

TOWN GRAY
RECREATION & CONSERVATION COMMITTEE
AGENDA • JANUARY 4, 2021

**Recreation &
Conservation
Committee
Regular Meeting**

Henry Pennell Municipal Complex
24 Main Street
Gray, ME 04039

6:00 PM

I. INTRODUCTION

Roll Call

II. GENERAL UPDATE

a. Activity and Facility Updates

- Nordic Ski Races
- Libby Hill Trail Update
- Winter Carnival Planning
 - Dates
 - Activities
 - Assignments
- Kid's Club Update
- Programs Update

III. OTHER

a. Comprehensive Plan

- Identify how the Comp Plan informs the work of the committee.
- How can the committee support the implementation of the Comp Plan?
- What roadblocks might stand in the way of the implementation?
- What resources might be needed to implement the plan?

ADJOURNMENT

Motion to Adjourn

The Town of Gray is an equal opportunity employer and complies with all applicable equal access to public accommodations law. If you are planning to attend a Town Council or Town committee or board meeting and need assistance with a physical disability, please contact the Town Manager's office at least 48 hours in advance of the meeting to have the Town assist you. 657-3339. TTY 657-3931.

Gray Comprehensive Plan September 15, 2020



Acknowledgements

The Comprehensive Plan Steering Committee was created in 2019 to update the town's Comprehensive Plan from 2003.

This major effort involved a sustained focus on reaching out to the public to update the Town's vision for what Gray could be in the future, to identify the priorities, challenges and opportunities Gray could be facing over the next 10-15 years, and to articulate the closely held values of the people who live and work in Gray.

Thank you to all who participated in this process, through attendance at meetings, emailing comments, completing surveys, or watching a video or liking a post on Facebook.



A Special Thanks Goes to...

The members of the Comprehensive Plan Steering Committee

These residents were appointed by the Town Council to guide the public participation and plan drafting for this major community undertaking.

Comprehensive Plan Steering Committee:

Lacy Antonson	Alicia Peters-Torrey
Natalie Blake	Valerie Rasza
Cole Chandler	Joel Robertson
Krista Chappell, Chair	Karl Schatz
Jennifer Dulude	Justin Tennant
Robert Egan, Jr.	Heather Tiffany
Kyle Exchange	

Thanks also to the town staff who supported the work of this group throughout the planning process:

Deb Cabana, Town Manager
Doug Webster, AICP, Director of Community Development
Kathy Tombarelli, Planner
Suzanna Gallant, Assistant to the Town Manager
Jolie Fahey, Communication & Information Specialist
Grant Guiliano, Audio/Video Support

The consulting team:

North Star Planning: project management, meeting facilitation, and plan drafting
Ben Smith, AICP, Principal Planner
Sarah DelGizzo, Planner
Greater Portland Council of Governments for Inventory Plan drafting
Kenneally and Company for project update videos
Portland Design Co for final document layout and design

Introduction

What is a Comprehensive Plan?

A Comprehensive Plan is a planning document intended to be a guide for communities when making policy and land use decisions over a 10 to 15 year period. The comprehensive planning process is an opportunity for communities to come together, take inventory of current trends and data at that moment in time, and look ahead at the challenges and opportunities facing the community. It is a chance to unite over a common vision of the future, while prioritizing common values determined by public input. After taking inventory of current trends and data, a public process is conducted to create a vision statement and values that will ultimately guide the recommendations of the Plan. The public process will also help to guide the development of a Future Land Use Plan which will determine where the town directs or discourages future growth and development.

The process of comprehensive planning is often the start of further conversations in the community around issues related to preservation of open spaces and rural character, economic development, housing options, how to serve the community's youngest and oldest residents, and other big topics. The Comprehensive Plan can help inform of those discussions and very often the Comprehensive Plan will include recommendations for further planning and policy work.

Why is it important?

The Comprehensive Plan is an important planning document because it guides policy decisions, zoning decisions, and municipal investments. The Comprehensive Plan consists of inventory chapters covering topics such as the economy, transportation, recreation, housing, and population. The inventory chapters provide a detailed overview of each topic which is important for long range planning decisions. Each chapter includes associated goals, strategies, and policies that will dictate how the Plan is implemented. The inventory process is a critical foundation that sets the stage for a public process that will ultimately craft the community's vision for the future and identify important shared values, as well as form the future land use section of this Plan. Taking inventory of our Town, as it stands today, allows for our community to be realistic about planning for the future. Being able to reflect on how and where Gray has developed in the past will help determine the course to take in the future.

Lastly, a Comprehensive Plan, approved as consistent by the State makes municipalities eligible for State grants and loans, and allows municipalities to legally impose a zoning and shoreland zoning ordinance.



Prior planning efforts

Comprehensive Plan (2003)

The plan was prepared by the Comprehensive Plan Committee, a 22 member panel of town residents. The 2003 Comprehensive Plan vision statement reads;

“Gray continues to be a community at the crossroads of its future. It achieves its goals in a manner that brings the community closer to each other even though its growth may portend becoming larger. With carefully planned and implemented strategies, the community achieves its success assuring that the environmental assets are not sacrificed for short term economic gains; that its roads, facilities, regulatory processes and programs are provided in a manner that meets the needs of all its citizens; that the Town of Gray becomes the community where people desire to live, learn, work and play.”

Village Master Plan (2006)

Gray’s Village is located at the intersection of six major roadways and has seen increasing traffic volumes over the years. The Village Master Plan was developed by Greater

Portland Council of Governments and guided by a Village Master Plan Advisory Committee, appointed by the Town Council. After conducting a public process that included public forums and stakeholder outreach, the Committee developed an action plan aligned with the Main Street America principles of downtown revitalization; organization, promotion, design, and economic.

Organization: Sustain leadership and momentum focused on public and private investment.

Promotion: Position the Village as an essential gateway to Western Maine and the Sebago Lakes Region.

Design: Reclaim the Village as a lively hub for residents, visitors, workers, and shoppers who can safely get around by foot, bicycle, and vehicle.

Economic: Re-establish the Village as the marketplace in the region for commerce and creativity.

The Village Master Plan discussed the impact that the Gray Connector (Route 26A), constructed in 2007, would have on the future of the downtown.

Project Canopy Plan for Gray Village (2009)

This technical report contains recommendations related to the start of a street tree program. This effort included an inventory of trees in and near the public right of way for five of the roads radiating out of the Village, including Shaker Road, Lewiston Road, Yarmouth Road and Portland Road. Recommendations included diversifying the species of trees in the Village, maintenance recommendations for a number of specific trees, and strategies to build a program with administrative and financial considerations.

Monument Square Master Plan & Progress Report (2011, 2013)

The Monument Square Master Plan Report purpose was to develop a future vision for Monument Square in the Village which would stimulate private investment and redevelopment in keeping with the historic village character. The plan was to build upon prior planning efforts directed at the Village, including the Village Master Plan.

Sustain Southern Maine Center of Opportunity – Gray Village (2013)

A regional planning effort led by Greater Portland Council of Governments looked at several locations within York and Cumberland Counties “that are—or can be—highly competitive for the next generation of jobs and housing in Southern Maine. They are well positioned to tap into the market’s desires for safe, livable, and walkable neighborhoods, with choices of housing and transportation.” The efforts in Gray, specifically were meant to build on the planning for Monument Square and Hancock Blocks.

Route 26 Corridor Study (2014)

The Route 26 Corridor Study was a joint effort by MaineDOT and the Town of Gray to ensure future land development in Gray and the regional functionality of Route 26/Shaker Road are compatible. The purpose of the study was to accomplish two primary goals; develop a highway improvement plan that maintains or improves the safety and mobility function of the intersections and road segments within the study area and; coordinate with the Town’s land development planning for the study area with the functional needs of State Route 26/Shaker Road to allow for appropriate rezoning. The study looked at Route 26/Shaker Road from the southerly intersection of State Route 26/26A about 1.3 miles north to the intersection of State Route 26/Shaker Road and Weymouth Road.

Gray Bicycle-Pedestrian Plan (2018)

The 2018 Gray Bicycle-Pedestrian Plan was updated through discussions of the Bike-Ped Committee, input from town staff and residents, and through a community survey. The purpose of this plan was to help guide priorities related to expanding access to biking and walking in Gray. In addition to recommending funding options, the plan identifies priority policies, signage, and infrastructure improvements.

Top Priorities

These three Top Priorities represent groups of individual policies and strategies found in the Appendix to this planning document. Some of these ideas are carried forward from requirements of the state Growth Management Act. For the most part, though, these Top Priorities are themes that have come up again and again through the public participation process and as part of prior planning efforts.

These Top Priorities are not presented in here by priority. These are the three priority subject areas for which there is broad community agreement. These topics should help guide Town Council and staff work plans for the next 3-5 years and beyond as the Town works toward long-term goals.

- **Focus on moving people safely through Gray and getting around town via walking, biking, car, or public transportation**
- **Protect Gray's rural character and natural resources**
- **Invest in the Village and community programs**

Focus on moving people safely through Gray and getting around town via walking, biking, car, or public transportation

Gray residents value the Town's location in the region and access to major job markets, the coast, and the lakes and mountains. Gray is a major crossroads community in southern Maine, with a lot of traffic originating from other communities. Residents view traffic issues as a threat to the quality of life in Gray, especially at key intersections in the Village, at Dry Mills and at the intersection of Libby Hill Road and Route 26/Shaker Road.

In addition to advocating for improvements with MaineDOT and the Turnpike Authority, Gray should plan transportation projects that accommodate all modes of travel. Building out sidewalk connections between important community destinations will make walking a safer, more attractive option for community residents of all ages. Constructing wider road shoulders on busy roads in the less built up parts of town will encourage walking and bicycle riding for recreation, commuting, and daily activities like shopping or accessing recreation destinations.

Goals:

- To address current transportation infrastructure needs to manage traffic and ensure safety of residents and visitors.
- To plan for, finance and develop an efficient system of public facilities and services, including transportation networks and public infrastructure, to accommodate anticipated growth and economic development.

Objectives:

- To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through-travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
- To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
- Address increased traffic congestion on major roadways throughout Town to increase ease of mobility and safety.
- Encourage infrastructure necessary to support renewable energy transportation options.
- Ensure safe mobility for vehicles, bicycles, and pedestrians traveling through and within the Village.

Action Items:	Timeframe:	Responsible Party:
Initiate or actively participate in regional and state transportation efforts.	Ongoing	Town staff & Council
Explore opportunities to expand existing public transportation services from nearby areas to connect seniors and other residents with nearby destinations, such as Windham, Lewiston/Auburn, and Portland.	Ongoing	Town staff
Work collaboratively with MaineDOT to proactively address transportation challenges through their workplan, such as the 2021 project at the intersection of Route 26/Shaker Road with North Raymond Road.	Ongoing	Town staff
Implement the recently adopted Complete Streets Policy that requires all transportation projects to consider the needs of all users, This would require state and local officials and planners to consider the existing and future land use context of each project and take into consideration people who use the system to walk or bike.	Short-term, 1-2 years	Town staff
Rework the two signalized intersections in the Village to create better traffic flow during peak volume times.	Short-term, 1-2 years	Town Council, Public Works
Complete a traffic study at high-volume intersections including: - Shaker Road/Route 26 and Libby Hill Road - Center Road intersection with Route 202 - All intersections in the Village center	Short-term, 1-2 years	Town staff & Council
Work collaboratively with the Maine Turnpike Authority and the Maine Department of Transportation to address toll diversion through Gray Village.	Short-term, 1-2 years	Town staff & Council
Create or improve existing sidewalk connections for; - Both sides of each main road in the Village - Along Shaker Road between the Village and the school campus on Libby Hill Road	Med-term, 3-5 years	Public Works
Use traffic calming strategies to slow traffic traveling through the Village, allowing for local businesses to capitalize on the people driving through town.	Long-term, 3-6 years	Town Council, Public Works
Create and maintain additional off-street trail networks: - Expand Libby Hill Trail network - Off-street connections - Dry Mills and the Village - Local trails around and through the Village - Explore opportunities for regional trail connections	Long-term, 5+ years	Town Council, Open Space Committee, Planning Department, Private Partnerships

Protect Gray's rural character and natural resources

Gray residents value the trails at Libby Hill and water bodies such as Little Sebago Lake, Crystal Lake, and Forest Lake for their environmental benefits and community benefits. Critical rural areas and water resources, including surface waters and aquifer recharge areas, should be protected from the impacts of development. While there are numerous tools to achieve levels of protection, Gray can start by reviewing property tax incentives to ensure property owners who would like their land to be maintained as open space or farmland, in perpetuity, can afford to do so. Gray should also consider developing an Open Space and Recreation Plan that will identify key priorities for preservation and needs for recreational facilities so that the town can meet current and future demand.

Goals:

- To encourage orderly growth and development in appropriate areas in Town while protecting the State's rural character, making efficient use of public services and infrastructure, and preventing development sprawl.
- To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.
- To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, shorelands, scenic vistas, and unique natural areas.

- To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.
- To safeguard the State's agricultural and forest resources from development which threatens those resources.

Objectives:

- To Protect critical rural and critical waterfront areas from the impacts of development.
- To protect current and potential drinking water sources.
- Preserve open spaces, forests, and agricultural lands important to the residents of Gray.
- To conserve critical natural resources in the community.
- To coordinate with neighboring communities and regional and state agencies to protect shared critical natural resources.
- To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.
- To create achievable development regulations for aquifer recharge areas and well-head protection areas
- To support farming and forestry and encourage their economic viability.

Action Items:	Timeframe:	Responsible Party:
Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Ongoing	Town staff & Council
Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Ongoing	Town staff & Council
Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Ongoing	Town staff
Educate property owners around water resources in Town on shoreland zoning regulations and water quality protection.	Ongoing	Town staff
<p>Using the descriptions in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to:</p> <ul style="list-style-type: none"> - Clearly define the desired scale, intensity, and location of future development - Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas - Clearly define protective measures for critical natural resources and, where applicable, important natural resources 	Short-term, 1-2 years	Planning Department
Create development restrictions through zoning amendments to enhance existing protections of well-head and aquifer recharge areas, including the limitation of commercial development in those areas with a potential for soil and water contamination or water depletion.	Short-term, 1-2 years	Planning Department
Review property tax incentives and other fiscal tools to ensure that property owners who would like their land to be maintained as open space or farmland in perpetuity can afford to do so.	Short-term, 1-2 years	Town Staff
Update zoning for critical natural resources as Critical Natural Resource Areas in the Future Land Use Plan.	Short-term, 1-2 years	Planning Department
Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's Landowner Liability Law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Short-term, 1-2 years	Town Staff

Action Items:

Timeframe: Responsible Party:

Develop an Open Space and Recreation plan that will identify priorities for preservation and needs to recreational facilities to meet current and future demand.

Med-term,
3-5 years

Open Space
Committee

Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.

Med-term,
3-5 years

Open Space
Committee



Invest in the Village and community programs

When asked why people love living in Gray, residents mentioned various reasons ranging from the Town's location, specific municipal services like the transfer station and the library, and also mentioned the community and events such as the Blueberry Festival. The community character of the town has been highlighted as one of the top reasons people love living in Gray and as one of the main attractions to new residents moving into town. The community is strengthened through events and programs such as those offered by the Parks and Recreation Department, the American Legion Memorial Day Parade, and local clubs that organize 5K races. MSAD 15 schools create community as well, not only through academics, but music, sports, and other events that bring people together. The Town should continue investing in and supporting events and programs that build community connections.

While the overall sense of community is one reason people love living in Gray, the Village itself has been highlighted as a major asset in town, which is sometimes overlooked and under-utilized. The Village has much of the historic street network and several historic buildings that would make it possible to recreate pedestrian-scale streetscapes. By investing in public infrastructure, which includes utilities, streetscapes and public spaces, creating design standards that enhance and reinforce Village character, and creating

local incentives, the town can promote a business friendly environment that will attract unique, local business. Local businesses in the Village could capitalize on slower moving traffic and more foot traffic. Improvements to the Village will create a sense of place in the center of town where community members can gather for coffee or lunch, or larger town-wide events.

Goals:

- To Strengthen community connections through Town-wide events and Parks and Recreation facilities and programs.
- Promote an economic climate that increases job opportunities and overall economic well-being.

Objectives:

- To support the type of economic development activity the community desires, reflecting the community's role in the region.
- To create programs and provide services for seniors who would like to stay in the community while aging.
- Promote a business friendly environment that will encourage local, unique business to be attracted to Gray.
- To support the level of financial commitment necessary to provide needed infrastructure in growth areas.

Action Items:	Timeframe:	Responsible Party:
Explore grants and other innovative funding streams to fund economic development, including facilities, infrastructure, and small business development.	Ongoing	Town staff
Prioritize municipal investment in the Village.	Ongoing	Town staff & Council
Encourage town-wide events and festivals, like Gingerbread House Making, Trunk or Treat, and the Blueberry Festival, year-round.	Ongoing	Town staff & Committees
Share resources and create local incentives to encourage economic development in the Village.	Ongoing	Town staff & Council
Prepare for investment opportunities that arise with regional agencies working in Gray such as, the upcoming Department of Transportation stormwater project.	Ongoing	Town staff & Council
Encourage local sewer and water districts to coordinate planned service extension with the Future Land Use Plan.	Ongoing	Public Works
Create a designated funding stream to promote programs identified as key priorities of the community and enhance physical facilities.	Short-term, 1-2 years	Town staff & Council
Create a Village downtown plan, the scope of which could include a market analysis, streetscape and design guideline recommendations, and traffic analysis with suggested roadway improvements.	Short-term, 1-2 years	Town staff & Council
Assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	Short-term, 1-2 years	Town staff & Council
Ensure the recreation department has adequate resources to service the expanding demand of the community, specifically for child-care programs.	Short-term, 1-2 years	Town Council
Work with the Gray Lifelong Living Committee to determine the current needs of seniors in Town and prioritize the most critical.	Short-term, 1-2 years	Town Council

Action Items:	Timeframe:	Responsible Party:
Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Short-term, 1-2 years	Planning Department
Create Design Standards for new construction and rehabs within the Village Growth District.	Short-term, 1-2 years	Planning Board
Adopt zoning amendments that allow for higher density growth in the growth areas of Town, as shown in the Future Land Use Plan and narrative.	Short-term, 1-2 years	Planning Department
Conduct a needs assessment and capital plan for both the acquisition and development of new high priority facilities and to maintain and maximize existing facilities to better serve the community.	Med-term 3-5 years	Town staff & Council
Create and enhance walking and bicycle connections from the Village to other destinations in Gray, like the schools, local trails, and the library.	Med-term 3-5 years	Public Works
Develop a new traffic pattern that allows easier and safe mobility through the village.	Med-term 3-5 years	Town Council
To establish efficient permitting procedures, especially in Growth Areas.	Med-term 3-5 years	Planning Department
Encourage business development in the Village and Business Park growth areas to diversify tax base.	Med-term 3-5 years	Town Council
Establish a space near the Village for a farmers market to support local farmers and producers.	Med-term 3-5 years	Town Council
Consider the construction of a Community Center that would be home to programs for youth and seniors. Work to preserve social networks for senior as they stay in the community.	Long-term, 5+ years	Town Council
Develop the public infrastructure within the Village including a small Village-scaled wastewater treatment system and high-speed internet, to create a viable environment for new businesses.	Long-term, 5+ years	Town Staff , Town Council, & Public Works

A scenic view of a park with a pond, trees, and picnic tables. The image shows a lush green landscape with a large body of water in the background, surrounded by tall trees. In the foreground, there are several wooden picnic tables on a grassy area. The scene is bright and sunny, with shadows cast on the grass.

Values & Vision

Core Values

Through the visioning process, several key values surfaced again and again. These values are central to what it means to live and work in Gray. No matter how Gray grows or changes in the future, these values should be considered high priorities to maintain and build on.

People value Gray’s proximity and access to the Portland and Lewiston/Auburn job markets, the coast, and the lakes and mountains.

People rely on the major roadways and the Turnpike to get from homes in Gray to regional jobs and recreational opportunities. The physical proximity to these regional assets is enhanced by the accessibility of good transportation connections. Throughout the public process, Gray’s location was highlighted as a major reason community members love Gray and is a top reason young families are attracted to Gray.

Gray has a great small town feel.

One aspect of small town feel is the social connections and sense of community provided by town-wide events like the Blueberry Festival, living in great neighborhoods, or through membership in active groups associated with schools, sports, places of worship, or recreation department programming. Gray’s small town feel has attracted many new residents and has continued to be a valuable asset to long-time residents.

Protection of Gray’s open space and natural resources, including water quality, is important to residents.

Another aspect of small town feel is represented by the open spaces, working lands, and large areas of undeveloped land. These characteristics contribute to the rural character that people enjoy in large sections of town when walking or driving along rural roads, accessing the water, or using publicly accessible trails.

Gray’s public asset with the most upside is the Village.

Gray’s village is an asset that is sometimes overlooked. The fact that Gray has an intact downtown area that is both the commercial and municipal center of the community is a tremendous asset. Future investments should be made in the Village including infrastructure upgrades and streetscape improvements to encourage economic activity and revitalize the Village. Residents cited many specific local businesses, restaurants, and services available in the Village area as valuable parts of community life.

People value the cost effective delivery of municipal services.

No one enjoys paying taxes, but Gray residents value the services received for their tax dollar. The Library and the Transfer Station in particular have high levels of citizen satisfaction, and are considered community hubs where you can regularly run into your neighbors and friends. Residents recognize the great work of the Recreation Department, snow removal services by Public Works, and the quality of Gray’s schools. Residents are aware of the value of these services and continue to appreciate all that is provided at an affordable tax rate.

Vision Statement for Gray

Gray is a proud and positive community. Gray capitalizes on its small town feel as it preserves its important undeveloped spaces and focuses on improvements in the Village that create a place people enjoy and want to spend time. Gray is a great place to do business, as it attracts visitors from far and wide each year to the Maine Wildlife Park and those passing through to get to the mountains and lakes region. Gray continues to support and encourage small, local businesses.

Village improvements include design requirements for new and redeveloped buildings, enhanced streetscapes and public space upgrades including a playground, and improvements to infrastructure that support commerce and job growth. New homes and residential development within walking distance of the Village support new

businesses and dining options enjoyed by the whole community. These new options also serve to attract regional customers.

Growth outside built up parts of town is slower and smaller scale. New development in quieter, rural parts of Gray is managed to minimize impacts on natural resources and to preserve the existing character of these places.

The ability to move around and through town is enhanced by a sustained program of improvements designed to ease traffic at key intersections in the community. Investments in sidewalks and other road improvements, especially in the in the Village and school areas, make walking and biking safe and attractive options for fun, exercise, and day-to-day activities.

A Tour through Gray in 2035

Although it is impossible to predict the future with complete accuracy, there are several key trends that we have used to make some key assumptions.

- According to State projections, it is likely that Gray will continue to grow and see increase residential and commercial development in the coming years. More and more families and young professionals have and will continue to identify Gray as a great place to live based on the convenient location, sense of community, and small-town rural character. Depending on the level of new growth, there could be impacts on current town services and facilities.
- This growth will also require the development of new homes and housing options within areas of Gray capable of supporting residential growth.
- Growth within the town, in surrounding towns, and towns further away that are connected to the transportation network and Maine Turnpike in Gray will lead to increasing traffic volumes on Gray's main roads.

Gray will change in the future based on these trends. Some parts of town will see substantial levels of change in the coming decades and others will change more slowly. With good planning, and with continued focus on implementing and updating plans, Gray can shape this growth and change to help make sure that parts of town that could benefit from increased investment, energy and activity see the change they need, and the quiet rural and scenic places residents value remain relatively unchanged in the future.

Imagine that you have a friend, who has to move away from Gray this year, but after a long absence, they are able to return in 2035, and they ask you to take them on a tour of town to see what they have missed and what they still remember. Think about where you would take them and what you would show them.

The Village is a destination rather than a place to hustle through. There is still plenty of traffic passing through, but the pace is slower and it feels safe. The Village is quaint, with street trees and flowers and has attracted unique small businesses offering a variety of novel shopping experiences and sit-down eateries. The town has made significant investments in the Village including sidewalk and intersection improvements and in other infrastructure like a small public sewer system and broadband internet infrastructure. There are convenient places to park in the Village for quick errands or to stop and grab a coffee. A significant number of new homes and residential developments within the Village and a short distance away allow residents walkable access to enjoy the best of the Village without contributing to traffic issues.

Heading north from the Village, Route 26/Shaker Road has filled in with diverse commercial development, bringing manufacturing and professional jobs to the community, while maintaining the Village-type streetscapes. Pedestrian networks connect the commercial and shopping opportunities to well-planned senior housing



development and recreation spaces. The area from Libby Hill through Dry Mills has seen some new development but less than just south of the Libby Hill Road intersection and much less than Gray Village. The Libby Hill trail system behind the schools has been expanded to adjacent permanently protected properties. As you enter Dry Mills there has been some commercial development around the intersection but once north of the intersection, residential development has mostly remained the same. The town has focused on preserving water quality of Crystal Lake and many people continue to enjoy Wilkies Beach.

Aside from the Village center, residential growth has been focused in the adjoining lands around Route 115/Yarmouth Road and Route 100/Portland Road. Attractive developments in these places are within easy walking distance of the Village and provide commuters easy access to the Turnpike.

The number of homes in rural areas has only grown slightly. Areas a short distance from major byways have a preserved rural feel, with open space, preserved natural resources, and thriving agricultural endeavors providing unique shopping and experiential opportunities for the community. Rural areas are further preserved through maintaining low residential densities and design standards for subdivisions, duplex and multi-unit development and incentivized farmland utilization.

Large parcels of land between Little Sebago Lake and Shaker Road have been preserved along with land in East Gray along the Royal River and Collyer Brook. These areas are remarkable for how little they have changed over the years. Hiking and skiing trail networks have been developed within these large blocks of unfragmented wildlife habitat.



Future Land Use Plan

What is a Future Land Use Plan?

The Future Land Use Plan shows where the community wants to encourage future growth and change and places that should be protected from growth and change. The Future Land Use Plan is the culmination of numerous conversations, workshops, and additional input from community members and the Comprehensive Plan Steering Committee.

Throughout this process there have been conversations centered on how Gray has grown and changed since the last update to the Comprehensive Plan in 2003. Some parts of town have changed faster than others and some parts of Gray look just like they did 20 or more years ago. As noted above, Gray will likely continue to see steady residential growth over the next 10 years.

Why is it important?

The Future Land Use Plan is a graphical extension of the Town's Vision Statement and the more specific section by section descriptions of Gray's future described in the Tour through Gray in 2035 section above. The Future Land Use Plan is a tool policy makers and town staff can use to create and update rules for future development and guide future public investments to help make that Vision a reality.

What does the Future Land Use Map show?

By state statute, the Future Land Use Maps shows three basic types of places. Within the three types, defined by the State, there is flexibility for detail and differentiation to make unique areas that fit the needs of Gray.

Growth Areas

These places in Gray that are "suitable for orderly residential, commercial or industrial development" and where "most development projected over 10 years is directed." These are the places where new development is incentivized or encouraged. These are the places where change will happen more rapidly and be more obvious to residents and visitors in the future.

Rural Areas

These places are "deserving of some level of regulatory protection from unrestricted development" and are the places "away from which most development projects over 10 years is diverted." Growth should be limited or discouraged in these parts of Gray in order to protect rural character, landscape functions, and rural economy. These are the places in town where change is anticipated to take place more slowly, and the places which will look very similar to the way they look today 10 years from now.

Critical Rural Areas

These places are “specifically identifies and designated by a municipality’s comprehensive plan as deserving the maximum protection from development to preserve natural resources and related economic activities that may include, but are not limited to, significant farmland, forest land or mineral resources; high-value wildlife or fisheries habitat; scenic areas; public water supplies; scarce or especially vulnerable natural resources; and open lands functionally necessary to support a vibrant rural economy” These places must “receive priority consideration for proactive strategies designed to enhance rural industries, manage wildlife and fisheries habitat and preserve sensitive natural areas.

Transition Areas

These places are “suitable for a share of projected residential, commercial, or industrial development but that is neither intended to accept the amount or density of development appropriate for a growth area nor intended to provide the level of protection for rural resources afforded in a rural area or critical rural area.” These are the places in Gray that will see some amount of new growth and change but not as significant as a growth area. Farms in transition areas should continue to be valued in these areas.

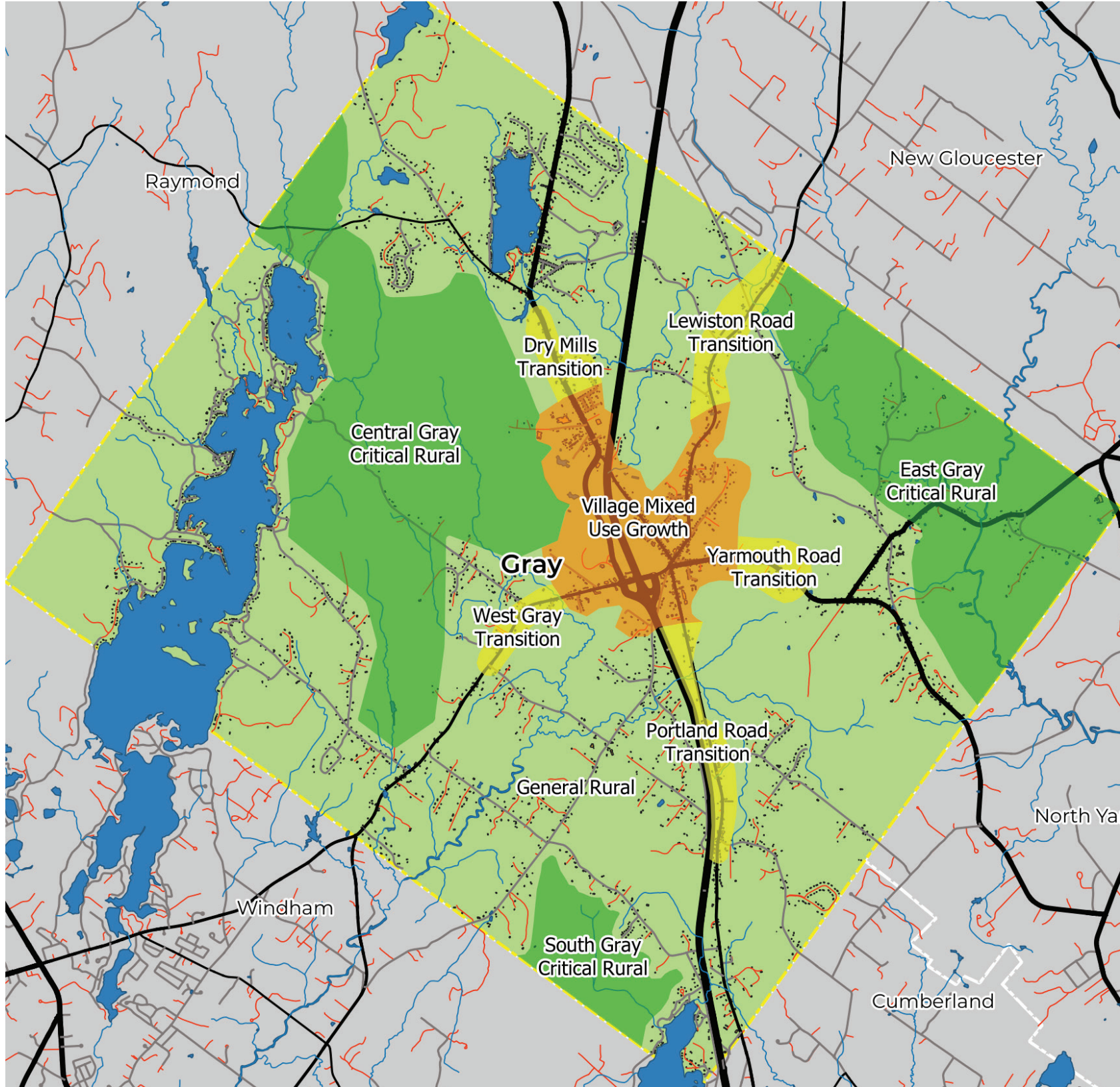
Village Core Growth Area

The Village Core Growth Area encompasses the Village and the surrounding area. The Village Core is centered on the intersection of Route 26/Shaker Road, Route 202/Lewiston Road, Route 115/Yarmouth Road, and Route 100/Portland Road. Note also that this growth area extends north on Route 202/Lewiston Road to just before the intersection

of Legrow Road and north on Route 26/Shaker Road just past the intersection at Libby Hill Road. It extends west on Route 202/Lewiston Road past the intersection of Liberty Avenue and north to include the Northbrook Business Park and McConkey Road. The zone extends south on Center Road just past the Maine Turnpike and to Turnpike Acres on Route 100/Portland Road. This area extends from the Village out Route 115/Yarmouth Road to around Hillcrest Drive.

Members of the community have expressed a desire for unique businesses in the Village and walkable, human-scale spaces. The focus should be on accommodating and providing places for a diversity of small, local businesses and services. Most of the growth within the traditional area of the Village would be infill development, increasing the number of homes and businesses located within the Village area. This type of growth would both expand the options and activities for residents and other consumers as well as increase the number of customers in close proximity to businesses and services. New mixed-use and commercial developments should be permitted to include restaurants, service businesses, and higher density residential developments.

Development west of the Turnpike will look different from that in the Village Core. The Northbrook Business Park is included in the growth area and this is a key location for establishment larger commercial and manufacturing development to continue in Gray.



The portions of this growth area north and east of the traditional Village area along Yarmouth Road, Route 202/ Lewiston Road, and Route 26/Shaker Road might also include mixed-use development but would be characterized by more emphasis on residential development, somewhat lower densities, and smaller buildings than Gray Village.

Infrastructure to safely walk and bike will be installed and improved throughout the Village Core Growth Area. This includes sidewalks, adequate road shoulders and potentially off-street multi-use paths or trails. It also includes adequate lighting, benches, and enhanced streetscaping to make walking and biking more accessible and inviting.

Dry Mills Transition Area

This is the area along Route 26/Shaker Road from the intersection of North Raymond Road south to the area just north of the intersection at Libby Hill Road. This section of roadway has a mix of residential and commercial uses. This section of Route 26/Shaker Road is the busiest section of roadway in town, outside of the Maine Turnpike.

New development in this area should minimize its impact on traffic, so that any larger development projects minimize new entrances on Route 26/Shaker Road or be coordinated with existing streets or utilize signalized intersections at Libby Hill Road or North Raymond Road.

Portland Road Transition and Lewiston Road Transition Areas

The Portland Road Transition Area is centered on Route 100/ Portland Road from Turnpike Acres to just south of Whitney Road. The Lewiston Road Transition Area begins just south of Legrow Road and extends up Route 202/Lewiston Road to the Town line. A low level of development consistent with existing uses is appropriate in the next 10 years, including agriculture and low-density residential and commercial development such as automobile repair, garden centers, retail, light industrial, and other similar establishments.

