their own sense of place, all contribute to Brunswick's small-town charm.

Policy Priorities and Strategies

- 3.1 Implement the policy priorities from the Downtown Small Area Plan regarding placemaking guidelines, including wayfinding, signage, and gateway prioritization beyond the Downtown area. For example, remove outdated signage to reduce confusion and to ensure consistency across the City. *Figure 7* shows the priority entrance and wayfinding signage locations across the City.
- 3.2 Create and enhance Gathering Places such that every household lives within ¼ mile of a Gathering Place. Create a Destination or Neighborhood Center for every 1,000 – 2,000 residents. Prioritize pedestrian connections within 1/2-mile of Neighborhood Centers, and Destinations. For example, update the Subdivision Ordinance to require a mix of uses such that new subdivisions provide Gathering Places, and depending on size, that they provide a Neighborhood Center, or Destination. Non-residential Neighborhood Centers or Destinations may be community centers, civic areas, retail, or employment uses.

Figure 6. Re-imagined entrance into Brunswick from North Maple Avenue



The rendering to the left illustrates a reimagined entrance into Brunswick from North Maple Avenue. This area is conceived as a Future Neighborhood Center (see *Figure 9*), where surrounding residents come to gather. Redevelopment of this area should prioritize more concentrated uses oriented to the pedestrian creating an inviting and unique place.

Figure 7. Priority entrance and wayfinding signage locations



GOAL 3 Multiple distinct and connected neighborhoods, with their own sense of place, all contribute to Brunswick's small-town charm.



Buena Vista, Colorado is a small town in the Rocky Mountains home to less than 3,000 residents. The town is surrounded by premier whitewater rafting, however until recently the town had no development adjacent to the Arkansas River. Forty acres of riverfront land sat vacant as the land used to be the site of a former garbage dump. Developers came in with a vision for a different future for the site and embarked on a public design process for the area. The public design charette laid forth a vision to extend the current town and reconnect it with the Arkansas River. The development is centered around South Main Square which provides a gathering space for residents and visitors and is surrounded by mixed-use buildings. The neighborhood was designed to be walkable with human scale streets and pedestrian connections.

Investing in great places and building off of natural and historic assets is a strategy that has yielded great benefit for the town, residents and visitors of Buena Vista Colorado. Similarly, the future vision for Brunswick is built on the concept of creating great places. By updating subdivision regulations to set aside parcels for mixing uses, future subdivisions can foster a greater sense of community by building a sense of gathering and offering more places where residents walk or bike to go shopping. Mixed-use standards can help create more prosperous, sustainable, and connected neighborhoods.

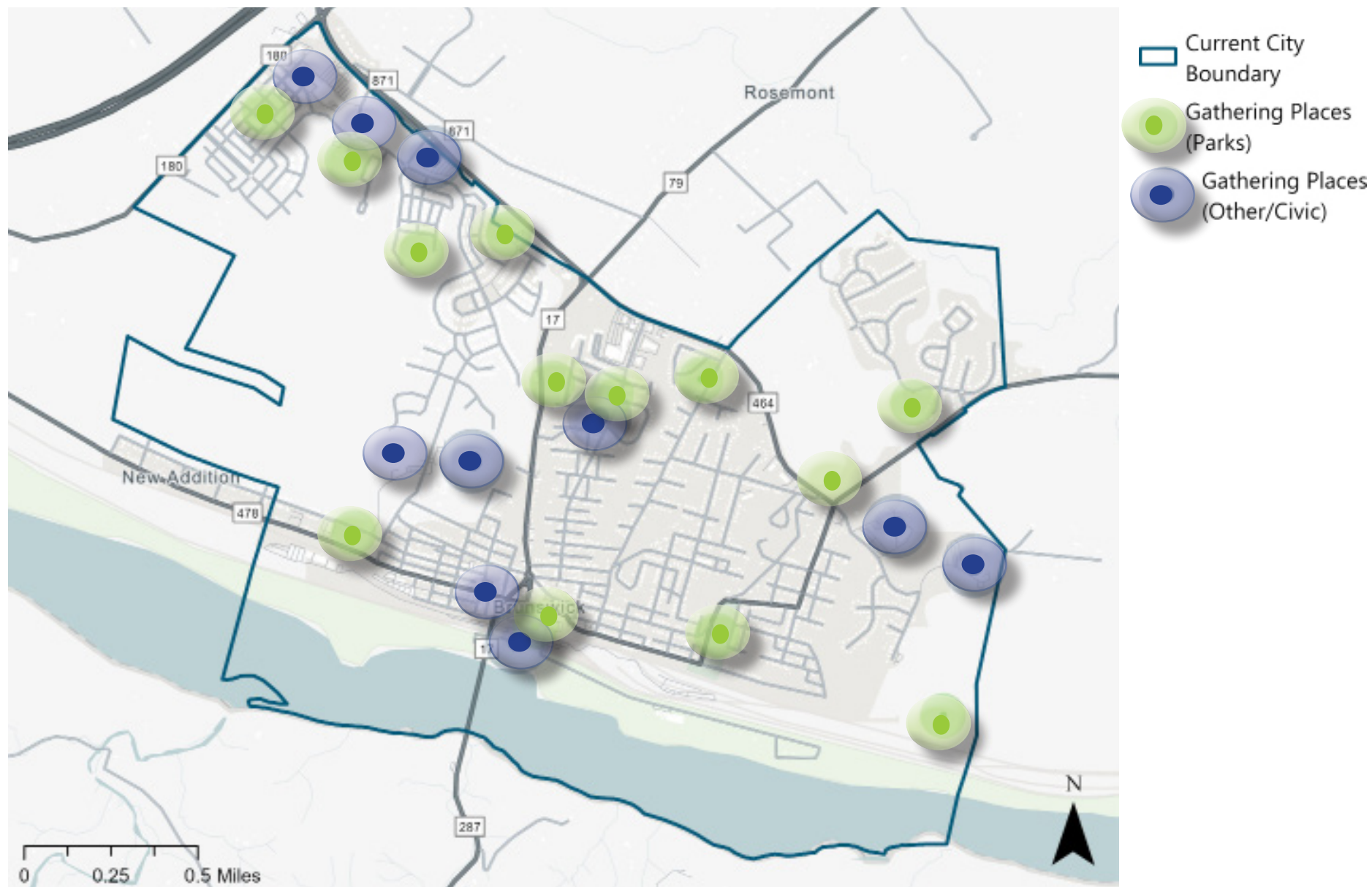
GOAL 3 Multiple distinct and connected neighborhoods, with their own sense of place, all contribute to Brunswick's small-town charm.

The following map series illustrates the framework of places for Brunswick Forward. Great places attract people, and creating great places does not happen by accident. Creating and enhancing Gathering Places, Neighborhood Centers, and Destinations for everyone in Brunswick to enjoy requires a holistic vision for the future. There are also implications for how people get around, where they choose to go, and the opportunities available to them.

Gathering Places are where people spend their time away from home or work and help to anchor neighborhoods, providing spaces for interactions with neighbors and community members. *Figure 8* shows the existing Gathering Places throughout Brunswick, and this Plan envisions a future where everyone lives within walking distance of a Gathering Place, Neighborhood Center, or Destination. Gathering Places can be civic or institutional places, open spaces and recreation areas, or involve a commercial or service option that is unique to the area.



Figure 8. Gathering places



GOAL 3 Multiple distinct and connected neighborhoods, with their own sense of place, all contribute to Brunswick's small-town charm.

Neighborhood Centers are primarily commercial mixed-use areas that support adjacent neighborhoods with everyday needs. Individual uses are small scale, allowing close proximity and connections to neighborhoods and urban design strategies seamlessly integrate Neighborhood Centers with the neighborhoods they serve. While some existing small scale retail centers exist, they are not currently well integrated in design or through multimodal connectivity to the neighborhoods they serve. *Figure 11* envisions the future of these areas as being strengthened in both design and use to better serve the adjacent neighborhoods.

Destinations are unique places in Brunswick that attract both residents and visitors. They can include a concentration of mixed uses including businesses, institutions, and residential or they can be significant uses of a single type, like the campground. The development patterns and urban design strategies create places for sustained investment, where businesses can grow and which attract potential employers and their employees.



Figure 9. Destinations and Neighborhood Centers

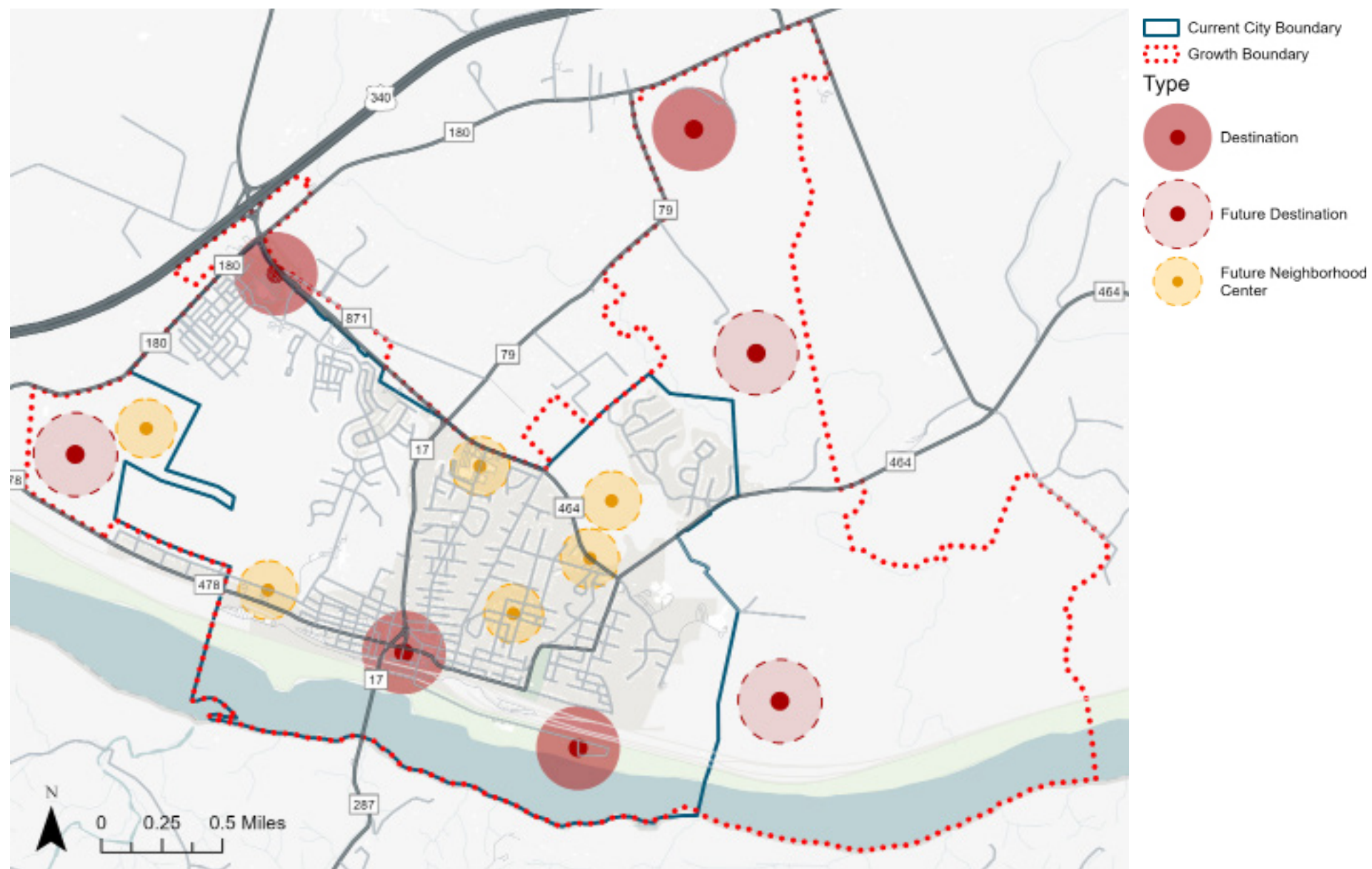
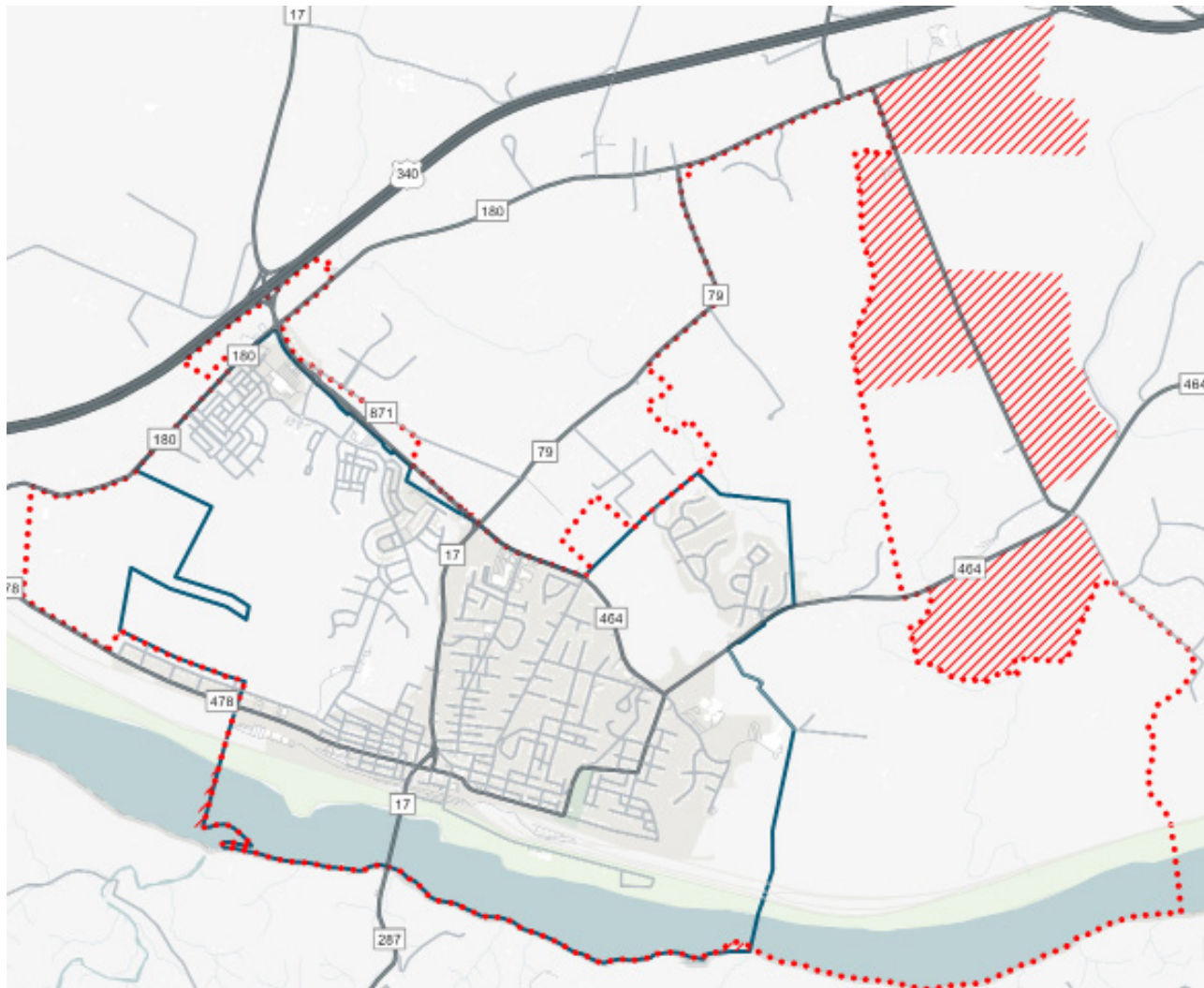





Figure 10. Potential future growth boundary



While the Growth Boundary illustrated in Figure 9 is adequate to accommodate the projected population through the year 2045, the City's priorities and goals extend beyond that timeframe. Brunswick would like to preserve and secure connections with US-340 to the north of the City, bring Othello Park within City boundaries, and preserve valuable space within the County for fiscally smart growth (population and employment) well connected to existing population centers. The Potential Growth Boundary shown in Figure 10 is illustrative of these forward looking goals.

-  Current City Boundary
-  Growth Boundary
-  Potential Growth

GOAL 4 Community facilities cater to the interests and hobbies of Brunswick's residents and are active points for community gatherings.



Policy Priorities and Strategies

- 4.1 Create and assign special task forces to assess specific community needs and desires for expanding or programming community facilities.
- 4.2 Foster partnerships with Frederick County, private, or non-profit entities to develop new community facilities or to expand programming at current facilities.
- 4.3 Identify and pursue funding for programs or events to activate public spaces.

GOAL 5 Brunswick's current and future destinations are accessible by multiple modes of transportation, including car trips and transit, bike routes, and walking paths that are efficient, safe, and well-maintained.

While some areas in Brunswick have high-quality pedestrian infrastructure and contribute to comfortable walking environments, other areas have gaps in critical infrastructure like sidewalks or lack features that contribute to safety or comfort. Throughout the public engagement process, there was a clear desire to enhance and build upon the current infrastructure to create a complete network. In Brunswick, sidewalks have historically belonged to property owners who must provide and upkeep them, which is often very expensive. As a result, building a complete network, and providing

Investment Priorities: Achieving a complete, safe, and convenient nonmotorized network will take time. The City of Brunswick should prioritize the "where and when" investments based on local needs, anticipated growth, and safety concerns through a nonmotorized infrastructure plan. A more specific CIP can regulate short-term funding needed for planning, design, and construction activities to implement the goals outlined in the non-motorized plan. The CIP will identify and coordinate local, county, state, federal, and other funding sources. When new development occurs, it should connect to and implement strategies that connect the development to the nonmotorized network.

More detailed considerations for a bicycle network are discussed under the Healthy and Sustainable theme area.

Sidewalk Improvements: Brunswick completed an assessment of the City's sidewalks in 2019 to assess sidewalk conditions and identify network gaps: very poor, poor, fair, and good, based on the degree of surface wear or concrete damage. Along with most of the older north-south oriented streets west of the downtown, outcomes of the study also identified Burkittsville Road, North Maple Avenue, and East Potomac Street. Second Avenue, Sixth Avenue, and East H. Streets as priority routes for the initial phase of improvements.

elements that encourage people to walk for shorter trips, has been challenging to incentivize. Recently, Brunswick has successfully acquired federal and state funds to update and enhance the sidewalk network in a more comprehensive manner, connecting key destinations with residential areas. After these infrastructure investments are completed, ownership and maintenance responsibility will be returned to property owners. The Downtown Small Area Plan makes several recommendations for the pedestrian environment in Brunswick's Downtown; however, these same treatments could be applied throughout Brunswick. The following policy priorities and strategies build upon the actions and recommendations which are already underway.

GOAL 5 Brunswick's current and future destinations are accessible by multiple modes of transportation, including car trips and transit, bike routes, and walking paths that are efficient, safe, and well-maintained.

Policy Priorities and Strategies

- 5.1 Create a nonmotorized infrastructure plan that locates and prioritizes current and long-term nonmotorized needs and synchronizes improvements with other local projects. Maintain a phased plan for new and updated multimodal facilities implemented through a multimodal section of the Capital Improvement Plan (CIP) and when new development occurs.
 - a. Continue identifying funds to improve and enhance Brunswick's nonmotorized infrastructure.
- 5.2 Create a complete pedestrian network in Brunswick, prioritizing connections to key destinations and connecting sidewalk gaps.
 - a. Prioritize walkability within ½ mile of all existing and future Neighborhood Centers and Destinations. This may be through the sidewalk network and a trail network where street connectivity does not exist.
 - b. Continue collaborating with the Maryland Department of Transportation to update and enhance the sidewalk network.
 - c. Implement Downtown Small Area Plan Recommendations for pedestrians and complete street improvements Downtown.
 - d. Educate landowners on the importance and benefits of a well-maintained pedestrian environment, connecting them with resources to provide needed upgrades or enhancements when appropriate.



Figure 11. Priority pedestrian and bicycle routes



GOAL 5 Brunswick's current and future destinations are accessible by multiple modes of transportation, including car trips and transit, bike routes, and walking paths that are efficient, safe, and well-maintained.

Policy Priorities and Strategies (cont'd)

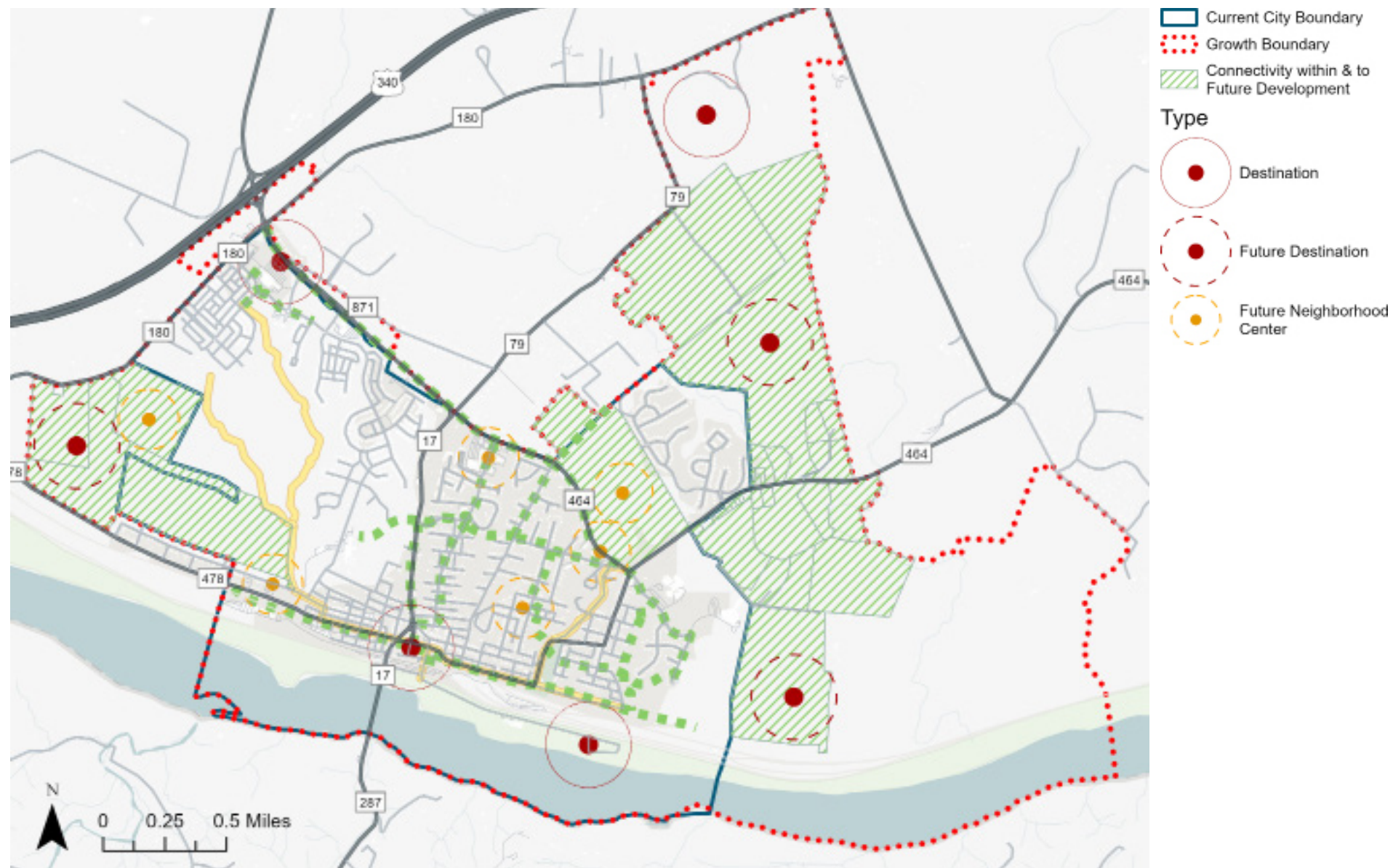
5.3 Update subdivision regulations to ensure that new streets and plats are well connected with the existing street network and incorporate sidewalks and trails that build upon and enhance Brunswick's alternative transportation network. Require connectivity to reduce the number of dead-end streets and provide opportunities for connection. Improve development standards emphasizing building design, location, massing, and form which also enhances walkability.



Connectivity Requirements: Connectivity may be required through two different types of approaches, either a block length approach which mandates the maximum length of a street between intersections or minimum connectivity index score. Subdivisions should be connected to Brunswick's existing and planned transportation network to ensure that new developments do not become enclaves. Within those subdivisions, streets are laid out to promote accessibility, and areas and parcels are set aside that can be used for commercial, mixed-use, and other non-residential uses in a way that relates to the subdivision and all of Brunswick.

- 5.4 Pursue strategies to separate truck traffic and parking from nonmotorized facilities. When co-location is inescapable, provide a higher level of separation through additional infrastructure. Metrics on annual average daily truck traffic can be used to identify current truck-heavy routes.
- 5.5 Review and update City parking requirements to support development oriented to multiple modes of transportation.
 - a. Remove parking minimums in favor of maximums.
 - b. Require bicycle parking for new developments.
 - c. Evaluate shared-parking schemes for new developments.
- 5.6 Engage in continued dialogues with the Maryland Transit Administration and TransIT Services of Frederick County concerning improvements to transit offerings for Brunswick's regional access and the potential for new inter-local options.

Figure 12. Future priority areas for pedestrian and bicycle connectivity



THEME: PROSPEROUS AND INNOVATIVE

New and existing businesses in Brunswick can expand, and more people can both live and work in Brunswick. Brunswick has a variety of unique destinations for visitors and residents to shop, dine, learn, and explore.

While the population of Brunswick rapidly grew because of the B&O Railroad starting in 1890, the railroad company decreased its railyard operations in the 1950s, which significantly impacted the City. Since then, Brunswick has primarily been a bedroom community and has become increasingly oriented towards the Washington D.C. metro area, with a commuter rail station serving the area. While this dynamic has met some of the needs of residents of Brunswick, anticipated County and regional growth allows for a different future to be forged. In support of this, residents have expressed interest in attracting employers and becoming a City where people can live and work rather than needing to commute elsewhere for employment.



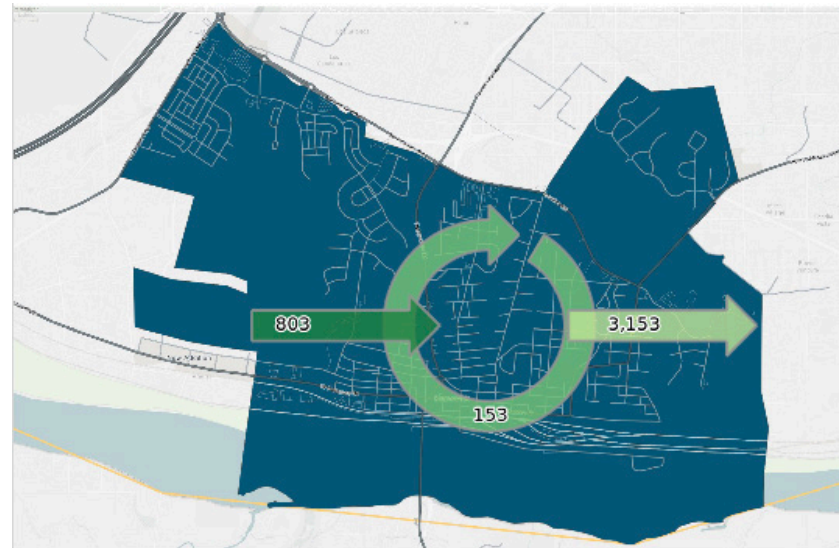
THEME: PROSPEROUS AND INNOVATIVE

Population Employment Balance

Currently, more people commute to jobs outside of Brunswick than work within the City. Specifically, of Brunswick's 936 employees, only 153 live and work in the City. However, work-from-home rates in Brunswick have remained elevated after the COVID-19 pandemic caused a rapid, and so far, sustained increase in work-from-home patterns. As of 2022, there was a 378 percent increase in work-from-home arrangements compared to 2019, encompassing nearly 20 percent of the City's employed population (Data Source: Replica 2022). Of those who are employed within the City, 20 percent are employed in educational services, while 17 percent are employed in retail trade, and 13 percent in accommodation and food services.

Traditional retail and service jobs are essential for all communities, but Brunswick must also recruit higher-income employment opportunities bringing economic diversification and allowing Brunswick's economic base to sustain jobs for all its residents. As Brunswick evolves beyond being solely a bedroom community, the City must deliberately plan to attract desired commercial uses and employers. The City has begun efforts toward this by creating an Economic Development Commission and its 2022–2025 Strategic Plan which highlights four economic priority areas. This Plan reflects the desire to allocate underdeveloped or undeveloped land in a manner that prioritizes a better balance of residential development with employment-oriented development. It also sets forth vision and priority policy areas and economic development strategies.

Figure 13: Commuting patterns within Brunswick



Data Source: On the Map, 2019 LEHD

803 live outside of Brunswick but come in for work
3,153 people live in Brunswick but work elsewhere

THEME: PROSPEROUS AND INNOVATIVE

Priority Economic Development Areas

Three of the four economic development priority areas outlined in the Economic Development Commission Strategic Plan frame the policy priorities under the Prosperous and Innovative theme while the fourth priority area relating to infrastructure is addressed under the Healthy and Sustainable theme area within this Plan.

The three priority areas addressed under Prosperous and Innovative include:

- 1. Quality of life and placemaking**
- 2. Tourism and outdoor recreation**
- 3. Retention/attraction and workforce development**

A thriving Downtown is a central component of the economic development strategy outlined in this Plan. In a time when people are more mobile and have more choice regarding where they live or work, creating a place that people want to be is more important than ever. A stronger sense of place and identity helps to draw employers and residents alike. Brunswick Forward envisions Downtown Brunswick as a thriving destination filled with unique vendors that can serve the desires of both residents and tourists, serving as a gathering place and offering more employment opportunities. A thriving Downtown upholds Brunswick's rich history. It forms the core of Brunswick's small-town feel as the City pursues growth strategies that respect and continue the character of a place appropriate for Brunswick's different neighborhoods.

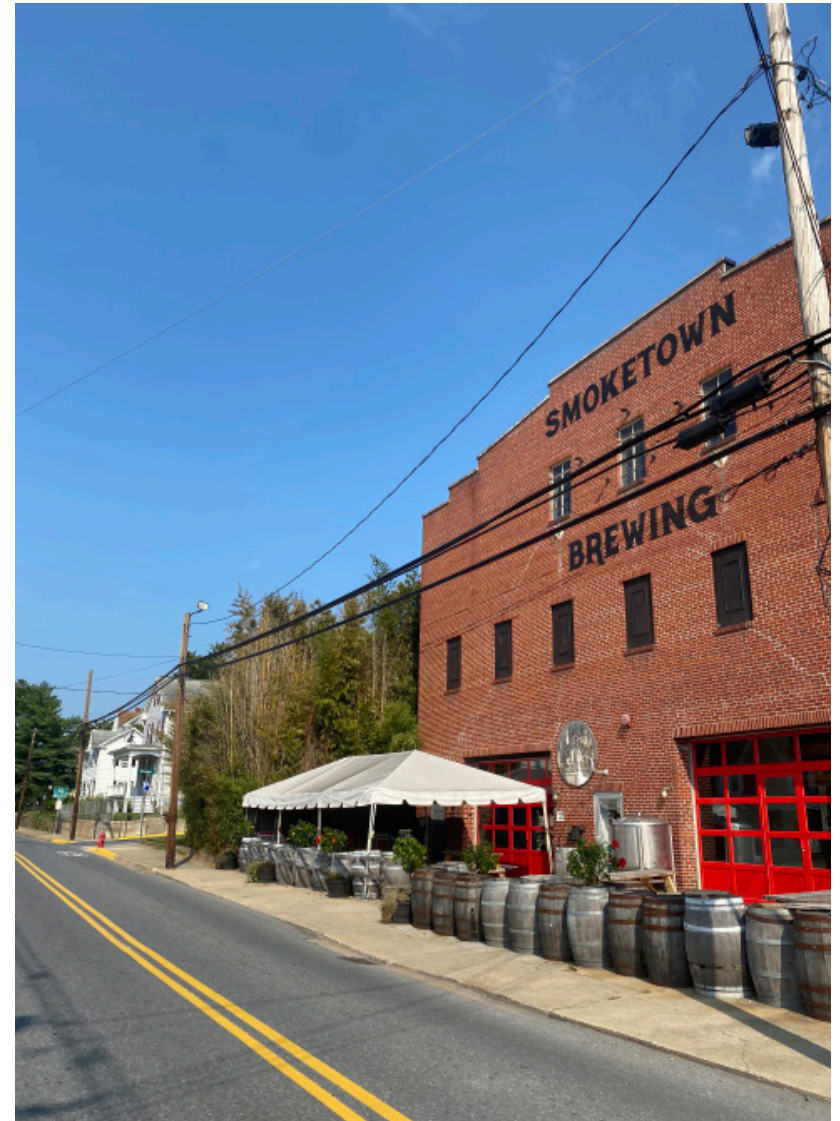


THEME: PROSPEROUS AND INNOVATIVE

Priority Economic Development Areas (cont'd)

The physical form of development, in addition to employment types, has a significant impact on how the surrounding community interacts and integrates with development. This Plan makes recommendations for future annexable areas to be dedicated to employment or mixed uses, but the type of employment and form of development are also critical components for which this Plan establishes a vision. Where natural or constructed barriers, like highways, already exist, and where land is less able to be developed in a gridded street pattern, development may be more suitable for uses that do not integrate as completely with the rest of Brunswick. Conversely, areas that offer important connections, or those which have more accessible topography, should be reserved for uses that purposefully integrate with existing development and add to the character and vision for Brunswick.

To strengthen and grow Brunswick's economy, it is important to provide an environment to retain and expand existing businesses and to attract new employers and businesses proactively. Residents have expressed a number of different industries which they believe would fit with the character and future vision of the City. These include sectors that would meet the needs of existing and future residents and those that would build the character and identity of Brunswick. These include educational or workforce development institutions and uses, healthcare, information, and technology, in addition to related businesses and uses to the recreational economy.



THEME: PROSPEROUS AND INNOVATIVE

Advancing the Recreational Economy

Between December 2022 and April 2023, Brunswick staff and key stakeholders took part in a planning effort with the U.S. Environmental Protection Agency (EPA) to create an action plan through the Recreation Economy for Rural Communities (RERC) program as this comprehensive planning effort was underway. This effort was congruent with residents' desires to highlight Brunswick as a recreational destination, capitalizing on its recreational amenities to support the local economy by attracting new visitors, improving residents' quality of life, and generating economic activity through events and related industry. Brunswick Forward supports the goals emerging from the RERC effort and sets a vision of Brunswick as a recreational destination in which recreation is a key driver for the local economy.

Through a series of calls and a two day in-person workshop, Brunswick leadership, business owners, and residents established a set of goals and prioritized action steps to establish the City as a recreational destination. The goals which emerged from this effort include:

1. Increase the occupancy of downtown buildings to create a vibrant attractive community hub for residents and visitors.
2. Increase the amenities that serve residents and visitors participating in outdoor recreation.
3. Improve connections among Downtown, outdoor recreation resources, and Brunswick Crossing, including for people on foot and bicycle.

4. Support the startup, growth and recruitment of businesses that complement Brunswick's focus on outdoor recreation
5. Promote Brunswick as an outdoor recreation history and cultural tourism destination linked to other regional attractions.



THEME: PROSPEROUS AND INNOVATIVE

Future Land Use Vision

The intent of the future land use map is to provide direction and vision for growth, without specifying exact uses for each parcel in the City. The general vision for the future of Brunswick is oriented around Gathering Places, walkable Neighborhood Centers, and Destinations. Brunswick Forward envisions a future with a diversity of housing types, and a more balanced mix of housing and employment. The population, household, and employment forecast drives the direction of this future growth. The City should collaborate with Frederick County on the overall growth strategy, economic development initiatives, and educational services.

For future development and annexation, this Plan recommends thoughtful build-out over time with quality design to strengthen the character of the City. Before land is annexed, the City should consider the long-term net economic impact of the annexation, and if the type of employer will build upon the desired character that residents of Brunswick desire. This may be in building upon the recreational assets or in attracting other desired employment types, or to strengthen the tax base to provide residents with the services and amenities they desire.

Downtown Core – This land use is intended for the core of Brunswick, its historic Downtown. The area currently has both a Conservation District, and a TOD Overlay, in addition to its current zoning. Zoning should be simplified into a singular district that encourages infill and a mix of uses and does not limit density, but rather guides the height and form of buildings.

Employment – As Brunswick seeks to grow beyond a bedroom community, purposefully setting land aside for employment uses is an important step in becoming a place that residents can both live and work. Target employment types in Brunswick include higher education campuses or trade schools, health care centers, and light industrial uses related to the recreational economy.

Recreational Employment – This land use is intended for employment specifically related to the outdoor recreation economy. Target uses may include outdoor retreat centers or camps that concentrate limited development and preserve the forest cover as a destination for recreational tourists from around the region.

Industrial – Though limited, Brunswick’s industrial land serves an important function within the City. This land use is intended for both heavy and light industrial uses, separating them from other land uses due to their incompatibility.

Institutional – This district is intended for Brunswick to accommodate educational and civic facilities for its growing population including its primary and secondary school age population.

THEME: PROSPEROUS AND INNOVATIVE

Future Land Use Vision (cont'd)

Mixed-Use Centers and Districts - The vision for the future of Brunswick is that each neighborhood is anchored by a non-residential use. This use may be civic, institutional, or commercial, but it serves as a gathering place for the community and can be reached by an easy non-car commute. Within these mixed-use areas, flexible planning regulations should support anchor institutions and new micro-economy business opportunities, such as allowing makerspaces and micro-manufacturing in commercial and mixed-use areas. Mixed-Use Centers should either have an anchor of a Destination or Neighborhood Center, while Mixed-Use Districts should have Gathering Places within 1/4-mile of every household. Pedestrian connections should be prioritized within 1/2-mile of all Destinations and Neighborhood Centers. Mixed-Use Centers concentrate the highest intensity of uses around the Destinations or Neighborhood Centers, with a gradual step down in intensity to Mixed-Use Centers, then Medium Density Residential and finally to Moderate Density Residential.