West Gray Transition Area

This small transition area is located along Route 202/ Lewiston Road between Liberty Avenue and Totten Road. This area will likely see a some small scale commercial uses but will see more smaller scale residential development.

Yarmouth Road Transition Area

This transition area will be primarily residential transition area between the more Village scale development of the Village Mixed Growth Area and the rural uses in the General Rural area. It is centered around Route 115/Yarmouth Road from about Hillcrest Drive to about Partridge Lane. Future street development and street connections should be encouraged here to promote suburban-style neighborhood development and to keep new development from being one-lot deep along the main road. Duplex development and small multifamily development is appropriate here.

General Rural

The majority of Gray's land area has been mapped as Rural Area. Low density residential development and well-sited and designed subdivision development is appropriate in these areas. Such development must be regulated to respect the existing rural character of these quieter parts of town and must be regulated to respect infrastructure constraints. Duplex development should only be allowed to the extent new buildings blend with the rural character of these areas. Gray should also think about how to protect and encourage its rural land uses and economy in these places. In addition, permanent protection of larger parcels of land these are the areas to preserve rural character and provide recreational opportunities is appropriate here.

Critical Rural Area

Three Critical Rural Areas have been designated in East Gray, Central Gray, and South Gray. These areas are characterized by large blocks of unbroken habitat, both within Gray and the abutting towns of Raymond, Windham, New Gloucester and North Yarmouth. They are deserving of the town's strongest protections from new development. New single

family residential development should be very limited within Critical Rural areas, and efforts to permanently protect open space, working forests and farms should be focused on these areas. Rural uses, including agriculture, timber harvesting, sawmills and other resource dependent uses should continue to be permitted.

The Central Gray Critical Rural area is the single largest block of unfragmented habitat in town. Much of this area is at the head of the Pleasant River watershed, which is the largest tributary to the Presumpscot River. A significant portion of that area consists of mapped deer wintering area and wetlands. The East Gray Critical Rural area is characterized by steep topography and wetlands associated with the Royal River and Collyer Brook. There are several large parcels of the permanently protected Pineland Public Reserve Land here with trails and river access. The South Gray Critical Rural area is within the small Forest Lake Watershed and when considered in relation to a large contiguous roadless area in Windham, is an important part of regional wildlife habitat.

Implementation and Performance Measurement

Implementation of this Plan

Successful plans are the ones that lead to positive community action. This Comprehensive Plan is a document the Town Council, other town volunteers, and town staff can lean on when making decisions about public investments, prioritizing work plans, and informing the work of outside agencies and partners, like the MaineDOT, the Maine Turnpike Authority, regional land trust organizations, Cumberland County Soil & Water Conservation District, and many others.

The Comprehensive Plan Steering Committee recommends a municipal committee be given responsibility for coordinating the implementation of the Comprehensive Plan among responsible parties and to coordinate other town planning efforts with the Comprehensive Plan. This could happen through a change in the Planning Board's charge, so that the Board would be responsible for long-range planning activities in addition to development review and ordinance recommendations to the Council. Alternatively, the Town Council may wish to create a new committee focused solely on long-range planning, implementation of the Comprehensive Plan and communicating progress plan implementation to the Council and community.

[the highest priority Goals/Policies/Strategies have been assigned responsible parties and timeframe in the Top Priorities section and the rest will be assigned as an appendix]

Performance Metrics

Implementation of this plan will happen incrementally over the coming years. The town has control of many implementation items, but only indirect control over other desired outcomes. Some will only be accomplished in coordination with regional partners, local businesses and organizations, and private landowners.

Performance metrics can help the town understand where progress is being made and what areas need more focused attention over time. Together, the performance metrics should provide a well-rounded picture of progress made for each of the Top Priorities. The best performance measures will be based on information that is readily available and easily understood. They can also be measured consistently over time to provide useful comparisons in the future. The performance metrics listed below should be considered suggestions for the implementation group to choose from and add to. Reporting to the Town Council should be done annually.

Focus on moving people safely through Gray and getting around town via walking, biking or car

- Linear feet of sidewalks installed or repaired
- Total number of accidents and MaineDOT designated High Crash Locations
- Total number of bike racks installed
- Linear feet of trails or multi-use paths installed

Protect Gray's rural character and natural resources

- Number of acres of land permanently conserved through acquisition in fee or through conservation easements
- Annual number of new dwelling units constructed in Critical Rural, General Rural, Transition and Growth Areas

Invest in the Village and community programs

- Estimated number of attendees at events like Trunk or Treat, the Blueberry Festival and other community events
- Percentage of capital improvement funds designated for projects in the Village Mixed Use Growth Area (70% target)
- Number of small businesses attracted to the Village area as compared to the number of large commercial development outside of the Village area

Future Plan Updates

This plan should be updated internally by Town staff or an oversight committee in 3-5 years to keep the information in the inventory chapters current and to update priority actions for each of the Top Priorities as progress is made or new opportunities arise.

Such an update should involve opportunities for public input to revisit priorities, but certain elements within this plan such as the Values and Vision Statements are more constant than the technical information in the Inventory Chapters and likely would not need to be revisited for 10 years or so. Because of this, the scale of an interim update within 10-12 year planning cycle outlined in the state's Growth Management Act could be a much more limited update to check in on the recommendations here, as opposed to the major revision this work represents over the prior Plan.



Summary of Public Process and Community Visioning

A list and brief description of the public participation methods the CPSC used to engage members of the community are listed below. A more complete overview, including input received, follows in the appendix.

The Comprehensive Plan Steering Committee attended the Town's Blueberry Festival at the onset of the public process with the goal of spreading the word about the Comprehensive Plan. The Comprehensive Plan Steering Committee hosted public visioning workshops, conducted two surveys and hosted an Open House focused on future land use in Gray. Complete summaries of the public process are included in an appendix to this plan.

Blueberry Festival

At the Blueberry Festival in August 2019, the Comprehensive Plan Steering Committee members staffed a booth where community members were able to stop by and discuss the upcoming work that would be completed through the Comprehensive Plan update process. The CPSC asked community members three questions that would help frame future visioning work;

1. What do you love about Gray?
2. What are the opportunities facing Gray?
3. What is your big idea for Gray?



A few of the top responses included; community members love the Wildlife Park, the Library and other municipal services (including the Transfer Station, Gray Recreation Department, Public Works and Fire and Rescue); traffic was the top opportunity facing Gray, although additional responses included the Village, infrastructure and pedestrian improvements; and top big ideas for Gray included a playground and additional recreation facilities, traffic and pedestrian improvements.

Online Survey #1

The Comprehensive Plan Steering Committee, with assistance from Greater Portland Council of Governments, released a public survey open from August through October 2019. The purpose of this survey was to learn community member's perception of the town, how they see Gray in the future, and what people value the most about the town. The survey has specific questions about policy decisions the town should implement and how investments in infrastructure should be made.

Department Head Interviews

The Comprehensive Plan Steering Committee, with assistance from North Star Planning, conducted interviews with Town Department Heads in August 2019. These interviews, in addition to the community workshops, surveys and other outreach assisted the Committee in getting a sense of the major opportunities and challenges facing the town in the future 10 or more years. Department heads were invited to reflect on the following questions:

1. What are the opportunities facing Gray in the next 10 or more years?
2. What are the challenges facing Gray in the next 10 or more years?
3. What are the most unique attributes of Gray or what is Gray's identity?
4. What is your big idea for Gray?

Several themes that emerged across interviews included the Village, traffic, economic development, staffing concerns, potential for curb-side pickup, community involvement and engagement, a community center, and the need to enhance Parks and Recreation programs available.

Community Visioning Workshops

The Comprehensive Plan Steering Committee held two Community Visioning Workshops in October 2019. The purpose of the workshops was to collect input from community members to assist the Committee in crafting a vision statement for the Comprehensive Plan. The agendas and formats for the two workshops were the same. During the workshops Committee members facilitated discussions around the following questions:

1. What are the best things about Gray?
2. What are the things about Gray that should be improved or changed?
3. What's missing from Gray?
4. What are the biggest threats facing Gray?
5. What is Gray's role/image locally and regionally and what do you want it to be in the future?

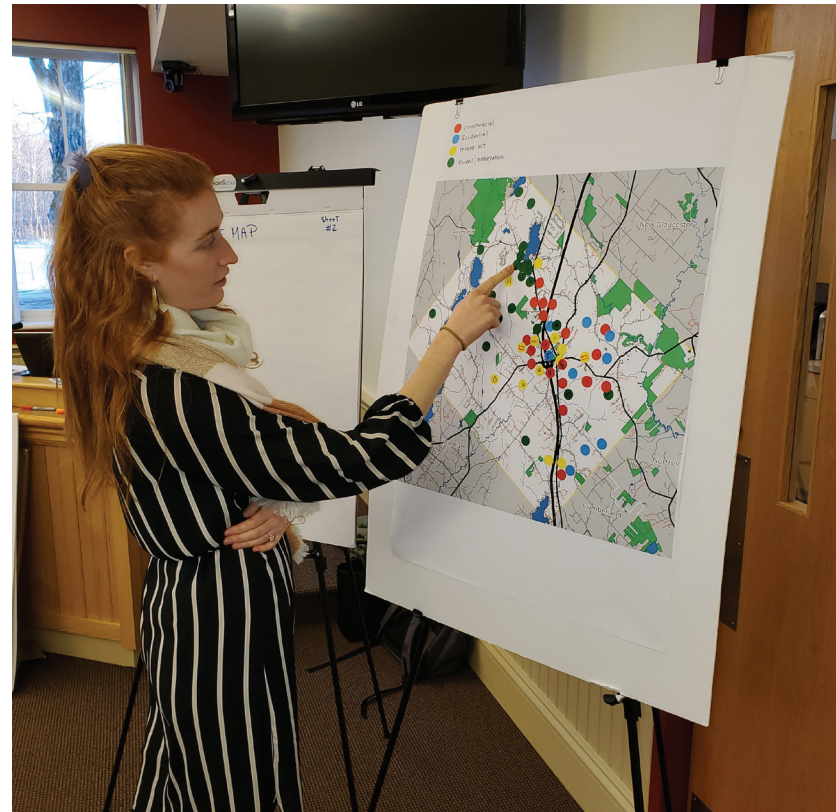
Online Survey #2

The second survey was meant to capture the community's vision for future land use in Gray. The Comprehensive Plan Steering Committee asked community members what type of development they would support, if any, and where. The survey asked opinions on development in 5 identified zones including; Gray Village, North Gray, South Gray, East Gray, and West Gray. This survey was meant to supplement the conversations from the Future Land Use Open House and Community Visioning workshops.

Future Land Use Open House

The Comprehensive Plan Steering Committee hosted an Open House in January 2020 to discuss Future Land Use with community members. The purpose of this meeting was to collect community input and engage various stakeholders to aid in crafting a Future Land Use Plan.

The Open House was staffed by members of the Comprehensive Plan Steering Committee and North Star Planning. Community members were invited to stop in throughout the day to provide feedback on drafted future land use scenarios. Participants were also able to provide feedback on what type of development they would like to see and where they would like to see it. Additionally, participants had the option to build their own scenario and create density scenarios in town.



Comprehensive Plan Email Box

In an effort to be as inclusive as possible, the Comprehensive Plan Steering Committee provided an email address where community members could submit additional input throughout the process. This inbox was checked regularly and any submissions were reviewed by the Committee at their monthly meetings.

Gray Comprehensive Plan 2020

Inventory Chapters



Inventory Chapters: Contents

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POPULATION AND DEMOGRAPHICS

Population Growth

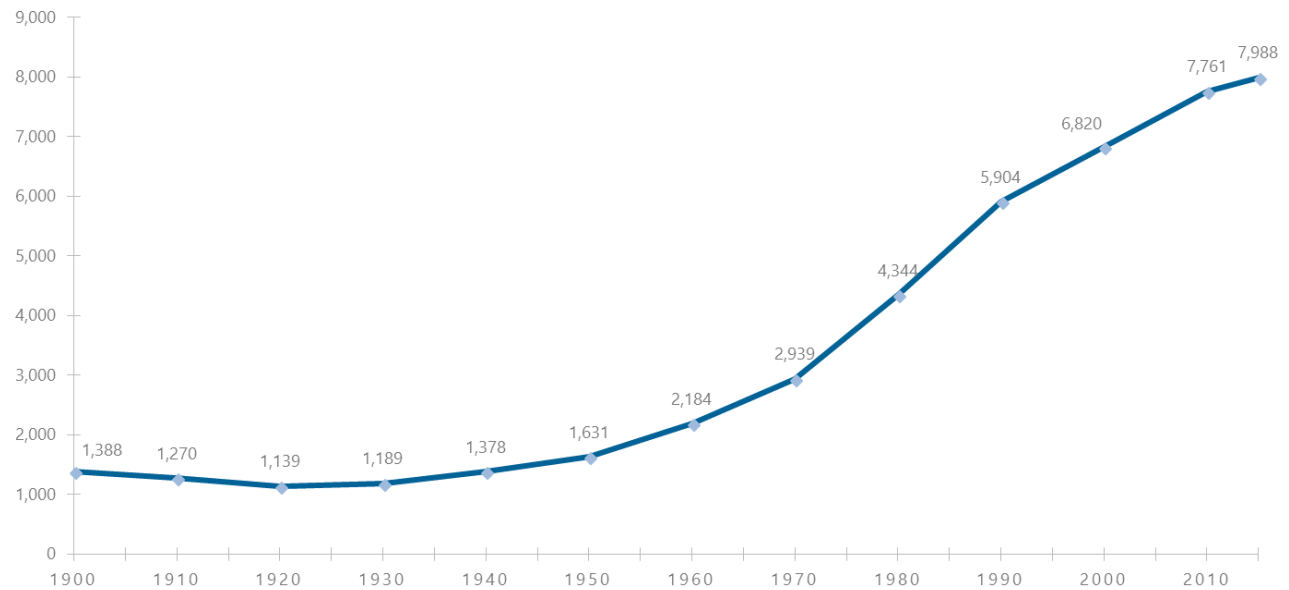
Understanding population growth and trends is essential to planning for the future and ensuring that the community has adequate services and resources.

Population change is the result of two factors: natural increase (the difference between births and deaths) and net migration (the change in people moving to/from the community). As a nation, our population is growing slowly; however, there are often population waves such as the baby boomers and millennials where there is an especially large cohort. These age structure trends are often observed at the local level as well and have implications for community planning. Most population

growth at the local level is from individuals and families moving to a community (in migration) for economic opportunity or quality of life reasons.

Over the past hundred years (from 1900 to 2016), the population of Gray has more than quintupled from 1,388

GRAY POPULATION GROWTH 1900-2016

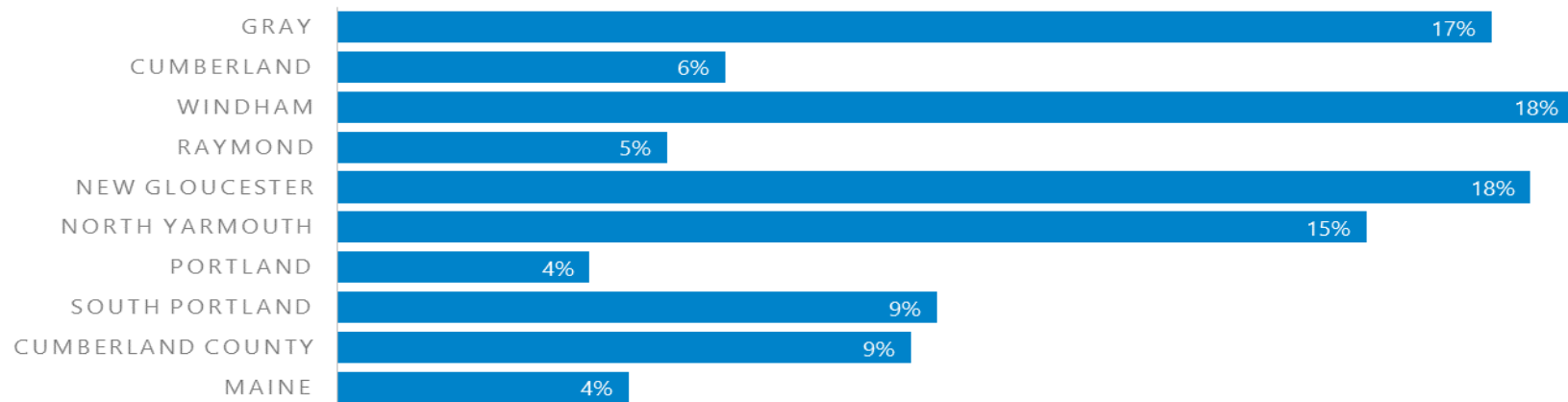


Source: U.S.Census, American Community Survey 5-year estimate

to 7,988 residents. Between 1900 and 1940 Gray’s population consistently remained at between 1,100 to 1,400 residents. Population growth began to increase with the Baby Boom generation after World War II, and between 1940 and 1970 the town’s population more than doubled. Gray’s growth rate reached a maximum between 1970 and 1990, when it added approximately 1,500 people per decade. This growth was part of a country-wide trend in migration from urban to

suburban/rural areas, which was influenced by Federal policy. Since 1990, population growth in Gray has slowed to around 900 people per decade. The most recent census estimate of 7,988 people indicates the Town has grown by a little over 200 residents since the 2010 census, suggesting a continuation of the slow and steady growth pattern of the last few decades.

COMPARATIVE POPULATION GROWTH 2000-2016



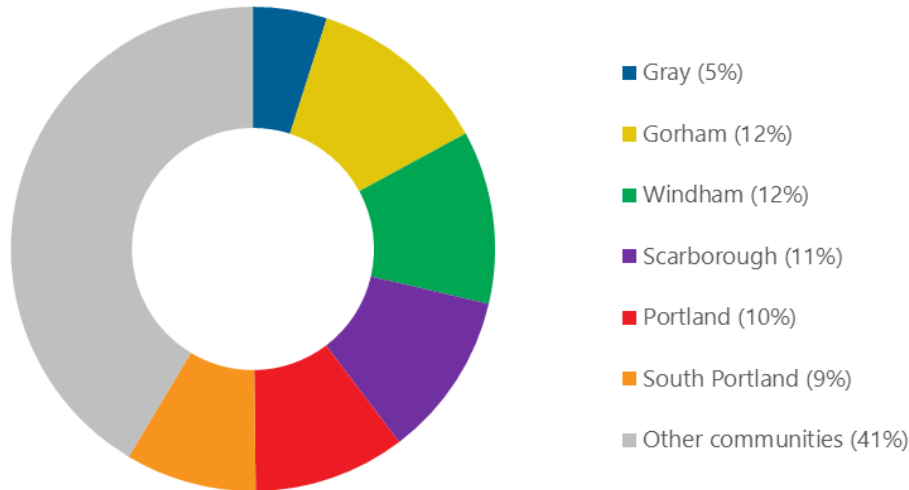
Source: U.S. Census, American Community Survey 5-year estimate

From 2000 to 2016, Gray’s population grew by about 17%. When compared to surrounding communities, Gray had one of the fastest growing populations in the region. Windham and New Gloucester grew the most at 18%, while Raymond’s population grew by 5%. During this same period Maine’s population grew by 4% and Cumberland County’s population grew by 9%, from 265,612 to 288,204. Gray accommodated about 5% of Cumberland County’s growth over that term.

Age Distribution

Maine has the distinction of having the oldest population in the country. The median age for the U.S. in 2016 was 37.7 years, while Maine had a median age of 44 years. As of 2016, Gray’s median age was 38.5, significantly below the state and county averages. While most municipalities in Maine have shown large increases in median age, Gray’s median age increased by just over 1 year from the median age of 37.4 years in 2000.

SHARE OF CUMBERLAND COUNTY GROWTH 2000-2016

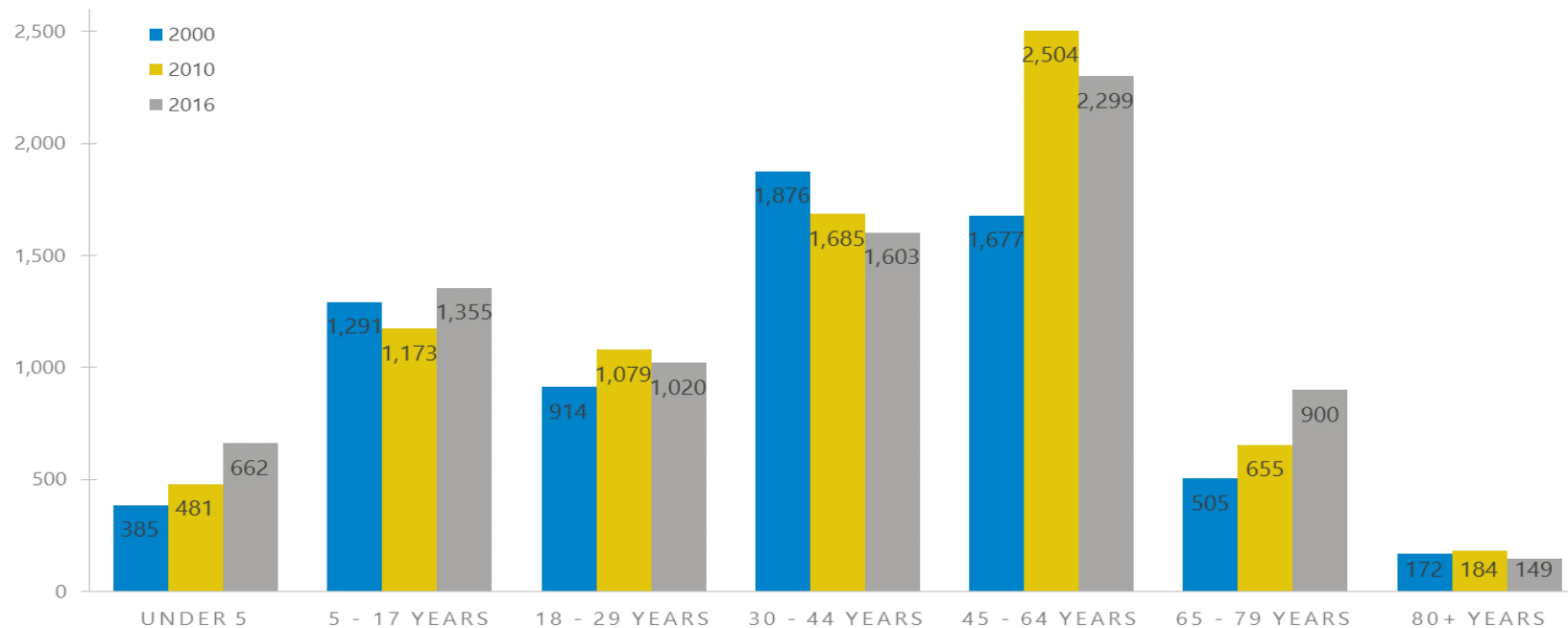


Source: U.S.Census, American Community Survey 5-year estimate

From 2000 to 2016, Gray’s population aged 45-64 increased by 37%, from 1,677 people in 2000 to 2,299 people in 2016, while the cohort aged 65-79 increased by 78%, from 505 in 2000 to 900 in 2016. During this same period the population in the 30-44 age range declined by 15%, from 1,876 in 2000 to 1,603 in 2016. With the age of first marriage increasing, the 30-44 age group includes individuals most likely to start forming family households. In 2000, this group represented 28% of Gray’s population,

but by 2016 they have decreased to 20%, which is still a larger share than in either the county or state. Interestingly, the population under the age of 30 has generally increased in Gray since 2000, which is inconsistent with the county and state trend for these age cohorts. This is especially true for the cohort under the age of 5, which increased by 72% from 2000 to 2016. These trends suggest that Gray is home to both an aging

GRAY POPULATION BY AGE GROUP 2000-2016



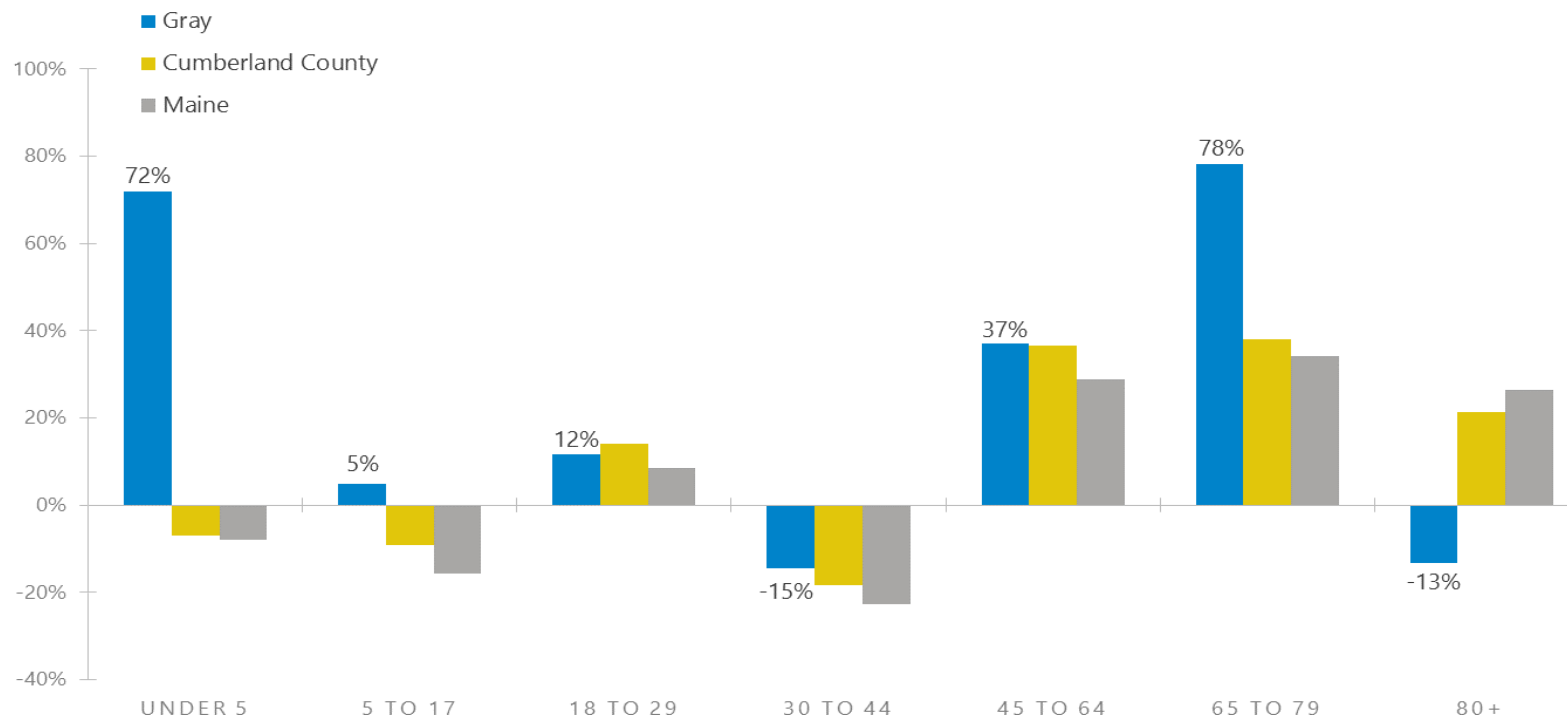
Source: U.S. Census, American Community Survey 5-year estimate

population and a growing population of younger families.

Between 2000 and 2016, Gray’s population grew in all age groups, except for the cohorts aged 30-44 and over 80. Grays’s decline in population aged 30-44 and growth in the population aged 45-79 generally follows state and regional trends. Contrary to state and county trends, Gray

has experienced a 72% increase in the number of children under 5 years old, compared to a 7% decrease across Cumberland County. At the opposite end of the spectrum, Gray’s population over 80 has declined by 13% compared to a 21% increase for Cumberland County and a 26% increase for the state. These demographic trends should be considered when evaluating the capacity of

COMPARATIVE CHANGE IN POPULATION BY AGE GROUP 2000-2016



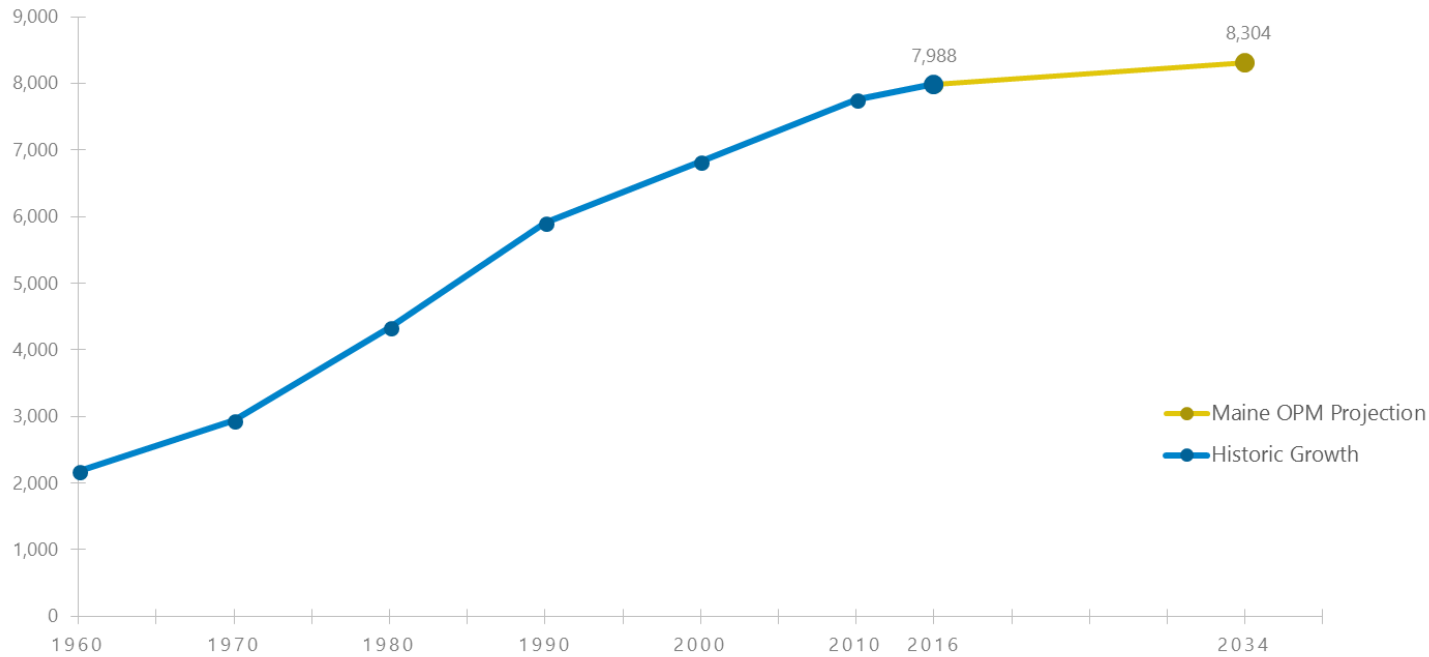
Source: U.S.Census, American Community Survey 5-year estimate

existing public services and planning the need for new public facilities, such as schools, recreational facilities, and services for seniors.

Population Projections

Projections of future population depend on a solid understanding of historic growth trends in Gray, the region, and the nation. The Maine Office of Policy and Management projected county-level population changes through 2034 using the widely used cohort survival method. This methodology uses births, deaths and migrations to advance each age-sex cohort through the projection period. The county level population growth was then allocated to individual towns proportional to the town's current share of county population. Based on this model, current growth trends in Gray are expected to continue. The population is projected to grow by about 2% per decade until 2034, an increase of 316 people over 18 years.

GRAY POPULATION PROJECTION 2034



Source: U.S.Census, American Community Survey 5-year estimate, Maine Office of Policy and Management

Population Density

Gray’s population density is slightly more than half as dense as Cumberland County, but more than four times as dense as the state. Compared with nearby communities, population and housing density in Gray is

most similar to the Town of North Yarmouth. New Gloucester and Raymond are less dense, with 118 residents per square mile and 101 residents per square mile respectively. Portland has the highest density, with 3,122 residents per square mile.

COMPARATIVE POPULATION DENSITY 2016

	POPULATION DENSITY		HOUSING DENSITY	
	<i>Total residents</i>	<i>(Residents per square mile)</i>	<i>Total housing units</i>	<i>(Housing units per square mile)</i>
Gray	7,988	174	3,665	80
Cumberland	7,571	287	3,016	114
Windham	17,640	352	7,717	154
Raymond	4,509	101	2,863	64
New Gloucester	5,653	118	2,336	49
North Yarmouth	3,700	173	1,401	65
Portland	66,649	3,122	33,446	1,567
South Portland	25,304	2,095	11,142	922
Cumberland County	286,119	312	140,350	153
Maine	1,329,100	41	727,127	22

Source: US Census, 2010-2016 ACS Survey

Seasonal Population

Tourism and seasonal residential land uses are strong elements of the regional economy. Seasonal units are defined by the U.S. Census Bureau as vacant housing units, including beach cottages and time-sharing condominiums that are used or intended for use only in certain seasons, for weekends, or other occasional use

throughout the year. Owners of these units would have been counted by the U.S. Census Bureau in their usual place of residence when the Census was conducted. In Gray, seasonal housing is a relatively insignificant portion of the town's housing stock, with only 481 seasonal housing units in 2000 and 574 in 2010. However, Gray does experience significant economic and traffic impacts

GRAY SEASONAL HOUSING 2000-2010

	SEASONAL HOUSING	OCCUPANTS
		<i>(Assuming an average of 4 occupants per lodging facility)</i>
2000	481	1,924
2010	574	2,296

Source: U.S. Census

from seasonal visitors to the surrounding region due to the presence of Maine Turnpike Exit 63 in Gray.