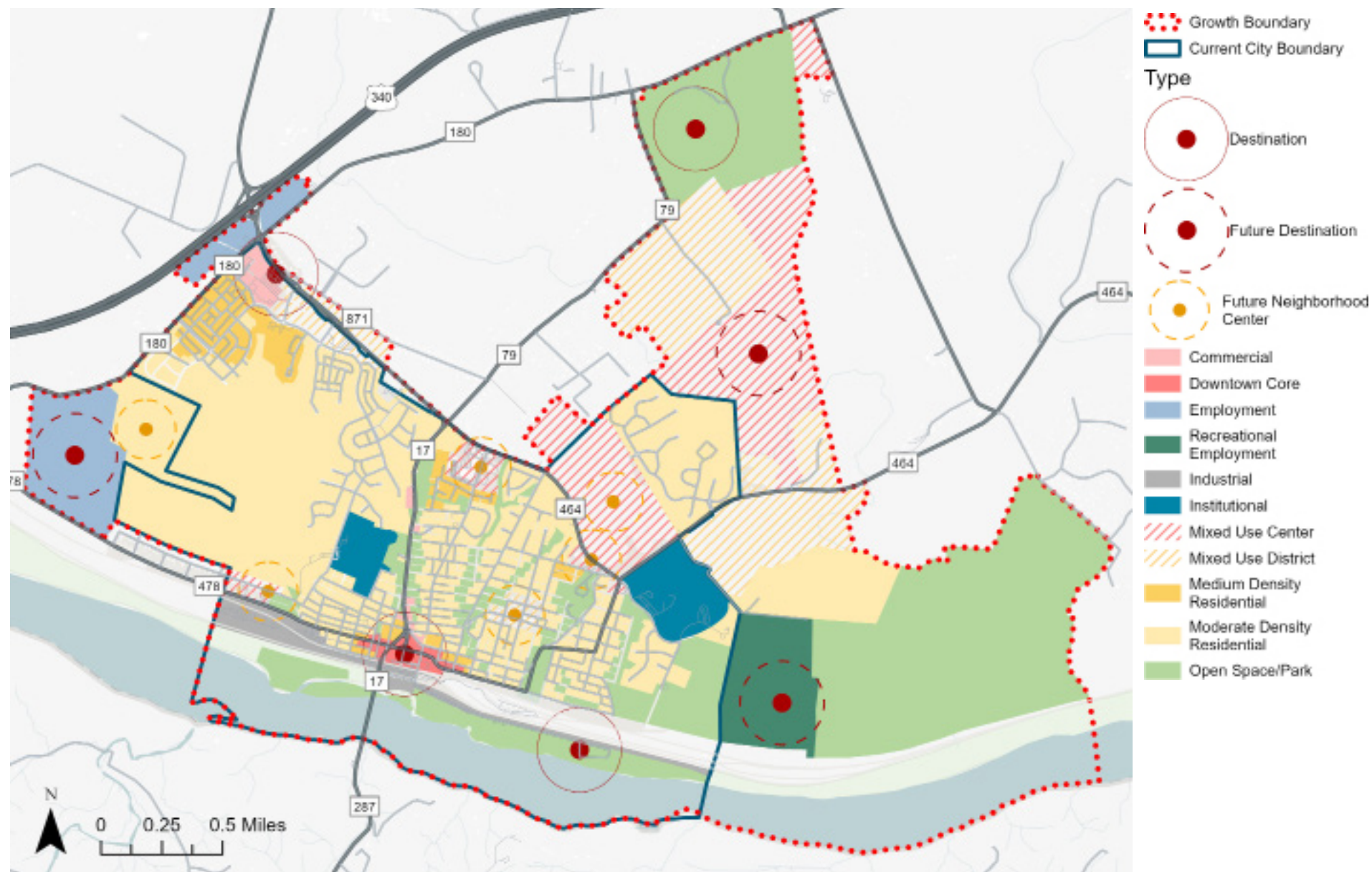
Medium and Moderate Density Residential – City ordinances should promote new development, including infill and redevelopment, consistent with the surrounding community. Mixed-Use Centers and Mixed-Use Districts step down in intensity to Medium and then Moderate Density Residential. Medium Density Residential is a higher intensity development than Moderate Density and is appropriate for the areas adjacent to Destinations and Neighborhood Centers to provide the household density to support those uses. Moderate Density Residential areas still allow variety in housing types, but are the least intense areas of development.

Brunswick Forward

Open Space – This district is intended for both active and passive recreation and open space uses. This may include parks, preservation, and natural areas where other development is prohibited.



Figure 14: Future land use



GOAL 1 People can both live and work in Brunswick.

Policy Priorities and Strategies

- 1.1 In addition to the retail and businesses that are already in Brunswick serving the needs of residents, work with state and county representatives to forge strategic economic partnerships to attract businesses and employers related to the recreational economy, education, healthcare, and technology sectors. Double the number of residents who are able to both live and work in Brunswick, not including work from home residents.
- Cultivate opportunities for residents to learn new skills and mature in a career path without leaving Brunswick. Pursue State, County, and educational institution partnerships to attract post-secondary educational campus development opportunities. Update commercial zones to allow for business incubator space uses.
 - Pursue commercial uses in line with the current and future needs of residents, such as education and healthcare.
 - Create a “work-from-home in Brunswick” resident attraction strategy to attract remote workers.

Attracting remote workers can increase the City’s tax base and increase Brunswick’s local economy by bringing in higher-income earners. Already well positioned to attract these workers, Brunswick develops a strategy that highlights the benefits of working from home in Brunswick, such as affordable quality of life, high-speed internet, and easy access to Washington, D.C.

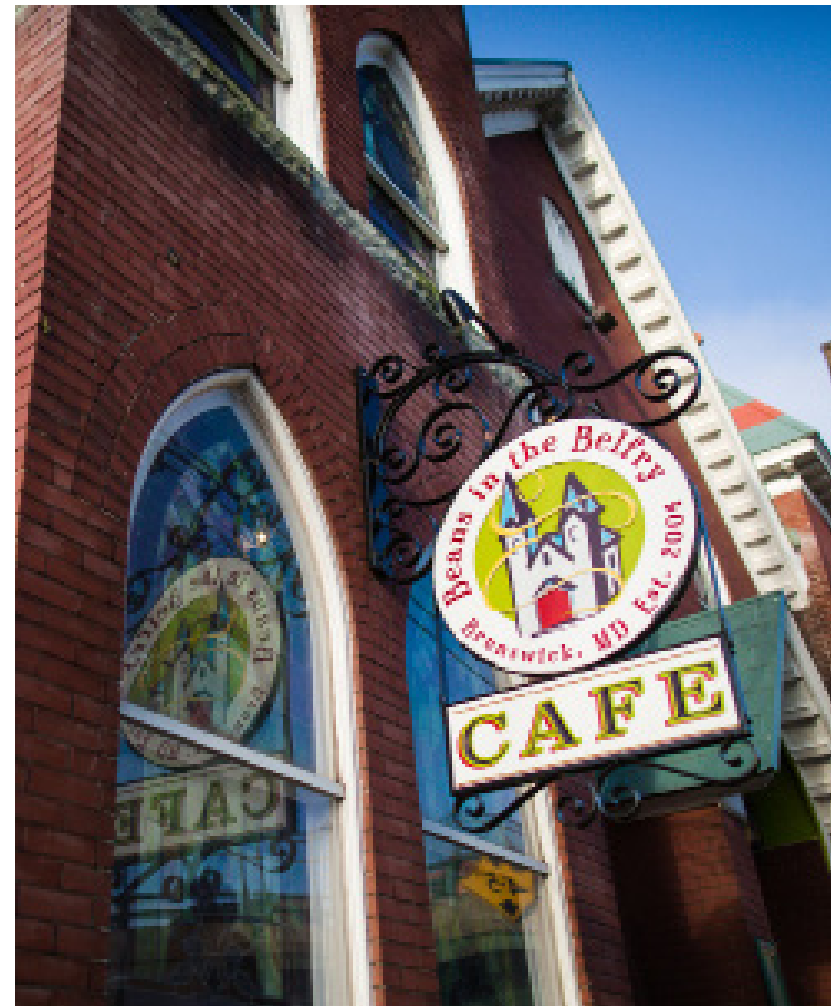
Business incubator space can help grow Brunswick’s economy by providing low-cost spaces with shared resources, such as office equipment or tools, for entrepreneurs to execute their ideas locally. Incubator spaces and maker spaces can be located anywhere in the City but can provide the best return on investment for residents when co-located near other destinations, such as any future higher-education campuses. These spaces can also provide a stopgap or permanent solution to vacancy.

GOAL 1 People can both live and work in Brunswick.

Policy Priorities and Strategies (cont'd)

- 1.2 Provide technical support for existing small businesses in or near Brunswick looking to expand operations. Expand campaigns that promote and assist small businesses, such as “shop local,” storefront improvements, and the Main Street program.
- 1.3 Pursue funding to conduct a detailed market study, as proposed in the Downtown Small Area Plan, to determine viable commercial uses for the entire City of Brunswick.

Economic market studies assess macroeconomic indicators, local trends, and probable spending behavior for a market base. Understanding these factors, and linking them to parking, will assist Brunswick with right-sizing local strategies, campaigns, and development requirements to desired and probable employers.



GOAL 2 Downtown Brunswick is a vibrant destination with unique retail and restaurant venues, supported by residential infill and patronized by residents and visitors.

The City of Brunswick has undertaken numerous efforts to revitalize the downtown area. While many of these strategies have begun to see success, there is a continued need for creative and innovative strategies to serve residents and to attract visitors. Residential infill is a necessary ingredient to support retail and commercial uses in Downtown Brunswick, and creative strategies to attract outdoor recreation visitors aligns with community goals. Additionally, while the assessed, and taxable, value per acre of downtown properties has been consistently low for decades due to widespread vacancies, the concentrated success of a few properties can have a catalytic positive impact on the value of surrounding properties.

The Railroad Square project is redeveloping an underutilized lot vacant since 1986 and constructing a 43 unit multifamily building. Using low-income housing tax credits, the site is being transformed into a location that will bring people and life into a downtown site that has been vacant for years. Brunswick has also been directly involved in the purchasing of a building at 30 West Potomac Street. The City was able to sell it at a more affordable price point to a developer with a guaranteed plan. This will allow savings from the sale to be redirected towards renovations on the building. The new owners are upgrading the utilities, the windows, doors, and internal space to accommodate at least six new businesses rather than a single business the last time the building was occupied.

Figure 15: Rendering of The Residences at Railroad Square



GOAL 2 Downtown Brunswick is a vibrant destination with unique retail and restaurant venues, supported by residential infill and patronized by residents and visitors.

- 2.1 Continually evaluate, and update based on findings, the Conservation District standards to purposefully uphold the best of Brunswick’s past without hampering the growth necessary for a prosperous future. Engage in conversation with developers regarding challenges to redevelopment. (See also Goal 1, Strategy 2 of the Livable and Connected theme – Support redevelopment through the public purchasing and resale of properties in the Conservation District.)
- 2.2 Continue current efforts to revitalize Downtown Brunswick including:
- Support Brunswick Main Street in its efforts to improve and unite the community while refurbishing the downtown area.
 - Address downtown vacancies with strategies like pop-up retail in vacant storefront locations.
 - Work with Frederick County regarding constraints of the International Building Code for mixed-use developments and associated requirements.
 - Support higher density housing to double the number of dwelling units in Downtown Brunswick.
- 2.3 Provide clarity to developers, residents, and homeowners regarding the requirements and loan stipulations for the National Register of Historic Properties (NRHP) district and the Conservation District. Provide information on the Opportunity and Enterprise Zone designations.
- 2.4 Explore incentives for home improvements for homeowners and property owners.
- 2.5 Invest and improve the appearance and placemaking elements of Downtown and key gateway destinations as stated in the Downtown Small Area Plan.

Figure 16. Rendering of Potomac Street



GOAL 2 Downtown Brunswick is a vibrant destination with unique retail and restaurant venues, supported by residential infill and patronized by residents and visitors.

Policy Priorities and Strategies (cont'd)

- 2.6 Manage transportation options in Downtown Brunswick to ensure safe, easy, and convenient access to Downtown's amenities. Investigate shared- and managed-parking strategies that can reduce the need for new parking facilities.
- 2.7 Pursue short- and long-term opportunities to ease and integrate the downtown railroad crossing and adjacent land with downtown uses.
 - a. Explore short-term mitigation opportunities for the crossing, such as pedestrian enhancements and descriptive signage, as presented in the Downtown Small Area Plan.
 - b. Continue pursuing long-term pedestrian solutions for the railroad crossing, such as a pedestrian bridge.

Figure 17. Vision of pedestrian improvements to railroad crossing and parking lot from the 2015 MD Byways and Pedestrian & Bicycle Strategic Plan (pg. 22)



GOAL 3 Establish Brunswick as an outdoor recreation and tourism destination and attract new recreational employers and uses to support a strengthened local economy.

Policy Priorities and Strategies

- 3.1 Advance recommendations and strategies that emerged from the RERC planning efforts to leverage Brunswick's linkages to regional recreational assets. Connections or linkages to trails and recreational assets in other areas of the County and State should be pursued.
- 3.2 Support the creation of short-term lodging options inclusive of the traditional hotel model and shared-home, short-term lodging within access to the trails. Consider imposing a special fee or occupancy tax for occupants of all short term lodging accommodations.
- 3.3 Develop flexible planning regulations to support anchor institutions and new micro-economy business opportunities, such as allowing makerspaces and micro-manufacturing in commercial and mixed-use areas.
- 3.4 Work with Frederick County and regional tourism stakeholders to develop local and regional tourism and marketing campaigns highlighting Brunswick as a destination.
- 3.5 Invest in expanding and improving natural assets within Brunswick, prioritizing assets related to long-term sustainability.
- 3.6 Evaluate potential climate impacts to Brunswick's resources that may necessitate mitigation efforts.



THEME: HEALTHY & SUSTAINABLE

People in Brunswick protect and enjoy a healthy environment where natural areas and parks are preserved and improved, and local services promote healthy living and a resilient community.

Respecting, securing, and maintaining natural resources ensures that Brunswick's natural and outdoor resources remain long-term sources of use and enjoyment for generations. Besides being a value in its own respect, environmental conservation has a direct role in the recreational economy Brunswick seeks to grow. Furthermore, Brunswick will maximize the connected benefits by relating environmental sustainability to healthy lifestyles and fiscal stability.

Environmental sustainability and fiscal sustainability often go hand in hand. For instance, forward looking and long-term plans for water and stormwater management protect people and property from flooding, reduce the quantity of runoff pollutants and sediment that enter local waterways, and help limit or decrease the water delivery cost for residents. Additionally, limiting development in areas far from existing or planned activity nodes saves the City money by reducing short- and long-term expenditures on infrastructure and services that are more costly per capita. Historically, Brunswick has set aside small amounts of funding in the general fund each year to address water, wastewater, and sewer issues as they emerge. However, much of the City's infrastructure is aging and in need of complete replacement or very costly repairs. Brunswick Forward sets out a vision and goals for proactive management of these services which will lower the long-term costs and protect both residents and the natural environment.



THEME: HEALTHY & SUSTAINABLE

Since the 2011 Master Plan, numerous trails have been added to Brunswick and the City has continued to partner with developers and has secured other funding to provide residents improved access to open and park space. Brunswick seeks to build upon these assets, purposefully expanding access to open space via a robust trail system, also connecting to other areas of the County and State. These efforts will also work to set Brunswick apart as a recreational destination and ultimately support the recreational economy. Partnerships and collaboration with Frederick County, the State, and other stakeholders will be integral in realizing these goals. Brunswick is surrounded by recreational destinations outside of its proper limits including Othello Park, and the Appalachian Trail, which the City can leverage through collaboration and partnerships. By continued investments in the trail system, and smart coordination with entities managing adjacent trail systems, residents and visitors can experience the best Brunswick offers while remaining local and supporting local development.

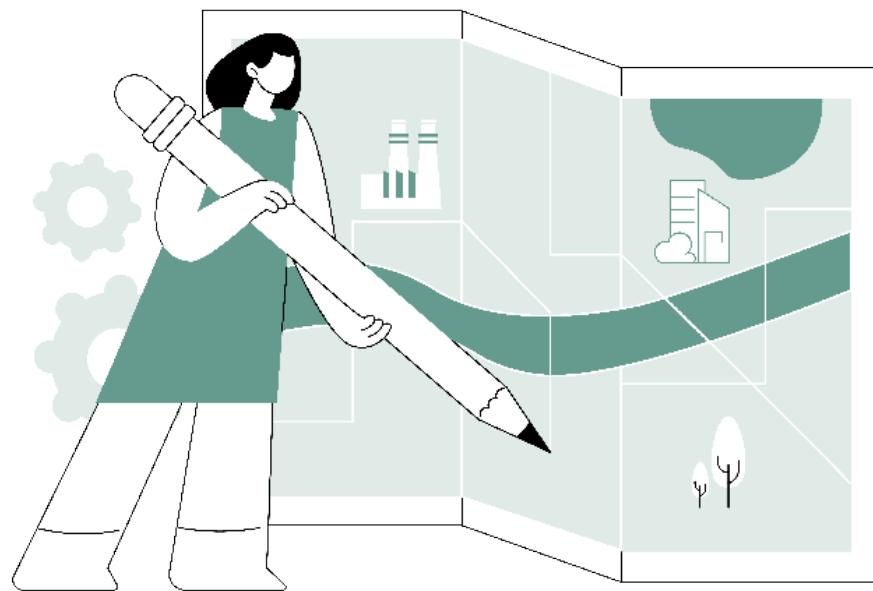
Ensuring that visitors and residents are safe and healthy is accomplished through taking care of both the natural and built environment. Taking steps, such as ensuring new buildings meet or exceed standard regulations for safety and physical accessibility, provide a foundation for Brunswick's ongoing resilience. Incentives can enhance occupant comfort while reducing energy consumption. Additional steps, like identifying grants for property owners to renovate their spaces to allow for greater physical accessibility and ensure occupant safety and general wellbeing.



GOAL 1 Growth in Brunswick concentrates away from the most sensitive environmental areas, and open space areas.

Policy Priorities and Strategies

- 1.1 Prohibit development in Brunswick's most environmentally sensitive areas.
 - a. Update the Open Space zone to prohibit new residential development.
- 1.2 Identify and conserve priority open space lands in and around Brunswick.
 - a. Collaborate with Frederick County on land conservation in areas outside the Growth Boundary.
 - b. Collaborate with Frederick County in pursuing trail connectivity or improved access to open spaces beyond the City's current boundaries.



GOAL 2 Brunswick's projected growth is supported by infrastructure in a fiscally responsible manner to ensure that the City remains fiscally stable.

Policy Priorities and Strategies

- 2.1 Create a comprehensive water and stormwater management plan.
 - a. Compile a digital inventory and needed upgrades to Brunswick's various types of infrastructure, including water, wastewater, sewer, and roads.
 - b. Plan for the systematic upgrade of infrastructure throughout the City, ensuring that when surface infrastructure is being maintained or upgraded, utilities and infrastructure below the surface can be upgraded concurrently.
 - c. Pursue digitization and real time monitoring for water use to better understand demand and identify inefficiencies in the system.
- 2.2 Update floodplain regulations, and water and sewer regulations to be in line with updates to zoning and subdivision ordinances and the design manual. Provide clarity to developers as updates occur to increase predictability for developers.
- 2.3 Pursue Low Impact Development (LID), micro-infrastructure, and other innovative strategies implementable at the site-level to strengthen community resiliency, improve water quality, and lower long-term operating cost.

While the City has a plan to address and improve water quality, stormwater management has primarily been addressed as issues arise, rather than comprehensively.

Since much of the City's infrastructure was created before the 1970's, there are specific challenges with inflow of stormwater into the wastewater system taxing its capacity. Infiltration and inflow are two ways stormwater gets into the wastewater system. Infiltration happens when water seeps in through cracks and gets into sewer lines, and inflow happens when stormwater enters through gutters or basement pumps which were illegal connections not monitored before the 1970's.