Household Composition

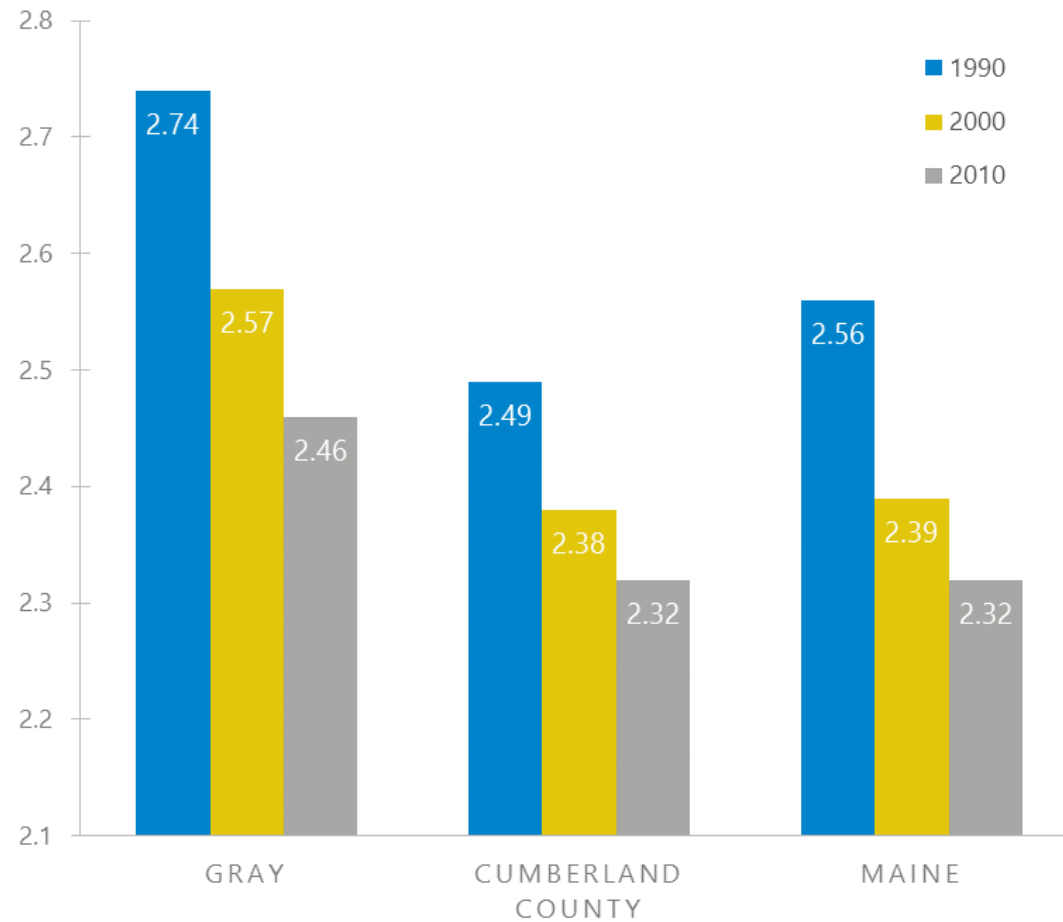
Across the country average household sizes have continued to drop since the 1990s. This trend has also been seen locally, with average household sizes declining each decade across the state, and in Gray. This decline was caused by a variety of factors, including lower birth rates, increased longevity among the elderly, higher divorce rates, and more elderly and young people living on their own. The average household size in Gray is still larger than in the state and county, but it has been

declining more quickly. In the 2000s Gray's average household size declined by 4.3%, compared to 2.5% for the county. Still, in 2010 households were generally larger in Gray than across the region, with an average household size of 2.46, compared to 2.32 in Cumberland County and 2.32 in Maine. This may be due to the growth of younger families in Gray.

The decrease in household size over the past few decades has had a substantial impact on residential development across Maine. During the 2000s, the population in Cumberland County grew by 6%, while the number of households increased by 8.7%, creating a demand for more housing units per capita. When calculating household size, the Census considers only individuals living in housing units, including homes, apartments and mobile homes. Those living in institutional settings such as nursing homes are counted as living in group quarters. Although there are no projections available for Gray specifically, the U.S. Census Bureau predicts this downward trend in average household sizes across the country will continue to moderate moving forward.

The U.S. Census Bureau defines a household as a group of people who occupy a housing unit as their primary place of residence. There are two types of households: nonfamily and family. Nonfamily households consist of people who live alone or who share their residence with unrelated individuals. Family households include at least two individuals related by birth, marriage, or adoption, but may also include other unrelated people. The number of households in Gray has grown by 19.7%, adding 519 households between 2000 and 2010. Just over two-thirds of the households in Gray are comprised of families (with and without school age children), representing a 3% decline in the share of family households since 2000. Non-family households have increased by 9%.

AVERAGE HOUSEHOLD SIZE 1990-2010



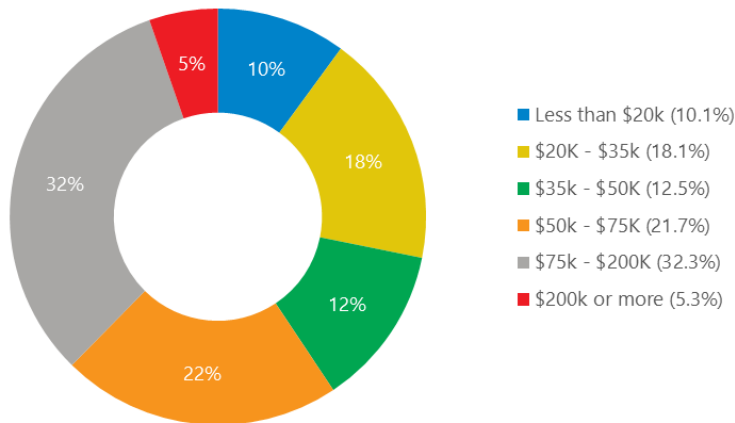
Source: U.S.Census

Household Income

In 2017 inflation adjusted dollars, median household incomes across Cumberland County show a diverging trend over the past two decades. Generally, the more southern and eastern communities, including Windham, Portland, Cumberland, and North Yarmouth, generally have seen either no significant change or an increase in income, while western and northern communities in Cumberland County have seen a steady decline in household purchasing power since the end of the 1990s. In 1999, median household income in Gray was \$72,154

(in 2017 dollars), significantly above the county’s average of \$63,429. From 1999 to 2016, real median household income in Gray decreased, going down to \$63,310. This pattern holds true in the nearby municipalities of Raymond and New Gloucester.

GRAY HOUSEHOLD INCOME DISTRIBUTION 2016



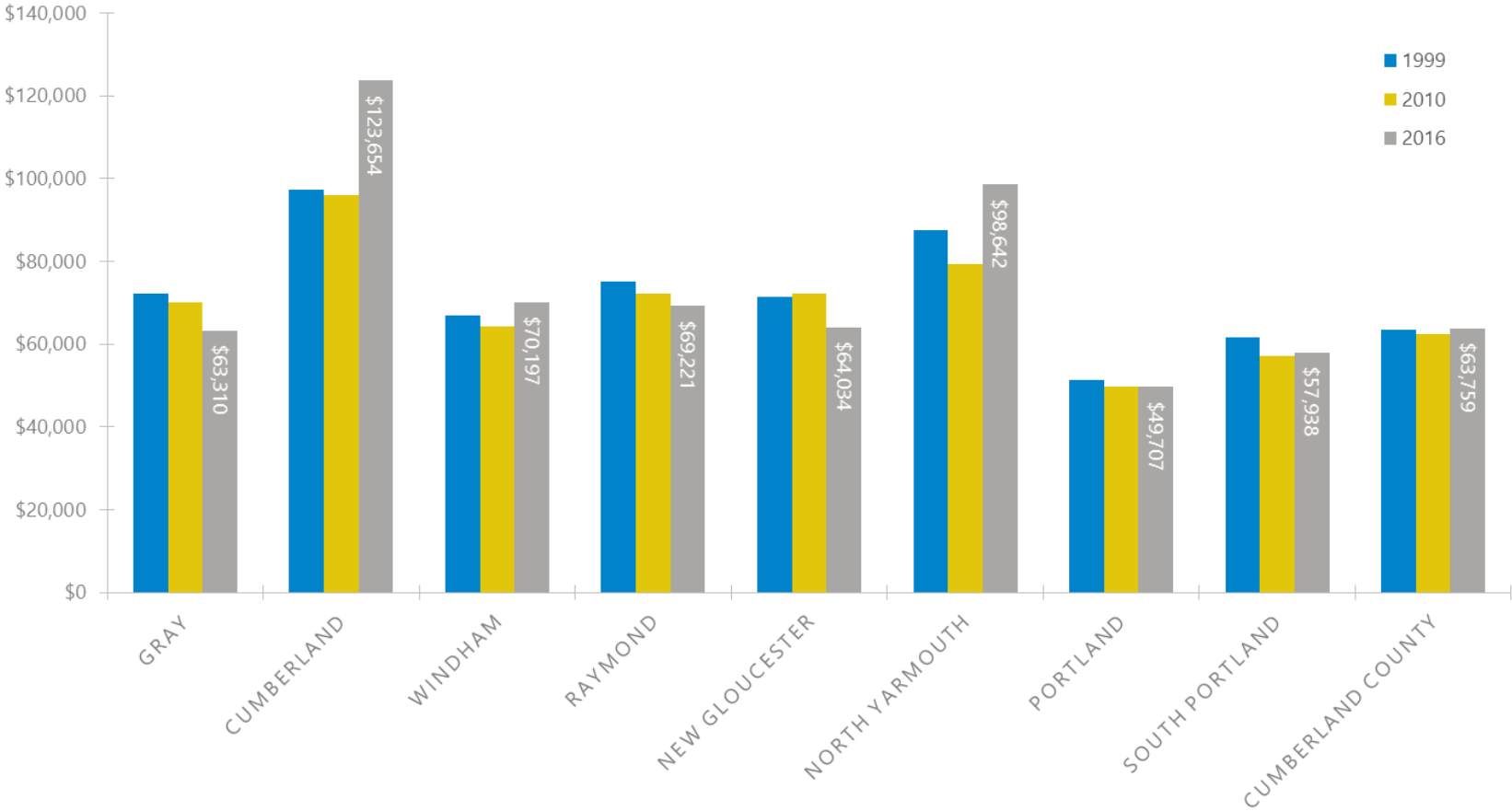
Source: American Community Survey 5-year estimate

GRAY SNAPSHOT (2000 - 2010)

	2000	2010	Change
Total Population	6,820	7,761	13.8%
Female	3,356	3,904	16.3%
Male	3,464	3,857	11.3%
Median Age	37.4	40.6	8.6%
Female	38.3	41.2	7.6%
Male	36.1	40.0	10.8%
Total Housing Units	3,202	3,841	20.0%
Owner Occupied	2,080	2,456	18.1%
Renter Occupied	557	700	25.7%
Vacant	565	685	21.2%
Total Households	2,637	3,156	19.7%
Family Households	1,892	2,187	15.6%
Non-Family Households	745	969	30.1%
Average Household Size	2.57	2.46	-4.3%
Average Family Size	2.98	2.85	-4.4%
Median Household Income (2017 dollars)	\$72,154	\$70,184	-2.7%

Source: U.S.Census and American Community Survey 5-year estimate

COMPARATIVE MEDIAN HOUSEHOLD INCOME (2017 DOLLARS) 1999-2016

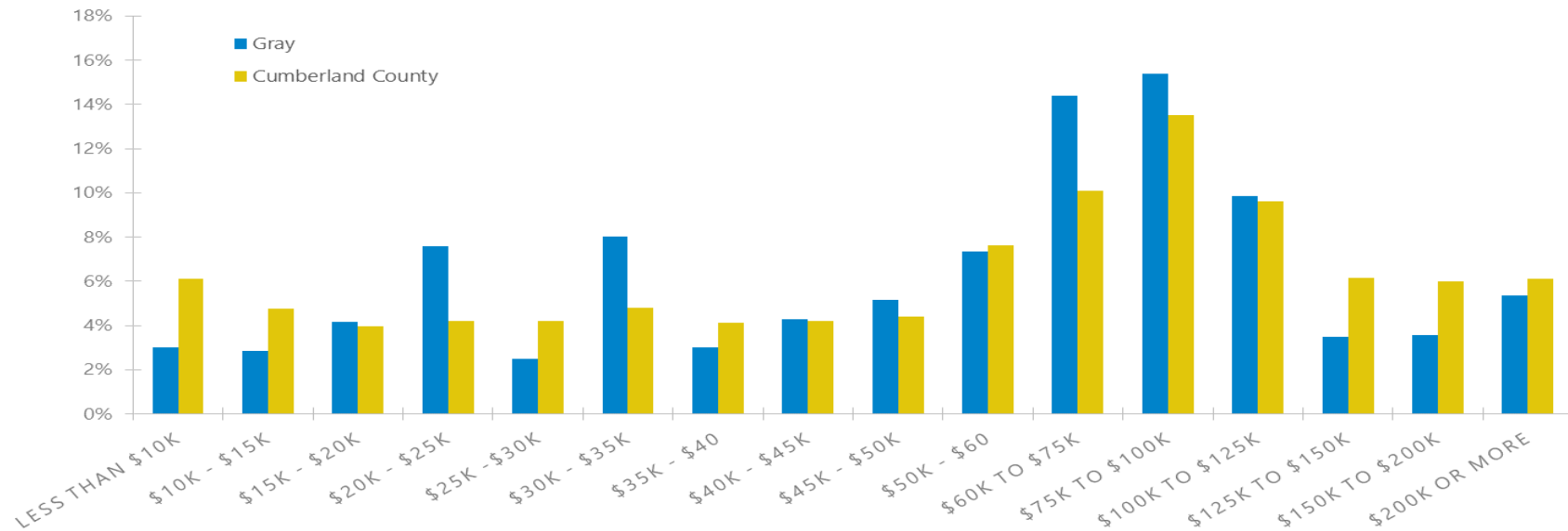


Source: U.S.Census, American Community Survey 5-year estimate

Compared to Cumberland County and comparable communities, household incomes are generally lower in Gray. Over 40% of households in Cumberland County make over \$75,000, while in Gray just under 38% of households make as much. At the other end of the spectrum approximately 28% of households in both Gray and Cumberland County earned less than \$35,000 per year as of 2016. According to the U.S. Census 2012-2016

American Community Survey, 14.5% of Gray residents fell below the poverty line in 2016, compared to 11.1% of county residents and 13.5% of state residents. However, the average income deficit (the difference between an individual’s income and the poverty line) for individuals below the poverty line in Gray was \$4,378, compared to \$6,076 for the county and \$5,819 for the state.

COMPARATIVE PERCENTAGE OF HOUSEHOLDS PER INCOME BRACKET 2016

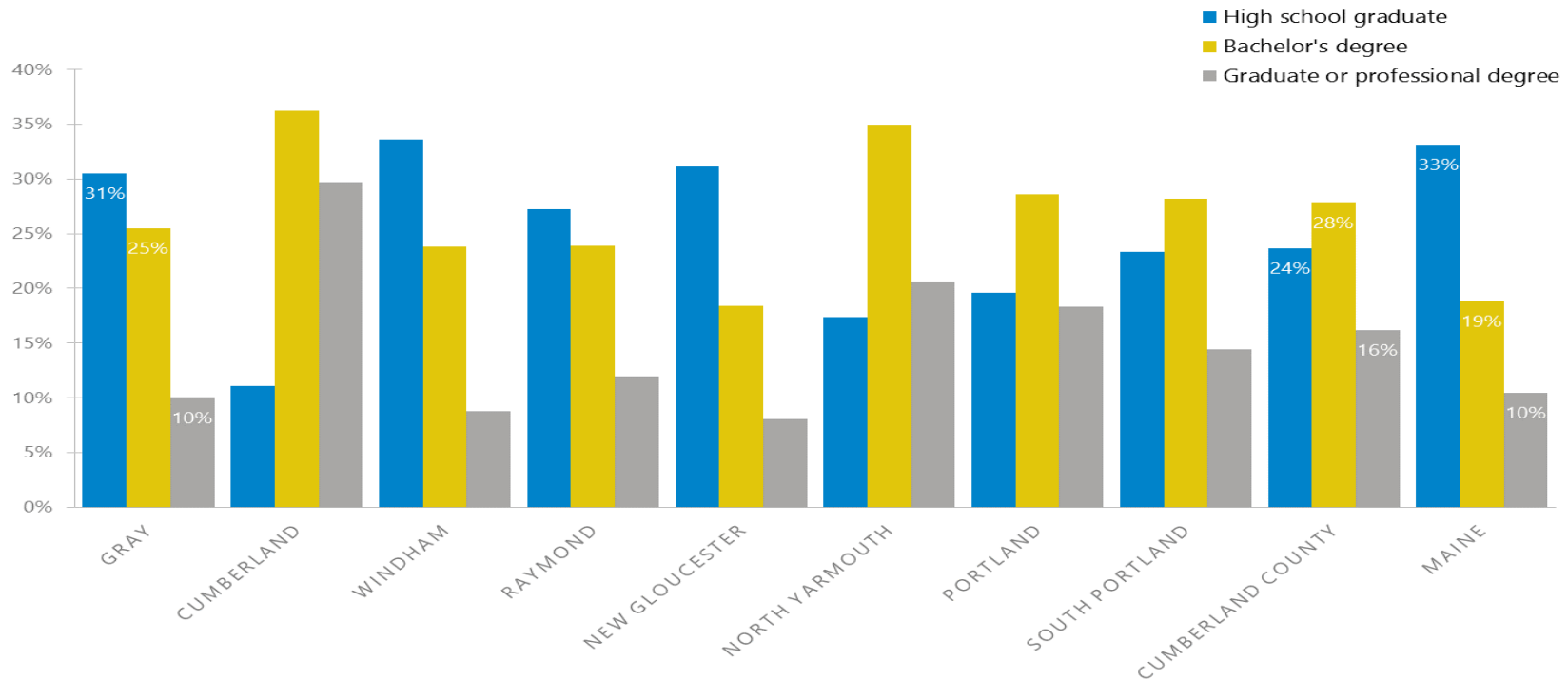


Source: American Community Survey 5-year estimate

Education

Gray has a well-educated population, and many adjacent communities have similar or higher levels of high school and college graduates. Nearly 60% of adults are high school graduates, and over a third are college graduates. By contrast, 50% of adults in Cumberland County are high school graduates, and 44% of adults in Cumberland County have earned a bachelor’s degree or higher.

COMPARATIVE EDUCATIONAL ATTAINMENT OF RESIDENTS 2016



Source: American Community Survey 5-year estimate

Race and Ethnicity

In addition to being the oldest state in the country, Maine is also among the least racially diverse states in the country. However, from 2000 to 2010 diversity has increased moderately for both Gray and the state, while Cumberland County shows a more significant increase in diversity due to the resettlement of refugees. The percentage of “white alone” residents has decreased while every other group has increased. The “white alone” population in Gray has decreased by about 0.7%, which is

about a third of the rate of decrease for the state.

Cumberland County has increased its diversity slightly more, with about 3% fewer residents identifying as “white alone”. This trend is expected to continue as the nation becomes increasingly diverse.

RACE AND ETHNICITY OF RESIDENTS 2000-2010

	GRAY		CUMBERLAND COUNTY		MAINE	
	2000	2010	2000	2010	2000	2010
White alone	97.9%	97.2%	95.7%	92.8%	96.9%	95.2%
Two or More Races	0.9%	1.2%	1.1%	1.8%	1.0%	1.6%
Black or African American alone	0.4%	0.7%	1.1%	2.4%	0.5%	1.2%
Asian alone	0.4%	0.5%	1.4%	2.0%	0.7%	1.0%
Other*	0.4%	0.4%	0.7%	0.9%	0.8%	1.0%

** Other includes Native American alone, Native Hawaiian alone, or Some other race alone*

Source: U.S.Census

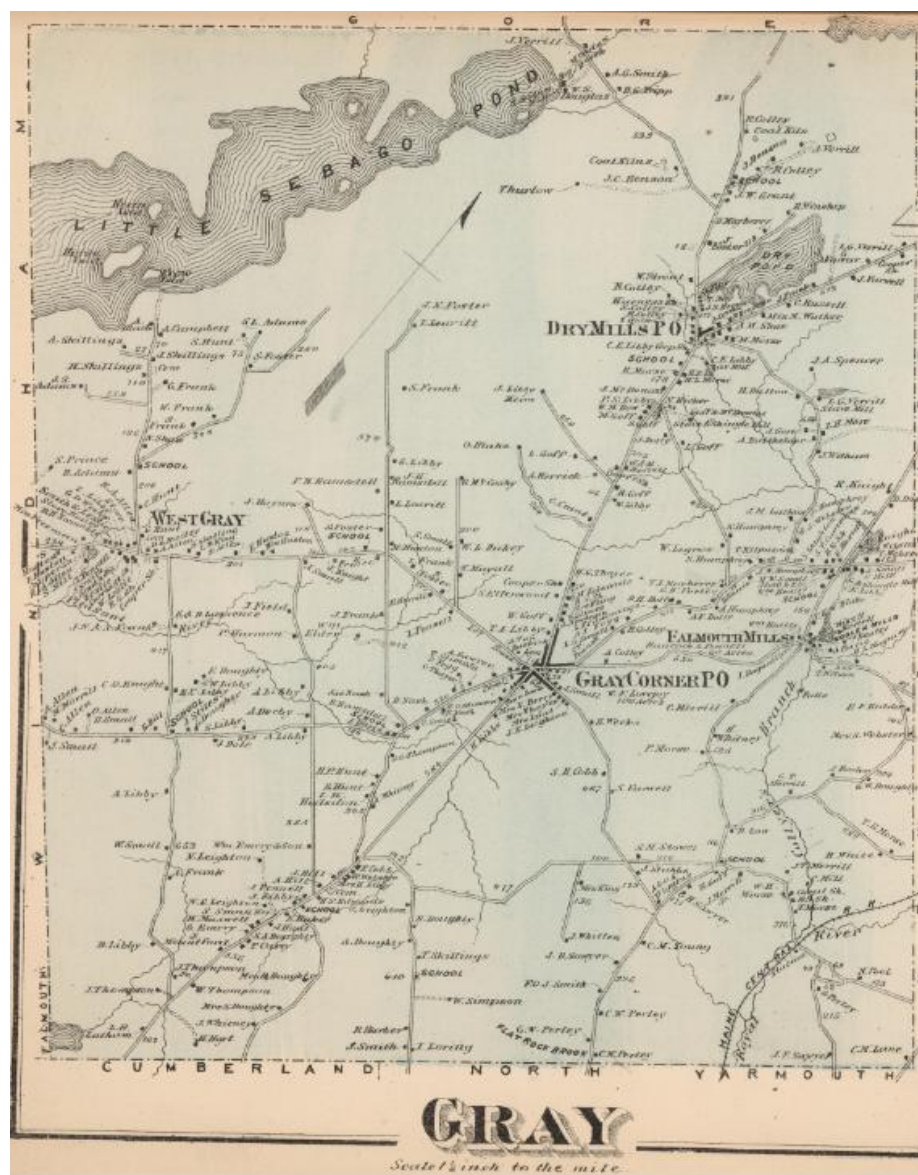
HISTORIC AND ARCHAEOLOGICAL RESOURCES

Community History

Gray, Maine has a strong history which can still be seen in many of its remaining buildings, sites and landscapes. On March 27, 1736 the area was given by the Massachusetts General Court to a group from Boston. In 1737, it was laid out as a township, roads were cleared, and the first settlers arrived in the spring of 1738. Then, during the French and Indian War, the settlement was attacked in the spring of 1745 by Indians and resettled again in 1751. The township was first named in 1756, and it was called New Boston. On June 19, 1778, the New Boston Plantation was renamed as Gray after Thomas Gray, a prominent land and business owner at the time. Over

time the town has experienced many changes which have contributed to the community, but which have also resulted in the loss of many unique structures and artifacts.

The original land use pattern in Gray evolved around villages, neighborhoods, and industrial settlement areas beyond the settlements were extensive agricultural areas and space for other land-based activities. These original settlement areas, as noted in the previous Comprehensive Plan, include Gray Village, Dry Mills, West Gray, East Gray, North Gray, and South Gray.



GRAY IN 1871 (SANFORD EVERTS & CO, 1873)

GRAY COMPREHENSIVE PLAN – HISTORIC AND ARCHAEOLOGICAL RESOURCES INVENTORY CHAPTER

Gray Village has always been the center of commercial and civic activities. Its central location at the intersection of six major roads has allowed the Village to be a hub for commercial trading of goods and industrial activity. The Portland-Lewiston Interurban Line, an electric train system that operated with stops in Gray until 1933, was an important way to facilitate trade and industry in Gray. The remnants of the right-of-way used by this rail line can still be seen on the town's tax maps. Because of the Village's central location, it contains the town's largest concentration of remaining historic structures including the first town office built in 1837. The brick building in the center of the village later housed the fire department and dispatch and today is the home of the Gray Historical Society Museum.

The Dry Mills settlement area is located around Crystal Lake historically called Dry Pond. At first, this area housed sawmills and grist mills that were the main industry for the town. During the 1880s, commercial charcoal was also produced in kilns in the area. Beginning in the early 1900s, the first summer cottages were built around the lake. Over time, the entire shorefront area would be scattered with cottages. The two most significant structures in Dry Mills are the Dry Mills Store and the Dry Mills Schoolhouse Museum. The school moved to a new location on Game Farm Road in 1989, where it later

underwent several renovations. The school building is included in the National Register of Historic Places. The most recent renovations in 2019 and 2020 have included repairing the subfloor and installation of a ventilation system. Once these repairs are complete, the Museum plans to reopen its doors again to the public in 2021.

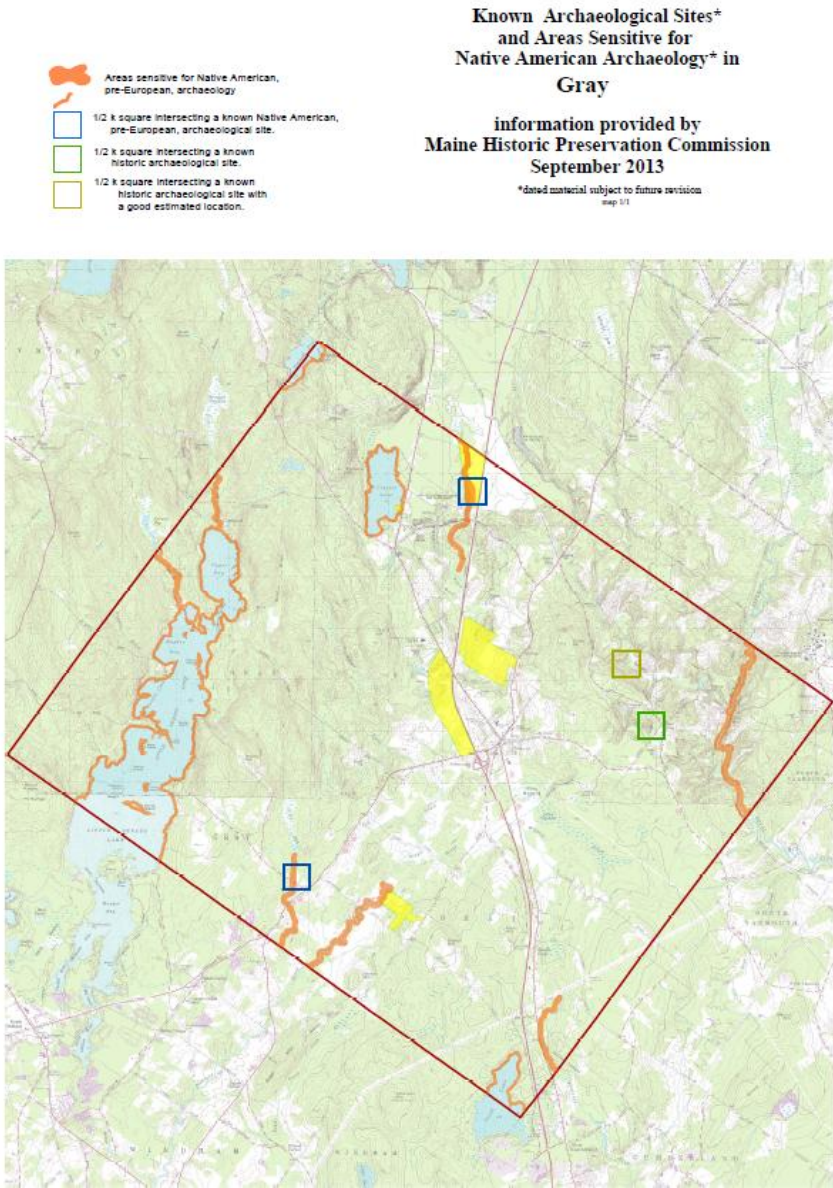
East Gray was the central area for farming and lumbering from 1880-1950. It is located around the intersection of Mayall and Depot Roads. East Gray housed a depot run by The Maine Central Railroad, to transport agricultural and lumber products to market. The bricks used to construct the Pennell Institute and the Hancock Building in Gray were produced by a large brick kiln which was also located in this area. Significant remaining structures in East Gray are the Parson Perley House constructed in 1796 and the Reverend Nathan Merrill house, from 1766, which was the first framed house built in Gray, the Benjamin Weeks home, and the Henry Goff house.

The South Gray settlement area was developed mainly because it was near roadways that provided access between Gray and Portland. Along Portland, Dutton Hill, and Longhill Roads, several taverns were in operation during the 1800s. Four schools also operated in this section of town. Three of these still exist and have been converted into residences. Also remaining today are a number of the other early homes along these roads.

West Gray was another active manufacturing area during the 1800s consisting of several small businesses. Robert Allen operated a store there beginning in 1843 and also offered services that included tailoring, shoemaking, blacksmithing, milling and manufacturing of barrel parts. For a time, fine carriages and sleighs were also manufactured in West Gray.

The final original settlement area of North Gray was centered around the intersection of the Lewiston and Mayall Roads. As early as 1760, lumber and grain mills were also located here. There was also a pottery making operation, blacksmith shop and general store. The Mayall Woolen Mill, a significant historical landmark from the area, was reportedly the first machine-powered woolen mill in the country. It operated from 1791 to 1905, and then it became uneconomical to continue to operate because of transportation limitations.

The Gray Historical Society (GHS) compiled the information provided here, using a New Century Community Program Grant from the Maine Historic Preservation Commission. During the process, historic records were organized and historic records were archived to develop a detailed inventory of historically significant structures and sites. This background of historical land uses provides a glimpse of various initiatives that still influence development activities within the community today.



Historic Archeological Sites

As of 2018 two historic archaeological sites have been documented by MHPC for the town:

See the table to the right for known prehistoric sites.

Locally Significant Archeological Sites

The following additional archeological sites are known to be of local significance:

GRAY HISTORIC ARCHEOLOGICAL SITES

Site Name	Site Type	Periods of Significance	National Register Status	Town
Fort Gray	military, blockhouse	c. 1750	undetermined	Gray
Mayall Mills	mill, woolen	late 18th-c-early 19th-c.	undetermined	Gray

Source: Maine Historic Preservation Commission 2018

GRAY HISTORIC ARCHEOLOGICAL SITES

Site Name	Periods of Significance	Notes
Indian Kettle		
Site of Gray Fair and racetrack	1884-1902	
Site of old corn cannery		
Site of King's Mast Yard on Pleasant River	1762	Established by Moses Twitchell.
Probable site of old blockhouse	1700s	
Site of Mayall Woolen Mills	1791	On Collyer's Brook.
Original site of Dry Mills Schoolhouse	1858	Moved to site on Game Farm Road.
Gray Cemetary/Grave of unknown Confederate soldier		Listed on National Heritage Trail.
Elder Cemetary		
Site of old Dry Mills Post Office		Once known as "the smallest post office in Maine." P.O. building to be moved to Game Farm Road.
Site of 1917 Civil War soldiers' monument		

Historic Structures

National Register of Historic Places

The MHPC listed four buildings in Gray on the National Register of Historic Places (NRHP):

PENNELL INSTITUTE

Built in 1876 on Main Street, the Pennell Institute and Pennell Laboratory Building was a gift of Henry Pennell. In 2009-2010, the Pennell Institute was renovated to house Gray's municipal departments under one roof. This newly renovated Town Hall, aptly renamed the "Henry Pennell Municipal Complex" opened in late summer 2010.

STIMSON MEMORIAL HALL

The Stimson Memorial Hall, built in 1900, was a gift of the family of Theophilus Stimson.

DRY MILLS SCHOOL

The Dry Mills School was built in 1858. In 1989 it was moved to Game Farm Road. The Town is currently raising funds to renovate this structure.

FREEMAN FARM HISTORIC DISTRICT

The Freeman Farm was built in 1797. It is located on the north side of Route 202 in West Gray.