Addressing these issues will allow the wastewater system to only treat true wastewater. Creating a plan to address both this hard infrastructure, as well as soft infrastructure, like bioswales and rain gardens, is needed to comprehensively plan for and address the whole system. Similarly, much of the City's water lines were installed before the 1970's and contribute to cost inefficiencies and dirty water issues. Completing an inventory of where the old infrastructure is located, and planning for its systematic upgrade in a proactive manner will save the City, and ultimately residents, both time and money.

GOAL 2 Brunswick's projected growth is supported by infrastructure in a fiscally responsible manner to ensure that the city remains fiscally stable.

Policy Priorities and Strategies (cont'd)

2.4 Connect property owners, residents, and businesses with financial assistance or information on programs to making their homes and businesses more efficient. Continue to educate and involve Brunswick's residents on the economics of water delivery, stormwater, and wastewater treatment, and actions related to water quality monitoring, infiltration, and inflow.

- a. Within City limits, require parcels with failing septic systems to be upgraded to the City's sewer mains only when financially feasible. When connections to the City system is not financially feasible, require septic systems to be upgraded to the highest current standards.

2.5 Proactively address emerging water quality issues, and identify funding for emerging contaminants, like per- and polyfluoroalkyl substances (PFAS), in accordance with federal regulations and processes.

2.6 Identify funding to upgrade and expand municipal buildings where staff work to separate them from equipment storage and hazardous materials.

2.7 Require new developments to be supported by capital improvements to pay for upgrades to existing services or additional services needed for development.

See detailed discussion of projected growth and required services in Technical Appendix on Water and Wastewater.

2.8 Work with Frederick County to provide adequate facilities for the growing school age population in Brunswick.

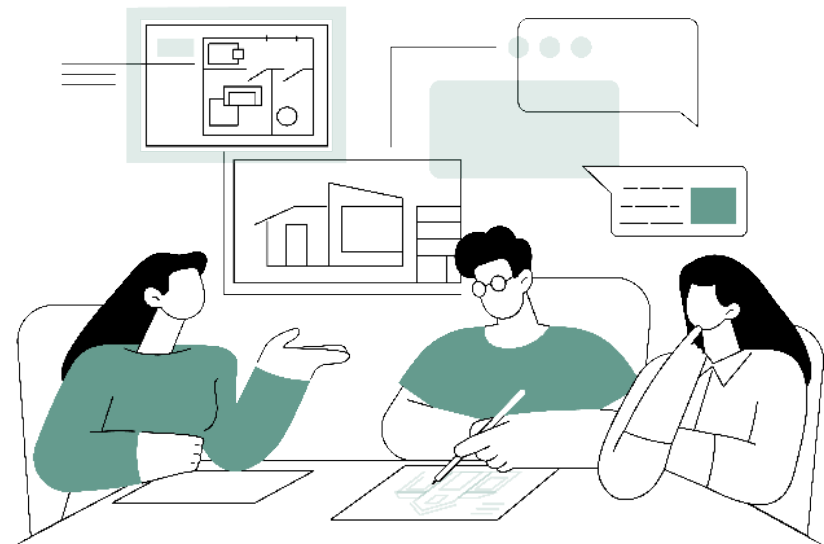
See detailed estimates in Technical Chapter on Public Facilities.

2.9 Update zoning code to encourage provision and use of clean energy sources and emerging technologies including solar panels and electric vehicle charging stations.

GOAL 3 Existing building stock in Brunswick is in sound condition and promotes the health and safety of all residents.

Policy Priorities and Strategies

- 3.1 Provide opportunities to upgrade substandard housing using tax incentives, grant programs, and the enforcement of state and city livability codes.
- 3.2 Improve aesthetics, pride, and appearance of the Town by encouraging visual improvements to existing structures, streets, and parking areas and by adopting design standards and investigating funding opportunities for public and private property.
- 3.3 Provide property owners, potential buyers, and developers additional clarity concerning operating regulations that apply to structures regulated by federal and State historic designations.
- 3.4 Educate residents on risk reduction relating to hazards such as lead paint and fire hazards to tenants and property owners.
- 3.5 Transition Brunswick's above-ground utilities to underground. Wherever feasible, require new developments to install underground utilities and create a phased plan to bury existing above-ground utility lines.



GOAL 4 Brunswick's trails connect recreational areas, and its network of trails, bike routes, parks, and open spaces promote an active lifestyle for residents of all abilities in Brunswick.

Policy Priorities and Strategies

- 4.1 Create an alternative, nonmotorized transportation network to accommodate and grow bike and pedestrian trips. Connect gaps in the cycling network by prioritizing full routes between important destinations. For example, create a pedestrian and bike route connecting the east and west of the City from the sports complex and high school to the elementary school.
 - a. For any new annexations or new subdivisions, require trail and pedestrian connectivity (See Figure 12 on pg. 36 of this Plan). Pursue future and existing plans for a trail system that interconnects with regional and state parks (Othello Park, the C&O Canal Towpath, etc.). For example, if and when properties are annexed into the City between its current boundaries and Othello Park, require trail and pedestrian connectivity with the park.
 - b. Pursue easements or agreements with private property owners where necessary to complete comprehensive trail system.
- 4.2 Provide and catalog cycling facilities that cater to users with different levels of ability and experience with speed, cars, and terrain.
- 4.3 Provide bicycle parking at public facilities, including parks.
- 4.4 As Brunswick's population continues to grow, provide park space to meet the needs of current and future residents, maintaining a ratio of 20 acres of park space per 1,000 residents. Prioritizing new park space so that all residents live within a 10 minute walk of a neighborhood park (5 acres or less).
 - a. Evaluate parks and civic spaces for physical accessibility, using the Americans with Disabilities Act (ADA) as a benchmark, and prioritize necessary improvements.
- 4.5 Ensure that the land uses surrounding recreational trails complement the nature of the trails.
- 4.6 Improve trail branding with new signage and online information to increase regional awareness.



TECHNICAL CHAPTERS

BRUNSWICK
FORWARD

SOCIOECONOMIC AND DEMOGRAPHIC TRENDS

This section discusses Brunswick’s forecasted population growth and patterns concerning the population’s age, race, ethnicity, and educational attainment.

Population Forecast

The Greater Washington Region is anticipated to experience strong growth through 2045. According to the Metropolitan Washington Council of Governments (MWCOG), Frederick County ranks as the third fastest-growing county in the Region, with household growth expected to exceed employment growth in both the Region and the County between 2015 and 2045. Official projections are that the number of households in Frederick County will increase by 46.8 percent between 2015 and 2045, while employment will increase by 30.1 percent during the same period.

Between 2010 and 2020, Brunswick’s population increased by 25 percent to 7,762. Brunswick will continue to grow along with the region; Frederick County designated the City of Brunswick as a primary growth area and the area directly around Brunswick as a secondary growth area.

Growth projections for Brunswick were calculated for low, medium, and high-growth scenarios for 2045. A medium-growth scenario was selected as the preferred future in this plan, though high- and low-bound estimates for growth are also informative and recognize reasonable scenarios that could affect the need for new infrastructure capacity, revenues, developable land, and services.

This Plan’s projections are based on MWCOG’s Transportation Analysis Zone (TAZ) and jurisdiction-level projections and Maryland’s jurisdiction level projections through 2045. The low scenario projects a population growth in Brunswick at the same rate as Frederick County, while the medium scenario estimates a rate 1.25 times the County’s and the high projects a rate 1.5 times the County. As of May 2023, there was land designated for the continued build-out of approximately 500 housing units in Brunswick Crossing. Removing these households from the household growth estimate for the medium scenario (1,362) leaves a projected increase of an additional **862 households** by 2045.

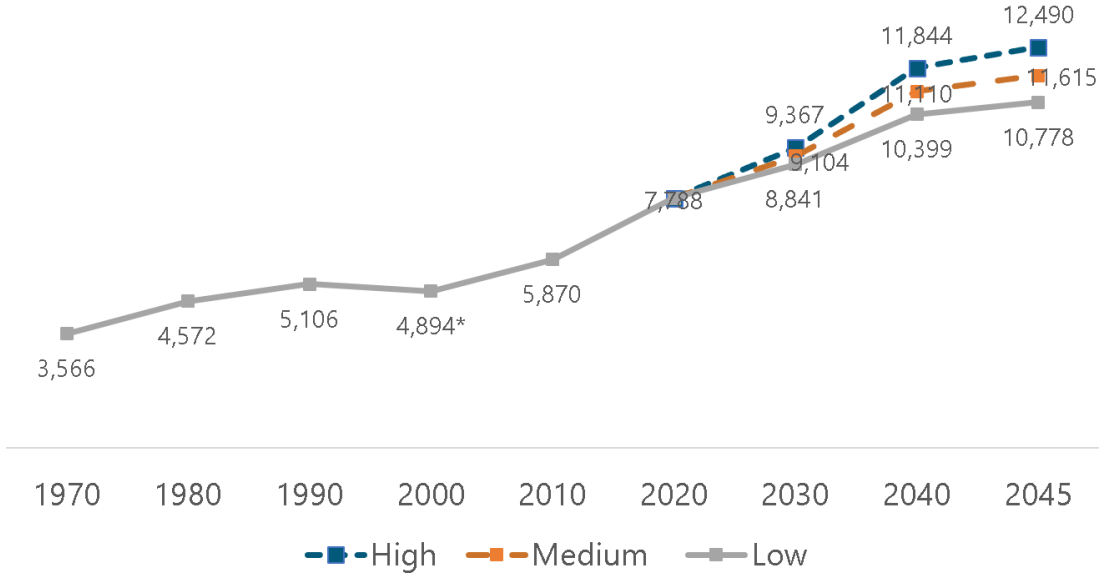


SOCIOECONOMIC AND DEMOGRAPHIC TRENDS

Table 1: Population and housing projection for Brunswick

Scenario	Projected 2045 Population	New Population	New Households	New Households (after removing those accounted for in Brunswick Crossing)
Medium	11,615	3,569	1,362	862

Figure 18. Total population growth projection scenarios



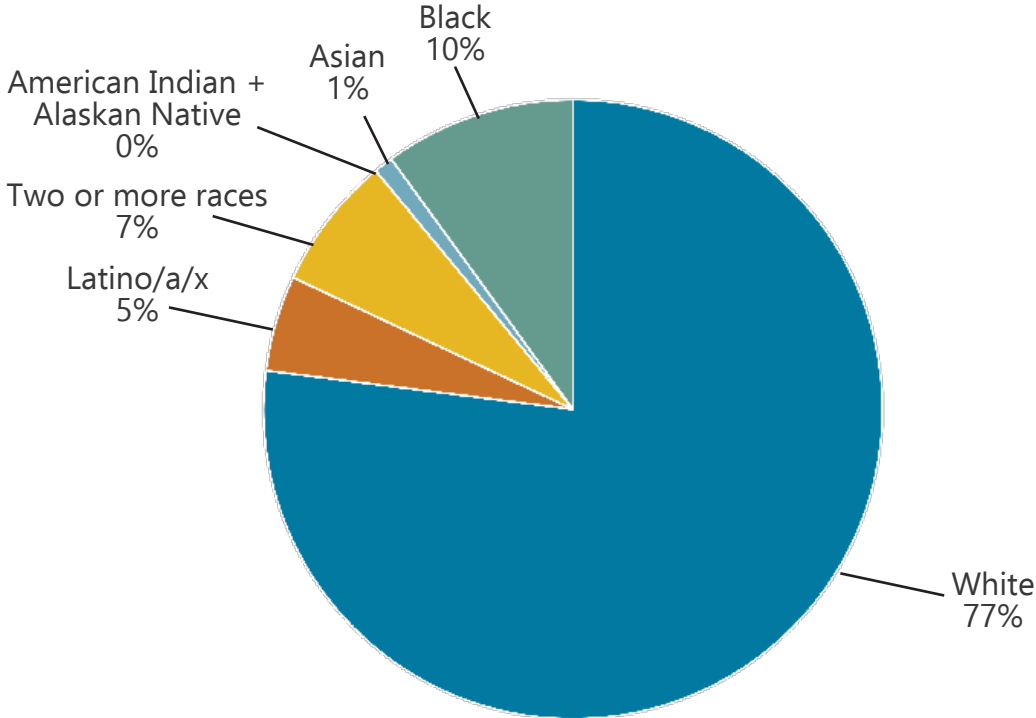
*Population data for this year comes from the Census 2000; data notes indicate that counting methodologies may have mis-counted Brunswick’s population for this year. Source: U.S. Census Data, MWCOG and Maryland State population projections.

SOCIOECONOMIC AND DEMOGRAPHIC TRENDS

Age, Race, and Ethnicity

The average household size in Brunswick decreased slightly from 2.71 in 2010 to 2.64 in 2020. This is comparable to the national household size in the United States (2.51), which has been trending downward since 1960. During this time, Brunswick’s median age increased from 33.3 to 36.3. In total, 77 percent of Brunswick’s residents are White alone and non-Hispanic. Between 2010 and 2020, residents identifying as two or more races grew from one percent to seven percent of the population.

Figure 19. Race and ethnicity in Brunswick, 2020



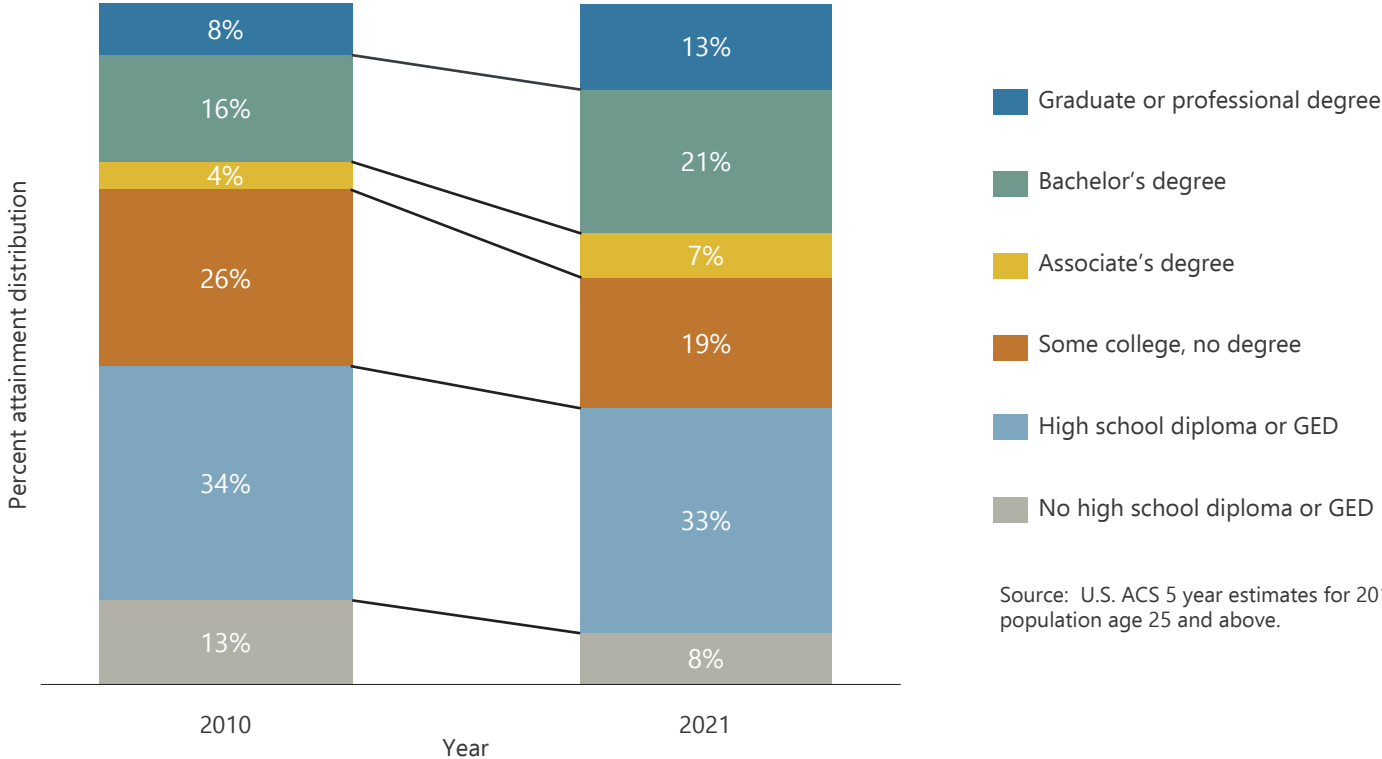
Source: 2020 U.S. Census

SOCIOECONOMIC AND DEMOGRAPHIC TRENDS

Educational Attainment

From 2010 to 2021, educational attainment in Brunswick increased likely due to an inflow of residents with higher educational attainment. The percentage of individuals over twenty-five years old without a high school diploma or GED dropped from 13 percent to 8 percent and the segment of residents with some college education without a degree also declined. Simultaneously, the proportion of people with an associates degree grew from 4 percent to 7 percent during this time and those with a bachelor’s degree rose from 16 percent to 21 percent. Brunswick’s residents with a graduate or professional degree grew primarily between 2010 and 2015 but this percentage has not increased since 2015.

Figure 20. Educational attainment



Source: U.S. ACS 5 year estimates for 2010, 2021. For population age 25 and above.

SOCIOECONOMIC AND DEMOGRAPHIC TRENDS

Educational Attainment

Compared to educational attainment rates in the State of Maryland, Brunswick has a lower population percentage without a high school diploma or equivalent and a higher percentage of residents whose highest completion is a high school diploma or equivalent. Maryland’s population with a graduate or professional degree is slightly higher than the population in Brunswick.

Table 2. Educational attainment

Educational attainment	City of Brunswick			State of Maryland
	2010	2015	2021	2021
No high school diploma or GED	13%	10%	8%	11%
High school diploma or GED	34%	32%	33%	26%
Some college, no degree	26%	21%	19%	20%
Associates degree	4%	9%	7%	6%
Bachelor’s degree	16%	16%	21%	21%
Graduate or professional degree	8%	13%	13%	17%

For population ages 25 and above. US Census ACS 2010, 2015, 2021 data from ACS Table S1501. Values rounded.

INCOME & EMPLOYMENT TRENDS

Median Household Income

Between 2010 and 2020, median household incomes in Brunswick have increased by 38 percent, rising to \$84,133. This increase was driven largely by the Brunswick Crossing development, which attracted new households earning over \$150,000 per year. The share of Brunswick's population earning \$150,000 or more increased from 8 percent in 2010 to 34 percent in 2020.

Over the ten-year period, income growth has not been equal for homeowners and renters within the City. Incomes for households that own their homes **increased** by 30 percent, reaching an average of \$100,417. Meanwhile, incomes for renter households **decreased** by 26 percent to an average of \$35,927. Given that housing values in Brunswick have also increased during this time (discussed below), housing affordability must be factored into planning for Brunswick's long-term growth. Encouraging a mix of housing types, as proposed in the Prosperous and Innovative theme area will allow both newcomers and long-term residents to call Brunswick home and build a sustainable community.

Employment Trends

Brunswick's working population primarily works outside City limits. Pre-pandemic estimates revealed that only 153 of Brunswick's residents lived and worked within the City where 3,153 residents left the City for work. 803 people from outside commuted into the City for work. The primary employment

sectors in Brunswick are retail trade (17%), educational services (20%), and accommodation and food services (13%).

Work-from-Home Trends

Localized data reveals that Brunswick experienced a 378 percent increase in residents working from home after the initial COVID-19 pandemic lockdown (Data Source: Replica 2022). Where an annual average of **134** residents worked from home before pandemic in 2019, an annual average of **640** residents worked from home in 2022.

As workplace patterns continue to evolve, following the rapid advancement of telework precipitated by the COVID-19 pandemic, a shift to remote work is becoming permanent for a part of the population. Some level of remote workers, particularly those in information, will maintain at least a part-time work-from-home pattern. Brunswick will become a primary beneficiary of this trend: its relative affordability, D.C. metro accessibility via auto and MARC, small-town charm, and access to nature and recreational opportunities position the City as a net recipient of migrant workers of this type.

HOUSING

Current Housing, Zoning, and Residential Area

As of 2022, there were 3,357 housing units within the City of Brunswick. Most housing units in Brunswick (91 percent) are single-family structures, while the remaining 9 percent are within multi-family structures. The majority of the housing units (90 percent) are also located in residential zoning districts. Within the R1 zoning district, single-family homes are permitted at 6,000 square feet of lot area per unit (about 7 units per acre), and multifamily units are permitted at 3,000 square feet per unit (about 14 units per acre), however multifamily structures are limited to duplexes and two-family homes. While the R1 zoning district allows housing units to this maximum density, the observed density within the R1 district yield only 2.2 units per acre, as shown in *Table 3*.

The highest household densities observed in Brunswick exist in the downtown B2 and B3 zoning districts, averaging around 11.0 and 8.7 units per acre respectively. The observed densities in each zoning district in Brunswick are shown in *Table 3*.

Table 3. Dwelling units in Brunswick by zone

Zoning	DUs	Net Area (Acres)	Net Housing Unit Yield (DU/Acre)
B2	86	7.8	11.0
B3	118	13.5	8.7
GC	32	51.0	0.6
I-1	17	15.2	1.1
I-2	2	19.6	0.1
OR	4	22.0	0.2
OS	87	139.1	0.6
R1	2140	953.7	2.2
R2	621	113.4	5.5
R2 MH	17	3.4	5.0
RS	226	203.7	1.1

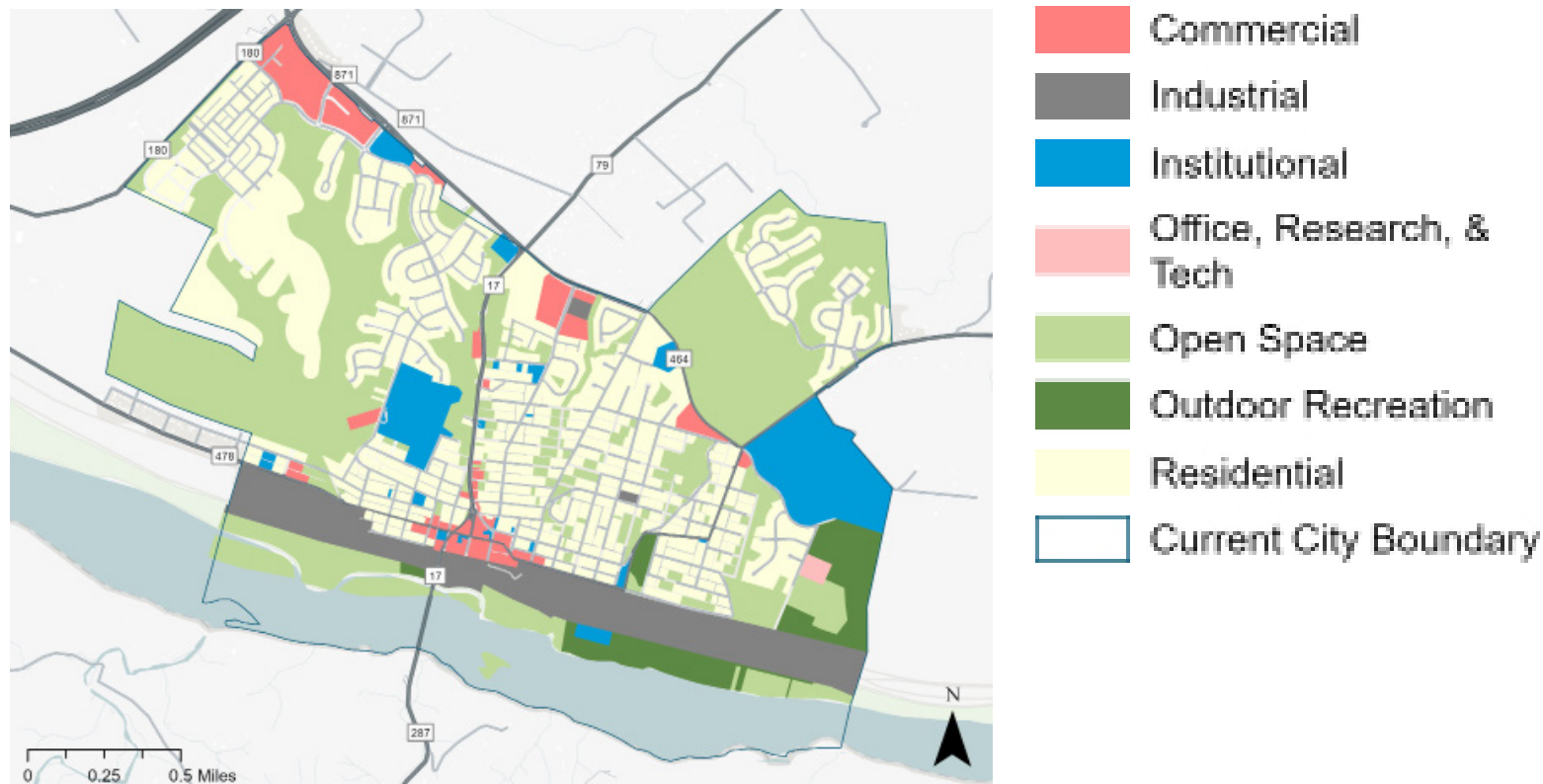


EXISTING DESIGNATED LAND USE & ZONING

Land use is the blueprint for growth and development in a community and relates those uses together to ensure adequate provision of services. Land use defines how areas within a jurisdiction should be used: whether land should be used for industrial, commercial, residential, or open space uses, for instance. Establishing clear, well-placed land uses is part of planning for long-term community goals and establishes a framework for more specific zoning ordinances

to better articulate site requirements. Once land uses are established in a comprehensive plan, zoning regulations can be formulated to enforce these land use decisions. Zoning is a legal tool that regulates the specific types of development allowed on individual parcels of land, ensuring that development follows the broader land use objectives set out in this Comprehensive Plan.

Figure 21. Existing land use map



EXISTING DESIGNATED LAND USE & ZONING

Zoning is one of the primary ways to regulate land. Zoning is more specific than land use and helps to implement ideas contained in the Framework and Land Use maps in an orderly and consistent fashion as outlined in the Comprehensive Plan. The existing zoning designations in Brunswick are shown in *Figure 22* below.

Figure 22. Existing zoning

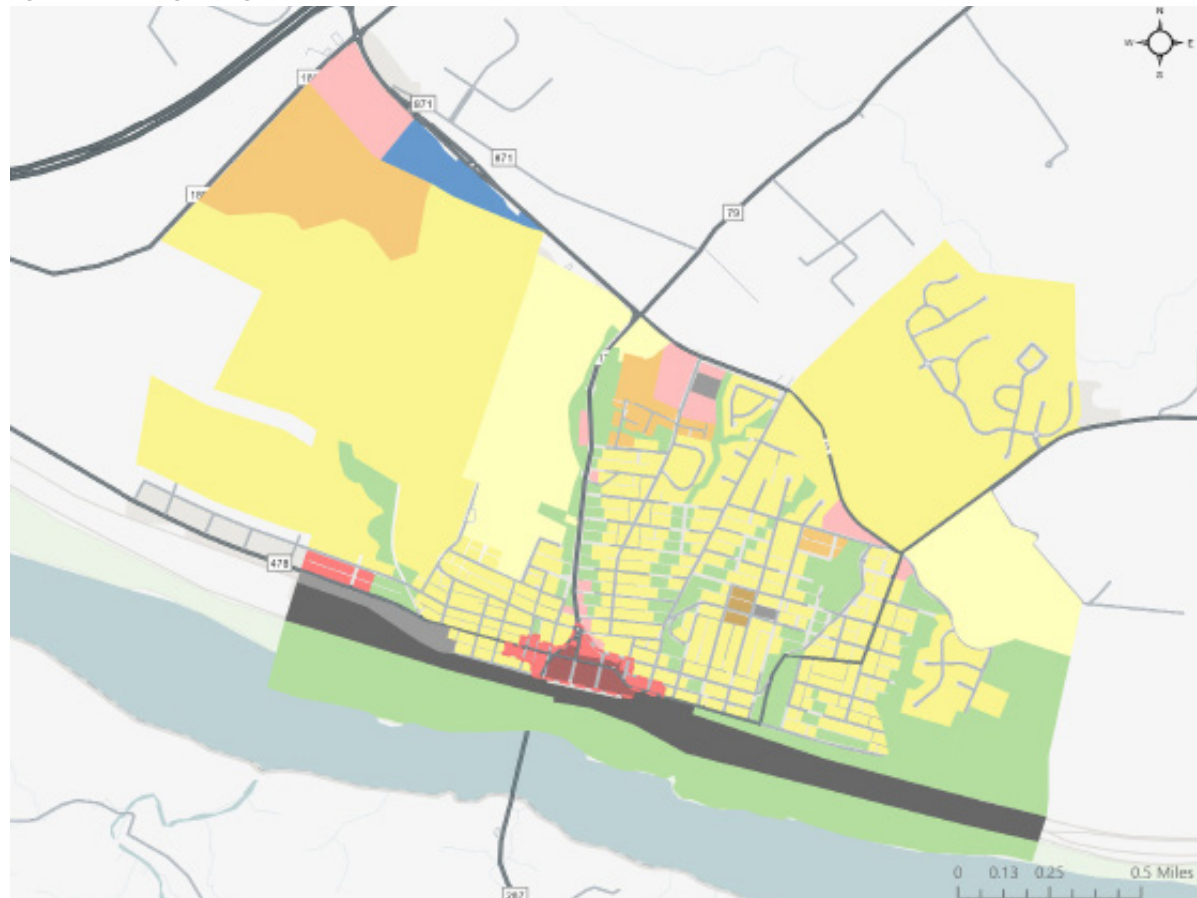


Table 4. Table of zoning types

Code	Name
B2	Central Business District
B3	Business Transactional District
GC	General Commercial District
I-1	Light Industrial District
I-2	Heavy Industrial District
OR	Office/Research
OS	Open Search
R1	Low Density Residential District
R2	Medium Density Residential District
R2MH	Residential Suburban Low Density District
RS	Residential Suburban Low Density District

Zoning

 B2
 B3
 GC
 I - 1
 I - 2
 OR
 OS
 R1
 R2
 R2 MH
 RS

EXISTING DEVELOPMENT

Recent Development & Units by Year Built

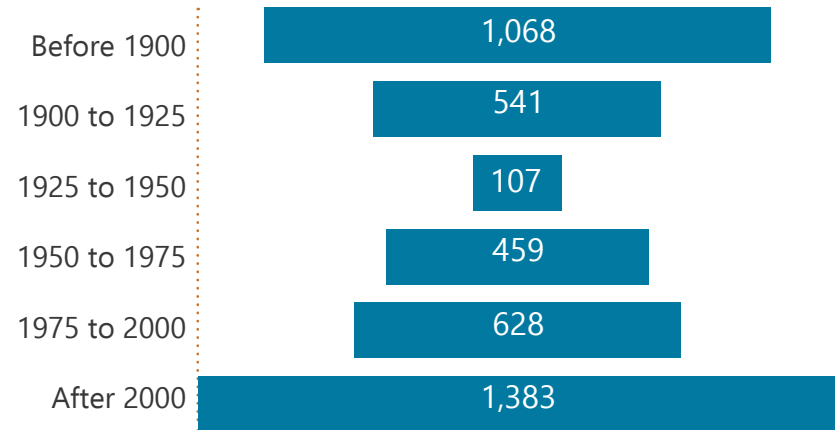
In 2010, the occupancy rate in Brunswick was 89 percent. Between 2010 and 2020, the total number of housing units increased by four percent. During this same time period the occupancy rate increased to 97 percent in 2020. This high occupancy rate is indicative of strong demand for housing in Brunswick. The jump in occupancy reflects a greater absorption of units following the Great Recession.

One quarter (25.5%) of Brunswick’s housing stock was constructed before 1900 with significant spikes in construction activities during the 1910s, 1980s, and 2010s. This pattern aligns with the overall population growth of the Town based on the Decennial Census, with significant growth in the 1910s (50.6%), 1980s (28.2%), and since 2000 (58.6%). Figure 20 shows the housing units in Brunswick by year built.

Housing Value

Housing values in Brunswick have increased by 1.5 percent since 2010. This growth has outpaced Brunswick’s nearest neighbors including Frederick City and Hagerstown, which both saw significant decreases in housing values between 2010 and 2020. Frederick County saw modest increases of 2 percent in housing values during the same period. Significant new developments in Brunswick, like Brunswick Crossing, have likely driven this rise in housing value.

Figure 23. Age of housing stock by period in Brunswick



Source: Parcel and assessor data from Frederick County

Table 5. Change in housing value for Brunswick and neighboring areas

Location	2010 Value	2020 Value	Change
Brunswick	\$247,800	\$276,300	11.5%
Hagerstown	\$183,300	\$164,400	-10.3%
City of Frederick	\$299,100	\$289,000	-3.4%
Frederick County	\$349,500	\$356,500	2.0%

AFFORDABLE HOUSING

“Low-income” housing is defined as housing affordable for a household with an annual income below 60 percent of the area median income (AMI), while “workforce housing” is defined as housing affordable for households with annual incomes between 50-120 percent of AMI. For renters, workforce housing is affordable for households earning between 50 – 100 percent of AMI, and for homeownership affordability is defined as being between 60 – 120 percent of AMI. AMI is defined by the US Department of Housing and Urban Development (HUD) which are provided on a County-wide basis. The 2022 Frederick County AMI is \$142,300.

For this analysis, households in Brunswick with incomes less than \$85,380 are classified as low-income. Households with incomes between \$85,380 and \$170,760 (50 – 120 percent AMI) are classified as workforce. Based on data obtained from the latest American Community Survey (ACS) and presented in *Table 6*, 31.9 percent of households in Brunswick are classified as low-income and another third (34 percent) are classified as workforce.

Projecting the same income breakdown for new household growth in Brunswick would mean that of the 1,362 additional households, 434 would need to be affordable for households up to 50 percent of AMI, while another 463 would need to be attainable for households with incomes up to 120 percent of AMI. Strategies to achieve a mix of housing options for renters and owners are included in the Livable and Connected theme area.

Table 6. Income level of households in Brunswick

Income range	Percentage of Households
<\$10,000 - \$40,000	15.9%
\$40,001 - \$75,000	16.0%
\$75,001 - \$100,000	15.9%
\$100,001 - \$150,000	18.1%
\$150,001 - \$200,000+	34.0%

Based on the ACS breaks, households earning less than \$75,000 will represent low-income and \$75,000 to \$150,000 represent workforce.
Source: 2021 ACS 5 year estimates for Brunswick Households

FUTURE DEVELOPMENT CAPACITY

In 2013, MWCOG identified Brunswick as a regional activity center due to the existing population concentration and connection to high-capacity transit (MARC). These activity centers are places anticipated and designated to accommodate the majority of the region's future growth. Given the local and regional growth pressures in Brunswick, this Plan reflects a growth strategy to welcome growth while ensuring that critical elements of community form and character are retained and support existing and future residents. This approach to growth is primarily discussed under the Prosperous and Innovative theme area within the Plan.

Based on the current development patterns, residential development averages 8.45 units per acre in Brunswick. Should this pattern continue, without any infill or redevelopment, 135 acres of land would be required to accommodate the projected 2045 population, 862 additional households after the build out of Brunswick Crossing (See Table 1 for population projection).



FUTURE DEVELOPMENT CAPACITY

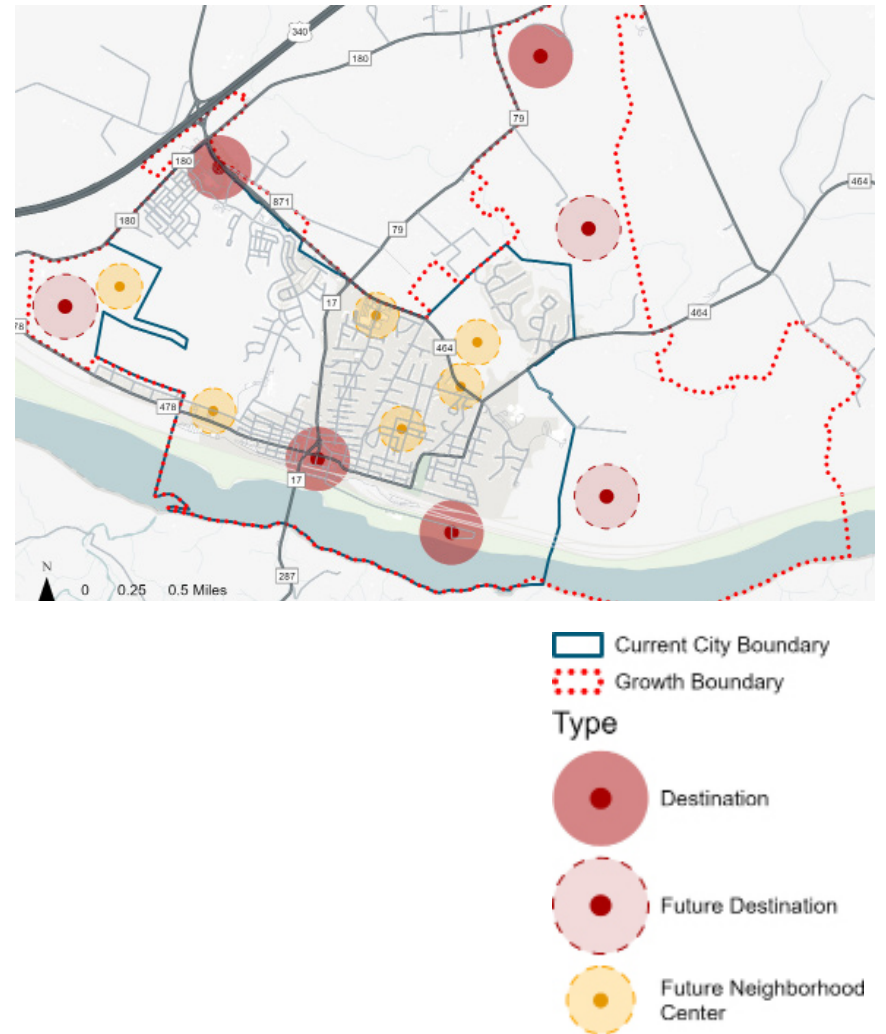
This Plan identifies a future where infill and redevelopment are prioritized to support existing Destinations and Future Neighborhood Centers (see Figure 24), and where future development consists of a variety of housing options at different densities, as outlined under the Prosperous and Innovative theme area. The Plan outlines strategies to encourage greater housing density within a quarter mile of Future Neighborhood Centers, and a half mile of existing and future Destinations.

An inventory of undeveloped land in Brunswick by zoning classification is shown in Table 7. The majority (95.2 percent) of undeveloped land within Brunswick exists in the R1 zoning category. Land already allotted to new development for the next phase of Brunswick Crossing accounts for 127.7 acres of the undeveloped R1 land.