Locally Significant Historical Sites

The following pages include additional archeological sites are known to be of local significance:

Gray Historic Structures

Site Name	Periods of Significance Notes
Old Firehouse, Town Hall and Office	1835 Also was the location of the Gray Bank, est. by Samuel Mayall II.
Pennell Institute and Pennell Lab	Gifts of Henry Pennell. Lab was the science laboratory and manual arts shop, was occupied for many years by the Gray News, and is now empty. 1876
Newbegin Gymnasium at Pennell Stimson Memorial Hall Congregational Church	1937 Gift of George Newbegin. 1900 Gift of the family of Theopholis Stimson. 1900 gift of James T Hancock, Stick style trim. Became Gray Public Library.
Former Hancock School	1930 Addition, 1989.
Primary School	1902 Stick style trim. Now S.A.D. 15 office.
Baptist Church	1830 Built by the Universalist Society. Now houses an event venue.
Old Congregational Parsonage,	1840s Across from former P.O. on Shaker Rd.
Greek Revival	1870s Mansard roof. Now, home of Rear Admiral Willard Sweetser.
John T. Merrill House	Late 1700s-
"Clark's Block"	1800s Includes several buildings. Main St., west side.
14 Main St., Henry Pennell house	1876 Was maternity hospital for Dr. Beck's patients.
18 Main St.	1876 Perley Sawyer home from c. 1915. Home of Margaret Sawyer.
Douglass house	1876 Mansard roof.
Currently Mae Beck home	1832 Brick early Greek Revival.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Charles Pennell House, 32 Main St	1803-1808	
Colley Farm/ Webb	1700s	Still occupied by Colley descendants.
Mayall/Snow House.	1830s	Federal.
Morrill house	1830s	Federal. Now home of Evelyn Morrill Durgin.
Colonial Inn	1832	Greek Revival. Now apartments.
Old Alsm House	1830s	Built by Theophilous Stimson. Brick. Now rear of property occupied by ladder company.
Original Baptist Parsonage	1840s	
9 Brown St	Late 1800s	Now Helen Davis' home
William Merrill House	Early 1800s	Now home of Dr. Beebe and family. Brick Federal style on north side of Shaker Rd.
Fogg House	1700s	Cape Cod style, on Lewiston Rd. Across from Cole Farms.
Weeks' House	1700s	Currently Stansfield home
Small (currently red) Cape Cod style house	1760s	North side of Yarmouth Road. Bay window added.
1776 farmhouse	1776	Was Jim Giles' home, Yarmouth Rd. Sold c. 1999.
Pastor Samuel Perley's Federal style home	Late 1700s	Old stenciling inside. Yarmouth Rd., south side.
Cyphus Perley/Dr. Gates' House	1830s	Yarmouth Rd., north side.
Goff House	1870s	Brick Italianate, near corner of Mayall and Depot Rds., same builder as Pennell Institute
George Perley House	1830s	Was Town Farm from 1879-1942, now a B&B.
Nathan Merrill House	1766	Mayall Rd. Considered Gray's earliest house still in existence.
Greek Revival Cape on Long Hill Rd.	Mid 1800s	Bay window on side a late addition.
Hillcrest Farm	1834	Brick Federal. East side of Portland Rd., first house south of Long Hill Rd. Among owners: E Cobb (1871), Charles Hill, and now, Donald Morse.
Webster House	1810-1820	East side of Portland Rd., brick Federal, was an early tavern. Current owners, the Cellers.
Farewell House	Late 1700s	Portland Rd., Capt style.
Hunt/Wood House	1797	Hunt's Hill.
Mayall/Snow House.	1830s	Federal.
Jedediah Libby farmhouse	1874	East side of Old Portland Rd., now Center Rd. Greek Revival detail on site of earlier home of Royal T. Nash.
Cobb/Walter Gothic Revival house	Late 1800s	Dutton Hill Rd.
Qinnegan Lodge	1700s	On Qinnegan Rd., Cape style.
House on corner of Rte 202 and Totten Rd.	Mid 1800s	Currently Clark house

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Bob Niss Cape Style	1750-1800	On north side of Rte. 202. Bay window is a late addition.
Libby House	1790s-1800s	On north side of Rte. 202, rural Federal. Currently painted red.
Greek Revival house	Late 1800s	South side of Rte. 202.
Freeman farm on Rte. 202	1797	North side of Rte. 202.
John Huston home	1800-1949	Late addition bay.
Mansard-roofed home	1870s	South side of Rte. 202 near town town line.
Boarding house for Mayall Mills workers	1800s	Built by W Beebe.
Orin Whitney farm	1800s	On west side of Portland Rd. Previous owner, Wilbur Hill.
"Old Cook House"	1825	Patience Karlson home on east side of Portland Rd., south pf Whitney Rd., a Cape Cod with pin construction and hewn beams.
Interurban Railroad Station	1914-1933	On Yarmouth Rd. Now a private home, with addition.
Eddie Morse/R.&E. Wink house	Early 1800s	Depot Rd.
Wood house	1800s	Ramsdell Rd.
Ida Whitney house	1800s	Ramsdell Rd.
W. Whitney house	1820s	Totten Rd.
Lund house	1800s	Route 202.
Currently Geo. Pulkkinen farmhouse	1800s	903 Center Rd.
Home at mast yard site	1800s	On Hunt's Hill Rd. Below Center Rd. intersection.
Shaw house	1800s	24 Cambell Shore Rd.
Hubert Cobb house	1830s	Was a Shaw house. 66 Cambell Shore Rd.
Cape Cod style farmhouse	1800s	Cambell Shore Rd.
Weathered clapboard house	1800s	Cambell Shore Rd.
Gerald & Audrey Burns house	1800s	Mtn. View Rd.
Cape Cod style house	1800s	Corner Mtn. View and Elder Cemetary Roads.
Former S. Sawyer farmhouse	1800s	Center Rd. near Frost Rd.
George T. Merrill Farm	Mid 1800s	
Noyes/Skillings house	Late 1700s-1800s	Property deed, lot #51, 1784. 1822 deed cites buildings on it. Cambell Shore Rd.

Historic Preservation

Education

The preservation of Gray's historic and cultural buildings and sites is an important part of enhancing the community's quality of life. The two general approaches that can be employed to achieve this goal are education and/or regulation. The education approach would involve making use of the information compiled by the GHS to advise owners of historic properties about the significance and value of their property and encourage them to preserve the integrity of these sites and buildings during any renovation or development activities. This can be an effective approach in protecting historic resources, but it is only voluntary on behalf of the property owner and there is no guarantee that individuals will participate.

Historic District

The second approach would involve regulating the alteration of historic structures through the town's zoning ordinance. This method would require the establishment of a historic district zoning boundary, within which certain design standards would have to be adhered to when changing the exterior architecture of a historic building. Historic districts usually include a concentration of historic buildings and sites that, when taken as a whole, remain in a setting that provides a visual presentation of the history of a particular place in the community. It is

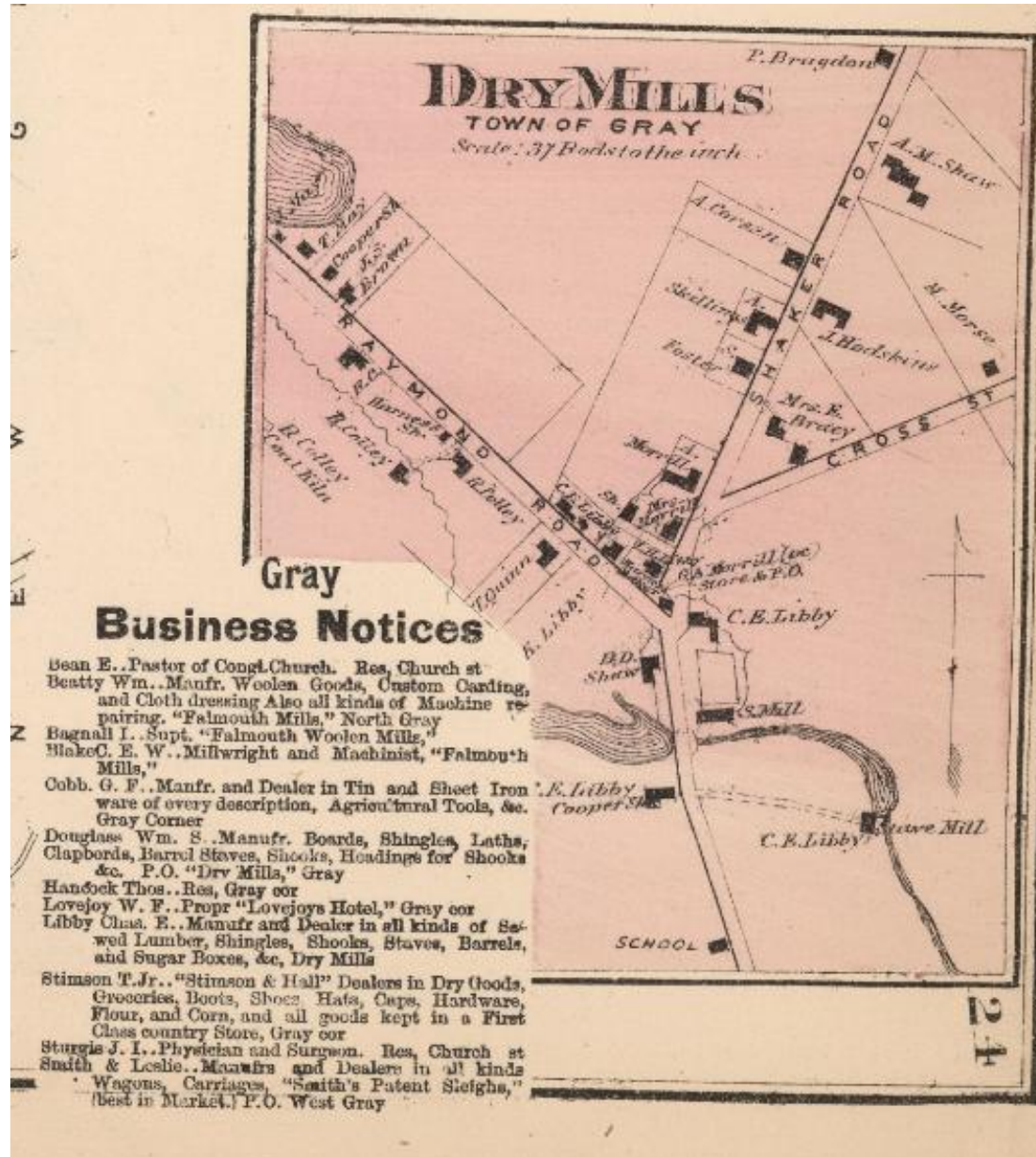
likely that the Village area would be the most appropriate location for consideration as a historic district given the resources that still exist there. There appears to be sufficient historic resources in this area to warrant the establishment of a preliminary district boundary which would then be used as a basis for a more detailed architectural survey of the structures. This survey is a necessary preliminary step to establishing a historic district. The results of the survey would provide the basis for developing architectural guidelines that would then be used to review development proposals within the district. This review role would be fulfilled by a Historic District Commission which would have to be established as part of the zoning ordinance that creates the district.

Implications for the Future

In order to preserve the town's historic and cultural resources, continued education of property owners will be a critical factor. Without the informed interest and understanding of the public, Gray's varied cultural resources cannot be comprehensively identified, evaluated, and protected. To identify and evaluate this rich diversity of resources, it will be necessary to conduct detailed research and field surveys because a site, building, or a potential historic district must first be identified and evaluated before strategies for preservation can be developed and implemented.



GRAY COMPREHENSIVE PLAN – HISTORIC AND ARCHAEOLOGICAL RESOURCES INVENTORY CHAPTER



GRAY COMPREHENSIVE PLAN – HISTORIC AND ARCHAEOLOGICAL RESOURCES INVENTORY CHAPTER

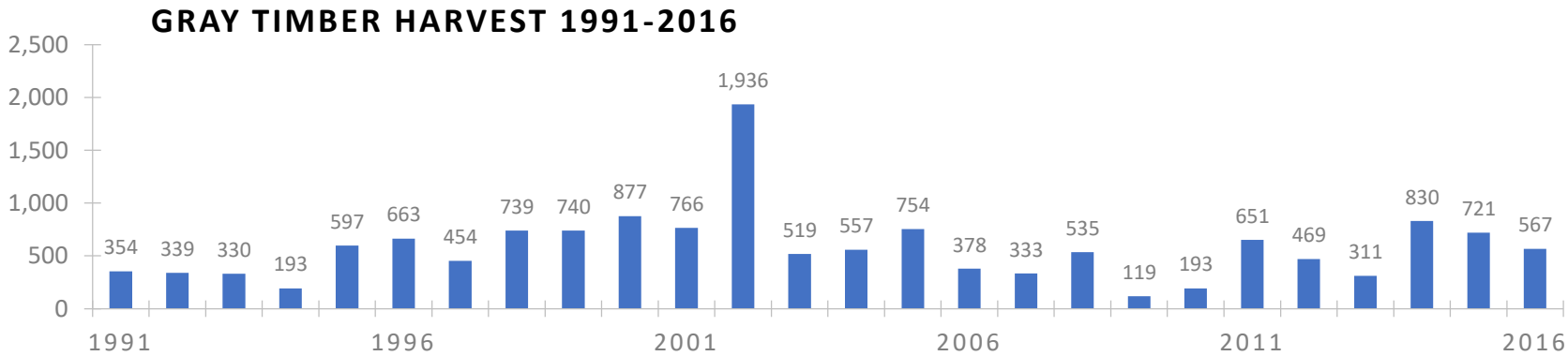
AGRICULTURE & FORESTRY RESOURCES

Forest Resources

Forest land is important for soil and water conservation, as well as for wildlife habitat and recreation. The rural character of the Town depends, in part, on the continued maintenance of this resource and the protection of large contiguous parcels of forest land. One method of protecting this resource is by encouraging good forest management and engaging landowners in long-term and profitable land ownership and retention of working woodlands.

A considerable portion of Gray’s land area is forested and there are 11,000 acres in Gray are still undeveloped, which is about 40% of the Gray’s land area. A portion of

this forested acreage is being managed for timber products. According to the town’s assessment records there are 72 parcels, owned by 49 property owners, totaling over 3,400 acres that are enrolled in the Tree Growth program (2019). The Tree Growth program allows properties to be assessed for tax purposes at a reduced level in exchange for managing the land for its timber resources. The accompanying graph (Figure 1), depicts the annual timber harvesting activity in Gray and provides a breakdown of the types of harvesting strategies—selection harvesting, shelterwood harvesting, and clear-cut harvesting. A table near the end of this chapter provides this data in raw form.



Source: Department of Agriculture, Conservation and Forestry - Maine Forest Service

Gray Timber Harvesting Activity

Year	Selection harvest <i>Acres</i>	Shelter-wood harvest <i>Acres</i>	Clear-cut harvest <i>Acres</i>	Total Harvest <i>Acres</i>	Change of land use <i>Acres</i>	Number of active Notifications <i>#</i>
1991	354	0	0	354	5	11
1992	258	54	27	339	270	14
1993	298	30	2	330	1	18
1994	192	0	1	193	0	12
1995	546	40	11	597	79	20
1996	655	4	4	663	72	25
1997	364	90	0	454	15	20
1998	689	50	0	739	5	25
1999	485	255	0	740	1	34
2000	687	190	0	877	14	39
2001	766	0	0	766	73	25
2002	1936	0	0	1936	99	23
2003	479	40	0	519	34	24
2004	557	0	0	557	79	29
2005	678	76	0	754	93	21
2006	378	0	0	378	10	17
2007	305	28	0	333	17	18
2008	535	0	0	535	10	22
2009	118	1	0	119	3	14
2010	193	0	0	193	40	14
2011	593	58	0	651	0	25
2012	469	0	0	469	0	22
2013	252	47	12	311	26	31
2014	755.19	75	0	830.19	6	34
2015	654	62	5	721	51	30
2016	566.5	0	0	566.5	15	26
Total	13762.69	1100	62	14924.7	1018	593
Average	529	42	2	574	39	23

Source: Department of Agriculture, Conservation and Forestry – Maine Forest Service

Since 2000, only 17 acres have been clear-cut harvested, but those 17 acres were cut recently, in 2013 and 2015. Through a variety of forest management practices (including clear cutting) habitat and wildlife diversity can be maximized. Gray would benefit from additional clear cutting, in appropriate locations. For more information on forest management best practices, see comments from IF&W staff in appendix D. Foresters have used the selective harvesting technique on the majority of harvested acres in Gray. By having predominately one forestry practice, such as selective harvesting, practices can limit the age classes of forest on the landscape, resulting in a decrease in habitat and wildlife diversity.

Beginning with Habitat data from 2018, provided by Maine Department of Agriculture, Conservation, and Forestry, indicates that there are roughly 1,300 acres of Conserved Lands in Gray. These lands include seven state held parcels, by Maine Department of Inland Fisheries and Wildlife and the Maine Bureau of Parks and Lands. There are twelve municipally held parcels throughout Gray which are classified as “unsecured,” which indicates that there may be temporary easements in place or some development, such as schools, may already exist on this land. Private conserved lands make up roughly 525 acres and are held by the Maine Land Trust, the Royal River Conservation Trust, Small Woodland Owners Association

of Maine, and the Presumpscot Regional Land Trust. Some of these lands are restricted and require owner permission to access.

Agriculture

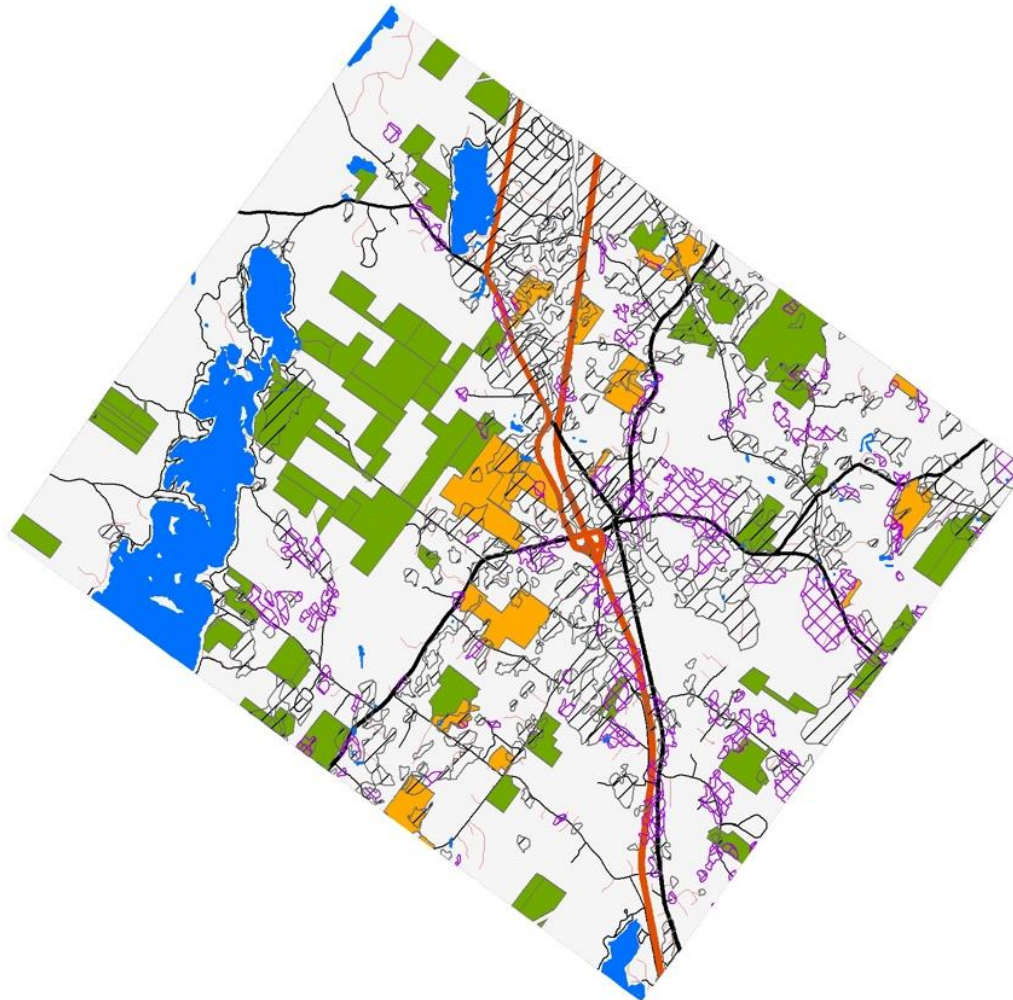
The following map illustrates the location of parcels currently used for agricultural and tree growth purposes. These properties were identified based on Gray assessing data. Agricultural parcels include properties that are used for crops, hay, and other growing stock, as well as dairy farms, livestock, or equestrian related uses. Gray assessing data indicates that there are 22 parcels enrolled in the Farmland tax program, and 2 parcels that are identified as farmland in the assessing data but do not appear to be enrolled in the Farmland tax program. These 24 agricultural parcels are owned by 19 different individuals, corporations, or trusts. Farmland covers nearly 1,250 acres of Gray, the largest parcel covering 220 acres.

Prime farmland soil, shown below, is defined by the U.S. Department of Agriculture as soil that is best suited for producing food, feed, forage and fiber, and oil seed

crops. It has the soil quality, growing season, and a moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. In other words, prime farmland produces the highest yields while requiring minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Farmlands of statewide importance are lands that do not meet the definition of prime or unique agricultural lands but have been designated as farmlands of statewide importance by State agencies or State law.

Gray currently has potential to expand active agricultural lands, especially in the central region near major roadways. As with forest resources, a major threat to agricultural lands is encroaching residential development and unsustainable resource extraction. The same qualities that make soils excellent for agriculture also make them attractive for development. In the short-term it is often more profitable for landowners to sell undeveloped lands as house lots rather than keeping them in agriculture. Suburban development can also lead to situations in which new owners view adjacent farm operations as nuisance activities.

GRAY AGRICULTURE AND FOREST RESOURCES



-  Prime Farmland
-  Farmland of Statewide Importance
-  Tree Growth Tax Parcels*
-  Agricultural Use Tax Parcels
-  Surface Water

Source: USDA NRCS Soils, 2017;
Gray Assessing Data, 2018.

*NOTE: Parcels identified as Tree Growth may not have their entire acreage enrolled in the program.

NATURAL AND WATER RESOURCES

A comprehensive understanding of Gray's natural environment is essential to understanding constraints and opportunities for future development and for making informed land use decisions. With knowledge of Gray's natural and water resources and the issues associated with them, the Town can examine the costs and benefits of preserving and enhancing natural systems in ways that best serve the needs of the community.

Topography

Topography refers to the shape of the land's surface and is defined by the change in elevation above sea level. Slope measures the steepness of the land's surface based on the change in elevation over a given horizontal distance. This is a valuable tool in planning because it identifies areas suitable for various types of development. Slopes exceeding 20% can place limitations on septic system installation and operation, add cost to the construction of buildings and roads, increase surface runoff, and may result in erosion from poorly managed construction sites.

The overall elevation in Gray has a west to east slope. Higher elevations, ranging from 500 to 600 feet, occur

around Little Sebago Lake. The lowest elevations, dropping below 100 feet, are located in the Royal River corridor. Little Sebago and Crystal Lake are flanked by ridge lines, running in a north-south direction, from Notched Pond to the Windham town line. The highest elevation is Adams Hill (590 feet), located near the southern end of this ridge to the east of Little Sebago Lake. There are a several other areas with steeper slopes around the perimeter of the lake. This is particularly important because slopes between 8% and 15% adjacent to a lake can lead to more rapid chemical runoff and soil erosion into the lake.

The largest concentration of steeper slopes in Gray is along the Royal River and Collyer Brook corridors in the eastern corner of Town. The areas along Depot Road and Merrill Road are especially steep, estimated to exceed 25% in many places. Development on these steeper areas has been mostly confined to single family and duplex homes along existing road frontage, with only one new subdivision near lower Collyer Brook. There is also some agricultural land being cultivated in this area which may need to be monitored for potential runoff into stream corridors.

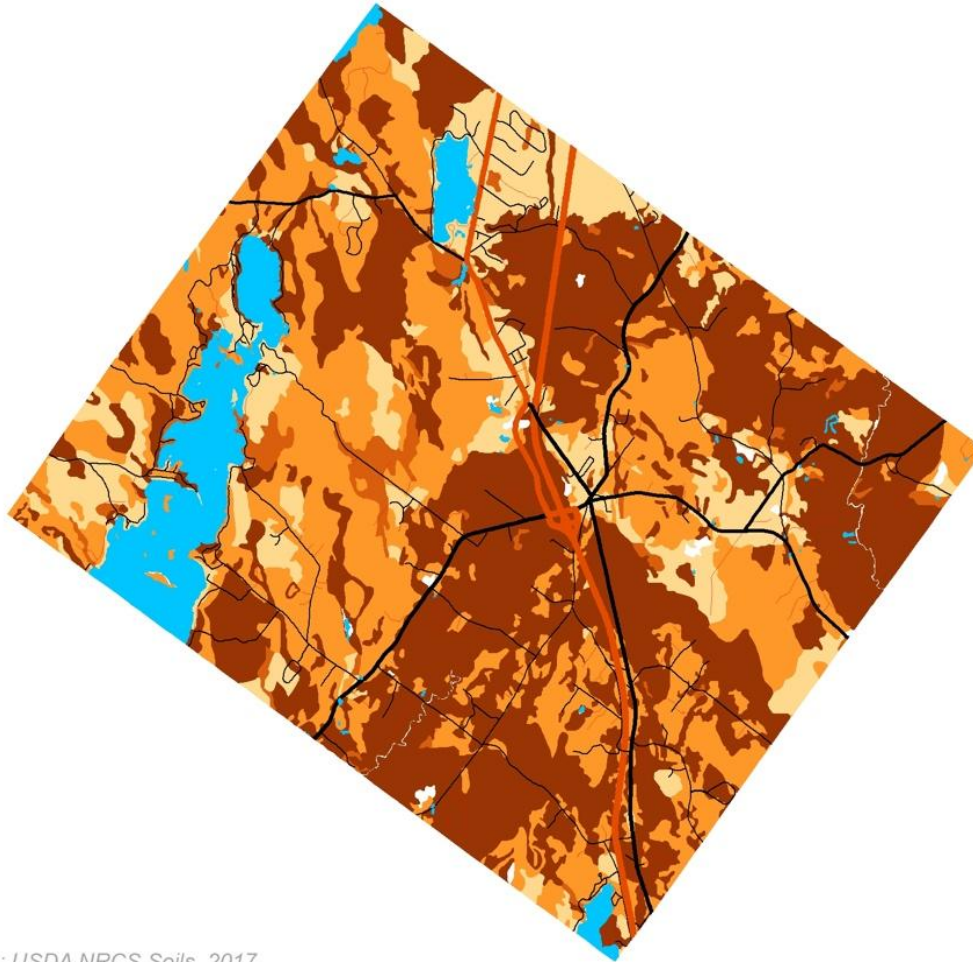
Soils

Soil characteristics in Gray have been shaped over a long period of time by topography, climate, and living organisms. These characteristics can be used to determine how well suited different areas are for various types of development or conservation. The USDA Natural Resources Conservation Service (NRCS) has used these factors to create a rating system that can be used to determine the suitability of soils in Gray to accommodate future development. The three primary determinants of development suitability are the ability to install septic system leach fields, construct dwellings with basements, and construct subdivision roads. The NRCS ranks the suitability of soils for these purposes on a qualitative scale ranging from very limited to not limited. These

suitability ratings do not imply that areas of town with low development suitability ratings cannot be developed, but that certain areas may be more appropriate for development based on cost and potential negative impacts over the long-term.

Much of the existing development in Gray has occurred on soils that have a medium to low soil suitability for development. Some of the areas least suitable for development are concentrated around the Collyer Brook and Royal River corridors. Others are found along Libby Brook and the Pleasant River. The primary development limitations in these areas are poorly drained soils, floodplains, and steeper slopes.

GRAY SOIL SUITABILITY FOR DEVELOPMENT



Source: USDA NRCS Soils, 2017.

Development Suitability



Wetlands

Wetlands represent the interface between the aquatic and terrestrial environments. Wetlands provide a variety of functions which include: helping to filter excess nutrients and contaminants from runoff before they enter surface waters; the temporary storage of flood waters; erosion control through the stabilization of river banks and other shoreland areas; and as habitat for a variety of water-dependent and upland species of animals.

Wetlands in Gray are regulated federally under the Clean Water Act (CWA), Army Corps of Engineers (ACOE), and in Maine by Shoreland Zoning and the State Natural Resources Protection Act (NRPA).

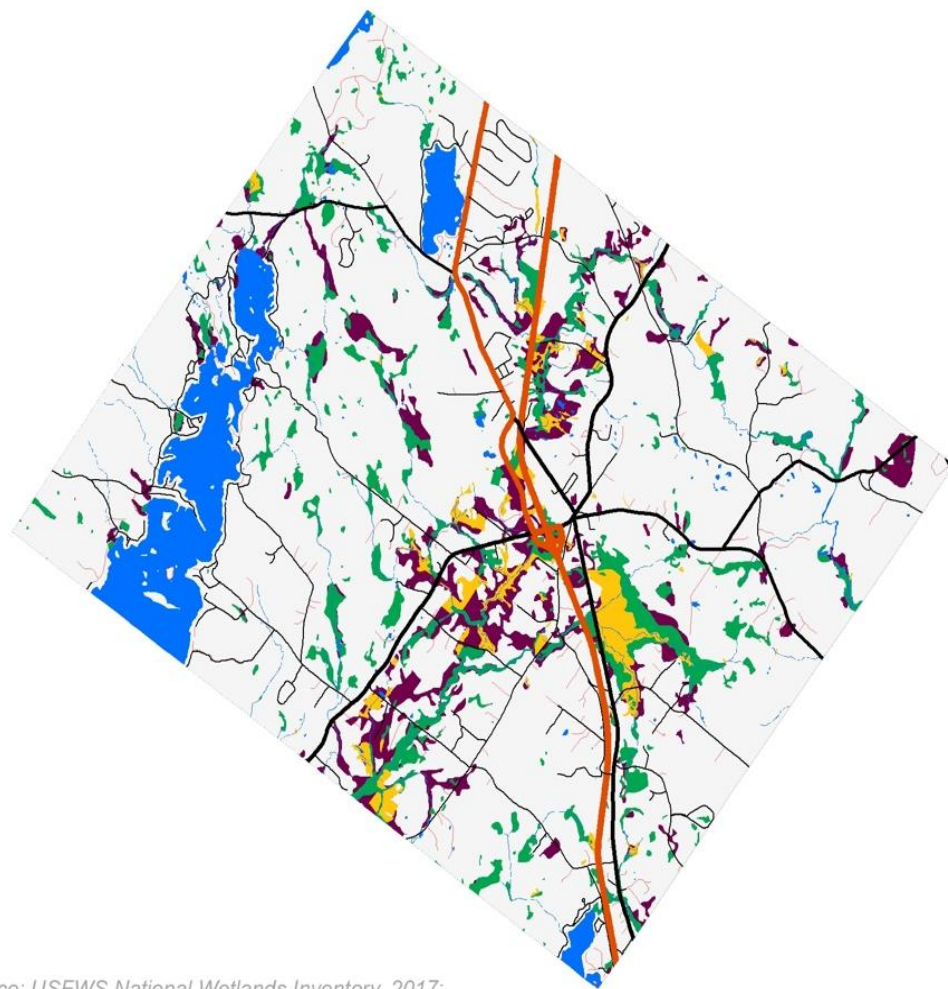
Wetlands are defined based on a combination of plant species, soil types, and duration of flooding/saturation by water. The National Wetlands Inventory (NWI) is used to identify wetlands for municipal comprehensive planning purposes. The NWI was originally produced during the mid-1980s by the U.S. Fish and Wildlife Service (USFWS) based on an analysis of aerial photography and was most recently updated by the USFWS in 2017. This method of identifying wetlands allows the USFWS to map wetlands for the entire country, but also made some types of wetlands more difficult to identify if they were obscured

by tree cover. The NWI data is very useful for general planning purposes, but they do not substitute for site specific field investigations and wetland boundary delineations required by the MaineDEP under the NRPA.

All wetlands in Gray are classified as Palustrine wetlands, which are non-tidal wetlands typically dominated by trees, shrubs, or emergent vegetation, traditionally referred to as swamps, marshes, and bogs. There are many small, unprotected wetlands throughout the Town that cumulatively represent an important piece of the Gray's natural environmental system.

Hydric soils, which are poorly and very poorly drained soils generally associated with wetlands, are also mapped. Even though the NWI mapping did not identify wetland vegetation in these areas based on aerial photo interpretation alone, it is likely that at least a portion of these soils are supporting wetland vegetation. The total acreage of wetlands in Gray, based on the 2017 NWI data, is 2,440 acres (8.8% of Gray's land area) while the amount of hydric soils total 3,095 acres (11.1% of Gray's land area). This suggests the total area of wetlands in Gray are under-reported and may require additional assessment for regulatory and conservation purposes.

GRAY WETLANDS



- Surface Water
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Hydric Soils

Source: USFWS National Wetlands Inventory, 2017;
USDA NRCS Soils, 2017.

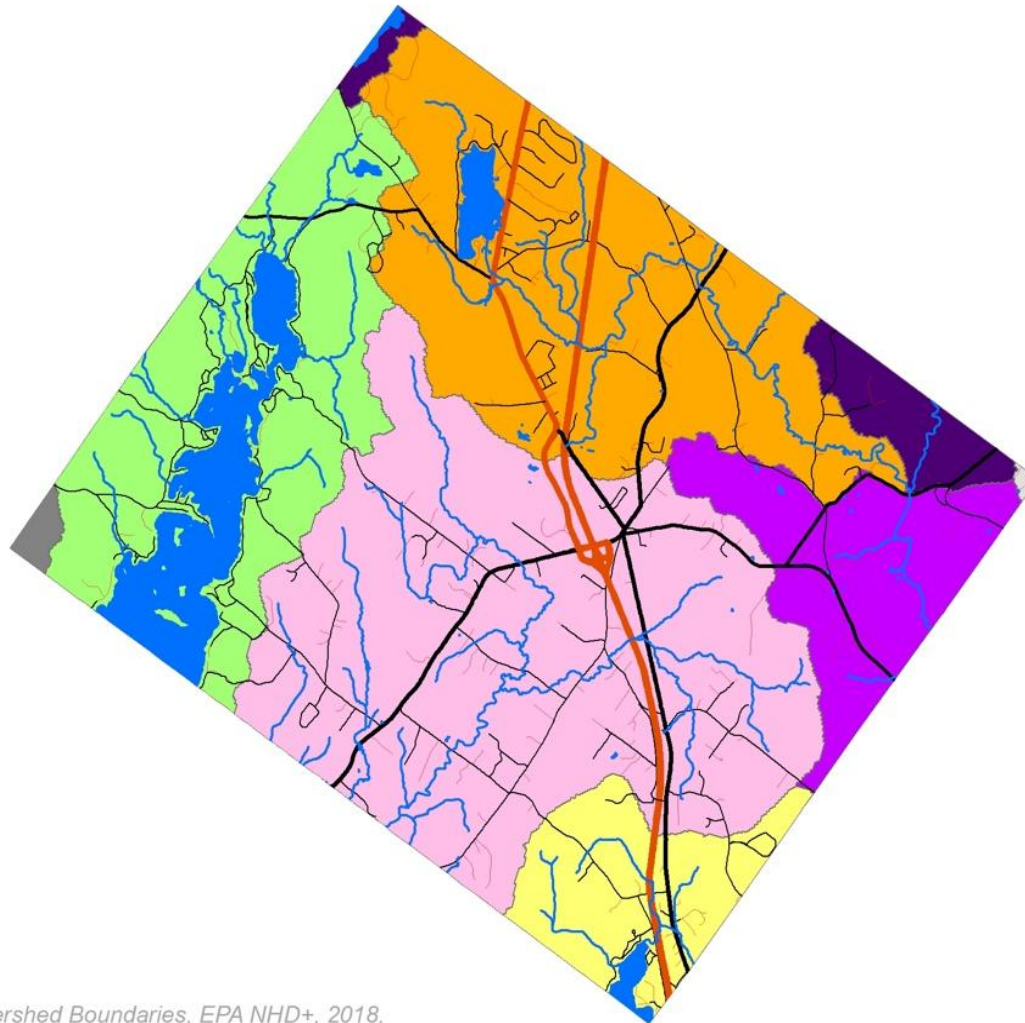
Watersheds

A watershed is generally defined as an area that drains into a waterway, such as a stream, river, surface water body or aquifer, and is delineated by both natural and man-made features. Gray includes two major watershed areas: the Presumpscot River and the Royal River. The Presumpscot Watershed covers approximately 19,000 acres (68%) of Gray's land area and the Royal River Watershed covers approximately 10,400 acres (37%) of Gray's land area. Both drainage areas eventually empty into the Casco Bay Basin. These major drainage areas are further divided into sub-watershed areas that pertain to water bodies within the town.