Table 7. Undeveloped land by zoning classification in Brunswick

Current Zoning	Acres	Percent of Total
B2	1.2	0.4%
B3	2.5	0.9%
R1	278.3	95.2%
R2	10.1	3.4%
RS	0.1	0.1%
Total	292.2	100%

Figure 24. Existing and Future Destinations and Neighborhood Centers



FUTURE DEVELOPMENT CAPACITY

Modeled at greater intensities and with greater variety, the land required to accommodate Brunswick’s projected growth declines drastically. Accounting for Downtown redevelopment and infill (see next Section), and other infill within the City on undeveloped parcels, housing demand can be accommodated on only 78 acres compared to 135 at current patterns and densities. The modeled intensities of development are shown in *Table 8* and include 70 percent single-family unit structures and 30 percent multi-family unit structures at densities ranging from 8 dwelling units per acre to a high of 40 dwelling units per acre.

Redevelopment of parcels with higher land value than structure value could provide another 60 units and decrease the total acreage needed to 75 acres. This growth can be accommodated on land already within City boundaries.

Table 8. Modeled development intensities in Brunswick

Housing Development Intensity	DU/Acre	Modeled Percent of New Development
High	40	5%
Medium High	30	5%
Medium	15	20%
Medium Low	10	50%
Low	8	20%

Downtown Redevelopment

Downtown is the historic “Heart of Brunswick” and, as outlined under the Prosperous and Innovative theme area, an increase in residents Downtown is needed to support both existing and future businesses. There are currently 186 dwelling units in Downtown Brunswick, with a median residential density of 13.9 units per acre, and an average density of 18.9 units per acre. This Plan outlines a goal to double residential units in Downtown Brunswick.

The Prosperous and Innovative theme area outlines a strategy to allow greater density in the Downtown area under a single zoning district. This would encourage the redevelopment of underdeveloped or undeveloped properties Downtown. Currently, 55 percent of the parcel area within the Conservation District is comprised of parking lots, parcels with single housing units, and CSX or municipally owned property. Doubling the number of residential units downtown can be achieved through infill and redevelopment. For example, redeveloping parcels with a single existing dwelling unit Downtown, comprising 68 of Downtown’s 186 units, at the 80th percentile of existing density would add 180 units, effectively doubling the number of units downtown. Additionally, there are nine units on parcels that warrant redevelopment based on their land value to improvement value ratio. Redeveloping at the 80th percentile of existing density would yield 70 additional units.

PARKS & RECREATION

The National Recreation and Park Association (NRPA) provides a framework for classifying park areas.

Neighborhood parks provide access to basic recreation opportunities for neighborhood residents; these parks are within walking and bicycling distance of most residents and are small, typically five or fewer acres.

- Community parks are larger than neighborhood parks and serve a one-to-five-mile area; they are between 20 – 100 acres and provide a mix of amenities, including fields, playgrounds, picnic pavilions, and natural areas for passive recreation.
- Regional parks may be managed by a special park district and serve multiple jurisdictions; County parks and State-owned recreational areas are good examples.
- Finally, national parks typically cover vast areas or include historic areas of national importance. Existing parks and recreational spaces in Brunswick are shown on *Figure 25* and listed in *Table 9*.

Strategies under Goal 4 in the Healthy and Sustainable theme area describe that as Brunswick’s population increases and development occurs, Brunswick will maintain its current ratio of park space per person, necessitating the designation and expansion of park space into the future. There are currently 161 acres of park within the City, with an average park size of 5.6 acres. Together, these spaces provide 20.7 acres of parkland per 1,000 residents, exceeding the National Recreation and Parks Association guidelines of 9.9 acres per 1,000 residents. In accordance with Brunswick’s 2045 population projection of 11,615, maintaining the current per capita ratio of parkland means that Brunswick will need to add nearly 80 acres of parkland during this same time period.

Figure 25. Parks within the City of Brunswick



PARKS & RECREATION

Table 9. Parks within the City of Brunswick

Park Name	Area (in acres)	Park Category
C&O Trail		Regional park
Brunswick Campground	36	Community park
Little League Baseball Complex	5.5	
Brunswick Swimming Pool	1.7	
Brunswick Sports Complex	57.4	
Brunswick Kim Weddle Park	2.7	
Manchester Village Green Area	6.2	Neighborhood park
Brunswick Heights Park/Wenner Park	3.6	
Brunswick Crossing Community Park (Shenandoah Sq)	1.4	
Brunswick Crossing Community Center	8.4	
Brunswick Crossing Overlook Park	5.5	
Brunswick Crossing Community Park (Martins Creek Dr.)	0.5	
Brunswick Crossing Drydock St.	0.2	
Brunswick Crossing Community Park (Pennington Dr.)	0.3	
Brunswick Crossing Tot Lot (Crums Hollow Dr.)	3.5	
Veterans Memorial Park	0.1	
Valley Trail/West End Trails	0	
Second Avenue Park	1.2	
Brunswick Crossing Community Park (Hope Farm Ct)	0.2	
Brunswick Crossing Tot Lot (Moore Spring Aly)	0.8	
Brunswick Crossing Long Farm Circle	0.2	
Galyn Manor Park	7.2	
Galyn Manor Tot Lot	8	
Brunswick City Park	7.6	
West End Park	2	
Square Corner Park	0.2	
Railroad Park	0.9	
City Pocket Park	0.04	

TRANSPORTATION

A well-planned, multimodal transportation network enhances the City’s livability, boosts the local economy, and contributes to a high quality of life for residents. Brunswick is looking to strengthen its multimodal options by enlivening its trail and pedestrian network, upgrading transit service and continuing to ensure safe, efficient freight movement. The City recognizes the importance of addressing delays at the railroad tracks and problems with freight movement in town. Strategies related to the City’s transportation network are primarily included in the Livable and Connected theme area.

Major Roads

Several major highways and arterials connect Brunswick, providing regional and inter-city mobility. Key links in this network include:

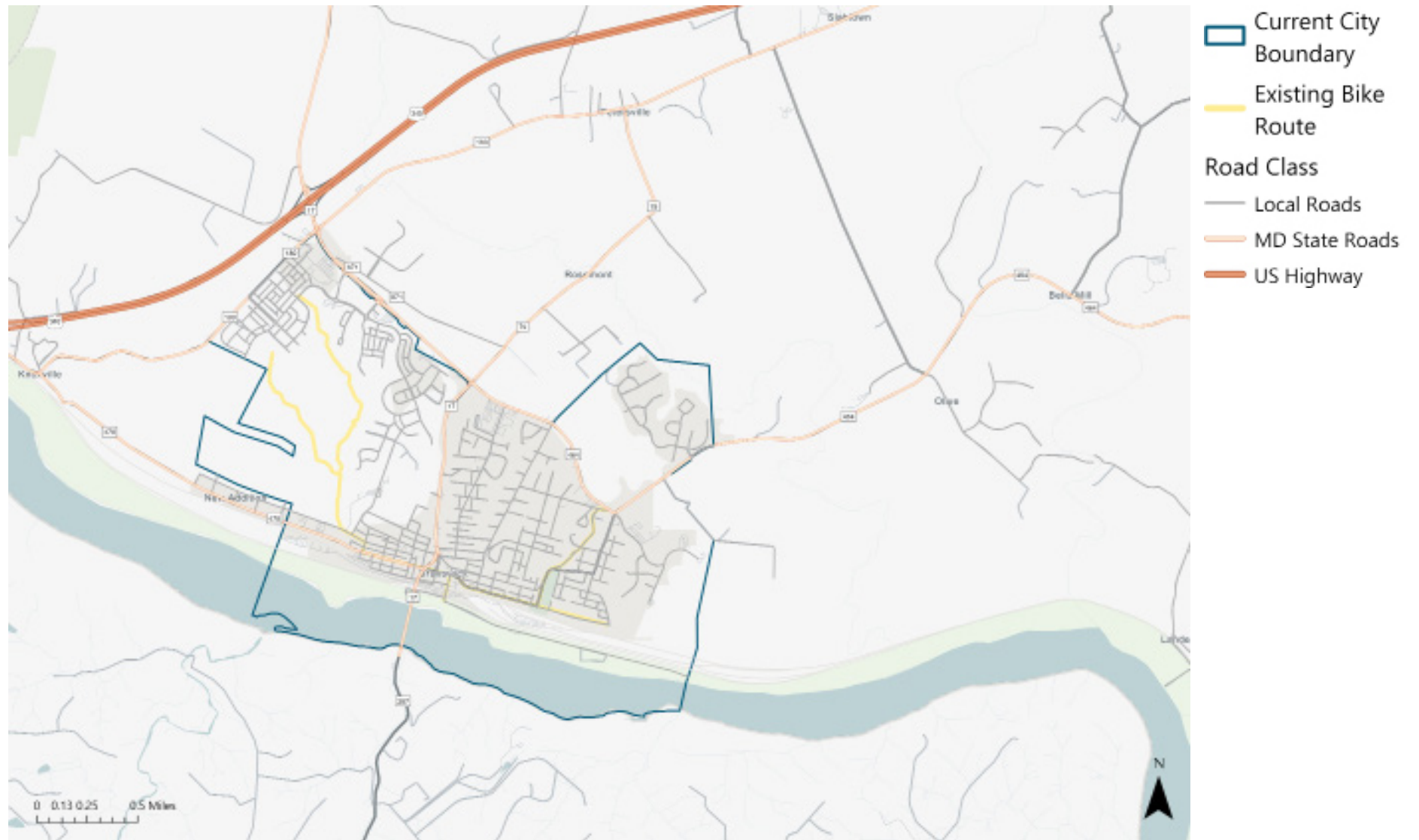
- US Route 340 (US-340): A limited-access highway providing access to Frederick and Northern Virginia.
- Maryland Route 17 (MD-17, Burkittsville Road): A state highway that serves as a “spine” for Brunswick, connecting Downtown and Souder Road with Northern Virginia and US-340.
- Maryland Route 180 (MD-180): A highway connecting Knoxville and Brunswick Crossing.
- Souder Road: A local arterial connecting the northeast part of town.
- Potomac Street: A local arterial road that connects downtown and southern areas of Brunswick.

Table 10. Traffic volumes along major facilities

Facility	Total Volume	Truck Volume
Route 340	25,672-28,050	2,543
MD 17 (Petersville)	6,032-7,394	374-411
MD 180	1,203-1,590	52-77
464 (Souder)	8,400	N/A
Potomac St	2,302-2,800	143-185

Source: Maryland SHA statewide AADT lines (2021)

Figure 26. Roads in the City of Brunswick

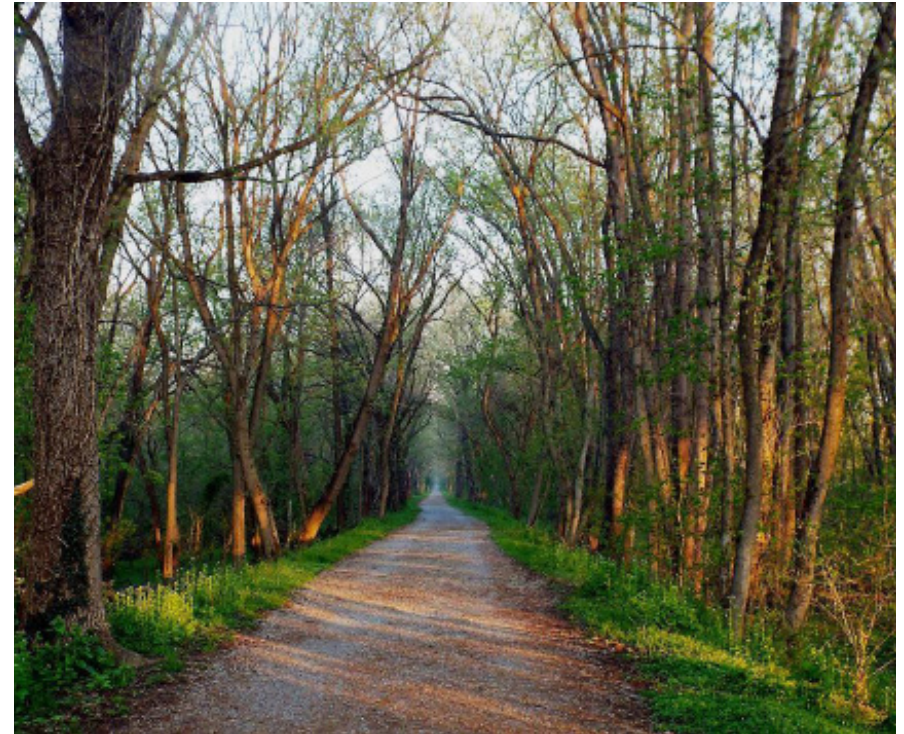


TRANSPORTATION

Trails and Non-motorized Pathways

Brunswick has several existing non-motorized pathways that offer recreational opportunities and alternative transportation means:

- C&O Canal Towpath/trail: A historic 184.5-mile-long trail running along the Chesapeake and Ohio Canal.
- River's Edge Trails: A 4.5-mile trail network located in southeast Brunswick, primarily used for hiking, running, and mountain biking.
- Brunswick Crossing trails: Various trail connections in Brunswick Crossing, with the most prominent being Brunswick Crossing Valley Trail, which connects the development to the southern part of the City at Brunswick Street.
- Appalachian National Scenic Trail: While the Appalachian National Scenic Trail does not intersect with the City, it does connect by way of the C&O Canal Towpath.



TRANSPORTATION

Freight and Rail Considerations

Providing efficient, safe freight movement is vital for Brunswick's economic future. The City's current freight pathways are:

- CSX Line: Operated by CSX, the rail line runs east-west and connects a rail yard in Brunswick and the MARC line to Downtown Brunswick. The rail yard does not operate as a bulk break currently.
- US-340: As a critical east-west route, US-340 connects Brunswick to I-70 to the northeast and Virginia to the southwest.

Rail Delays and Blockages

Like many other communities with at-grade railroad crossings, Brunswick recognizes that some delay is normal. However, the delays at the crossing impact access to parking, the campground and C&O trail, the boat ramp and the wastewater plant. Stakeholders and residents have also shared that the blockages impede businesses since they discourage travel and access to parking. The City has discussed this issue with CSX, Maryland Transit Authority (MTA), Federal Rail Administration (FRA), and elected officials to establish short-term and long-term goals to address the blockages which are recognized primarily under the Prosperous and Innovative theme area of this Plan.



MARC Service

The Maryland Area Regional Commuter train service connects the City of Brunswick with Washington, D.C., and the surrounding area with the Brunswick Line. The Brunswick Line is a weekday-only commuter rail service and has the second-largest ridership share within the MARC system. The line uses CSX tracks and has nine eastbound Brunswick trains in the morning and nine westbound trains in the evening.

According to MDOT's 2023 technical study on options to expand or update the Brunswick Line, the Brunswick Station contributes a small overall share to the Line's ridership. Pre-COVID, the average-daily boardings in Brunswick totaled 426; in November 2022, that figure was 174. Brunswick's MARC riders tend to have the highest share of destinations other than the "big three" (Rockville, Silver Spring, Union Station) or any of the stops along the line; this suggests that Brunswick's riders are less dependent on federal employment as they utilize other stops on the region. The desired expanded service options primarily include introducing bi-directional service ("reverse service") and weekend service options. Any capacity enhancements of this kind will require CSX approval.

COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

The City of Brunswick recognizes that supplying adequate capacity and high-quality services within community facilities enhances the quality of life and experiences for Brunswick’s residents, employees, and visitors. While Brunswick is not responsible for all facilities used by its residents and businesses, synchronizing their needs with Brunswick’s growth will help ensure that Brunswick’s short- and long-term facilities match the needs and interests of the population.

The City recognizes certain areas that require special consideration due to their environmental, cultural, or historic status. These areas of critical state concern are given priority in land use planning and development decisions to ensure the long-term sustainability of the community.

Public Schools

Three public schools operated by Frederick County Public Schools (FCPS) serve Brunswick. These include:

- Brunswick Elementary School (BES) opened in 1952 and is currently under renovation and expansion to be completed in 2023;
- Brunswick Middle School (BMS) opened in 1985 and was renovated in 1993 and 2006;
- Brunswick High School (BHS) opened in 1965 and expanded in 1979, 1983, and 1993.

Brunswick’s elementary and high school are already near their full capacity. To adequately meet future demand precipitated by projected population growth in Brunswick, these facilities will need to be upgraded and expanded.

Official public school enrollment projections are maintained by FCPS and were most recently elaborated in FCPS’s June 2022 Educational Facilities Master Plan Annual Update. Projections for school enrollment are presented in *Table 11* through 2031. Brunswick’s new elementary school will be complete in August 2023, replacing the older facility and

supplying sufficient capacity through 2026. By 2027, FCPS projections show that the elementary school will again exceed its State capacity rating. FCPS projects Brunswick Middle School’s enrollment to decrease initially, reaching a low of 632 students in 2025, before increasing again. Middle school enrollment remains within the school’s current capacity throughout the projection period. FCPS expects Brunswick High School to reach its capacity by 2025. However, its cohort-component model finds that Brunswick High will temporarily fall under capacity for two years and then rise back to over-state capacity levels.

FCPS’s projections highlight the need to increase the capacity of Brunswick’s public schools to accommodate its future growth effectively. FCPS anticipates an expected enrollment increase of 166 pupils in Brunswick’s public schools by 2031. An analysis of Brunswick’s household growth and related population increase, as illustrated in *Table 11*, reveals that projected growth by 2045 may contribute an additional 552 pupils to the school system by 2045. These projections are based on FCPS’s pupil yield rates and the estimated number of new units detailed in the Technical Chapter on Housing.

COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Public Schools (cont'd)

Table 11. Public school capacity in Brunswick

School	Existing Pupil Capacity	FCPS Projected Enrollment			New Pupils in Brunswick in 2045*		
		2023	2031	Additional Pupils	New Pupils 2045 SF	New Pupils 2045 MF	New Pupils 2045
Brunswick Elementary	725	707	773	66	229	57	286
Brunswick Middle School	957	662	699	37	95	12	108
Brunswick High School	928	900	963	63	133	25	158
Total	2,610	2,269	2,435	166	458*	94*	552*

* Based on FCPS pupil generation rates for BES, BMS, and BHS developed in 2014 and the projected 2045 population, adding 1,362 new units within Brunswick with 70% being single-family (SF) and 30% being multifamily (MF) types.

The City of Brunswick is committed to continuing its work with Frederick County Public Schools in the long-term planning for quality education within the City. Capacity expansions for Brunswick’s local schools will be necessary to accommodate Brunswick’s expected growth and remain an attractive place for families. FCPS is completing its Middletown Campus Feasibility Study and may decide to move forward with a large investment in public school campuses in nearby Middletown, potentially resulting in a redistricting arrangement. FCPS is currently conducting its decade-long Capital Improvements Program. A Brunswick High School addition or renovation is a necessary capital improvement not currently in the Capital Improvements Program.

Certain factors may influence Brunswick’s educational profile in the near future. The City of Brunswick’s Adequate Public Facilities Ordinance (APFO) was adopted in 1996 and last

updated in 2006. For schools, the APFO makes the following declarations:

To meet adequacy criteria, all public elementary, middle, and high schools serving the proposed subdivision shall be adequate or alternatively, adequate capacity must be scheduled for construction within the first two (2) years of the County CIP. The CIP project and the proposed development must be located within the same school attendance boundaries, including areas where redistricting boundaries have been approved.

Pupil generation rates shall be determined using the formulas adopted by FCPS and shall reflect the characteristics of the school attendance area within which the proposed development is located. Pupil yield from the proposed development shall be prorated over the number of years for which APFO approval is sought.

COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Public Schools (cont'd)

Brunswick's AFPO allows new developments to exceed projected SRC capacity by 5 – 15 percent while allowing developments to move forward under specific criteria. According to FCPS, Brunswick is the only county municipality allowing SRC limits above 105 percent — no municipalities in the County account for a school construction fee.