Watersheds are interconnected such that action taken in one part of a system can affect water quality further downstream in that system. Many watersheds extend beyond municipal boundaries, so managing water quality

efforts requires regional cooperation to be truly effective. Over the years Gray has actively participated in several regional planning efforts involving neighboring communities and regional entities related to these critical resources. These efforts have involved cooperation with the Town of Windham for work within the Pleasant River watershed (2012-2013) and the Little Sebago Lake watershed (2014). Most recently in December of 2019, the Cumberland County Soil & Water Conservation District (CCSWCD) completed watershed studies for both Cole and Thayer brooks via a contract with the Town. These two watershed studies focused on an inventory and analysis that will be useful should the Town choose to take additional proactive steps to protect these sub-watersheds. CCSWCD has initiated and managed these cooperative efforts.

GRAY SUBWATERSHEDS & SURFACE WATER BODIES



Source: Watershed Boundaries, EPA NHD+, 2018.
Streams and Waterbodies, National Hydrology Dataset, 2017.

Surface Water

Presumpscot River Sub-Watersheds

The three sub-watersheds within the Presumpscot Watershed contain Little Sebago Lake, Pleasant River, Piscataqua River, and a small piece of the Panther Run sub-watershed with no significant surface waters located in Gray.

LITTLE SEBAGO LAKE

Little Sebago Lake accounts for more than a fifth of the sub-watershed's total area of approximately 6,100 acres in Gray. The northern headwaters of Little Sebago originate within the Morgan Meadow Wildlife Management Area (WMA) in Raymond, which flows into the lake's upper basin through Sucker Brook. This WMA contains approximately 1,000 acres of conservation land which are managed by the Maine Department of Inland Fisheries & Wildlife (IF&W) as wildlife habitat and for various recreational activities.

Development within the Little Sebago watershed in Gray is comprised predominantly of single family housing, many of which are seasonal, that rely on private septic systems for wastewater treatment. The southern tip of the lake is in the abutting town of Windham where seasonal housing with private septic systems is also the dominant

land use around the lake. The remainder of this sub-watershed is predominantly forested, with some low density suburban development, scattered fields, and pockets of wetlands along the stream corridors.

According to the National Wetland Inventory (NWI) there are approximately 252 acres of wetlands in this sub-watershed in Gray.

According to the MaineDEP Nonpoint Source Management Program 2012 Annual Report¹, Little Sebago Lake is a Most at Risk NPS Priority Watershed due to extensive shorefront development and sprawling network of private roads. The primary water quality issues for the lake are low dissolved oxygen in the late summer and an infestation of invasive milfoil. Cumberland County Soil & Water Conservation District (CCSWCD) is actively working to reduce the sources of NPS pollution in the watershed and has already implemented hundreds of conservation best management practices (BMPs), such as restoring shorefront buffers and installing infiltration steps. However, there is still more work to do because, as of 2013, 164 of the original 310 problem sites identified

¹ Maine Department of Environmental Protection (2013) "Nonpoint Source Management Program 2012 Annual Report," Document # DEPLW-1245. Augusta: MDEP.

in the 2002 and 2003 watershed surveys still need to be addressed.

PLEASANT RIVER

The Pleasant River originates in Gray Meadow and flows into Windham, where it eventually reaches a confluence with the Presumpscot River. The Pleasant River subwatershed covers approximately 10,600 acres (38%) of Gray's land area and includes a range of land uses including agricultural, suburban residential and commercial highway development. The eastern extent of the subwatershed includes the Maine Turnpike, Gray Center, and commercial development along Portland Road and West Gray Road. This portion of the watershed also contains the Town's largest wetland area, Gray Meadow, which abuts the east side of Portland Road. Development in the southern and western portions of the sub-watershed in Gray is primarily low-density residential development and some agriculture. A significant portion of the watershed's western land area remains as undeveloped woodland and wetlands. There are approximately 1,400 acres of wetland within this subwatershed in Gray. The main water quality threats include several, automobile junkyards, sludge application sites, gravel pits, leaking aboveground and belowground storage tanks, and three sand/salt storage sites.

The Pleasant River subwatershed contains two impaired streams: Thayer Brook and the Pleasant River after the confluence with Thayer Brook. According to the 2015 Draft Total Maximum Daily Load (TMDL) Summary for Pleasant River and the 2016 TMDL Summary for Thayer Brook the main water quality issue with these stream segments are low dissolved oxygen, which can impair aquatic species. This impairment is symptomatic of Nonpoint Source (NPS) pollution, caused by surface runoff from surrounding agricultural and residential land-use, soil erosion, and inadequate riparian buffers. In 2011 CCSWCD completed a Watershed Management Plan for this watershed that identified specific strategies, such as working with landowners to implement Best Management Practices (BMPs) and working with municipalities to review ordinances and expand riparian buffers, for improving water quality in this subwatershed over the next 5-10 years.

PISCATAQUA RIVER

The remaining Presumpscot subwatershed is located in the southern corner of Gray and contains Forest Lake and the Piscataqua River. The watershed totals approximately 2,057 acres in Gray, with the lake itself covering approximately 212 acres. Only 79 acres of the lake are in Gray with the remainder divided between Windham and

Cumberland. The outlet stream of Forest Lake is the headwaters of the Piscataqua River, which passes through Gray and Cumberland before reaching the Presumpscot River in Falmouth. The watershed is bisected by the Maine Turnpike and medium to high density development focused around Forest Lake and the Portland Road corridor. The watershed has approximately 135 acres of wetlands.

According to the MaineDEP Nonpoint Source Management Program 2010 Annual Report² Forest Lake is a Most at Risk NPS Priority Watershed due to extensive shorefront development. The main water quality issue in Forest Lake is moderate dissolved oxygen depletion in the bottom layer of the lake in late summer, which is a symptom of NPS pollution. CCSWCD completed a watershed survey in 2002 that identified 112 erosion hotspots in the watershed, and only 18 of the 176 lots in the survey had adequate shorefront buffers. CCSWCD has worked with landowners to install shorefront buffers and fix erosion problems on roads, which resulted in a pollutant loading reduction of 7.7 pounds of phosphorus per year.

² Maine Department of Environmental Protection (2011) "Nonpoint Source Management Program 2010 Annual Report," Document# DEPLW-1205 2011. Augusta: MDEP.

Royal River Subwatersheds

The four sub-watersheds in the Royal River Watershed contain the Upper Royal River, Collyer Brook, the Lower Royal River, and a small portion of the Chandler Brook subwatershed with no surface waters located in Gray.

UPPER ROYAL RIVER

The Upper Royal River subwatershed covers over 900 acres (3.2%) of land in Gray. The main stem of the Royal River passes through the Town for a relatively short distance in the eastern corner of Gray. However, the drainage area of its main tributaries extends along almost the entire length of the Gray/New Gloucester town line. The portion of the Upper Royal River subwatershed in Gray contains a mix of lake front development, rural residential, and agricultural land uses. This sub-watershed has a total of 21 acres of wetlands. The main water quality threat in this subwatershed is a sludge application site in East Gray.

COLLYER BROOK

The Collyer Brook subwatershed covers nearly 7,000 acres (24%) in Gray and includes Crystal Lake and several smaller tributaries. Land use in this subwatershed includes lower density residential development, agriculture, the Maine Wildlife Park, a fish hatchery, and

several gravel pits. The watershed has a total of 450 acres of wetlands, including a significant concentration along the Libby Brook corridor where it crosses the Spring Meadows Golf Course property. The main water quality threats in this watershed include, several gravel pits, agricultural chemical usage, a golf course, a closed unlined landfill, a sand/salt storage pile, and a leaking underground storage tank.

The Collyer Brook subwatershed includes Cole Brook, which is one of the three impaired streams in Gray. According to the MaineDEP 2016 Maine Integrated Water Quality Report Cole Brook is listed as impaired due to low benthic macroinvertebrates counts. The diminished water quality in Cole Brook is most likely related to NPS pollution from surrounding land use.

According to the MaineDEP Nonpoint Source Management Program Annual Report 2004³ Crystal Lake is a Most at Risk NPS Priority Watershed because the lake frontage is completely developed with single family housing and there are several subdivisions located around the lake. The main water quality issue in Crystal

³ Maine Department of Environmental Protection (2005) "Nonpoint Source Management Program Annual Report 2004," Document# DEPLW0701 2005. Augusta: MDEP.

Lake is moderate dissolved oxygen depletion in the bottom layer of the lake in late summer, which is a symptom of NPS pollution. CCSWCD completed a watershed survey in 2003 that identified 42 sites in the watershed that were having a negative impact on water quality. CCSWCD presented their findings to the Gray Town Council and the Crystal Lake Association. Recent water quality data collected by the MaineDEP still show moderate dissolved oxygen depletion in the lake bottom in late summer⁴.

LOWER ROYAL RIVER

The Lower Royal River subwatershed covers over 2,500 acres (9%) in Gray and includes the lower Royal River Main Stem as well as several smaller tributaries. Land uses in this subwatershed include lower density residential development, agriculture, and several large gravel pits. The watershed has approximately 80 acres of wetlands. There are no impaired water surface waters in this subwatershed, but there are several significant water quality threats, including an automobile junkyard, a sludge utilization site, several gravel pits, and the McKin Superfund site.

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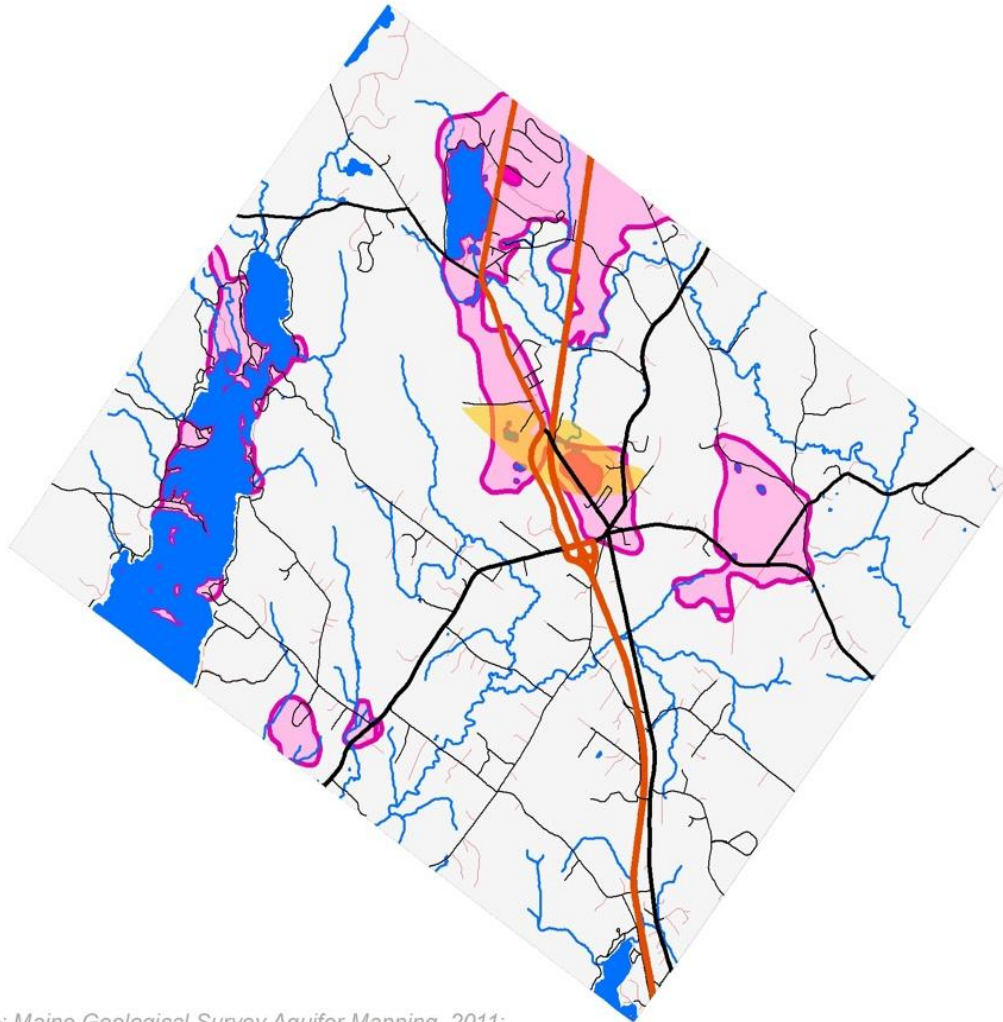
https://www.lakesofmaine.org/data/2017_Lake_Reports/3708_1.html

Groundwater

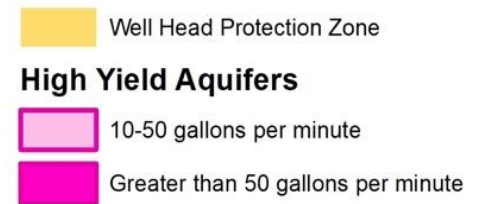
Groundwater is water found below ground in soil and rock formations. Groundwater is the source for all drinking water supplies in Gray, providing water to private residential and non-residential wells within the community. Groundwater occurring in sufficient quantities to supply a well is called an aquifer. The state has mapped “high yield aquifers” that are significant because of the amount of water they contain and the

amount of water that can be extracted from these formations. Libby Brook Aquifer is the Town’s largest high yield aquifer, located just north of the village area. The Gray Water District (GWD) provides water from two gravel wells drawing water from this aquifer. These two wells are protected by Well Head Protection Districts. Water treatment consists of sodium silicate for corrosion control with backup chlorination equipment to be used for disinfection if needed.

GRAY HIGH YIELD AQUIFERS



Source: Maine Geological Survey Aquifer Mapping, 2011;
National Hydrography Dataset, 2017;
Town of Gray, 2012.



Water Quality and Protection

Point Source Pollution

Point source pollutants can be traced to one location, or point, such as a factory or treatment plant. In Gray, possible point sources include unprotected storage tanks for petroleum products, the burying of waste, or the seeping of contaminants into the water table from improper disposal. There are also several mining sites and sand and gravel pits located above the Town’s aquifers. Sand and gravel excavation, whether in active operation or inoperative, can create the potential for contamination of water resources.

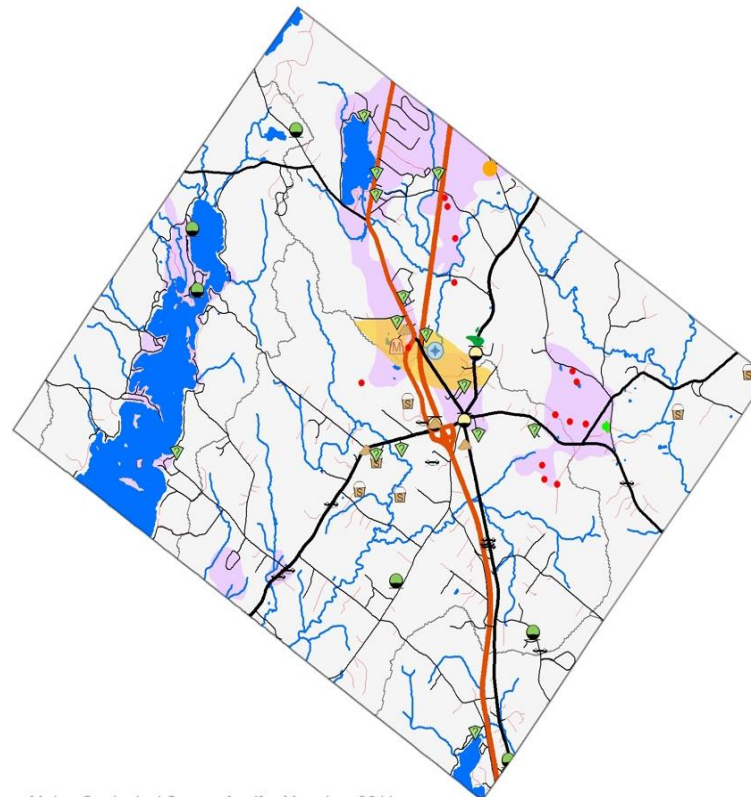
If materials were extracted to a level that is too close to the water table, contaminants could rapidly and easily enter the water table.

Two sites in Gray are of particular concern with regard to groundwater contamination. These include the old town landfill on the Shaker Road, and the McKin Site on Mayall Road:

OLD TOWN LANDFILL

The landfill was operated as an unlined facility from which contaminants were able to seep into the groundwater. The facility was closed with a synthetic cover and capped with loam in 1992 and

GRAY WATER QUALITY THREATS



- Mapped Aquifers
- Well Head Protection Zone
- Public Water Supplies
- Water Quality Threats**
- Agricultural Chemical Use
- Automobile Junkyard
- Leaking AST
- Leaking UST
- Golf Course
- Sand/Salt Storage
- Sludge Utilization Site
- Unsewered Subdivision
- McKin Site
- Closed Landfill
- Gravel Extraction
- McKin Site

Source: Maine Geological Survey Aquifer Mapping, 2011; MaineDEP Environmental and Geographic Analysis Database, 2018; National Hydrography Dataset, 2017.

various site investigations and monitoring activities were conducted subsequent to that closure. Water sampling conducted in 1994 found that tetrachloroethylene (TCE), a volatile organic compound (VOC), was present in detectable concentrations but not at sufficient levels to be included as a U.S. Environmental Protection Agency (EPA) Superfund Site. Another study conducted under the auspices of the Maine DEP in an effort to model the potential impacts that pumping of the Gray Water District's wells might have on inducing contaminants into the water supply. This modeling indicated that if the pumping rate remained below 500 gallons per minute (gpm) it would reduce the potential for contamination. The Town is currently in the process of implementing a post-closure monitoring program of the landfill over the next 25 years as required by the DEP.

THE MCKIN SITE

The McKin Site on Mayall Road was used for the improper disposal of industrial solvents and other hazardous chemicals in the 1980s. TCE was found to have migrated off the site into the groundwater which resulted in the facility being designated an EPA Superfund Site. Municipal water lines were extended into the area to service residences with affected wells and all future development is required to connect to the municipal

water system. The EPA monitored the site for a while but determined that contamination levels had been reduced to a level that made continuous monitoring unwarranted. According to DEP records, TCE has been detected in the Royal River, but no sampling has been conducted recently. Contamination levels were not considered to be a further health threat. All properties located in the McKin area are federally required to connect to the Gray Water District distribution system for potable water.

Non-Point Source Pollution

The most significant threat to surface water quality in Gray is non-point source pollution. Non-point pollution sources do not originate from a centralized source. They come from more generalized locations such as nutrients from failed septic systems, and contaminant runoff from buildings, parking lots, lawns, agricultural uses, and road salt. Erosion and sedimentation from improper construction or other activities that alter the surface of the land are also sources of non-point source pollution. Generally, as a watershed becomes more developed with impervious materials there is a greater possibility for degradation of water quality and harm to aquatic species from non-point source pollution.

When excess nutrients from these sources enter surface waters they may feed algae blooms that deplete dissolved oxygen (DO) in surface waters. This is harmful for aquatic organisms, such as benthic macroinvertebrates (small animals that live in river sediment) and the fish that feed on benthic macroinvertebrates. Therefore, the two most common water quality indicators used in this chapter are DO and macroinvertebrate counts.

Paved state and local roads in Gray are subject to winter salt applications. Gray's public works crews, State of MaineDOT, and contractors do use best management practices to protect water resources in their daily operations. The same standard is used throughout most of the Town.

The State of MaineDOT was responsible for winter maintenance of Rt. 26A ("by-pass") from when it opened in 2006 through the 2018-2019 winter. Beginning with the 2019-2020 winter season, the Town assumed winter maintenance responsibilities for Rt. 26A as well as within Wellhead Zoning Districts. Gray's Public Works Department proactively posted low salt area signs, has switched to a more environmentally-friendly de-icing product, and has reduced the quantity of de-icing

products utilized within and adjacent to Wellhead areas. Several monitoring wells were installed by MaineDOT when the by-pass was constructed which have been periodically tested. In the fall of 2019, the Town collaborated with the Gray Water District (GWD) and added an additional monitoring well. Sand from winter sanding operations, which is heavily laden with road salt, is left to accumulate along roadsides year after year. Erosion and sedimentation of this material result in clogged culverts and ditches, silted streams and accumulation of eroded material in fields.

Agricultural activities may contribute to the degradation of water quality from surface water run-off into bodies of water and filtration into subsurface aquifers. Currently there are active farms that operate within the Pleasant River, Collyer Brook, Upper Royal River, and Lower Royal River subwatersheds, including six farms that have permits for sludge application⁵. Agricultural operations currently are subject to state guidelines for manure spreading, including sludge application, which requires a permit from the Town.

The Maine Legislature, through the Department of Environmental Protection (DEP), has created a water

⁵ Maine DEP Environmental and Geographic Analysis Database, 2018.

quality classification system for all surface waters in Maine. Based on this classification system, the DEP has established “attainment goals,” which is the minimum desirable water quality, for all water bodies.

There are four classifications in this system for rivers and streams and one classification for lakes and ponds. For rivers and streams the classes, from high to low are, AA, A, B, and C. The single classification for lakes and ponds is Great Ponds “A” (GPA). The classification is intended to

be more of a hierarchy of risk rather than one of use or quality. Under this risk-based approach the possibility of a breakdown in the ecosystem are rated based on loss of use due to either natural or human causes. Ecosystems that are more natural in their structure and function can be expected to be more resilient to stresses and recover more rapidly from those stresses.

MAINE STATE STANDARDS FOR CLASSIFICATION OF FRESH SURFACE WATER QUALITY

	Dissolved Oxygen	Bacteria (E. coli)	Habitat	Aquatic Life (Biological)
Class AA	As naturally occurs	As naturally occurs	Free flowing and natural	No direct discharge of pollutants; as naturally occurs
Class A	7 ppm; 75% saturation	As naturally	Natural	As naturally occurs
Class B	7 ppm; 75% saturation	64/100 ml (g.m.*) or 427/100 ml (inst.*)	Unimpaired	Discharges shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes to the resident biological community.
Class C	5 ppm; 60% saturation	142/100 ml (g.m.*) or 949/100 ml (inst.*)	Habitat for fish and other aquatic life	Discharges may cause some changes to aquatic life, provided that the receiving waters shall be of sufficient quality to support all species of fish indigenous to the receiving waters and maintain the structure and function of the resident biological community.

* "g.m." means geometric mean and "inst." means instantaneous level

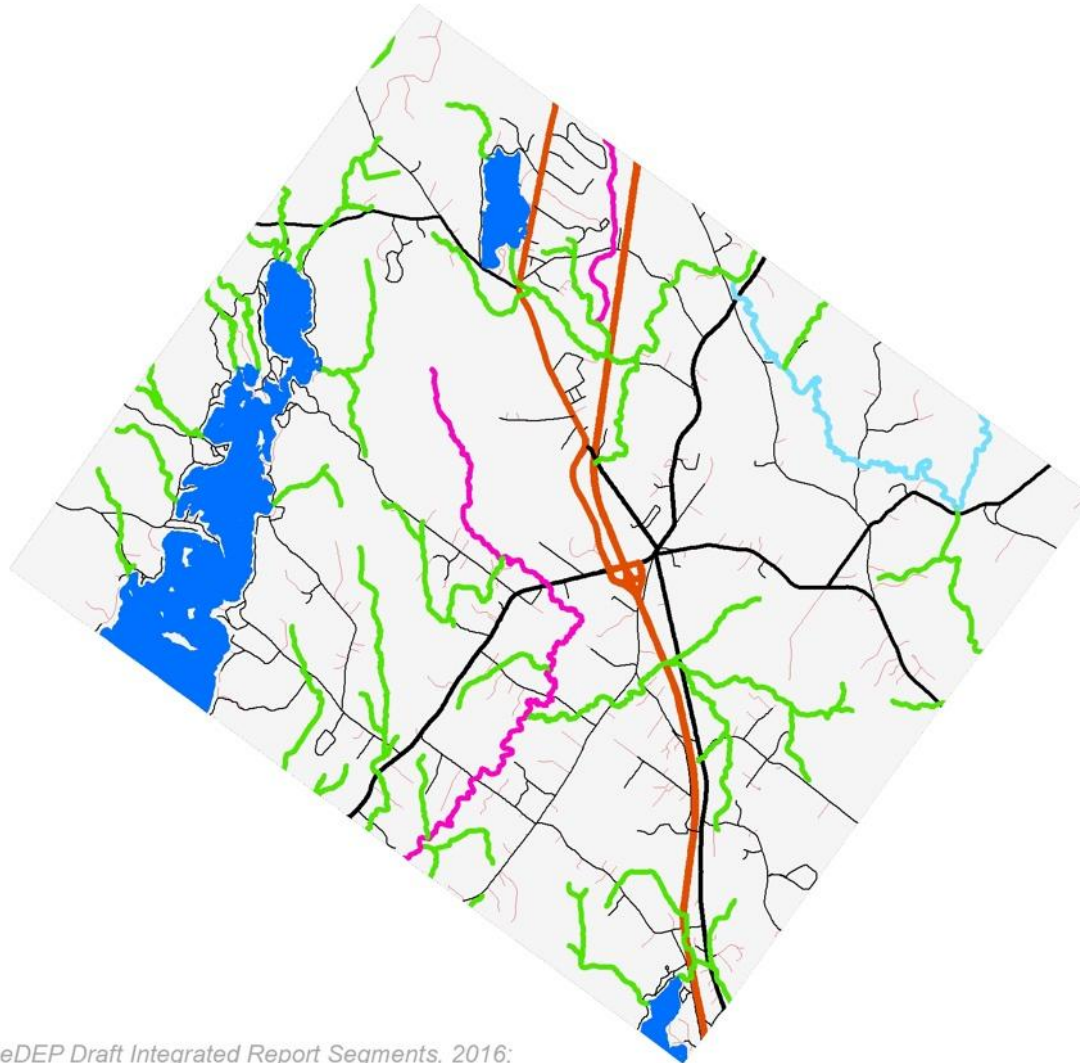
Source: Maine Legislature MRS Title 38 §465

Most of the streams in Gray are Class B, which means they support aquatic life with no adverse impacts from discharges into the stream. Collyer Brook and Royal River before the confluence with Collyer Brook are both Class A, which means the water quality is as naturally occurs.

According to the Maine Department of Environmental Protection, a stream is considered impaired if it fails to meet water quality standards because of effects of stormwater runoff from developed land. Additional stormwater treatment controls are necessary in urban watersheds of impaired streams because proposed

stormwater sources in urban and urbanizing areas contribute to the further degradation of stream water quality. According to the 2016 Integrated Water Quality Report, there are three impaired streams in Gray: Cole Brook in the Collyer Brook sub-watershed, Thayer Brook in the Pleasant River sub-watershed, and the Pleasant River after the confluence with Thayer Brook. In addition, Notched Pond, Forest Lake, Crystal Lake, and Little Sebago Lake are listed as sensitive watersheds on the Maine DEP's Nonpoint Source Priority Watersheds List of threatened lakes.

GRAY STREAMS WATER QUALITY CLASSIFICATION



Water Quality Classification

- A
- B
- Impaired

*Source: MaineDEP Draft Integrated Report Segments, 2016;
National Hydrology Dataset, 2017*

Gray has not yet officially been designated as within the urbanized area defined by the EPA for compliance with Municipal Storm Sewer System (MS4) regulations. However, the Town has proactively been working with Cumberland County Soil & Water Conservation District to address future regulatory requirements and protect water quality including CCSWCD's inventory of Cole and Thayer brook watersheds completed in December of 2019.

Plant and Animal Habitats

The availability of high-quality habitat for fish, wildlife, and plants is essential to maintaining an abundant and diverse population for both ecological and recreational purposes. A typical consequence of the growth of human settlement is the fragmentation or loss of plant and animal habitats. The predominant forest types in this region include stands of northern hardwood, pine-hemlock-hardwood, and oak-hickory. Wildlife species include larger game animals such as moose and deer, smaller fur bearers such as beaver, fox, and coyote, upland game birds such as wild turkey, various wading birds and waterfowl, as well as non-game species of songbirds, reptiles and amphibians.

The Maine Department of Inland Fisheries & Wildlife (IF&W) manages the protected wildlife species in the

region around Gray, although municipal involvement in this process also occurs through various regulatory and non-regulatory activities. One approach used by the IF&W to manage wildlife populations is through a permit system for hunting and fishing. A broader approach to wildlife management is to preserve a variety of habitat types that are necessary to support healthy populations of all native species. The IF&W, as well as other public agencies and private conservation groups, have assembled inventories of important habitat types that can function as more of a complete system as opposed to smaller, fragmented pieces of habitat.

In 2001, a cooperative effort of environmental organizations and government agencies introduced a program called "Beginning with Habitat, An Approach to Conserving Open Space." Today, Beginning with Habitat provides periodically updated maps and data identifying valued habitats and rare species locations to municipalities. These maps and tools help local decision-makers create a vision for their community and develop a plan that balances future development with conservation priorities. The data contained on these maps are regularly updated. For additional information from IF&W, see appendix D.

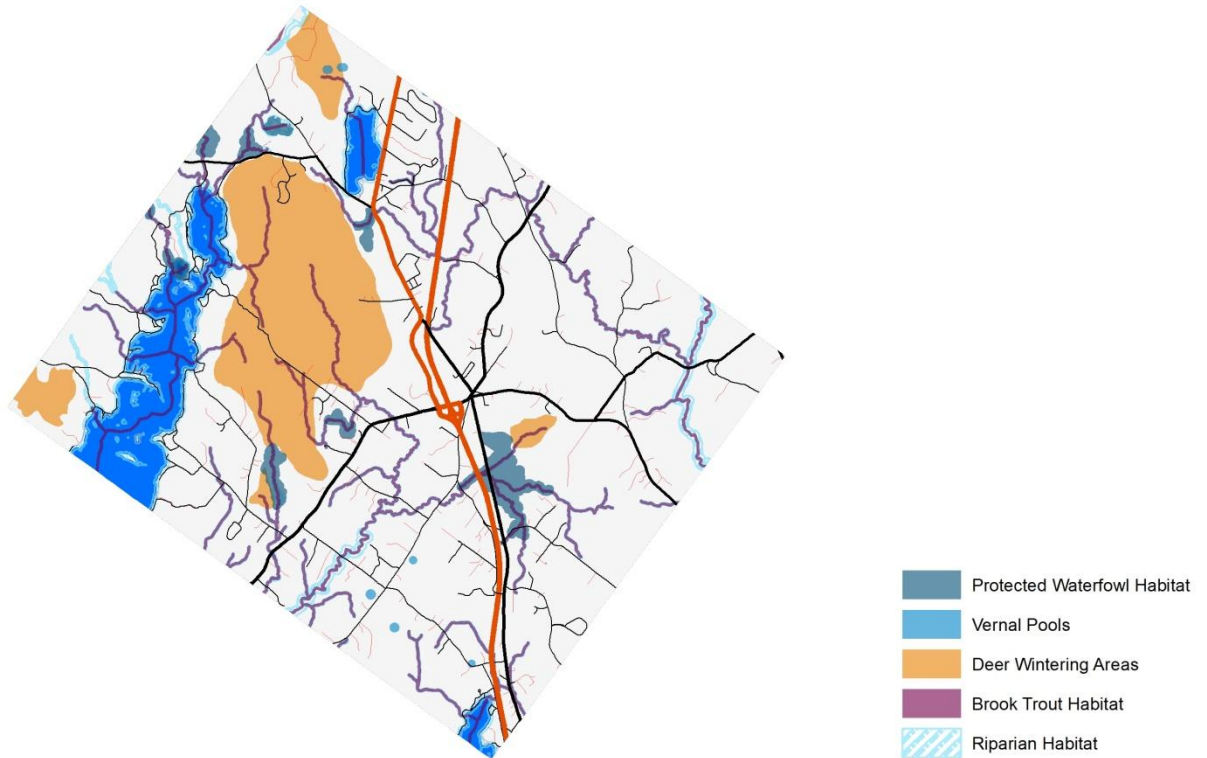
Significant Wildlife Habitats

Significant Wildlife Habitats are areas that currently provide or have historically provided physical or biological features essential to the conservation of an endangered or threatened species in Maine, and which may require special management considerations.

Significant Wildlife Habitats are regulated under Maine’s Natural Resource Protection Act. Examples of areas that could qualify for this designation are nesting sites or important feeding areas. For some species, habitat protection is vital to preventing further decline or achieving recovery goals. This habitat protection tool is used only when habitat loss has been identified as a major factor limiting a species' recovery. For additional information on

Significant Wildlife Habitats and how they are classified, see IF&W staff comments in appendix D. The Significant Wildlife Habitats in Gray are outlined below.

GRAY ESSENTIAL HABITATS



Source: *Beginning with Habitat*, 2019

PROTECTED WATERFOWL HABITAT

Inland and tidal waterfowl and wading bird habitats are freshwater wetlands and surface waters that provide breeding, migration, and wintering grounds for ducks, herons, other wading birds and songbirds, and various aquatic species. As of 2006, State of Maine regulations require that municipalities designate all Maine Department of Inland Fish and Wildlife (IF&W) designated inland waterfowl and wading bird habitats as resource protection areas.

There are ten areas in Gray that have been identified as high or moderate value inland waterfowl and wading bird habitat by the Maine Department of Inland Fisheries and Wildlife and are protected under Maine's Natural Resources Protection Act (NRPA). These areas are mostly located around Little Sebago Lake and in Gray Meadow at the headwaters of the Pleasant River.

VERNAL POOLS

Vernal pools are wetlands that appear seasonally and provide important habitat to semi-aquatic woodland species such as wood frogs, spotted salamanders and a range of rare or endangered plants and animals. The Maine Department of Environmental Protection (DEP) has established criteria to identify significant vernal pools,

those with the highest value to wildlife, and development activity within 250 feet of significant vernal pools may require a permit from DEP. The permit review process helps assure that any activities in and around significant vernal pools are done in ways that minimize harm to both wildlife and habitat.

The significant vernal pool dataset maintained by the Maine Department of Inland Fisheries and Wildlife shows eight significant vernal pools in Gray as of March 27, 2020. The significant vernal pools, shown in the map on the previous page, are protected under Maine's NRPA. The rarity of significant vernal pools in Gray is likely due to limited surveying. With additional survey efforts, there would likely be additional significant vernal pools mapped in Gray. Four of these significant vernal pools are located around the source of a tributary to Crystal Lake. The other four significant vernal pools are located in Southwest Gray between the Pleasant River and the Maine Turnpike.

DEER WINTERING AREAS

Deep snow and frigid temperatures can put stress on the deer population. Deer wintering areas (DWA) provide critical protection for deer herds during Maine's winters. They are usually located in evergreen forests, whose

canopies reduce wind velocity, maintain warmer than average temperatures, and reduce snow depth by retaining snowfall above the forest floor. The 2011 DWAs included with Beginning With Habitat (BWH) show five deer wintering areas within Gray totaling over 4,100 acres. The single largest DWA, centered around the Ramsdell Road/Thayer Brook area, totals over 3,400 acres or more than 80% of the DWAs in Gray. The DWAs shown in this plan are based on the most accurately available information at the time they were created, but a field determination by the MDIFW Regional Biologist takes precedence over the mapped DWAs.