Because investment in public schools requires capacity before developments can be completed and opened, attempts to provide age-restricted housing are a short-term measure to provide additional housing and growth without coming into conflict with the AFPO or over-burdening schools. However, long-term reliance on this approach will limit the diversity of Brunswick and come into conflict with the city's stated goals of being a place where people can both live and work.



COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Cultural and Community Facilities

Brunswick Branch Library, operated by Frederick County Public Libraries, provides residents various materials, programs, and services. The facility, located at 915 North Maple Avenue, opened in 2011 as Frederick County's first LEED-certified building and has circulated two million pieces of media. The Branch's visits and checkouts have increased following the COVID-lockdown period; in March 2023, their checkout rate increased by 150 percent compared to previous years. The Branch holds about fifty-five monthly events, mostly for children and young adults, and aims to improve programs for seniors.

The goals of the Brunswick Branch Library are strategically focused on enhancing access to library resources, with a particular emphasis on catering to the needs of senior citizens and youth. Additionally, the library aims to foster strong relationships and social networks within the Brunswick community, recognizing its valuable role in connecting people and is dedicated to actively contributing to the long-term growth and sense of pride in Brunswick, exemplified by active involvement in community events and initiatives.

The City recognizes the vital role that private and non-profit institutions and businesses play in creating a culturally vibrant community. Notably, the Brunswick Heritage Museum and Brunswick Arts Center help to foster connections with the traditions and histories of Brunswick and serve as important local and touristic attractions.

Current Brunswick residents have voiced a desire for additional community facilities. While the City is home to the City Park Building, Brunswick Sports Complex, and a private community center in Brunswick Crossing, there are no public community centers. As the City grows considerations for expanded programming and facilities in partnership with Frederick County or other private or non-profit entities should be pursued.



COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Public Safety & Municipal Facilities

The Brunswick Police Department is a professional law enforcement agency composed of seventeen sworn officers and two part-time civilian staff members. The City of Brunswick's police force operates from a primary location at 811 West Potomac Street.

Brunswick is also served by two volunteer public safety organizations: the Brunswick Volunteer Fire Company and the Brunswick Volunteer Ambulance and Rescue Company. These organizations depend on trained volunteer staff to provide fire-suppression, emergency medical support, and community outreach. Brunswick Volunteer Ambulance is located at 200 West Potomac Street, and Brunswick Volunteer Fire is located at 1500 Volunteer Drive. An adequately trained and fit population is necessary to support the staffing needs of Brunswick's local police, fire, and ambulatory services. By expanding attractive housing options for more lifestyles, this plan supports initiatives aimed at enhancing training opportunities for current volunteers and attracting new members to join the ranks.

The City Hall building is home to Brunswick's municipal departments, including Administration and Finance. In addition, City Hall is also the primary location for official meetings and gatherings, including City Council meetings. The City Hall building is 2,400 square feet and was constructed in 1955. The City of Brunswick's Public Works Department is responsible for maintaining all City assets and

is located at 811 West Potomac Street along with Planning and Zoning.

As the City continues to grow, Brunswick's municipal facilities will need to be expanded and upgraded. There are currently two public works employees per 1,000 residents. To maintain that ratio, nine public works employees would be needed to serve the projected 2030 population.



COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Areas of Critical State Concern

The State of Maryland has identified topical, multi-jurisdictional, and often multi-agency planning issues to be considered as part of the comprehensive planning process. The City of Brunswick is already listed or certified as a participant in a number of these programs which primarily serve to protect the environment and encourage development in strategic areas. These programs and designations are outlined below.

- Brunswick is home to areas held in a **Conservation Easement** by the Maryland Department of Natural Resources and other owners. A wetland area just southwest of Downtown along the Potomac River, on the edge of Highway 17, is designated as a **Maryland Wetland of Special State Concern** owing to the presence of an endangered species and habitat.
- The City recently renewed its status as a **Maryland Sustainable Community** through the Department of Housing and Community Development. As part of the renewal, the City cited improvements to the Yourtee Springs upgrades, operational improvements, water line leaks, a focus on outdoor recreation, and a business attraction strategy.
- A census tract overlapping Downtown Brunswick has been designated as a **Federal Opportunity Zone**. The program provides federal tax incentives for investment in distressed areas.
- Brunswick is home to 1,370 acres of **Enterprise Zone Tax Credit (EZ) area**. These areas provide incentives and credits for businesses; Brunswick's EZ is within and adjacent to Downtown.
- Various structures and areas in Brunswick are in the **National Register of Historic Places**. The Brunswick Historic District had 636 contributing structures when it achieved its designation.
- Brunswick is a member of the **Main Street Maryland Program**, designed to invigorate the economies of traditional main street areas. As a certified program member, Brunswick is eligible for technical assistance, training, and other services from the state concerning main street program management, community engagement strategies, design assistance, and education on funding opportunities.
- Brunswick was recently designated as a **Appalachian Trail Community** to promote its recreational economy given the City's proximity to the Appalachian Trail.
- Brunswick falls within the **Heart of the Civil War Heritage Area**, a definition and program maintained by the Maryland Heritage Areas Program. The program is designed to provide resources to help ensure that historical landscapes tied to the Civil War are recognized and protected.

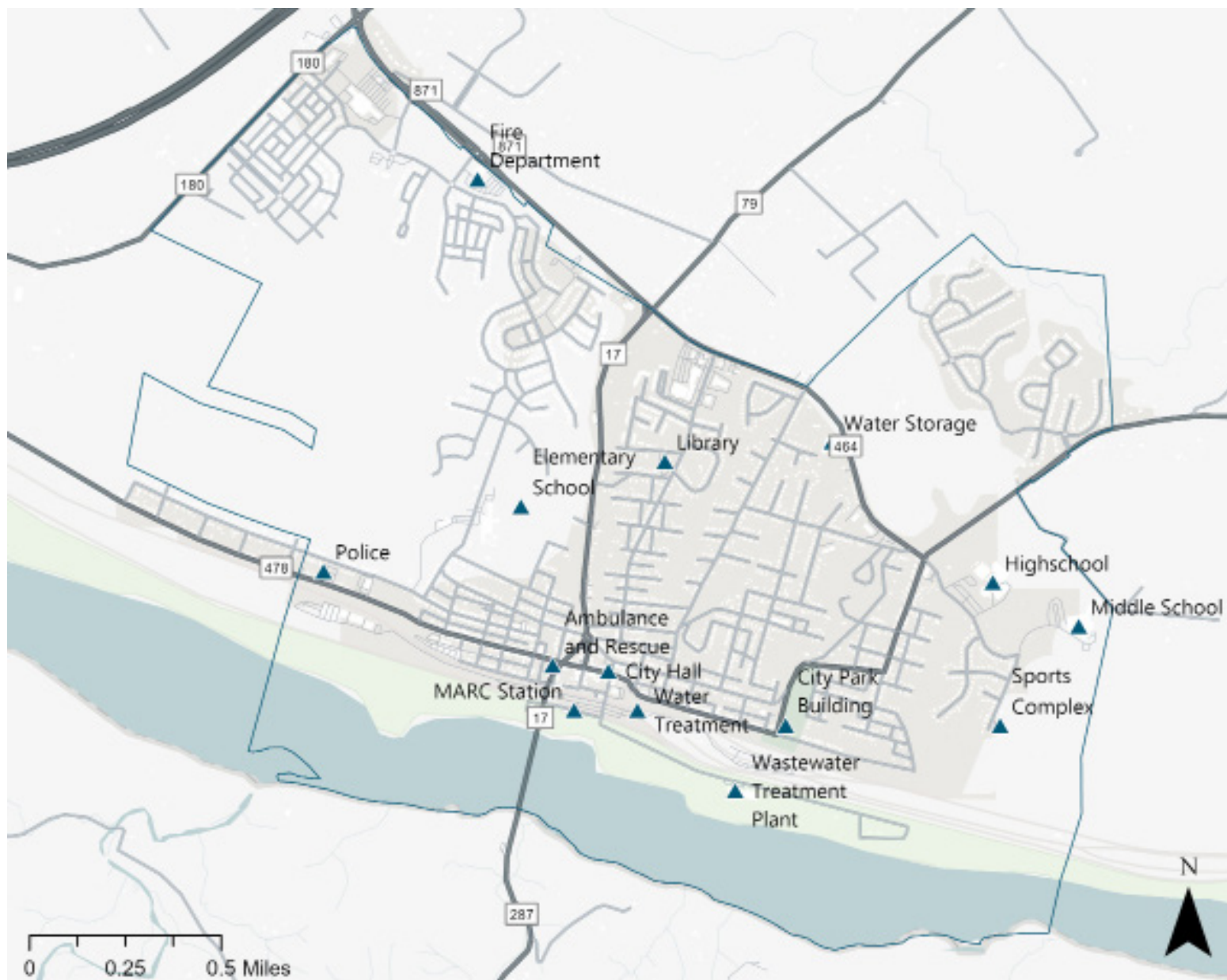
Brunswick may choose to pursue additional programs or opportunities through state-identified planning areas. Current programs include the designation as a Maryland Certified Local Government (CLG) (Frederick County is already a designated CLG), Maryland's Arts & Entertainment Districts program, and Maryland Rural Legacy program.

COMMUNITY FACILITIES & AREA OF CRITICAL STATE CONCERN

Waste Management

The City of Brunswick contracts with private companies for its trash collection. The Reich's Ford Landfill is currently utilized for waste drop-off. The City of Brunswick once operated its landfill but closed in the early 1980s. Currently, the City is split into four sectors each with weekly trash pick up. The City maintains an active rubble fill that is permitted, with renewal every two years, and inspected by Frederick County and the State. This facility is not open to the public and is exclusively used for the City of Brunswick. Interest in establishing a local waste disposal site for Brunswick residents to engage in yard disposal, composting, and specialized recycling led to site identification in the 2010 Master Plan in the Beyond 20-Year Growth Boundary, though no further action has been taken.

Figure 27. Community facilities in Brunswick



ENVIRONMENTAL RESOURCES

Floodplains

Brunswick's floodplains are primarily linked with the Potomac River and the Little Catoctin Creek. The Federal Emergency Management Agency (FEMA) maps and identifies areas at risk of flooding during a 1 percent annual chance flood event. These areas are vital for flood mitigation, and development within them must be carefully managed to minimize risks to life and property. The largest floodplain areas in Brunswick are located near the Potomac River, C&O National Park, Brunswick Campgrounds, and portions of the CSX railroad property. The 2010 Brunswick Master Plan noted that there were structures within the flood zone, some of which were elevated, including the Wastewater Treatment Facility, Water Intake and Pumping Station, Train Station, some houses and businesses on Walnut Street, South Virginia Avenue, South Maryland Avenue, South Maple Avenue, a CSX maintenance shed, and a large portion of the CSX rail yard.

The City of Brunswick adopted a new Floodplain Ordinance on August 1, 2023 to support the most current flood mapping. This Ordinance establishes floodplain regulations within the City and restricts development in the floodplain to offset the damages that could occur in the event of a flood.

These non-tidal wetlands are located along the Potomac River in Brunswick. One of the small islands along the Potomac River has been identified as a wetland of special state concern because it is a habitat for an endangered plant species. Upland wooded wetlands are also associated with Dutchman's Creek in western Brunswick.

Topography

Brunswick's topography is characterized by a mix of rolling hills and flatlands, ravines, and elevations ranging from 280 feet to 600 feet above sea level. The City's topography influences land use patterns, stormwater management, and connectivity.

Brunswick's topography significantly shapes and constrains development in the City. Due to steep slopes throughout, particularly through the middle of town, east-west connections have historically been limited. As a result, Brunswick's major attractors and developments have occurred within more level areas of the city. Meanwhile, ravines and hills running in a north-south fashion separate the plateaus.

Forests

Brunswick is home to deciduous and evergreen forests, which serve as carbon sinks, provide air, and water purification, and support wildlife habitats. Brunswick's typical trees are hardwoods like oak, hickory, and maple. Brunswick's largest forested tracts are found along the Potomac River, but smaller patches of forested land emanate throughout the City. Densely forested areas are common in parts of Brunswick with steep slopes. Brunswick maintains a Forest Resource Ordinance (FRO) that protects and improves valuable forested areas.

ENVIRONMENTAL RESOURCES

Water Resources

The Potomac River, which continues to serve as a water supply and recreational asset for Brunswick, played a significant role in Brunswick's initial settlement, development, industrialization, and eventual incorporation. Recognized as one of America's Heritage Rivers, the Potomac has faced water quality and use issues for decades. In 1940, Congress created the Interstate Commission on the Potomac River Basin to address water supply and land use issues affecting the river's water quality. The establishment of the EPA in the 1970s and the passage of the Clean Water Act in 1972 marked a turning point for the Potomac. Although major issues like eutrophication persist, water quality has generally improved. In addition, regulations are in place to limit long-term damage to the river and its ecosystem due to the Potomac's local, regional, and national significance.

Located four miles outside Brunswick's city limits in southern Washington County, Yourtee Springs has supplied groundwater to Brunswick since the 1930s. In 2005, the EPA concluded that the Yourtee Springs water supply is not susceptible to contamination, primarily because the surrounding forested land protects it as a source. Several unnamed streams flow within Brunswick. The Little Catoctin Creek lies east of the city limits but plays an essential role in Brunswick's hydrology. As a Potomac tributary, Little Catoctin could play a role in Brunswick's drinking water resources in the future. Formerly, Brunswick Area Water obtained water from three spring sources in Loudoun County, Virginia. However, the system no longer uses this source due to transmission leaks and contamination problems. Two other

low-capacity wells within Brunswick's city limits are also inactive. While the wells are viable options for future water sources, they will require significant new investment.



Located at 300 East Potomac Street just southwest of Downtown Brunswick, the Brunswick Water Treatment Plant withdraws and processes water from the Potomac River.

Water Supply

The Brunswick Area Water System serves the City of Brunswick and its surroundings, including parts of the Village of Rosemont, the unincorporated communities of Knoxville and New Additon, and some connections in Washington County. With 2,960 connections, the system serves approximately 8,000 individuals.

ENVIRONMENTAL RESOURCES

Water Supply (cont'd)

Brunswick’s primary water source is the Potomac River. Yourtee Springs supplements this supply. The Water System holds State Water Appropriation Permits for both sources. For Yourtee, the System is permitted a typical daily average withdrawal of 350,000 gallons per day (GPD) and 500,000 GPD during the month of maximum use. The typical draw on the water supply is 135,000 GPD for Yortee Springs, and 1,000,000 for the Potomac River. The two sources have maximum withdrawal permits listed in Table 12.

Typical daily gallons per day (GPD) refers to the normal daily water demand in the City. Maximum daily demand, or peak daily demand, refers to the highest level of water demand that could occur during an unusual event, such as extreme weather or other emergencies. The State of Maryland Department of the Environment issues official permits for these values separately. Overall, the Brunswick Area Water System can supply 1,350,000 GPD routinely and up to 2,000,000 GPD during crisis events or times of significant draw.

Table 12. Brunswick Area Water System withdrawal amounts

Source	Permit Average in GPD	Permit Maximum in GPD	Average Daily Intake/ Distributions
Potomac River	1,000,000	1,500,000	629,000/561,000
Yourtee Springs	350,000	500,000	135,000/135,000

Goal 2, under the Healthy and Sustainable theme area, highlights strategies to support Brunswick’s projected and current population in a fiscally responsible manner. This will involve practical improvements for the Water Treatment Plant, such as installing larger capacity pumps and additional water storage tanks.

Growth in Brunswick will place additional demand on the water supply system. *Table 12* shows current demand and typical use per capita to project demand for Brunswick’s 2045 population. Based on the projection in *Table 13*, Brunswick’s current water infrastructure can meet projected demands but would leave the system with a limited margin. The projections are based on per capita expansions rather than hookups or connections and a 2021 water demand ratio of 77.4 GPD per capita. Set asides include 150 connections for Rosemont.

The water capacity projection analysis primarily considers gallons per day withdrawals. However, water treatment and distribution complicate water withdrawals, especially for surface water from the Potomac River. The City is seeking \$15 million in Federal funding to provide testing and supply upgrades to the water treatment system, ensuring that technology and equipment can reliably treat more water over time. Although the Maryland Department of Environment does not currently regulate Per- and Polyfluoroalkyl Substances (PFAS), they will likely be regulated in the future. Brunswick has taken a proactive approach to education and testing. The City’s 2021 PFAS levels were evaluated and found to be extremely low.

ENVIRONMENTAL RESOURCES

Water Supply (cont'd)

Table 13. Brunswick Area Water Treatment System projected future demand and capacity

Water Capacity Projections	2045 Projected Demand		2045 Water Capacity			
	Projected 2045 Populations	Typical GPD Withdrawal	Maximal GPD Withdraw	Typical Daily Capacity GPD	Typical Capacity, Less Set-Asides, GPD	Maximum Daily Capacity
11,615	899,031	1,471,142	1,350,000	1,290,000	2,000,000	1,940,000

2045 water system capacity figures assume no upgrades or changes to the current water system

Wastewater & Sewer

The City of Brunswick delivers wastewater services to its residents, processing sewage at a single Wastewater Treatment Plant (WWTP) located at 20 Canal Towpath Road, just southeast of Downtown Brunswick. The WWTP can treat up to 1.4 million gallons per day (MGD) theoretical capacity and a true capacity of 1.0 MGD owing to a capacity bottleneck surrounding the plant’s sludge removal infrastructure. The sludge removal equipment was commissioned in 1989 and sized to treat 0.6 MGD. It was never upgraded when the plant was upgraded to 1.4 MGD and is still used today.

In 2018, the system’s average annual flow rate was 0.745 MGD, decreasing to 0.632 MGD in 2021. The system serves 7,700 individuals, including 400 living outside the City. The system reserves 100,000 GPD of capacity for New Addition and Knoxville within the County.

A significant challenge for Brunswick’s wastewater treatment is stormwater infiltration into the system. City engineers have determined that illegal modifications within older homes, aging public infrastructure, and other factors contribute to stormwater infiltration. As the City upgrades public infrastructure and enforces regulations on private structures, it will reduce stormwater infiltration, returning some wastewater capacity to the sewer system. These improvements will significantly reduce, though not fully prevent, infill and infiltration (I&I). Brunswick does not formally allocate buffer I&I capacity for the wastewater system but seeks to provide spare capacity, given that a substantial rain event can increase wastewater flow by approximately 200,000 gallons over three days.