RIPARIAN HABITAT

Riparian habitat is important for many species and can also serve as travel corridors for animals and provide “linkages” between patches of habitat that have been fragmented by development. These habitat areas are defined by a 75 foot buffer on either side of streams and 250-foot buffers adjacent to the Royal and Pleasant Rivers. Streams in Gray, as with other Maine municipalities, are protected by Shoreland Zoning and/or the State's Natural Resources Protection Act (NRPA) standards although wildlife biologists consider the

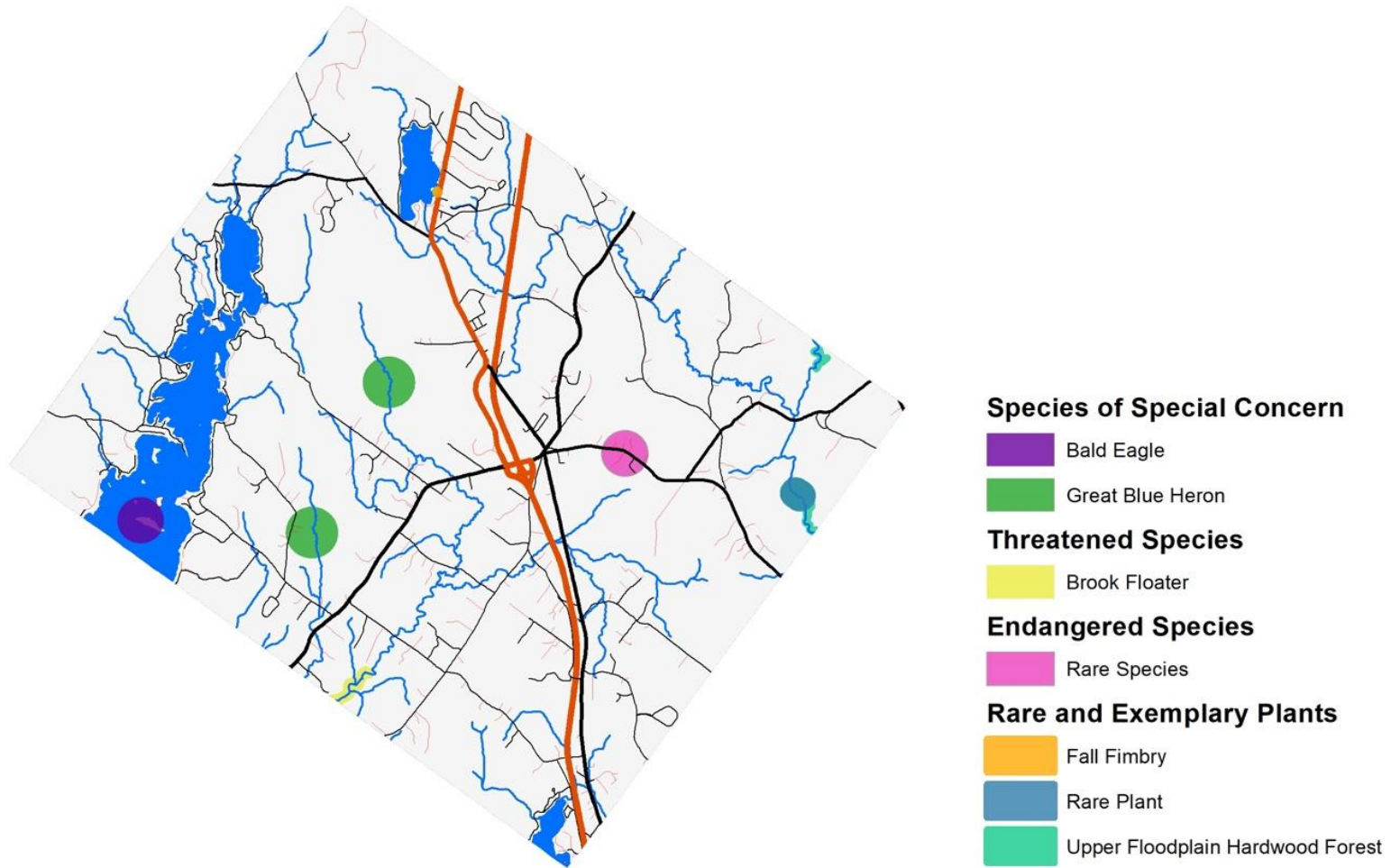
minimum required buffer around streams to be an insufficient width for larger mammals.

BROOK TROUT HABITAT

Brook trout (*Salvelinus fontinalis*), commonly referred to as squaretail, brookie, and speckled trout, are native to Maine. Maine is the last stronghold for brook trout in the eastern United States. Maine is also the only state with extensive intact lake and pond dwelling populations of wild brook trout. Brook trout are not afforded any special state or federal regulatory protection, but there are Best Management Practices recommended by the Maine Department of Inland Fisheries and Wildlife. Nearly all flowing waters in Gray represent potential brook trout habitat which is particularly vulnerable to a host of land-based activities.

Often, road maintenance and construction projects inadvertently impede passage at stream crossings. The adoption of stream-crossing practices such as culverts can lessen the impacts. For additional information on the protection and enhancement of fisheries and fisheries habitats, see IF&W staff comments in appendix D.

GRAY RARE, THREATENED, AND ENDANGERED PLANT AND ANIMAL HABITATS



Source: *Beginning with Habitat*, 2019

Plant and Animal Species

PLANT SPECIES

The Maine Natural Areas Program has identified two rare and exemplary plant features and one exemplary natural community have been identified in Gray as of 2019. Fall fimbry, a species of special concern in Maine, has been seen along the shore of Crystal Lake. Another unidentified (identity hidden to protect the plant) rare plant has been observed along the banks of the Royal River in East Gray. There are also exemplary natural communities of Upper Floodplain Hardwood Forest located along the banks of the Royal River. Other rare features may exist in Gray but have not been identified.

SPECIES OF SPECIAL CONCERN

The Bald Eagle was delisted from the Maine Endangered Species list, following federal delisting in 2007, joining the Great Blue Heron on Maine's list of Species of Special Concern. Species of Special Concern meet some, but not all, of the criteria for listing as an endangered species, remain at risk of local or regional disappearance, and are protected through policy rather than legislation. There is a bald eagle nesting area located in Gray on Little Sebago Lake. Great Blue Heron habitat can also be found on Thayer brook and on an unnamed tributary to the Pleasant River near Campbell Shore Road.

ENDANGERED AND THREATENED SPECIES

Maine's Endangered Species Act protects essential wildlife habitats, which are areas currently or historically providing physical or biological features essential to the conservation of an endangered or threatened species and which may require special management. Maine's Natural Resource Protection Act (NRPA), which became effective in 1988, was intended to prevent further degradation or destruction of certain natural resources of state significance. Within the act are certain provisions for protecting significant wildlife habitats.

Habitat Blocks and Connections

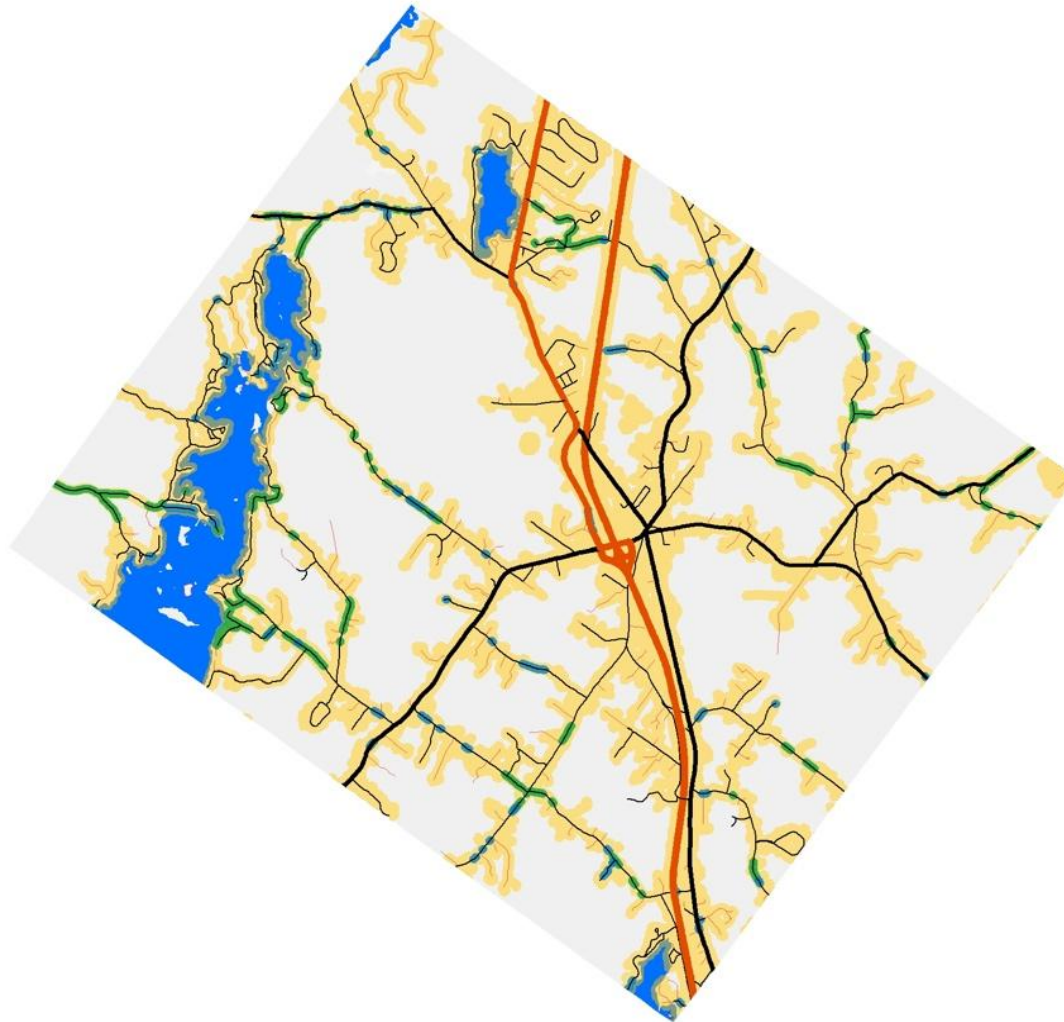
Unfragmented habitat blocks are large, contiguous area of natural woodland that are essential to maintaining a diverse and healthy wildlife population. They are also popular areas for outdoor recreational activities and reflect the community's rural character. The value of an unfragmented habitat block increases with its size because larger habitat blocks can support a greater diversity of animal and plant populations.

Beginning With Habitat (BWH) has identified many large unfragmented habitat blocks in Gray, the largest of which is over 2,600 acres (9.4% of Gray's land area) located between Little Sebago Lake and Route 26. There are two

other unfragmented habitat blocks in Town larger than 1000 acres, and twenty-five blocks ranging from 100 to 1000 acres. Altogether there are over 16,000 acres (58% of Gray's land area) of unfragmented habitat blocks in Gray, but only 1,300 acres of this land are held in conservation.

Wildlife corridor connections link habitat blocks and allow for animal movement across roads and other barriers. By preserving habitats and establishing these linkages, Gray can provide wildlife corridor connectivity through the community and into larger unfragmented habitat blocks in surrounding communities. Safe passage zones or protected crossings can be preserved or reestablished to improve connections between fragmented habitat areas.

GRAY UNDEVELOPED HABITAT BLOCKS AND CONNECTIONS



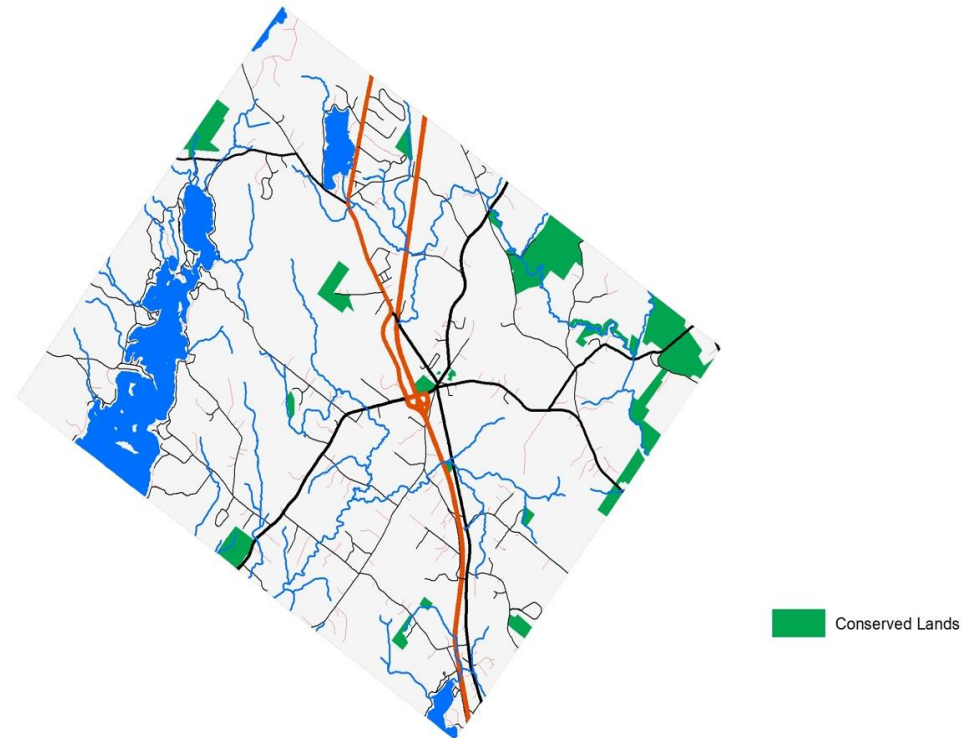
Source: *Beginning with Habitat*, 2019

Conserved Land

Conserving land through outright ownership or conservation easements ensures that open spaces and forested areas are preserved in perpetuity and not developed. These tools can help communities maintain unfragmented habitat blocks and corridors. As of 2019, there are 29 parcels totaling over 1,450 acres of land in conservation in Gray. Four of these parcels are owned by the Maine Bureau of Parks and Lands and are part of the Pineland complex. The Maine Department of Inland Fisheries and Wildlife owns and manages 120 acres of the Morgan Meadow WMA in Gray and the 36-acre Scott Liberty Easement next to the Stave Mill subdivision. The Maine Department of Environmental Protection holds conservation easements on two parcels totaling 57 acres adjacent to Collyer Brook in East Gray. Maine Farmland Trust has two agriculture easements on over 300 acres of land located along Collyer Brook in East Gray. Maine Woodland Owners Association owns the 35-acre Whitney Memorial Forest in South Gray. The Presumpscot Regional Land Trust owns an agricultural easement on the 94-acre Freeman

Farm in West Gray and a conservation easement on the 27-acre Dutton Hill Reserve in South Gray. The Royal River Conservation Trust owns the Collyer Brook Conservation Easement located in East Gray. The University of Maine System owns two parcels in East Gray on the border with North Yarmouth totaling about 85 acres. The remaining 12 parcels totaling 180 acres are

GRAY CONSERVED LANDS



Source: *Beginning with Habitat*, 2019

owned by the Town of Gray, and include the Libby Hill Land, Wilkies Beach, the Gray Village Cemetery, the Ridgeview Land, and the Manahan Wildlife Refuge.

Scenic Resources

There are several scenic attractions in Gray, including the Maine Wildlife Park in Dry Mills, Pineland Farms in East Gray, and the Libby Hill Forest Trails in the Gray State Game Sanctuary. Colley Hill provides spectacular views of the White Mountains in New Hampshire. Crystal Lake provides summer and winter recreation opportunities for tourists and residents alike. There are also several historical attractions in Gray, including the Gray Historical Society Museum, Dry Mills Schoolhouse Museum, the Mayall Mills Site (the first woolen mill in the US), Pennell Institute built in 1876 (now Town Hall), and the Maine Wildlife Park. Gray is also known as the gateway to Western Maine as many seasonal visitors exit the Maine Turnpike in Gray and travel to regional attractions such as ski resorts, the Sabbathday Lake Shaker Village, and the many lakes and campgrounds in the Lakes Region.

Regulatory Protection

Gray has a wealth of natural, scenic and open space resources, including wetlands, aquifers, forests, wildlife

and unique natural areas. Gray is subject to state and federal regulations and has also adopted local ordinances to protect these resources. However, implementing additional regulatory and non-regulatory measures to adequately protect these resources may need to be considered as the Town's population grows.

In 2002 the Town adopted a groundwater ordinance, which prohibits the removal and use of groundwater from land located within the Institutional Control Zone. However, the boundary of this zone has not been mapped and does not cover the extent of the town's aquifers. Additionally, there is no aquifer overlay district in Gray. A Floodplain management ordinance was enacted by the town in 1993. This ordinance was written to comply with the requirements of the National Flood Insurance Act of 1968. Although the ordinance references the current official Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM's) floodplain maps from 1982, the Town will need to amend the ordinance when FEMA officially adopts the updated FIRM's which are predicated on aerial photos and use LiDar technology for more accurate contours.

Wellhead Protection Districts

Gray has two wellhead protection districts surrounding the two wells for the Gray Water District. The intent of the Wellhead Protection Zoning Districts is to protect the ground water resources of the Gray Water District from harmful contaminants that can reasonably be expected to accompany certain uses of land. Although this district does help protect a critical water supply for the Town, there is no longer aquifer protection area.

Former Aquifer Protection Zoning

Beginning in the mid to late 1970's, Gray's Zoning Ordinance established various aquifer protection areas. The former Village Aquifer Protection (VAP) contained many standards designed to minimize adverse impacts on the aquifer including restrictive lot coverage, limiting the number of existing single-family dwellings that could be converted to duplexes, special performance standards, and limiting the extent that the Board of Appeals could grant variances.

The more encompassing Aquifer Overlay Zone (AOZ) extended north from the village up Rt. 26 to beyond Dry Mills given the location of the aquifer. Particularly in the early 2000's, there was understandable growing frustration with the cumulative implications of the aquifer

protection areas since property owners were not able to undertake projects or in some instances expand their family house.

Given Gray's experiences with the McKin groundwater contamination as a federal super-fund site, the Town needed to ensure that necessary measures were taken to protect the wellhead for the Gray Water District (GWD). The Town and GWD hired a hydrogeologic consultant in 2005 to map the estimated travel time for the recharge area for the District's well. In early 2006, there were discussions regarding eliminating most of the Town's aquifer protection areas and retaining only the immediate recharge area for the GWD's well. Shortly thereafter, the AOZ was repealed and the "new" Wellhead-1 and 2 (WH_1 & 2) Zoning Districts were established.

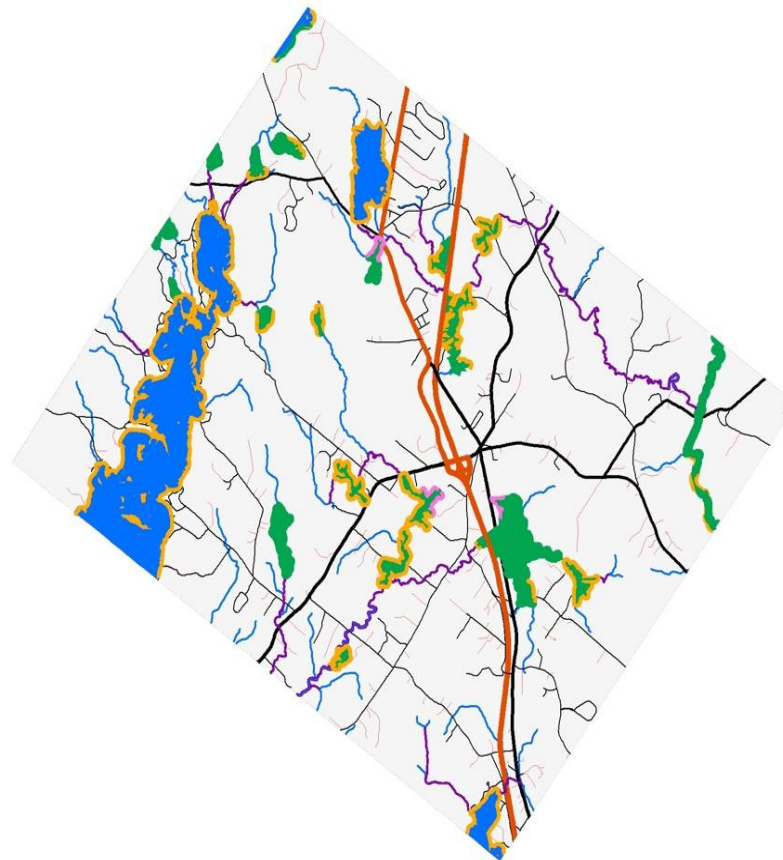
With the exception of the current WH-1 & 2 Districts, Gray does not have any adopted standards for protecting its aquifers. Recognizing that the former AOZ measures were excessively restrictive, Gray should explore viable options to afford appropriate protection of the irreplaceable aquifers. In addition, further research should be pursued to address how to more equitably allow houses on existing lots of record in WH-1 & 2 to expand.

Shoreland Zoning

Gray’s shoreland zoning regulations were most recently updated in March 2018 and are consistent with state guidelines and neighboring communities. This ordinance is the primary measure for protecting the surface waters in Gray by establishing buffer areas around the high-water line of streams, rivers, lakes and ponds, which meet certain criteria established by the

Maine Department of Inland Fisheries & Wildlife (IF&W). These zoning districts include the Stream Protection District, Limited Residential District, Limited Commercial District, and Resource Protection District.

GRAY SHORELAND ZONING



Shoreland Zoning Districts

- Limited Commercial
- Limited Residential
- Resource Protection
- Stream Protection

Source: Town of Gray, 2017.

TRANSPORTATION

Street Network

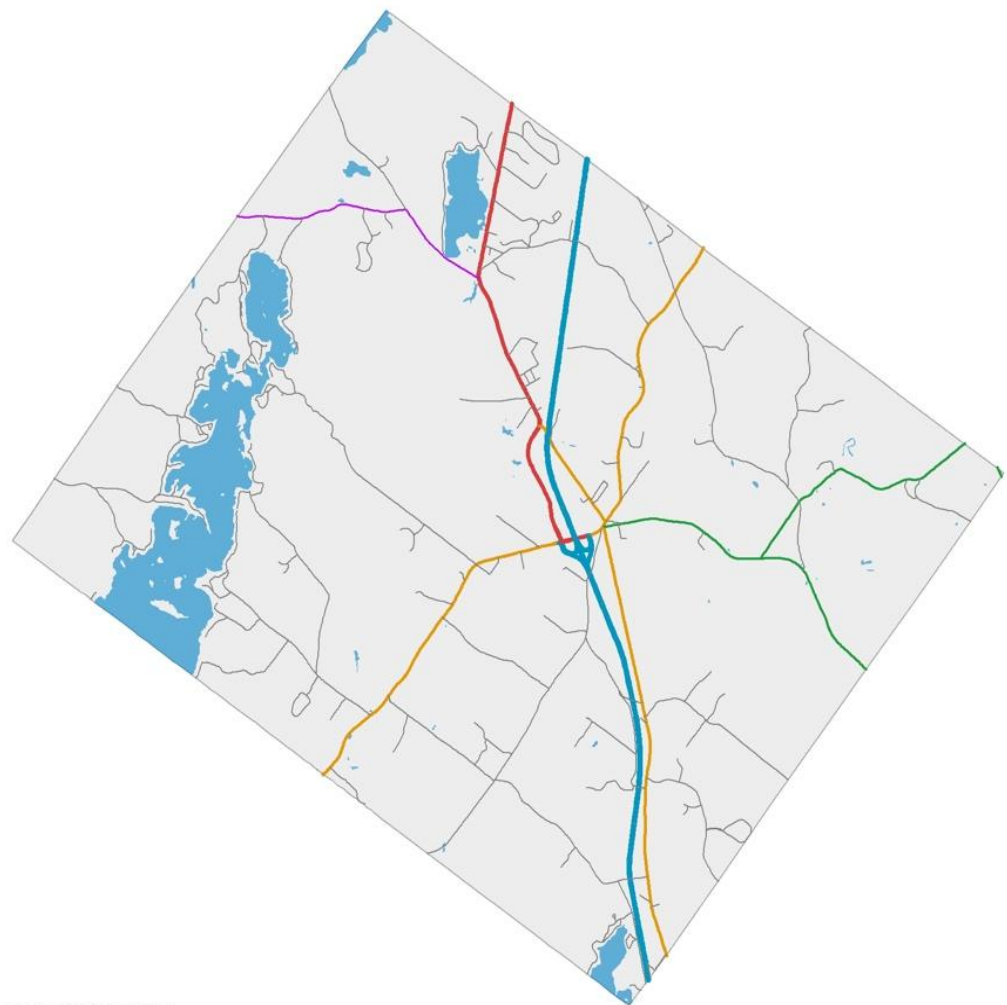
Road Classification

The automobile is the primary mode of transportation in Gray. The narrow-gauge railroad that connected Portland to Lewiston/Auburn had a stop in Gray when it operated from 1914 until 1933. According to the Maine Department of Transportation (MaineDOT), there are 104 miles of public roads and 17 miles of toll roads in Gray.

Road classification systems are used to group public roads and highways into classes according to the character of service they are intended to provide. They

are used to determine funding and jurisdiction, and to define the role a particular road plays in serving the needs of the community and region as a part of the larger transportation network. The Federal Functional Classification (FFC) System uses established guidelines to classify how a particular road should be planned for and engineered. A roadway's federal classification helps determine what the speed limit should be, how wide the travel lane and shoulder should be, and what level of access should be provided, along with a number of other considerations. Federal classification also identifies which roads are eligible for federal money. Every road in the network falls into one of the following three broad categories: arterials, collectors, and local roads.

FEDERAL FUNCTIONAL CLASSIFICATION OF ROADS IN GRAY



Local Roads		
—	Local Road	(78 mi)
Collectors		
—	Minor Collector	(3 mi)
—	Major/Urban Collector	(6 mi)
Arterials		
—	Minor Arterial	(12 mi)
—	Other Principal Arterial	(5 mi)
—	Principal Arterial Interstate	(17 mi)

Source: MaineDOT, 2018

ARTERIALS

Arterials are highways that provide for long distance connections between larger population centers. They are typically designed to carry higher volumes of traffic at higher rates of speed, may include multilane facilities, and are subject to MaineDOT's Access Management Rules. The Other Principal Arterials in Gray include Route 26 and Route 26A. The Minor Arterials include Route 26 south of the Route 26A intersection, Route 26/100, Route 202/4/100, and Route 202/4/115. Principal Arterial Interstates are limited access continuous routes used for substantial statewide or interstate travel. The only Principal Arterial Interstate in Gray is the 17 miles of the Maine Turnpike that pass through the center of the Town. In the early 2010s, the Maine Turnpike Authority (MTA) constructed a new toll plaza and ramp servicing the southbound lane of the Turnpike directly opposite Rt. 26A (by-pass). The improvements included additional turn lanes, signage, and an upgraded signal. The MTA is

responsible for operating and maintaining the Turnpike and has a maintenance facility located in Gray adjacent to the Exit 63 interchange.

COLLECTORS

Collector roads bring together traffic from local roads and connect smaller cities and towns. They are characterized by moderate speeds, with the purpose of providing better access to adjacent land. Major/Urban Collectors in the Town of Gray include Route 115 and Depot Road. Egypt Road and part of North Raymond Road are Minor Collectors.

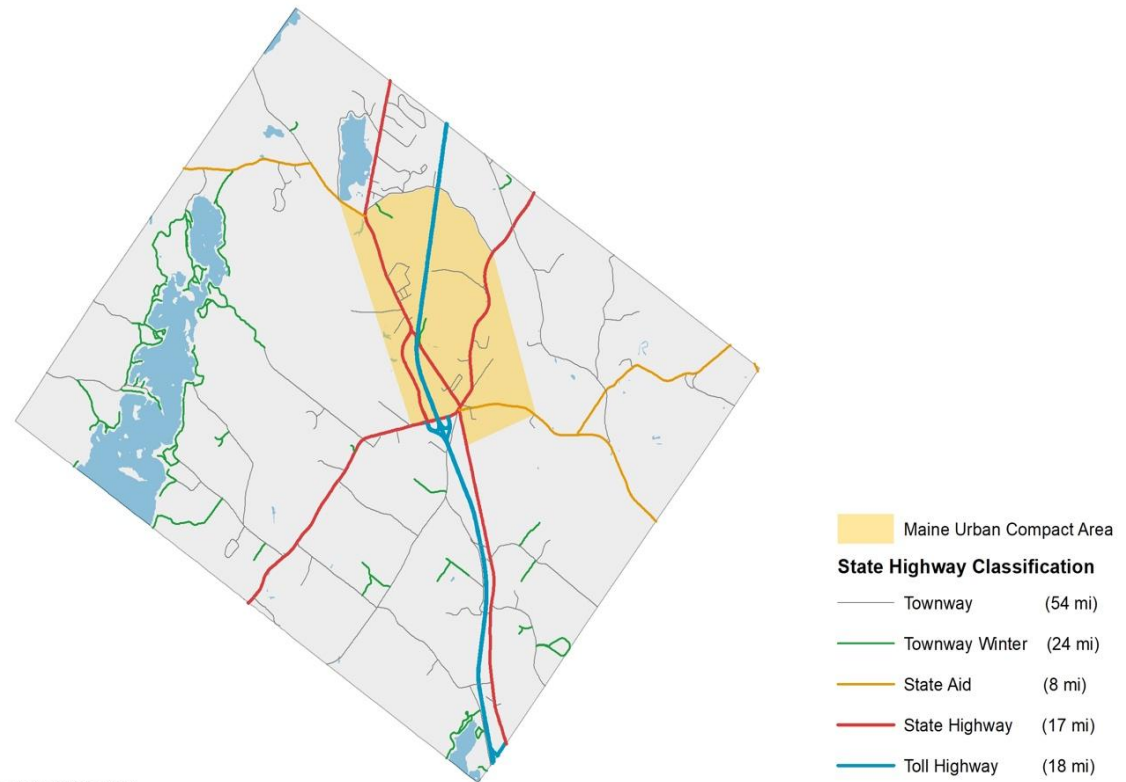
LOCAL ROADS

Local Roads are designed to access abutting land uses and to connect to collector and arterial roads. They are not designed for longer distance through traffic, and typically serve 100-500 vehicles per day. Private roads are not classified, but often serve a similar function as local roads.

Road Maintenance

The state highway classification system is used to determine what level of government is responsible for road maintenance. MaineDOT generally reconstructs, paves, and maintains state highways, and is responsible for summer maintenance on state aid highways. However, a portion of Gray is within an Urban Compact Area (UCA), which means that the Town is responsible for all winter and summer maintenance on state and state aid highways within this area, with the exception of bridge maintenance and route, destination, and speed limit signs. In 2020, Gray received \$144,276 in Local Road

GRAY ROAD MAINTENANCE RESPONSIBILITY



Source: MaineDOT, 2018

Assistance from MDOT for maintaining state roads as an Urban Compact area. This means that Gray's Public Works Department is responsible for summer maintenance on roughly 11 miles of state and state aid highways and 54 miles of local roads and winter maintenance on approximately 95 miles of local roads and state highways. The Town's Public Works Director is also responsible for road maintenance on townway roads, including plowing and repaving.

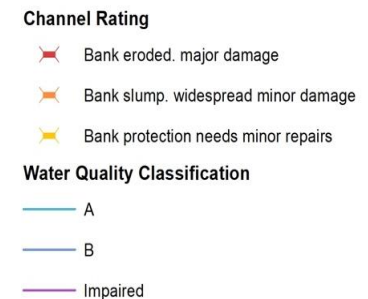
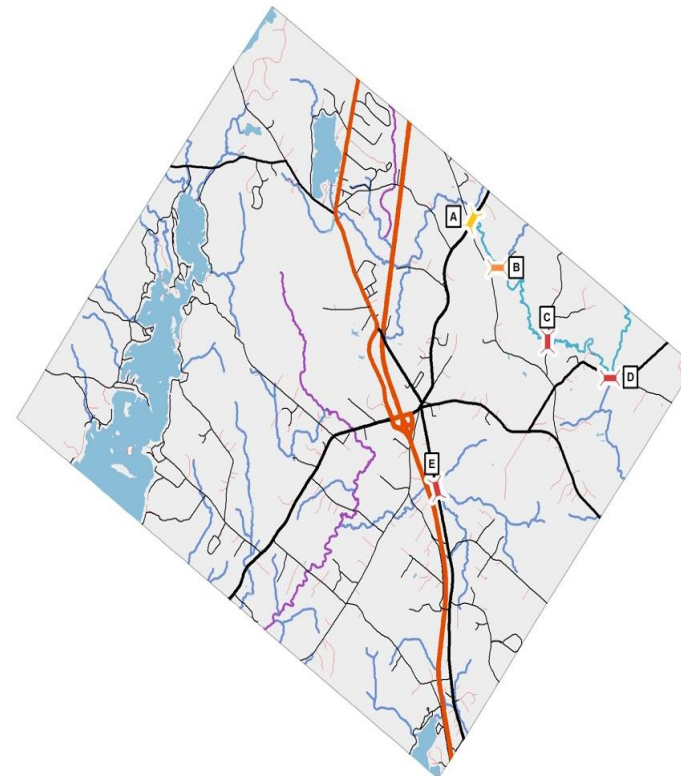
Bridges

There are 14 bridges and 14 culverts located in Gray. MaineDOT rates bridges in terms of the condition of the deck, superstructure, substructure, and, in the case of bridges that cross water, channel condition. MaineDOT rates culverts in terms of the physical condition of the culvert and the physical condition of the stream channel.

BRIDGES CROSSING WATER

Of the 14 bridges in Gray, five are water crossings and the remaining nine are highway overpasses owned by MTA. The Town of Gray owns one wooden timber slab bridge over Collyer Brook on Megquier Road that is in very good condition, but the stream bank has widespread minor damage. The remaining four water crossing bridges are owned by MaineDOT and are all made of different materials, designs, and are of varying age and condition. Of the bridges owned by MaineDOT, the one over Collyer Brook on Lewiston Road is in the worst condition. The remaining MaineDOT owned bridges range from fair to good condition, but the stream banks all show signs of major damage.