ENVIRONMENTAL RESOURCES

Wastewater & Sewer (cont'd)

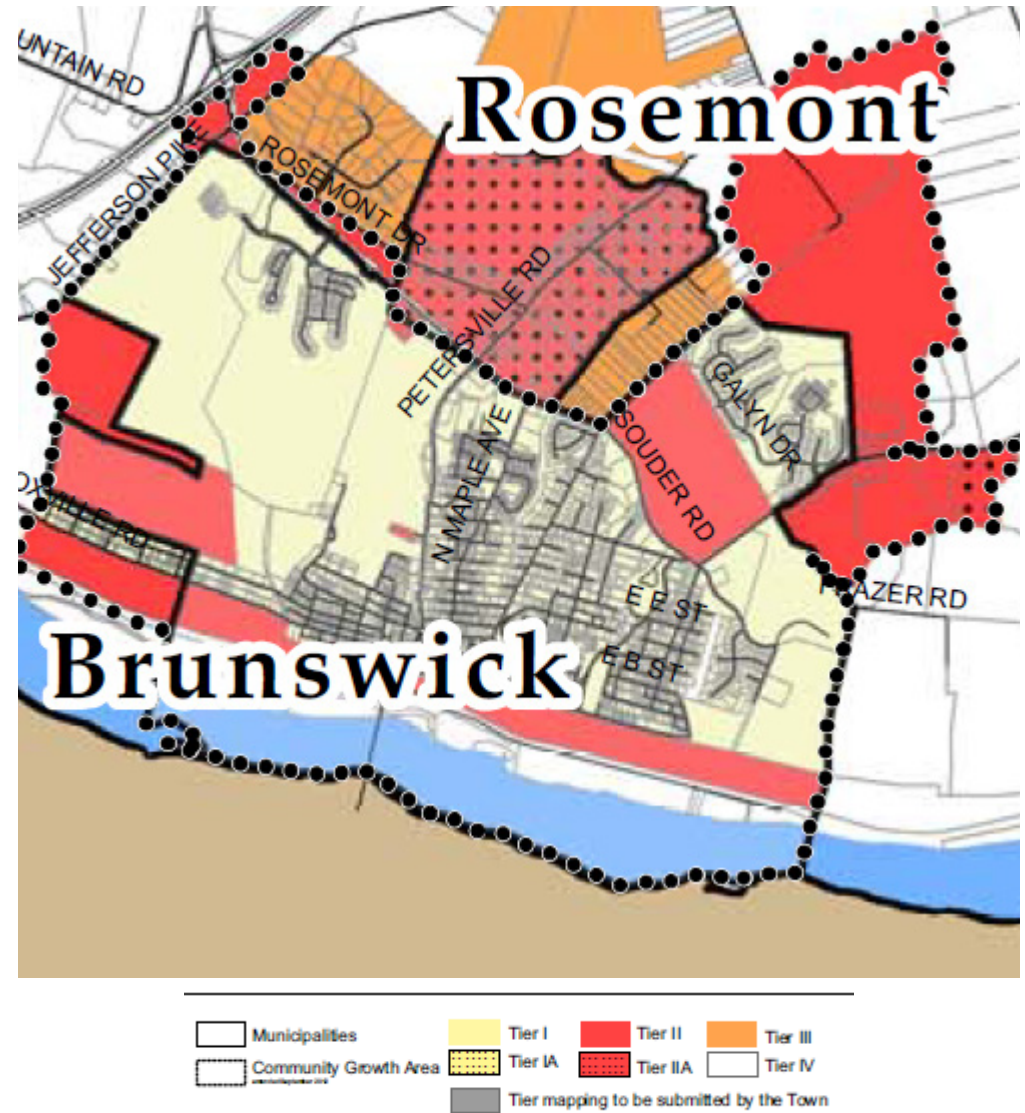
The City's long-term goal is to bring symmetrical capacity to water and wastewater systems between 2.2 and 2.5 MGD. This goal will require significant upgrades to the wastewater plant for wastewater treatment. Improvements at the WWTP will require sludge removal infrastructure, diffused aeration/surface mixers, the addition of a fifth denitrification filter, and head works (UV-system upgrades). In addition, during the next permit renewal cycle in 2028, loading requirements may be reduced, and new PFAS parameters will be implemented for dewatered sludge.

The water system is classified as medium-sized (3,301 – 10,000 people). However, projected growth in Brunswick means that the system will need to be re-classified as a large water system (over 10,001 people). This change carries changes and increases oversight and testing requirements.

Growth Tiers

The City recognizes Growth Tiers, as provided for in § 1-509 of the Maryland Land Use Article. Frederick County's Growth Tier Map shows land within the City's current boundary as Tier I, and current growth areas classified as Tier II. Land designated in this Plan's growth boundary will follow the City's current designation as Tier II (Planned Service). When annexation applications are made to the City, water and sewer agreements that classify such land from no planned service to planned service and boundaries are updated to incorporate properties into the City's corporate limits. The new areas will be classified as Tier I as part of the final annexation approval.

Senate Bill 236: Growth Tiers, Adopted February 26, 2013, Community Development Division



ENVIRONMENTAL RESOURCES

Wastewater Projections

Future wastewater capacity requirements are based on the population projection estimates for 2045. Wastewater capacity in Brunswick is expected to support the projected population growth in the City. Future wastewater outflow estimates are based on a per capita expansion rather than on hookups or connections and based on 2021 wastewater treatment permits, computed at 82.1 GPD wastewater per capita. In addition, 0.365 MGD of wastewater capacity is set-aside for New Addition and Knoxville in the County, in accordance with pre-existing agreements, and 0.2 MGD of I&I is assumed for extreme rainfall events. The desired phasing of upgrades presented in *Table 14* involve bringing wastewater treatment capacity first to 1.4 MGD through sludge-treatment upgrades, and then involve upgrades to bring the WWTP to 2.2 MGD of treatment capacity, which would be possible only through multiple infrastructure upgrades.

Without further upgrades, bringing the WWTP’s wastewater treatment capacity to 1.4 MGD will leave Brunswick with little spare wastewater capacity: only about three percent of the theoretical maximum. However, should the upgrades or new facilities bring wastewater treatment capacity to Brunswick’s goal of at least 2.2 MGD, wastewater outflows would be comfortably within the maximum capacity range and provide over thirty percent of spare capacity relative to the theoretical maximum.

Developers in Brunswick must fund wastewater improvements as part of annexation and significant new development. For example, the Cooper property development would require upgrading the WWTP to serve Cooper, Galyn Manor, and the eastern portion of the City’s growth area. Furthermore, updates to the WWTP must comply with the Maryland Tributary Strategy, ensuring no new point source discharges occur without offsetting the new loading.

Table 14. Wastewater capacity and outflow projections

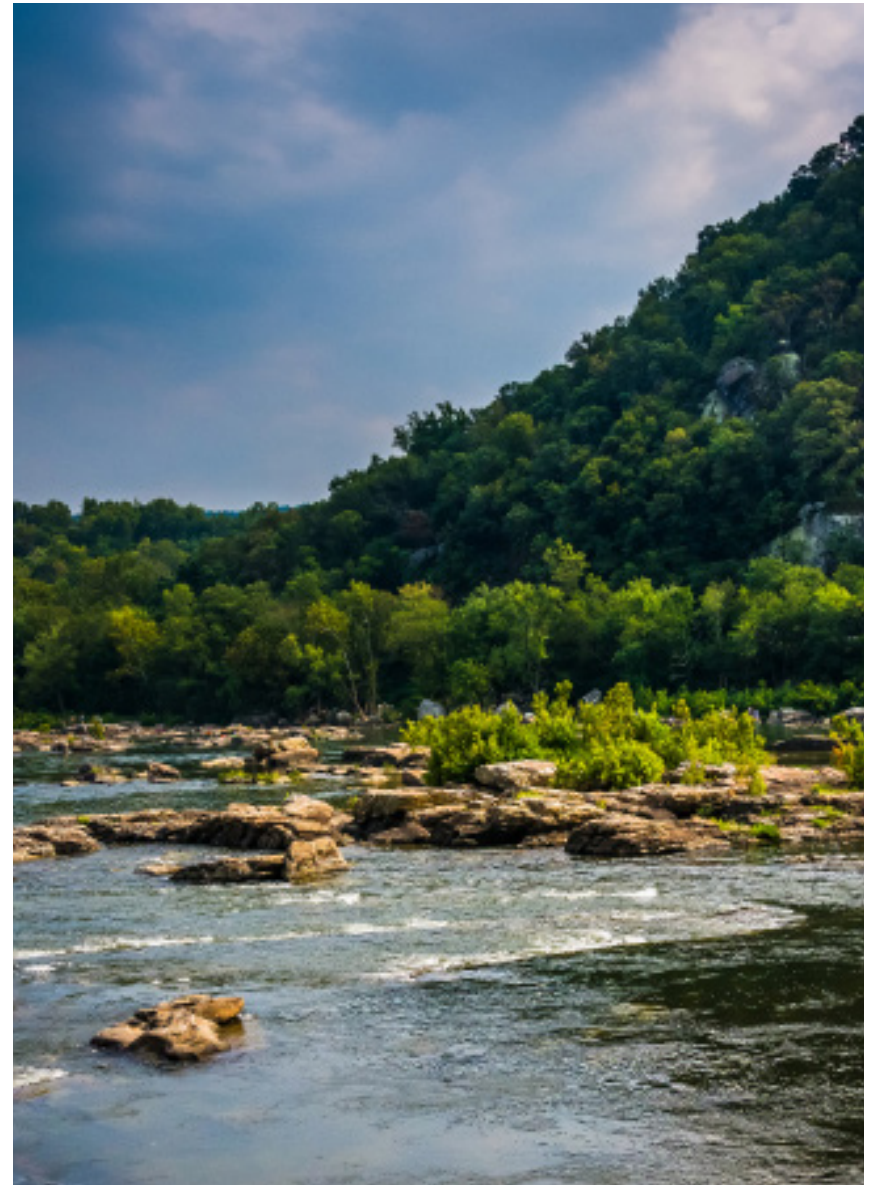
Wastewater Capacity Estimates (2045)		Upgrades to 1.4 MGD Treatment Capacity			Upgrades to 2.2 MGD Treatment Capacity		
2045 Projected Populations	Projected Outflow (GPD)	Maximum Wastewater Capacity (GPD)	Remaining Capacity After Set-Asides (GPD)	Difference (GPD)	Maximum Wastewater Capacity (GPD)	Remaining Capacity After Set-Asides (GPD)	Difference (GPD)
11,615	986,166	1,400,000	1,035,000	48,834	2,200,000	1,835,000	848,834

ENVIRONMENTAL RESOURCES

Wetlands & Riparian Habitat

Located along the Potomac River, Brunswick's wetlands and riparian areas serve as ecosystems for wildlife, offer water filtration, and contribute to flood mitigation. The City's wetland areas are primarily situated along the Potomac River and its tributaries, including Little Catoctin Creek. Non-tidal wetlands, which are water-saturated areas that support hydrophytic vegetation but are not necessarily connected to other bodies of water, provide similar benefits to standard wetlands. These non-tidal wetlands also function as natural flood control and mitigation systems. Federal and State regulations protect wetland areas by governing if, where, and how development or changes can occur.

The State of Maryland defines some areas as targeted ecological areas based on their protected status. Various areas in Brunswick are under a conservation easement held by the Maryland Department of Natural Resources or other owners. A wetland area just southwest of Downtown along the Potomac River, on the edge of Highway 17, is designated as a Maryland Wetland of Special State Concern owing to the presence of "rare, threatened or endangered species or unique habitat."





IMPLEMENTATION MATRIX

The following Implementation Matrix outlines the responsible parties, timeframe and potential funding sources for each of the goals and strategies listed under the three theme areas of Brunswick Forward. The strategies are referenced by number and a shorthand description which can be referenced in the main body of the plan.

Theme	Goal	Strategy Number	Strategy Short Description	Responsible Party	Additional Parties	Time frame (Less than 3 years, 3-5 years, more than 10 years)	Funding
Livable and Connected	1. Growth is encouraged in areas already connected by infrastructure, services, and amenities.	1.1	INFILL	Planning Commission	Planning Department, Mayor and Council	SHORT	General fund
		1.2	BUY PROP	Mayor and Council	Main Street, Frederick County Office of Economic Development	LONG	External grant funding, state appropriations
		1.3	DATABASE	Planning Department		SHORT	General fund
		1.4	ANNEX	Planning Department	Planning Commission, Mayor and Council	SHORT	Procedural change
	2. Brunswick has a growing mix of housing options to attract and retain people of varied income, age, household size, and ability.	2.1	HOUSING MAX	Planning Department	Planning Commission, Mayor and Council	SHORT	Procedural change
		2.2	PIPELINE	Planning Department	Planning Commission, Mayor and Council	SHORT	General fund
		2.3	NEW HOUSING	Planning Commission	Planning Department	SHORT	Procedural change
	3. Multiple distinct neighborhoods, with their own sense of place, all contribute to Brunswick's small-town charm.	3.1	DOWNTOWN SAP	Planning Department, Public Works	Mayor and Council, Main Street	MEDIUM	General fund, external grant funding
		3.2	GATHERING	Planning Commission	Planning Department	MEDIUM	General fund

Theme	Goal	Strategy Number	Strategy Short Description	Responsible Party	Additional Parties	Timeframe (Less than 3 years, 3-5 years, more than 10 years)	Funding
Liveable and Connected	4. Community facilities cater to the interests and hobbies of Brunswick's residents and are active points for community gatherings.	4.1	PROGRAMMING TASK FORCE	Mayor and Council	Planning Department, Main Street, Frederick County	SHORT	General fund, External grant funding
		4.2	PROGRAMMING PARTNERSHIPS	Mayor and Council		MEDIUM	General fund
		4.3	FUNDING SPACES	Planning Department, City Administration	Economic Development, Main Street	MEDIUM	Grant fund
	5. Brunswick's current and future destinations are accessible by multiple modes of transportation, including car trips and transit, bike routes, and walking paths that are efficient, safe, and well-maintained.	5.1	NON MOTORIZED PLAN	Planning Commission	Planning Department, Mayor, Council	MEDIUM	General fund, grant
		5.2	PED NETWORK	Planning Commission	Planning Department, Mayor, Council	LONG	General fund, grant, green bond
		5.3	SUBDIVISIONS	Planning Commission	Planning Department, Mayor and Council	MEDIUM	General fund
		5.4	TRUCK TRAFFIC	Planning Department	Mayor and Council, NC RTPB	MEDIUM	General fund, MDOT
		5.5	PARKING REQ	Planning Commission	Planning Department	SHORT	General fund
		5.6	TRANSIT	Planning Department	Mayor and Council, Maryland Transit Administration, TransIT Services of Frederick County	LONG	General fund

Theme	Goal	Strategy Number	Strategy Short Description	Responsible Party	Additional Parties	Timeframe (Less than 3 years, 3-5 years, more than 10 years)	Funding
Prosperous and Innovative	1. People can both live and work in Brunswick	1.1	ECONOMIC PARTNERSHIPS	City Administration, Economic Development Committee	Planning Department, Main Street, Frederick County Office of Economic Development	MEDIUM	General fund
		1.2	TECH SUPPORT	Economic Development Committee	Main Street, Frederick County Office of Economic Development	MEDIUM	General fund, external grant funding
		1.3	MARKET STUDY	Economic Development Committee	Frederick County Office of Economic Development	MEDIUM	General fund, external grant funding
	2. Downtown Brunswick is a vibrant destination with unique retail and restaurant venues, supported by residential infill and patronized by residents and visitors.	2.1	CONSERVATION DISTRICT	Planning Commission	Planning Department, Mayor and Council	SHORT	General fund
		2.2	DOWNTOWN REVITALIZE	Main Street	Planning Department, Mayor and Council	MEDIUM	General fund, external grant funding
		2.3	NRHP	Planning Department	Planning Commission, Maryland Dept of State	SHORT	General fund
		2.4	HOME OWNER INCENTIVES	Mayor and Council	Planning Department, Main Street	MEDIUM	General fund
		2.5	GATEWAY	Main Street, Economic Development	Planning Department, Public Works	MEDIUM	General fund, external grant funding
		2.6	DOWNTOWN TRANSPORT	Planning Department	MDOT, NCRTPB, Planning Commission	MEDIUM	General fund, MPO TP
		2.7	RAILROAD	Mayor and Council	MDOT, NCRTPB, Planning Department, Planning Commission, CSX	LONG	General fund, external grant funding

Theme	Goal	Strategy Number	Strategy Short Description	Responsible Party	Additional Parties	Timeframe (Less than 3 years, 3-5 years, more than 10 years)	Funding
Prosperous and Innovative	3. Establish Brunswick as an outdoor recreation and tourism destination and attract new recreational employers and uses to support a strengthened local economy.	3.1	RERC	Economic Development	Planning Department, private entities, Mayor and Council, Frederick County Economic Development	MEDIUM	General fund, external grant funding
		3.2	HOTELS	Planning Commission	Mayor and Council, Planning Department	SHORT	Not required
		3.3	MICRO	Planning Department, Main Street	Planning Commission, Economic Development	MEDIUM	General fund
		3.4	TOURISM	Economic Development	Frederick County Office of Economic Development, Main Street	MEDIUM	General fund, potential occupancy tax
		3.5	NATURAL	Mayor and Council	Planning Department, Public Works, Frederick County Division of Energy and Environment, Economic Development	LONG	General fund, grants
		3.6	CLIMATE	Planning Department	Frederick County Division of Energy and Environment	SHORT	General fund

Theme	Goal	Strategy Number	Strategy Short Description	Responsible Party	Additional Parties	Timeframe (Less than 3 years, 3-5 years, more than 10 years)	Funding
Healthy and Sustainable	1. Establish Brunswick as an outdoor recreation and tourism destination and attract new recreational employers and uses to support a strengthened local economy.	1.1	OPEN SPACE DEVELOP	City Administration, Economic Development Committee	Planning Department, Planning Commission, Mayor and Council	MEDIUM/LONG	General fund (may require study to satisfy rational nexus)
		1.2	OPEN SPACE	Economic Development Committee	Frederick County Division of Energy and Environment, Planning Commission	MEDIUM/LONG	General Funding
	2. Brunswick's projected growth is supported by infrastructure in a fiscally responsible manner to ensure that the City remains fiscally stable.	2.2	STORMWATER	Planning Commission	Planning Department	SHORT	General fund, external grant funding, green bonding
		2.3	FLOODPLAIN	Planning Department	Planning Department	SHORT	General funding, grant
		2.4	LOW IMPACT DEVELOPMENT	Public Works	US Green Building Council	MEDIUM	Fee revenue
		2.5	PFAS	Public Works	Water and Wastewater	MEDIUM	Fee revenue, state and Federal funding
		2.6	FACILITIES	Mayor and Council	Public Works	MEDIUM	General funding
		2.7	PAY YOUR WAY	Planning Department	Planning Commission, City Council	MEDIUM/LONG	General funding
		2.8	SCHOOLS	Frederick County Public Schools	Mayor and Council	MEDIUM/LONG	Frederick County, State of Maryland funds
		2.9	CLEAN ENERGY ZONING	Planning Commission	Planning Department, Mayor and Council	MEDIUM	General funding

Theme	Goal		Strategy Short Description	Responsible Party	Additional Parties	Timeframe (Less than 3 years, 3-5 years, more than 10 years)	Funding
Healthy and Sustainable	3. Existing building stock in Brunswick is in sound condition and promotes the health and safety of all residents.	3.1	SUBSTANDARD HOUSING	Planning Commission	Planning Department	MEDIUM	General fund
		3.2	AESTHETICS	Planning Commission	Mayor and Council	MEDIUM	General fund
		3.3	NHRP STANDARDS	Planning Commission	Planning Department	SHORT	General fund
		3.4	RISKS	Public Works	Planning Department	SHORT	General fund
		3.5	UNDERGROUND UTILITY	Planning Commission	Planning Department, Mayor and Council	MEDIUM	General fund, state and federal funds
	4. Brunswick's trails connect recreational areas, and its network of trails, bike routes, parks and open spaces promote an active lifestyle for residents of all abilities in Brunswick.	4.1	NON-MOTOR	Planning Commission	Frederick County Planning & Development, Parks & Recreation, MDOT	MEDIUM/LONG	State and federal appropriations
		4.2	ABILITY	Planning Department	Parks & Recreation Committee	MEDIUM/LONG	General fund
		4.3	BIKE PARKING	Parks & Recreation Committee	Planning Department	SHORT	Recreational grants
		4.4	PARK SPACE	Planning Commission	Mayor and Council, Planning Department	MEDIUM/LONG	State and federal funds
		4.5	COMPATIBILITY	Planning Commission	Planning Department, Parks & Recreation Committee	MEDIUM	General fund
		4.6	SIGNAGE	Parks & Recreation Committee	Public Works	SHORT	General fund, grant



BRUNSWICK
FORWARD