GRAY BRIDGES CROSSING WATER



Source: MaineDOT, 2018

GRAY BRIDGES CROSSING WATER

Map Label	Maintenance Responsibility	Bridge Name	Intersecting Feature	Built	Rating			
					Deck	Superstructure	Substructure	Channel
A	MaineDOT	North Gray	Collyer Brook	1922	Fair Condition	Fair Condition	Poor Condition	Bank protection needs minor repairs Bank slump.
B	Town of Gray	Mayall	Collyer Brook	1967	Very Good Condition	Very Good Condition	Very Good Condition	widespread minor damage
C	MaineDOT	Merrills	Collyer Brook	1992	Satisfactory Condition	Satisfactory Condition	Fair Condition	Bank eroded. major damage
D	MaineDOT	Sweetser	Royal River	1963	Very Good Condition	Satisfactory Condition	Good Condition	Bank eroded. major damage
E	MaineDOT	Hunts	Pleasant River	1922	Fair Condition	Fair Condition	Satisfactory Condition	Bank eroded. major damage

Source: Maine DOT

MAINE TURNPIKE OVERPASSES

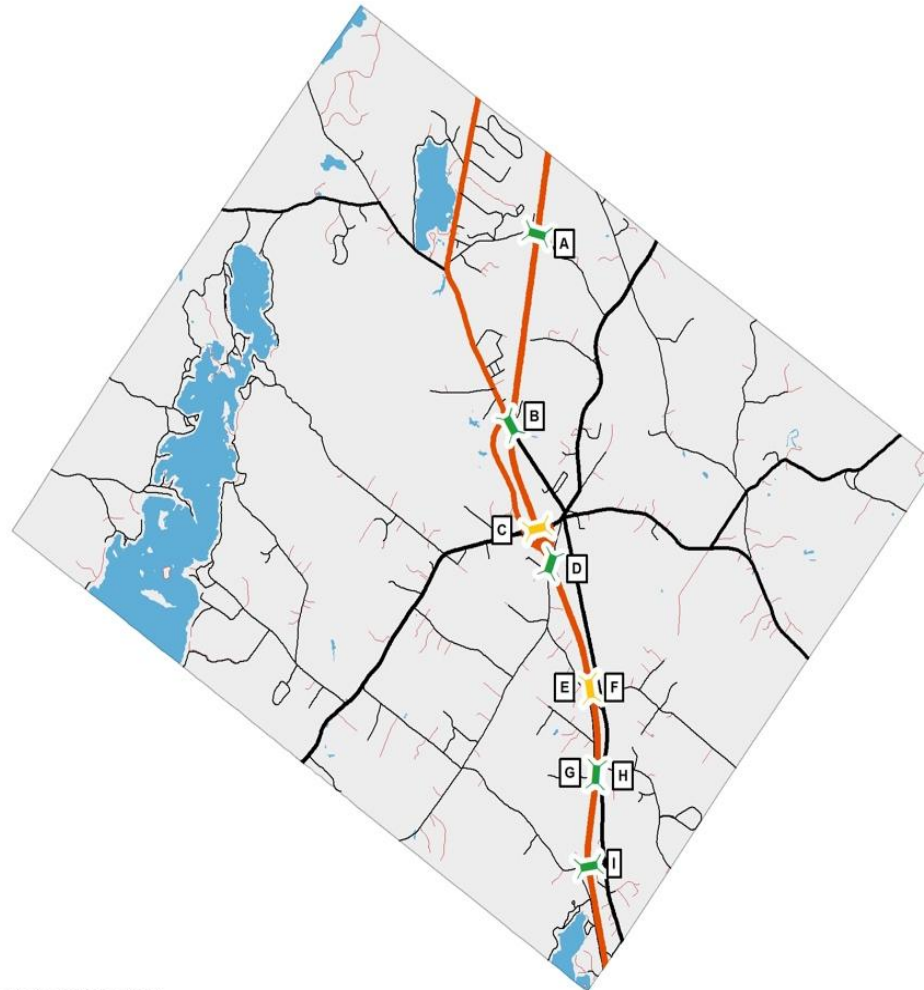
The nine overpasses owned by MTA are mostly continuous steel stringer/multibeam or girder bridges, with one continuous concrete bridge over Hunts Hill Road. They were all originally built in 1956 and are mostly in good condition. Many of the bridges have had some major rehabilitation work done within the past 25 years. Up until 2019, the exceptions to this were the Dutton Hill Road overpass, which was in satisfactory condition, and the Weymouth Road overpass, which had a good deck and superstructure ratings, but only a fair substructure rating. Both bridges were reconstructed or rehabilitated by the MTA in 2019.

MAINE TURNPIKE AUTHORITY OVERPASSES IN GRAY

Map Label	Bridge Name	Intersecting Feature	Built	Rating		
				Deck	Superstructure	Substructure
A	Weymouth Road	I-95	1956	Good Condition	Good Condition	Good Condition
B	Route 26	I-95	1956	Good Condition	Good Condition	Good Condition
C	Route 202	I-95	1956	Good Condition	Good Condition	Satisfactory Condition
D	Center Street	I-95	1956	Good Condition	Good Condition	Good Condition
E	Hunts Hill Road South Bound	Hunts Hill Road	1956	Good Condition	Satisfactory Condition	Satisfactory Condition
F	Hunts Hill Road North Bound	Hunts Hill Road	1956	Good Condition	Satisfactory Condition	Satisfactory Condition
G	Upper Marginal South Bound	Upper Marginal	1956	Good Condition	Good Condition	Good Condition
H	Upper Marginal North Bound	Upper Marginal	1956	Good Condition	Good Condition	Good Condition
I	Dutton Hill Road	I-95	1956	Good Condition	Good Condition	Good Condition

Source: MaineDOT

MTA OVERPASSES IN GRAY



Source: MaineDOT, 2018

Substructure Rating

- ★ Satisfactory
- ★ Good

GRAY CULVERTS

Map Label	Maintenance Responsibility	Bridge Name	Waterbody	Built	Rating	
					Culvert	Channel
A	MaineDOT	Egypt Road	Great Meadow River	1975	No noticeable deficiencies	Banks are protected
B	MTA	Cole Brook	Cole Brook	1956	Deterioration or initial disintegration	Bank slump. widespread minor damage
C	Town of Gray	Ford	Collyer Brook	2009	No noticeable deficiencies	Banks are protected
D	Town of Gray	Knights	Collyer Brook	2008	No noticeable deficiencies	Bank protection needs minor repairs
E	Town of Gray	Lawrence	Pleasant River	2015	No noticeable deficiencies	Bank eroded. major damage
F	Town of Gray	Harmon	Frank Brook	2000	Moderate to major deterioration	Bank slump. widespread minor damage
G	Town of Gray	Libby	Pleasant River	1965	Shrinkage cracks, light scaling	Bank protection needs minor repairs
H	Town of Gray	Leavitt	Pleasant River	2012	No noticeable deficiencies	Bank slump. widespread minor damage
I	Town of Gray	Davis	Pleasant River	2006	Shrinkage cracks, light scaling	Bank protection needs minor repairs
J	MTA	Pleasant River	Pleasant River	1956	Deterioration or initial disintegration	Bank slump. widespread minor damage
K	MaineDOT	Hunts Meadow	Meadow Brook	1922	Fair Condition	Bank eroded. major damage
L	MTA	Tributary to Wiggins Brook	Wiggins Brook	1956	No noticeable deficiencies	Bank protection needs minor repairs
M	MTA	Forest Lake Brook	Fores Lake Brook	1955	Shrinkage cracks, light scaling	Bank slump. widespread minor damage
N	Town of Gray	Forest Lake	Forest Lake Outlet	1960	Shrinkage cracks, light scaling	Bank slump. widespread minor damage

Source: Maine DOT

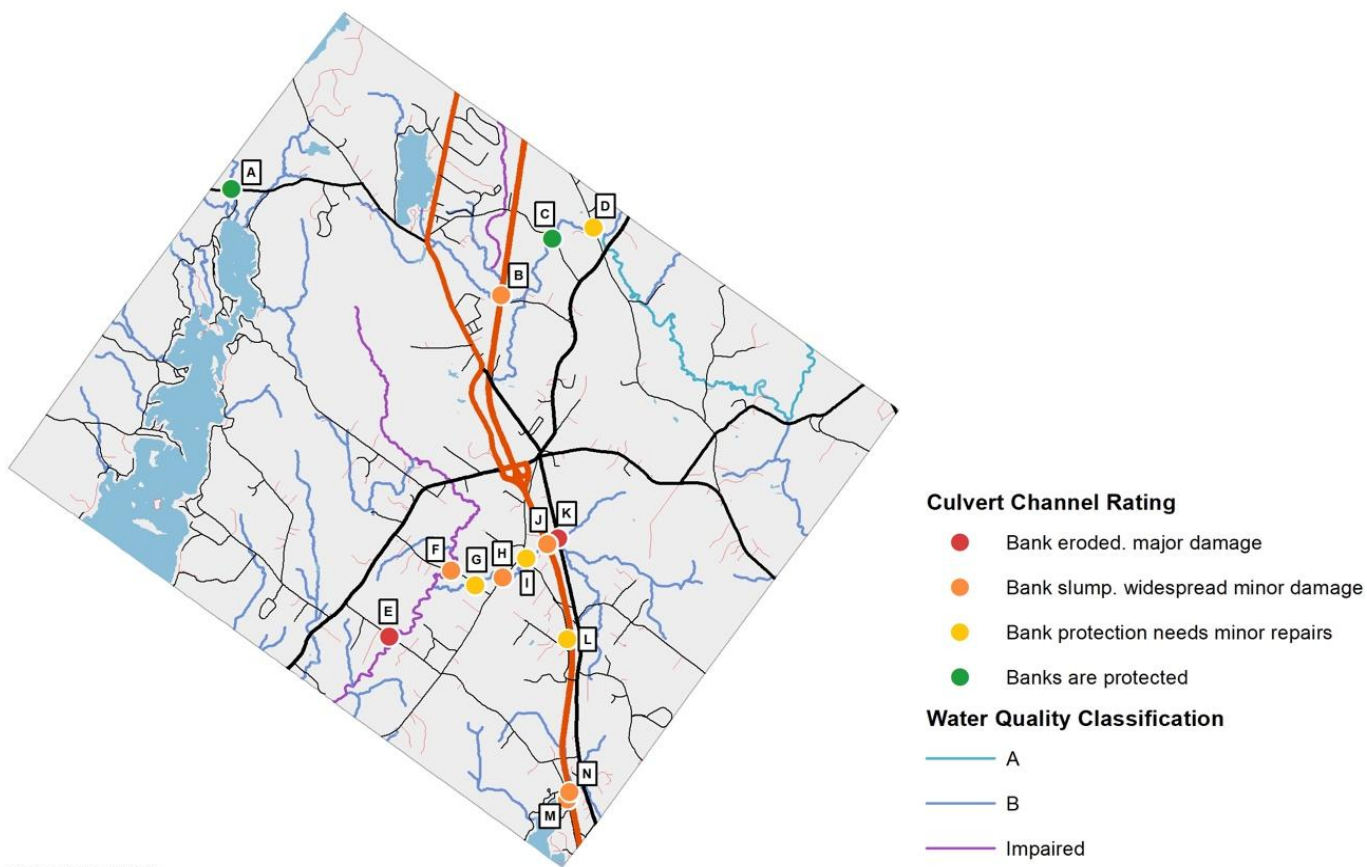
CULVERTS

There are 14 culverts located completely within Gray, eight of which are owned by the Town, four are concrete culverts owned by the Maine Turnpike Authority (MTA), and two are owned by MaineDOT. More than half of the culverts in Gray are in the Pleasant River watershed and are located at stream crossings on either the Pleasant River or Thayer Brook. The stream banks around these culverts all show at least minor damage.

Most of the Town-owned culverts are either metal or concrete. These culverts range in condition from having no noticeable deficiencies to having shrinkage cracks with light scaling or moderate to major deterioration. One

steel culvert on Lawrence Road has an eroded stream bank with major damage. Two of the MTA culverts are showing signs of deterioration or initial disintegration, one culvert has shrinkage cracks or light scaling, and the remaining culvert shows no noticeable deficiencies. The channel condition for these culverts range from bank slump needs minor repairs to bank slump with widespread minor damage. MaineDOT owns one concrete culvert at the Meadow Brook crossing on Portland Road, which is in fair condition but has an eroded bank with major damage. The other MaineDOT culvert, at the Great Meadow River stream crossing on Egypt Road, has no noticeable deficiencies and the banks are protected.

CULVERTS IN GRAY



Source: MaineDOT, 2018

Road Design Standards

Gray's Subdivision Ordinance requires different standards for residential subdivision streets based on their location and traffic. Sub-collectors and Rural Public Streets carry high volumes of traffic and/or provide through connections between existing streets that improve traffic flows through the community.

All residential subdivision streets in the Medium Density (MD) and Village Center (VC) Zoning Districts are required to meet the standards for Village Public Streets or Sub-collector streets. This requires a 4-foot shoulder on each side and a minimum travel way of either 20 or 22-feet. A 5-foot sidewalk is also required on at least one side of the street. Subdivision streets in other zoning districts must meet the standards for Minor Rural Street, Rural Public Easement, Rural Public Street, or Sub-collector based on the number of dwelling units served. Rural Public Streets require 4-foot paved shoulders on each side and 20-foot travel lanes, but no sidewalk, and serve 26-50 dwellings. Rural Streets serve a maximum of 25 dwellings and require a 2-foot gravel shoulder and a minimum (gravel) travel way up to 18-feet.

Gray recently adopted a Complete Streets Policy in which road design standards will be required to support biking

and walking by requiring a sidewalk and paved shoulders in and around the village area. In addition to road design standards, Gray also has two districts with additional design standards to help encourage traditional neighborhood development:

Gray Business Transitional (BT) District Standards and Design Guidelines

These design guidelines are applicable for the Business Transitional (BT) zoning district, located on Shaker Road at the end of the new Route 26 bypass. The purpose of these standards is to promote economic development while encouraging mixed use neighborhood character. They include language regarding access management standards, siting and coordination of buildings, pathways, parking lots, internal roadways, walkways, landscaping, lighting, signage and other site features. Projects in the BT Zoning District should be planned, designed, and coordinated to meet the District's design goals. There is a specific section on bicycle and pedestrian standards that dictate future improvements on Route 26 "should include improved facilities for advanced cyclists." It states that internal sidewalks should be provided, extending along the length of a façade, and sidewalks, and "planted esplanades" should be provided within or near the right-of-way on all commercial uses where appropriate, to

encourage safe pedestrian and bicycle movement parallel to Route 26 and along interior access roads to encourage safe pedestrian access.

Gray Village Center Design Guidelines

The Village Center Design Guidelines are applicable for non-residential projects in either the Village Center Proper or Village Center Zoning Districts. The purpose of the Guidelines is to establish well planned non-residential development that promotes economic diversification, employment opportunities, and pedestrian activity; create functional and visual diversity as well as a pleasant working and shopping environment; and maintain significant features of the natural environment while allowing maximum flexibility in the design of new non-residential development. Implementation of the Design Guidelines relies heavily on the services of architects and landscape architects working as consultants for developers and peer reviewers for the Town. The Design Guidelines provide a context for coordinated discussions of design issues in advance of formal site plan review procedures.

Connectivity

Connectivity between neighborhoods has proven to benefit public safety, traffic circulation, energy

conservation, and the development of neighborhoods. Many local and state roads in Gray are well connected, but most newer subdivisions roads are on dead-end streets. Gray's roadway design standards limit the length dead-end street to 3,000 feet. The subdivision ordinance contains provisions that enable the Planning Board to require future road right-of-ways as part of the review process to encourage connectivity and/or compact, efficient roadway design. These future rights of way are intended to allow for expansion to adjacent land and/or encourage the creation of a local street network.

Access Management

The Maine Department of Transportation (MaineDOT) has developed a set of access management rules to improve safety and preserve highway capacity by minimizing the number of curb cuts along a roadway. Each curb cut creates a location for turning movements that increase the likelihood of an accident. Access management reduces the number of curb cuts by limiting the entrances for each parcel of land, encouraging shared curb cuts by adjacent parcels and replacing multiple driveways with a single access road. Gray has similar access management performance standards that apply to new driveway and commercial entrances on Town roads.

In recent years, MaineDOT transferred responsibilities for Urban Compact Areas to the Town in accordance with population data from the 2010 Census. Curb cuts in Urban Compact areas are regulated by both the Town and MaineDOT.

Traffic

Commuting Patterns

Just over 88% of Gray residents commute outside of the Town for work, with 44% driving to Portland, South Portland, Westbrook, Lewiston, or Auburn. Additionally, 78% of the 2,233 people who work in Gray commute from other towns. Employment is disbursed across Gray geographically, with the highest concentration of jobs around Gray Village. There are also several smaller clusters of jobs along the Route 26 corridor north and south of Gray Village. Most employers in Gray employ fewer than 10 employees, and there are no employers with 250 or more employees.

According to 2016 American Community Survey (ACS), part of the U.S. Census 5-year sample data, there were 4,220 Gray residents who commuted to work. Of this number, 82% drove to work alone, compared to 86% in

2000. Conversely, between 2000 and 2016 the percentage of people carpooling increased from 9% to 11%¹ of all commuting trips, while the percentage of people working from home has increased from 3% to 6%² over the same period. Additionally, average commute times have increased from 25.9 minutes in 2000 to 27.2 minutes in 2016.

Traffic Volumes

Traffic counts are collected by the Maine Department of Transportation. Annual Average Daily Traffic (AADT) volumes are determined by placing an automatic traffic recorder at a specific location for 24 hours. The 24-hour totals are adjusted for seasonal variations based on data from recorders that run 365 days a year on similar types of roadways. This traffic count data is representative of long-term traffic trends across Gray.

¹ Change may not be statistically significant

² Change may not be statistically significant

SELECTED VEHICLE TRAFFIC COUNTS IN GRAY

	Annual Average Daily Traffic Count					% Change
	1981	2000	2007	2010	2016	1981-2016
Route 26 <i>North of North Raymond Road</i>	4,241	10,870	12,680	9,970	NA	NA
Route 26 <i>South of North Raymond Road</i>	5,529	13,640	NA	NA	15,070	173%
Route 26A <i>Southwest of Route 26</i>	NA	NA	8,870	8,690	10,780	NA
Route 26 <i>Northwest of Sunset View Road</i>	6,522	15,490	8,000	6,210	6,960	7%
Route 202/4/100 <i>Southwest of Mayall Road</i>	4,545	10,450	12,130	10,780	10,580	133%
Route 202/4/100 <i>Northeast of Brown Street</i>	6,783	11,680	13,220	11,450	11,380	68%
Depot Road <i>Northeast of Route 115</i>	1,058	2,480	2,790	2,740	3,080	191%
Route 115 <i>Northwest of Mayall Road</i>	2,703	3,930	3,620	3,400	3,670	36%
Route 115 <i>East of Route 26/100</i>	1,988	5,465	5,140	4,620	5,050	154%
Route 26/100 <i>South of Route 115</i>	6,329	11,505	11,150	9,060	9,290	47%
Route 26/100 <i>North of Hunt Hill Road</i>	5,198	7,450	NA	NA	6,340	22%
Route 202/4/115 <i>West of Center Road</i>	6,400	21,445	14,520	12,470	13,150	105%
Route 202/4/115 <i>West of Exit 63</i>	NA	13,080	18,120	17,420	20,240	NA
Route 202/4/115 <i>Northeast of Route 115</i>	5,100	9,000	NA	NA	11,470	125%

Source: Maine DOT

The table to the left includes the most recent vehicle count data currently available from MaineDOT. The following table shows estimated Annual Average Daily Traffic (AADT) volumes based on cell phone location data from StreetLight. Unlike the MaineDOT vehicle counts, which are based on sample counts and adjusted for seasonal variation, the StreetLight AADT volumes are estimates based on cell phone location data collected throughout the year. Therefore, the StreetLight AADT volumes may differ from the MaineDOT AADT volumes.

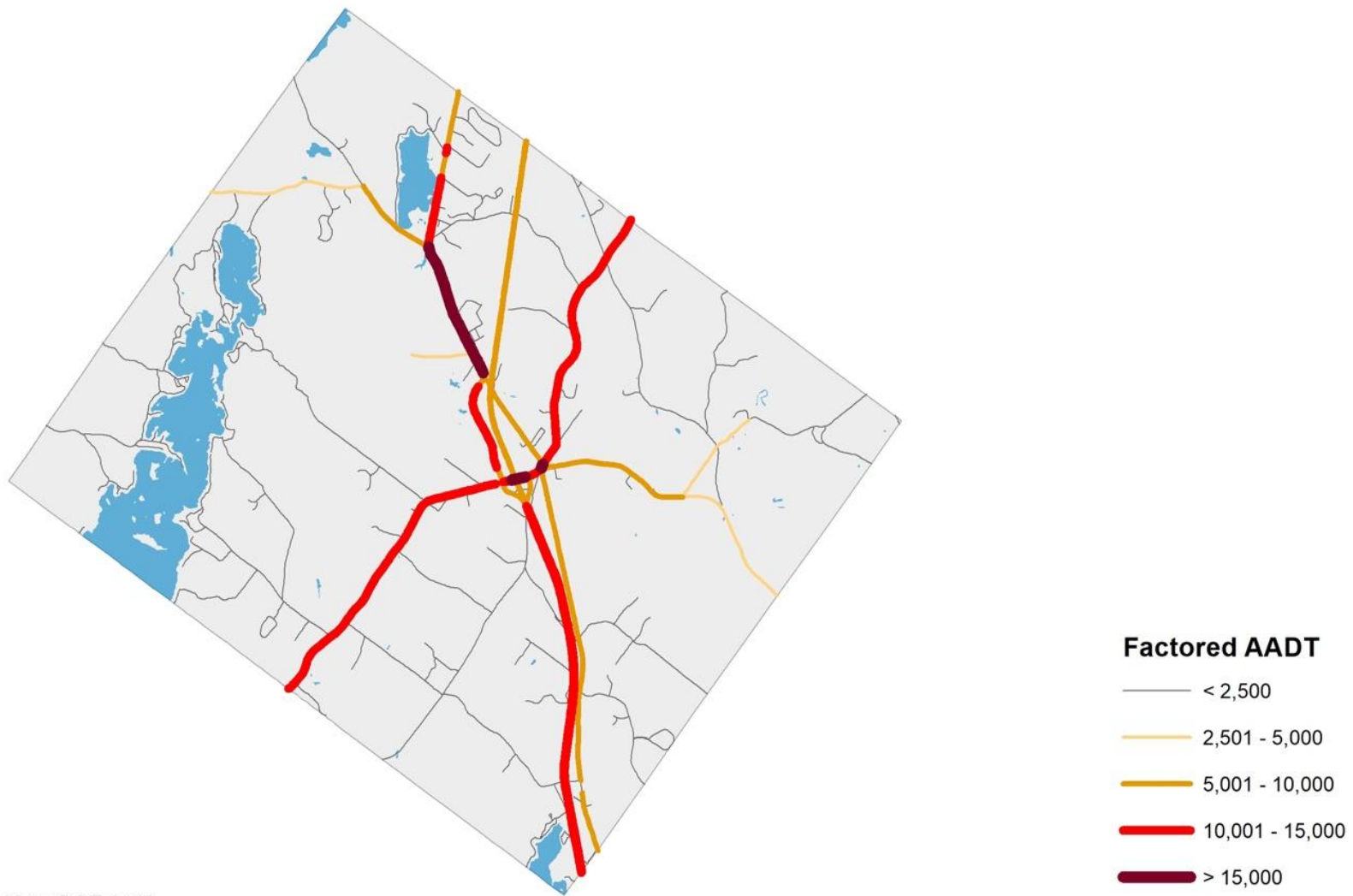
SELECTED VEHICLE TRAFFIC COUNTS IN GRAY

	Annual Average Daily Traffic Count
	<i>2019</i>
Route 26 <i>North of North Raymond Road</i>	11,341
Route 26 <i>South of North Raymond Road</i>	15,290
Route 26A <i>Southwest of Route 26</i>	12,989
Route 26 <i>South of Route 26A Intersection</i>	5,264
Route 202/4/100 <i>Southwest of Mayall Road</i>	8,898
Route 202/4/100 <i>Northeast of Brown Street</i>	9,124
Depot Road <i>Northeast of Route 115</i>	3,091
Route 115 <i>Northwest of Mayall Road</i>	4,909
Route 115 <i>East of Route 26/100</i>	5,265
Route 26/100 <i>South of Route 115</i>	6,943
Route 26/100 <i>Gray/Cumberland Town Line</i>	4,235
Route 202/4/115 <i>West of Center Road</i>	12,270
Route 202/4/115 <i>West of Exit 63 Northbound</i>	16,229
Route 202/4/115 <i>Gray/Windham Town Line</i>	13,116

Source: StreetLight Estimated AADT

Traffic volumes on many arterial and collector roads in Gray doubled or tripled between 1981 and 2016. Traffic volumes reached a maximum by 2007 and continued to decline through 2010. They continued to pick up between 2010 and 2016, but in some places traffic volumes still have not returned to the peak seen in the early 2000s. Some of the most significant long-term traffic increases were seen west of Gray Village on Route 202/4/115, and north of Gray Village on Route 26 and Route 202/4/100. Town staff, Town Council, and residents are concerned that the toll pricing on the Turnpike places an additional burden on local roads because drivers choose to take Turnpike exit #63 in Gray or exit #75 in Auburn to avoid the New Gloucester "barrier" toll and take local roads instead. Research on toll diversion through Gray Village is a 2020 Greater Portland Council of Governments (GPCOG) project, partially funded by MDOT's Bureau of Planning.

GRAY TRAFFIC VOLUME



Source: MaineDOT, 2018

The Route 26A bypass opened in 2007. Traffic on Route 202/4/100 west of the village increased by over 15,000 vehicles per day between 1981 and 2000 but decreased by over 8,000 vehicles per day between 2000 and 2016. Traffic on Route 26 just north of the village also fell by 55% since the bypass was opened. Route 26/100 south of the village and Route 202/4/100 north of the village also saw moderate declines in traffic volumes between 2007 and 2016. Traffic north of Route 26A in Dry Mills has surpassed 15,000 vehicles per day as of 2016 and currently has the second highest traffic volume in Gray.

The Exit 63 Turnpike Interchange sees the highest traffic volumes in Gray, with over 20,000 vehicles traveling on Route 202/4/100 west of the Turnpike exit each day. As of 2016, over 28,000 vehicles per day travel on the Maine Turnpike in Gray, a 10% increase from AADT in 2000. Like traffic volumes throughout Gray, traffic on the Turnpike reached a peak between 2004 and 2007, then declined through 2013, but has grown since 2013. Despite this

recent increase, the AADT on the Turnpike in Gray is lower in 2016 than in 2004 or 2007 while the number of cars entering or exiting the Turnpike in Gray is higher than ever before.

Approximately 8,000 vehicles exit the Maine Turnpike at Exit 63 in Gray each day, up from about 6,800 in 2000. Northbound traffic accounted for approximately 78% of the Turnpike traffic exiting in Gray in 2016, compared to 77% in 2000. The northbound Turnpike traffic exiting in Gray has increased by 19% since 2000, from 5,270 to 6,250 vehicles per day, while southbound Turnpike traffic exiting in Gray has increased by 13%, from 1,570 in 2000 to 1,770 in 2016. Similarly, southbound traffic entering the Turnpike in Gray has increased by 19% since 2000, from 5,310 to 6,340 vehicles per day, while northbound traffic entering the Turnpike in Gray has increased by 22%, from 1,380 to 1,690.

SELECTED TURNPIKE VEHICLE TRAFFIC COUNTS IN GRAY

	Annual Average Daily Traffic Count						% Change
	2000	2004	2007	2010	2013	2016	2000-2016
I-95 Northbound:							
South of Exit 63	12,980	15,430	14,670	13,970	12,800	14,020	8%
Exit 63 Offramp	5,270	5,780	6,100	5,830	5,740	6,250	19%
Exit 63 Onramp	1,380	1,530	1,560	1,500	1,370	1,690	22%
North of Exit 63	9,090	11,180	10,130	9,640	8,430	9,460	4%
I-95 Southbound:							
South of Exit 63	12,740	15,610	15,430	14,580	13,100	14,400	13%
Exit 63 Offramp	1,570	1,550	1,600	1,530	1,460	1,770	13%
Exit 63 Onramp	5,310	5,890	6,200	5,970	5,790	6,340	19%
North of Exit 63	9,000	11,270	10,830	10,140	8,770	9,830	9%

Source: Maine DOT

The M.S.A.D. 15 Schools on Libby Hill Road and the nearby Hannaford on Route 26 are both considered potential sources of traffic in Gray. Since M.S.A.D. 15 is a regional school many students must travel long distances by bus or car. AADT on Libby Hill Road has increased by nearly 40% from 1994 to 2013.

Since the Hannaford opened in 2009, average daily vehicle trips have increased by 3,330 at the Libby Hill Road intersection. MaineDOT has installed a state-of-the-art traffic signal at this intersection, but traffic delays still occur during peak commute times, holiday weekends, or special events.

LIBBY HILL ROAD INTERSECTION VEHICLE TRAFFIC COUNTS

	Annual Average Daily Traffic Count				Percent Change	
	1994	2000	2013	2016	1994-2013	2000-2013
Route 26 <i>Northwest of Libby Hill Road</i>	12,390	13,630	15,180	16,210	23%	11%
Route 26 <i>Southeast of Libby Hill Road</i>	12,920	14,170	16,980	NA	31%	20%
Libby Hill Road <i>West of Route 26</i>	2,020	NA	2,810	NA	39%	NA
Hannaford Entrance <i>Northeast of Route 26</i>	NA	NA	3,330	NA	NA	NA

Source: Maine DOT

Truck Traffic

MaineDOT collects vehicle classification data at certain traffic count locations. These counts group vehicles into Federal Highways Administration (FHWA) classes 1-3 for passenger vehicles and motorcycles and classes 4-13 for delivery sized vehicles and larger. Between 2013 and 2016 there has been a modest increase in the percentage of trucks on Route 26/100 south of Gray Village, Route 202/4/115 west of Gray Village, Route 26A, and Route 115 east of Gray Village. The percentage of class 4-13 vehicles on Egypt Road, a minor collector road, has nearly doubled between 2013 and 2016, increasing from 4.2% to 8.2%.

Seasonal Traffic

Seasonal housing is a relatively minor portion of Gray's housing stock, but the Town does experience traffic impacts from seasonal visitors to the surrounding region due to the location of Maine Turnpike Exit 63 and Gray's role as the gateway to Western Maine. The towns of Casco, Bridgton, Bethel, and Naples combined added over 1,750 seasonal housing units from 2000-2010. The growth of seasonal housing in this region may contribute to summer traffic in Gray that is not captured by the seasonally adjusted traffic count data.

FHWA CLASS 4-13 VEHICLE TRAFFIC IN GRAY

	% of Annual Average Daily Traffic Count		% Change
	2013	2016	2013-2016
Egypt Road <i>Intersection with Westwood Road</i>	4.2%	8.2%	97%
Route 26 <i>South of North Raymond Road</i>		9.3%	NA
Route 26 <i>Southeast of Route 26A</i>	5.9%	6.4%	8%
Route 26A <i>Southwest of Route 26</i>	9.8%	10.8%	11%
Route 26/100 <i>North of Hunt Hill Road</i>	6.0%	7.4%	22%
Route 115 <i>West of Depot Road</i>	6.9%	8.0%	17%
Route 202/4/115 <i>Southwest of Totten Road</i>	7.7%	9.3%	20%

Source: Maine DOT

Traffic Control Devices

There are several traffic signals in Gray. There are two signalized intersections in Gray Village: one at the intersections of Main Street, Portland Road, West Gray Road, and Yarmouth Road and the other at the intersections of Main Street, Shaker Road, and Brown Street. There are also two signalized intersections at the

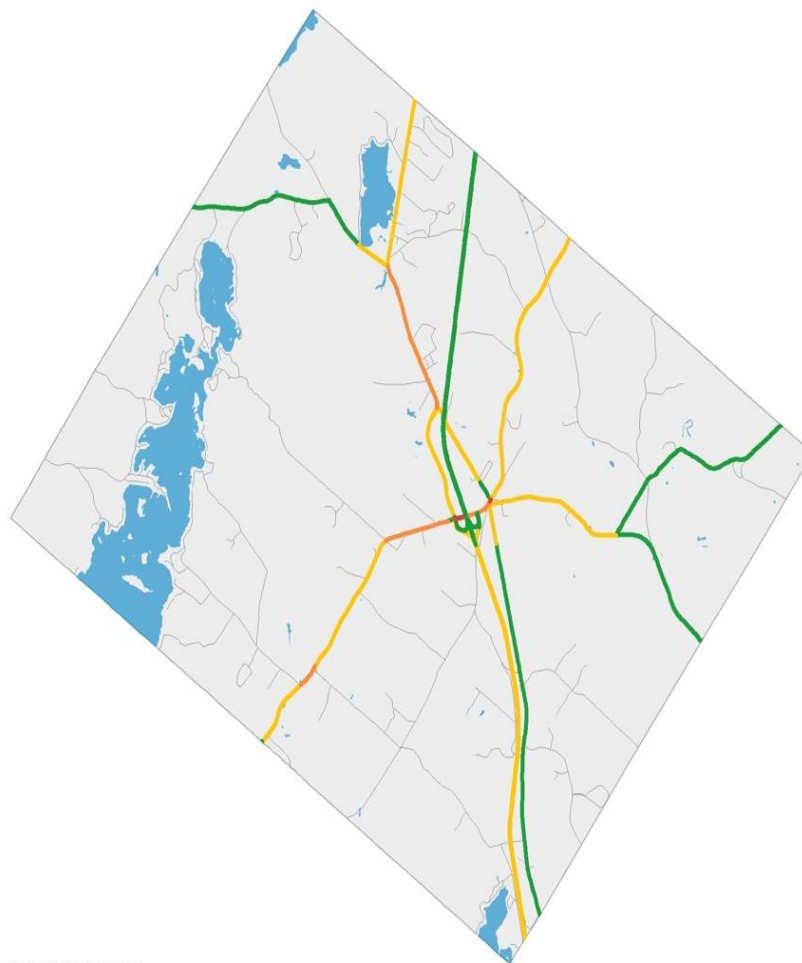
Turnpike Interchange and one at the intersection of Route 26 and Libby Hill Road. The overhead flashing intersection signal at Route 26 and North Raymond Road is scheduled to be converted to a traffic signal in the fall of 2020. These intersection improvements include re-aligning North Raymond Road, adding dedicated turning lanes, curb cut adjustments, and stormwater infrastructure.

Congestion

MaineDOT uses a customer-focused engineering measure, called Customer Service Level (CSL), to track highway safety, condition, and serviceability. These CSLs are graded on an A-F scale, similar to a report card. One

measure of serviceability is congestion, which uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Delays are common on Shaker Road (State Rt. 26) at the Libby Hill Road intersection around 7:30 virtually every weekday morning school is in session. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. The following map shows that all the collector roads in Gray have received a CSL congestion grade of B or higher. The minor arterials in Gray generally have CSL grades of B or higher, except for Route 202 where certain segments west of Gray Village, near the Turnpike interchange, received a grade of C or D. Route 26 north of Gray Village received a CSL grade of C or higher.

GRAY ROADWAY CONGESTION



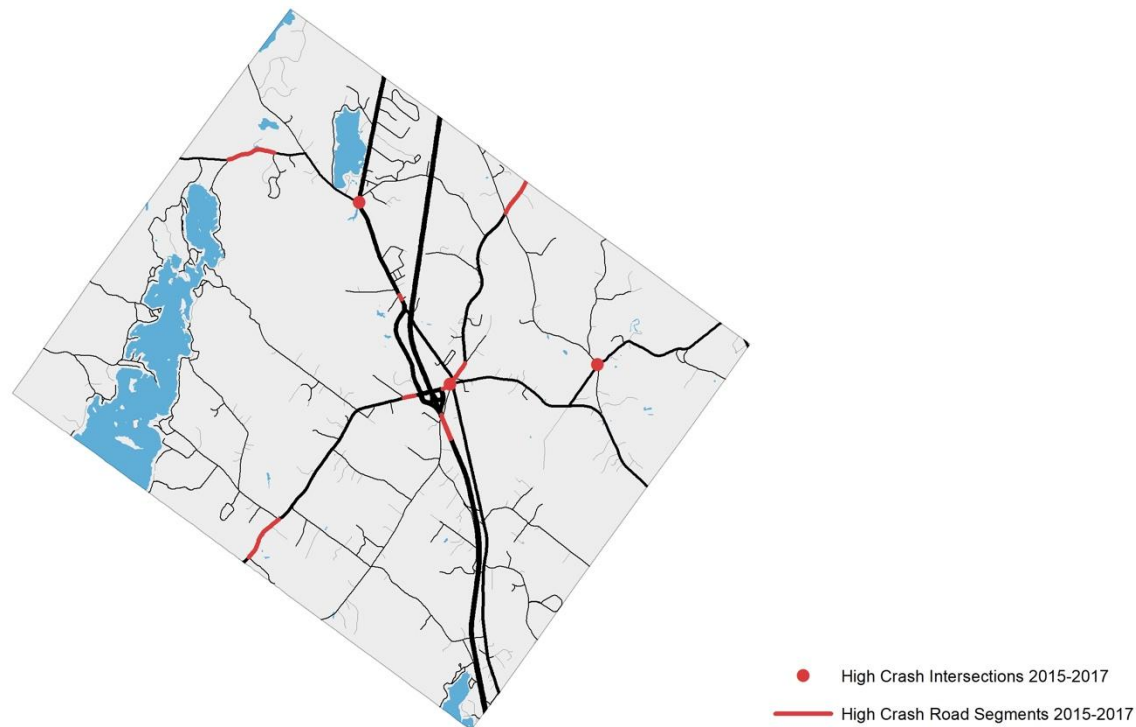
Source: *MaineDOT*, 2018

High Crash Locations

The Maine Department of Transportation has developed a system for rating crashes based on the ratio between actual crash rates and critical crash rates. Crashes documented with a Critical Rate Factor (CRF) of greater than one are a higher priority than those with a CRF of less than one. High Crash Locations (HCL) are certain areas where MaineDOT has documented eight or more

crashes in a three-year period with a critical rate factor (CRF) greater than one. There were three high crash intersections and nine high crash road segments in Gray for the three-year period 2015-2017. GPCOG completes reports each year documenting the HCLs for Gray with a detailed analysis of factors contributing to crashes and recommendations for short-term improvements or further study.

GRAY HIGH CRASH LOCATIONS



Source: MaineDOT, 2018

Roadway Improvements

Three entities are responsible for road maintenance in Gray: The Town of Gray, MaineDOT, and the MTA. In 2017 MaineDOT completed several capital projects in Gray, including installing centerline rumble strips on Route 202/4/100 north of Gray Village to address a high crash

road segment, paving Route 26 from the New Gloucester border to Dunn Drive, and completing intersection improvements at Route 202 and Cambell Shore Road. The Maine Department of Transportation has developed the Biennial Transportation Improvement Program list of projects within the Town that should be addressed within the next two years:

MAINE DOT 2020-2022 PLANNED CAPITAL AND MAINTENANCE WORK

Road	Year	Location	Project	Amount
Route 4	2019	Beginning at Route 115 and extending north 2.89 miles.	Light Capital Paving	\$ 105,716
Route 26	2019/20	Located at the intersection of Route 26 and North Raymond Road.	Intersection Safety Improvements	\$ 1,555,000
Route 202	2020	Beginning at Route 26 and extending north 2.85 miles.	Highway Rehabilitation - Preliminary Engineering	\$ 250,000
Egypt Road	2021	Beginning at North Raymond Road and extending west 4.00 miles to Route 85.	Light Capital Paving	\$ 204,000
Depot Road	2021/22	Beginning at Town Farm Road and extending southwest 0.36 of a mile.	Drainage Improvements	\$ 145,000

Source: Maine DOT

In 2017 the Maine Turnpike Authority (MTA) completed an upgrade to the Exit 63 Interchange, including the construction of a new Park & Ride lot, new southbound ramps that aligns with Route 26A, upgraded traffic sign controllers, and a new lane for right hand turn onto Route 202. The MTA recently completed rehabilitating the Dutton Hill Road and Weymouth Road bridges over the Turnpike, and also constructed emergency vehicle ramps at these locations to lower emergency response times for traffic incidents on the more isolated sections of the Turnpike. The MTA completed rebuilding the deck portion of the Route 26 bridge in the summer of 2019.

According to the 2017 Gray Town Report the Gray Public Works Department spent over \$430,000 on summer road maintenance and \$422,695 on winter road maintenance in Fiscal Year 2017. This funding was used to complete substantial paving projects, replace a large culvert on Dutton Hill Road, and start sidewalk construction on Brown Street.

The proposed budget for 2020-2021 includes funding for both stormwater and sidewalk improvements on Shaker Road from Gray corner most of the way to the Turnpike overpass. The combination of Town and MaineDOT funds will enable making sidewalks ADA compliant and

replacing necessary stormwater system components, including outfall pipes. During 2020, the Town Council anticipates continuing to explore options for replacing the stormwater system on Main Street and completely reconstructing the last remaining substandard section of Yarmouth Road (State Rt. 115) beginning at Gray corner and extending easterly up Weeks Hill.

Public Transit

Limited public transportation is available through the Regional Transportation Program (RTP) bus service by request only. RTP provides door-to-door, wheelchair-accessible rides to persons with disabilities in Cumberland County who cannot use a regular city bus due to a disability. Currently there is no other public transportation available in Gray. Some commuters working in Greater Portland may access nearby public transportation, such as the Lake's Region Explorer in North Windham, or take advantage of the Go Maine regional rideshare program.

Other Transportation Facilities

Gray Village has a municipal parking lot, as well as free parking at Town Hall, and on-street parking spaces. There is also a Park & Ride lot on Route 26A near the Exit 63

Turnpike Interchange. Maine Central Railroad's freight line between Portland and Auburn passes through East Gray but does not stop in Town. Two nearby airports provide regional flight service: Portland International Jetport, which has regularly scheduled flights to many out-of-state cities, and Auburn/Lewiston Municipal Airport, which primarily handles charter flights.

Walking and Bicycling

The Gray Bicycle-Pedestrian Committee was established in 2012 by the Gray Community Endowment (GCE), a nonprofit with a mission to help make Gray a healthy, vibrant, and sustainable community. The Bike-Ped Committee is an independent citizen's advisory group that cooperates with the Town on public education,

planning, and construction. Since the Gray Town Council adopted the Gray Bicycle-Pedestrian Plan in April 2014, the Bike-Ped Committee has made substantial progress in building new bike-ped trail segments and strengthening resident awareness and support for new bike-ped infrastructure. The Bike-Ped Committee updated the Plan in 2018 and the Town Council adopted this in 2019. The revised Bike-Ped Plan also recommended a new sidewalk on Libby Hill Road between the middle school and the high school to make it safer during drop off/pick up and special events at the school.

GRAY BICYCLE AND PEDESTRIAN INFRASTRUCTURE



Source: Gray Bicycle and Pedestrian Plan, 2014.

The 2014 Gray Bicycle Pedestrian Plan proposed three priority pedestrian nodes in Gray: The Village Node, the Schools/Hannaford Node, and the Recreation Node, located near Crystal Lake. While the Village Node does have sidewalks, the School/Hannaford Node only has

limited sidewalks, and the Recreation Node has no sidewalks.

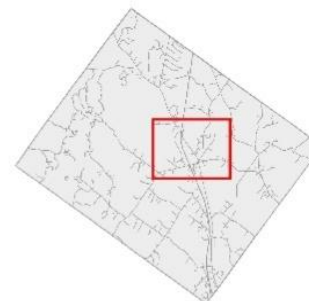
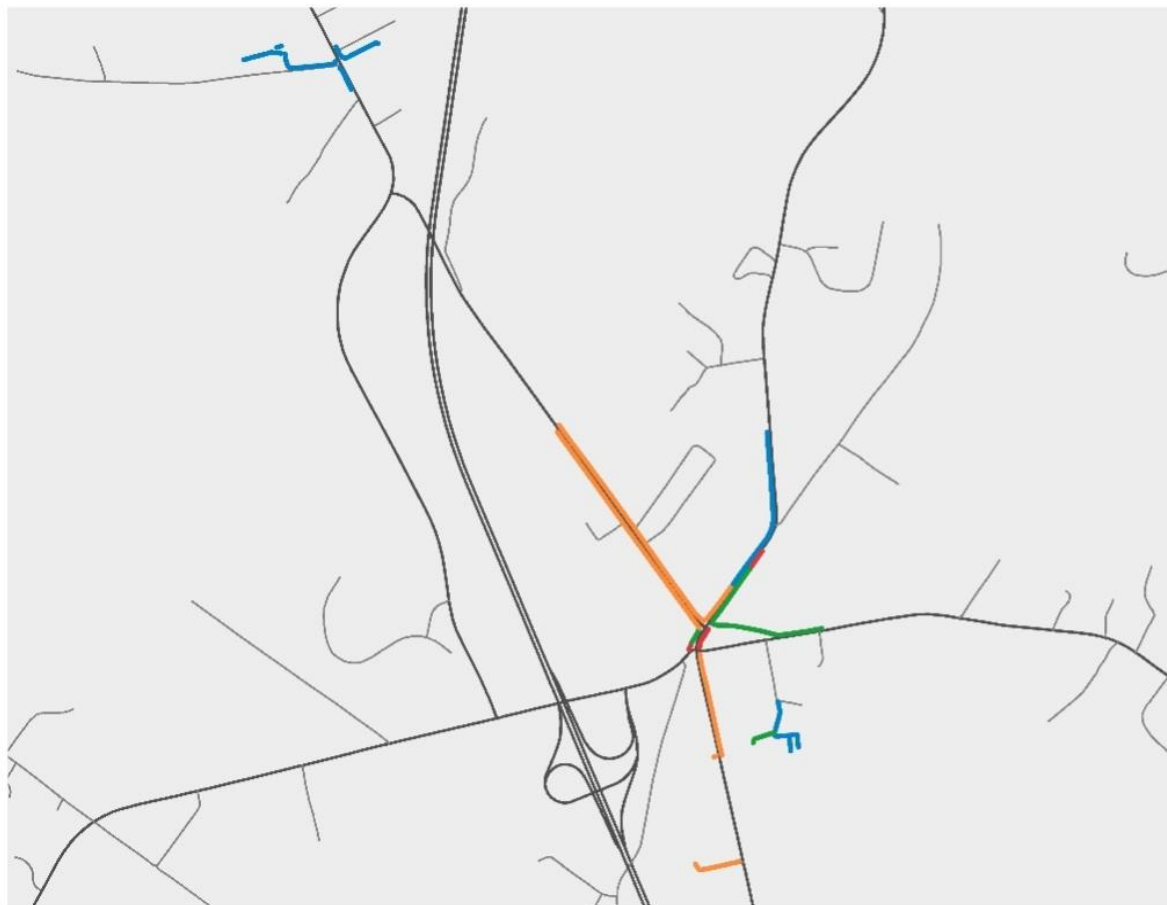
There are sidewalks, of varying condition and quality, in much of Gray Village. For example, the sidewalk in front of the Clark Block on the west side of Main Street

between Shaker Road and the Gray Historical Society is in excellent condition, while the sidewalk directly in front of the Historical Society is in poor condition. Sidewalks along Shaker Road north of Gray Village are rated in fair condition, varying in width from about two and a half to five feet. There is a crosswalk with flashing lights that pedestrians can use to cross Shaker Road to travel between Fiddlehead and Russell School, but there is no sidewalk along Gray Park to Russell School. Students are bussed back and forth across Shaker Road between Fiddlehead and Russell School.

The sidewalks in the Schools/Hannaford Node are all in good condition. The 2014 Gray Bicycle Pedestrian Plan called for an extension of the existing sidewalk network in Gray Village to the sidewalks in the Schools/Hannaford Node and extending those sidewalks to the residential neighborhood just north of the schools. To accommodate the significant pedestrian traffic in the Dry Mills Village area the plan called for building sidewalks or expanded shoulders along North Raymond Road from the intersection with Route 26 to Mayberry Road, and extending road shoulders along North Raymond Road from Mayberry Road to Egypt Road. The plan also recommended installing a crosswalk across Route 26 to connect the Weymouth Road with North Raymond Road.

After several years of planning and obtaining funding, the Shaker Road/North Raymond Road intersection is scheduled to be reconstructed in the fall of 2020. The final plans have incorporated the ability to add pedestrian amenities at a later date.

GRAY VILLAGE SIDEWALK CONDITION



Sidewalk Condition

- Excellent
- Good
- Fair
- Poor

Source: Gray Bicycle and Pedestrian Plan, 2013.

Gray currently has no integrated, Town-wide bikeway network. Paved shoulders on major roadways vary in width and condition throughout Town. Shoulders of varying condition exist along Route 100/26 (Old Portland Road), Route 115 (Yarmouth Road), and Route 202/100 (Lewiston Road).

The 2014 Bike-Ped plan envisioned creating a village area loop trail (VALT), that would enable people on foot or bikes to be off-road as much as possible when traveling through the village area. Two VALT trail segments have already been completed and have seen increasing use.

Gray also has a network of off-road trails that offer an array of recreational uses including walking, running, hiking, mountain biking, cross-country skiing, horseback riding, snow machine, and ATV use. The Gray SnoWolves maintain a network of marked, interconnected snow mobile trails throughout Gray which are used in the off-season by ATVs as well as walkers, runners and mountain bikers. There are miles of other private trails for use by non-motorized activities with landowner permission.

The Libby Hill Forest Trails, located adjacent to the M.S.A.D. 15 school complex off Libby Hill Road, offers exceptional year-round recreational opportunities to

residents of Gray and surrounding communities. Free and open to the public, Libby Hill offers almost five miles of groomed Nordic ski trails and a total of nine miles of non-motorized trails. The Gray-New Gloucester Patriots cross-country running and Nordic ski teams train on the trails and host regional meets. Libby Hill provides interconnections and links to other snow mobile trails, which link it to other parts of Town such as Wilkie's Beach, Little Sebago Lake, and trails in West and South Gray.

Parking Standards

Gray's Zoning Ordinance has parking standards for residential and commercial uses, including home occupations, that require a minimum number of parking spaces per dwelling unit or per square foot of commercial space. At least two parking spaces are required for single family homes and duplexes. Studios and one-bedroom multifamily housing requires 1.25 and 1.5 spaces per dwelling respectively. Accessory dwelling units require an additional parking space as well. Most commercial uses require between 4 and 5.5 spaces per 1000 square feet of gross floor area (GFA). Restaurants, theaters, and places of worship require 1 space for every three seats. Although Gray's standards provide an opportunity for the use of

shared parking, off-site parking, or reserve parking areas, there are no incentives encouraging these options and it is the Planning Board's discretion whether or not to approve. The parking standards in Gray are the same throughout Town, and occasionally discourage efforts for developments in the village area.

Prior Planning Initiatives

There have been many planning and economic development initiatives in Gray. Several of these projects are in or near the village and include discussion of bicycle-pedestrian access and other transportation challenges and opportunities.

GRAY COMPREHENSIVE PLAN

The most recent Gray Comprehensive Plans were drafted in 1991 followed by a 2003 Plan that was adopted by the Gray Town Council. The State Planning Office determined that the 2003 Plan was not consistent with the Growth Management Act due partly to not sufficiently directing anticipated growth. The plan recommended establishing village gateways on key transportation routes to calm automobile traffic as they enter the village area and identified several potential transportation links to bypass through traffic around the village area and provide more

routes for vehicles traveling to destinations in the village area.

GRAY VILLAGE MASTER PLAN

In 2006, the Town of Gray conducted a master planning process for its village that included a detailed set of challenges, goals and objectives. The plan focused on pedestrian improvements in five focus areas in the village, including Route 100 (north and south), Gray Plaza, Route 115 east, and Route 202/4 west.

SUSTAIN SOUTHERN MAINE

In 2010 the Department of Housing and Urban Development awarded a Sustainable Communities Grant to GPCOG and its partners to establish the Sustain Southern Maine (SSM) initiative. Sustain Southern Maine selected Gray as one of nine municipalities in York and Cumberland Counties to serve as a pilot planning project. The Town focused the planning on the village area; recommendations included increasing street connectivity, additional residential development in the village, adding or upgrading sidewalks, establishing village gateways to calm traffic, and reducing tractor-trailer traffic to create a more bike-ped friendly environment.

MONUMENT SQUARE MASTER PLAN

This 2011 plan focused on determining potential build-out options for the former Post Office and Town Hall parcels, and the possible disposition of Stimson Hall, all then owned by the Town of Gray. It was intended to be a public-private partnership combining Town land and private property working towards a mutually beneficial objective. After extensive public outreach by the Town to several key private property owners, it became clear that a few key owners were not willing to participate which was the demise of the project.

HANCOCK BLOCK MASTER PLAN

Completed in 2013, this plan was a step towards fulfilling the goals outlined in the 2006 Village Master Plan by exploring redevelopment potential for the Hancock Block. The Hancock Block, also known as “The Triangle”, contains several parcels just off the intersection of four state routes in the center of Gray Village.

ROUTE 26 CORRIDOR STUDY

This study was completed by T.Y. Lin International in 2014 as a jointly funded project between the Town of Gray and MaineDOT. The section of Route 26 from the northerly end of the by-pass (Route 26A) to the New Gloucester line is the last remaining section of this road that

MaineDOT has not substantially widened and improved. The study focused on the 1.6 mile section of Rt. 26 between the by-pass (Rt. 26A) and the intersections of North Raymond Road/Weymouth Road. Various intensities of development scenarios were analyzed to determine the anticipated traffic/road configuration implications. Conceptual intersection improvements were also studied including the North Raymond Road intersection. The Corridor Study documented the necessity for improvements to this intersection at Dry Mills that are to be constructed in the fall of 2020.

Regional Planning

MaineDOT is responsible for setting the transportation goals for the State. To do so, they work with all of the State’s transportation organizations and local governments as well as other interested parties. MaineDOT’s planning process includes a Long-Range Multimodal Transportation Plan, an annual Work Plan, which covers a three-year period and includes all activities, and a Statewide Transportation Improvement Program (STIP). Consultation associated with each of these efforts provide non-metropolitan and metropolitan officials opportunities for input ranging from MaineDOT’s

long-range goals to requesting specific regional and local transportation improvement projects.

MaineDOT financially supports and partners with Maine's Regional Planning Commissions (RPCs) to coordinate and provide outreach to local governments, and to work directly with communities and local officials on transportation planning activities. The Greater Portland Council of Governments (GPCOG) is the regional planning commission for Gray. In addition to providing ongoing planning and mapping services for the Town, GPCOG facilitates quarterly public works director meetings, which gives public works directors an opportunity to regularly meet with a MaineDOT engineer and discuss upcoming projects and concerns in the region.

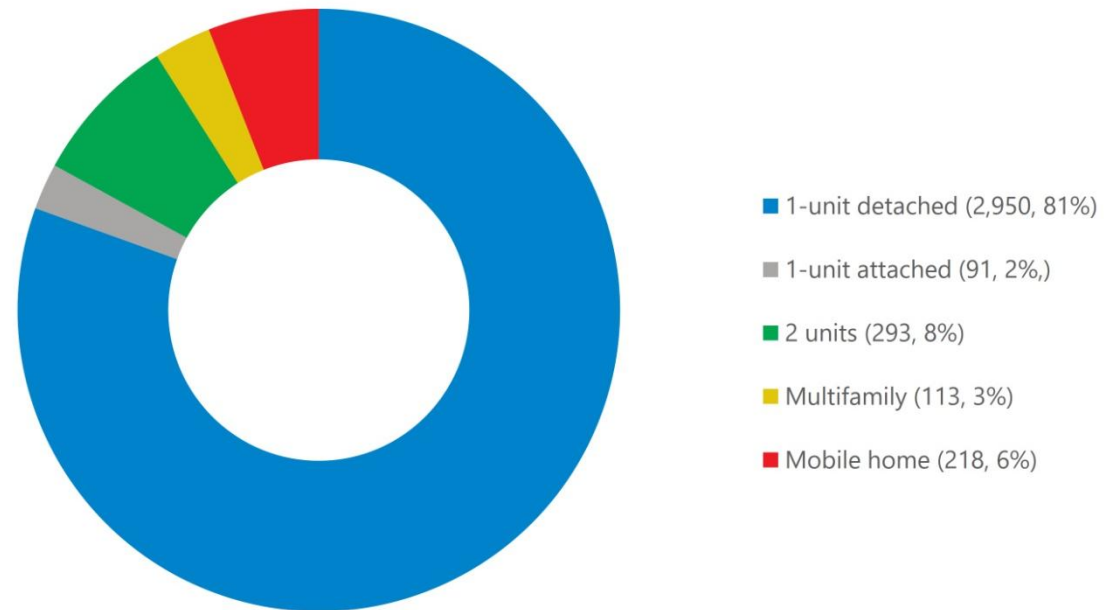
HOUSING

Housing Stock

According to US Census American Community Survey (ACS) data, single family detached homes represent about 81% of all housing units in Gray. Two-family units and mobile homes are the next most common type of housing, representing 8% and 6%, respectively, of the Town's housing stock. Multifamily units represent about 3% of the Town's housing stock.

As of 2016, Gray has 3,665 housing units. From 2000-2016, 463 new housing units were added in Gray. Although the rate of housing growth has varied significantly from community to community, Gray's growth is comparable to surrounding municipalities and is similar to the average rate for the State and Cumberland County.

GRAY HOUSING TYPES 2016



Source: U.S. Census, American Community Survey 2016 5-year estimate

Housing Projections

According to the Maine Office of Policy and Management, Gray’s population is projected to grow by about 2% per decade until 2034, an increase of 316 people over 18 years. Given this and the fact that the average household size decline seen country-wide over the past two decades is predicted to moderate moving forward, housing growth in Gray will likely be modest. Assuming the average household size in Gray declines by 4.3% per decade, as it did between 2000 and 2010, the Town will need to add about 90 units by 2034. This translates to an average of 5 units per year.

The population projections from the Maine Office of Policy and Management are based

on existing demographics, but most population growth in Southern Maine over the past few years has been driven by migration from other parts of Maine or from outside of Maine. Within Southern Maine there has also been outward migration from the urban centers as younger families relocate to areas with affordable housing, quality schools, and access to recreational amenities. It is difficult to predict the population growth due to migration over a longer time period, as it can change significantly from one year to the next due to changes in the local, regional, or national economy.

REGIONAL HOUSING GROWTH 2000-2016

	2000	2016	Net Change	
			#	%
Gray	3,202	3,665	463	14%
Cumberland	2,945	3,016	71	2%
New Gloucester	1,889	2,336	447	24%
North Yarmouth	1,142	1,401	259	23%
Raymond	2,534	2,863	329	13%
Windham	6,088	7,717	1,629	27%
Portland	31,862	33,446	1,584	5%
South Portland	10,349	11,178	829	8%
Cumberland County	122,600	140,350	17,750	14%
Maine	651,901	727,127	75,226	12%

Source: US Census 2000, ACS 2012-2016 5-year estimate

GRAY HOUSING GROWTH 2005-2018

	Single Family	Duplex	Acessory Apts.	Other	Total Dwelling Units
2005	38	4			44
2006	57	4	1		66
2007	55	11	1	1	82
2008	37	1			39
2009	30	4	2		40
2010	19	3			25
2011	20	2			24
2012	9	1	1		12
2013	11	1	2		15
2014	29	3			34
2015	36	3			42
2016	36	12		1	61
2017	38	5	1	1	48
2018	32	2			38*

Source: Town of Gray Building Permits

*As of 10/29/2018

Over the past decade housing growth in Southern Maine has slowed considerably compared to the first decade of the 2000s. In Gray new dwelling units decreased from a high of 82 new units in 2007 to a low of 12 new dwelling units in 2012. Between 2005-2009 Gray gained an average of 54 new dwelling units per year, while that total fell to 19 new dwelling units per year between 2010-2013. New development in Gray has picked up since 2014, reaching a peak of 61 total new units in 2016, and averaging about 45 units per year between 2014-2018 or 33 units per year between 2010-2018. If housing development in Gray continues at the current pace the Town can expect to gain between approximately 500 and 700 new units by 2034. However, given the recent pandemic and economic downturn, it is uncertain how the current trend will change over the next several years.

Housing Occupancy

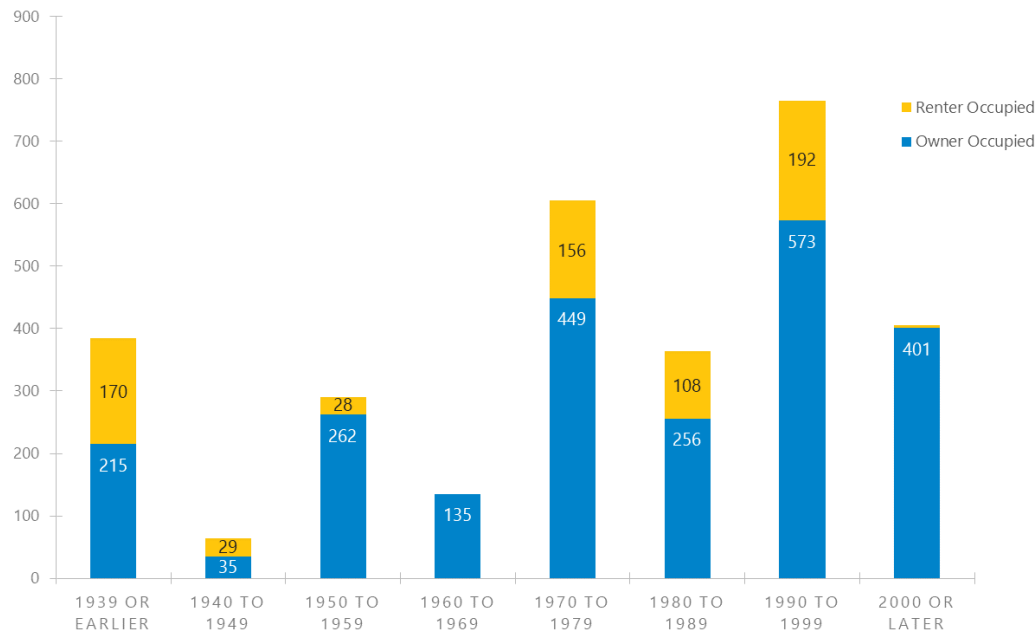
As of 2016, 82% of Gray’s 3,665 housing units were occupied year-round and the remaining 18% were vacant. Fourteen percent of the vacant housing units were occupied seasonally, and the rest were temporarily vacant due to a transition between tenants or owners, renovations, or other factors. The vacancy rate measures

the percentage of vacant homes, excluding seasonally occupied units, and this rate has remained at 3% since 2000. According to the American Community Survey in 2016, 63% of the total housing stock in Gray was owner-occupied. The percentage of renter-occupied units has increased from 17% in 2000 to 19% in 2016.

GRAY HOUSING OCCUPANCY 2000-2016

	2000		2010		2016	
	#	%	#	%	#	%
Total Housing Units	3,202		3,841		3,665	
Occupied	2,637	82%	3,156	82%	3,014	82%
Owner	2,080	65%	2,456	64%	2,326	63%
Renter	557	17%	700	18%	688	19%
Vacant	565	18%	685	18%	651	18%
Seasonal	481	15%	574	14.9%	527	14%
Vacancy Rate		3%		3%		3%

Source: U.S. Census 2000 and 2010, ACS 2012-2016 5-year estimates

GRAY AGE OF HOUSING STOCK BY TENURE

Source: US Census, 2012-2016 ACS 5-year estimate

with nearly 70% built since 1970. The largest shares of rental housing were constructed in the 1990s (192 units) and in the 1970s (156 units).

Median Home Price

Between 2003 and 2013 the median home price in Gray increased by 8%, compared to 9% for Windham, 21% for Cumberland County, and 27% for New Gloucester and Raymond. In many surrounding communities the median home price started out significantly higher than in Gray and increased at higher rates than Gray and Cumberland County as a whole. Over the same period Gray home prices have remained, on average, 10% lower than Cumberland County home

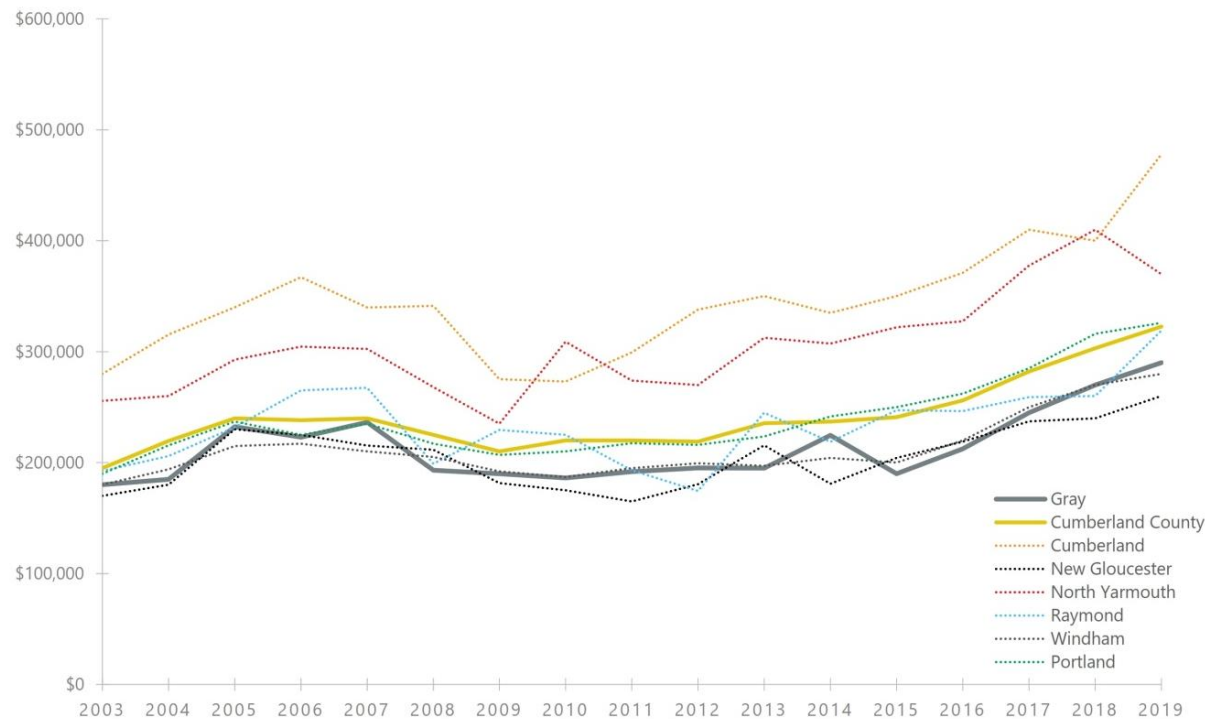
Most of the year-round housing stock in Gray is relatively new, with nearly three quarters of the owner-occupied housing built in 1970 or later. New home construction in Gray first peaked in the 1970s with 449 units. Following a 40% decline in home construction in the 1980s, owner-occupied housing construction reached an even higher peak in the 1990s, with 573 units. Given the large share of relatively new construction, the Town has not experienced wide-spread safety concerns regarding substandard housing. Additionally, many of the older housing units have been restored and are very well maintained. Most of the renter-occupied housing units in Gray are also relatively new,

prices, while home prices in North Yarmouth or Cumberland have remained 25-40% higher than the county average and home prices in New Gloucester, Raymond, and Windham have remained 2-13% below the county average.

Many communities in Southern Maine saw a substantial increase in home prices in the mid-2000s followed by a significant dip in home prices from 2007-2009 due to the recession. Cumberland and North Yarmouth are the two communities in the Gray region that exemplified this trend. Gray experienced a moderate increase in home prices between 2003 and 2007, but prices never went above the county average. The median home price in Gray did decline between 2007 and 2010,

followed by a moderate increase between 2010 and 2013. The median home price fluctuated between 2013 and 2015, but has increased steadily since 2015. As of 2019 the median home price in Gray has increased to \$290,000, which is 23% higher than the previous peak in 2007. Home prices in Windham and New Gloucester followed a similar trend, while home prices in Raymond were much more volatile over the same period.

COMPARISON OF MEDIAN HOME PRICES 2003-2019



Source: Maine State Housing Authority

**HOUSING
AFFORDABILITY**

According to the US Census and HUD, cost-burdened households are those paying more than 30% of their income for housing. For owners, housing costs are defined as mortgage principal and interest payments, mortgage insurance costs, homeowners’ insurance costs, real estate taxes, and basic utility and energy costs, with monthly mortgage payments to be based on down payment rates and interest rates generally available to low and moderate-income households. For renters, housing costs are defined as rent plus basic utility and energy costs.

GRAY HOUSING COSTS RELATIVE TO HOUSEHOLD INCOME 2016

	HOUSEHOLD INCOME					Total
	Less than \$20,000	\$20,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 or More	
RENTER HOUSEHOLDS						
Housing Costs as Percent of Household Income						
Less than 20%	0%	2%	35%	19%	100%	17%
20% to 29%	3%	12%	0%	76%	0%	18%
30% or More	97%	86%	65%	5%	0%	65%
OWNER HOUSEHOLDS						
Housing Costs as Percent of Household Income						
Less than 20%	26%	30%	16%	47%	70%	56%
20% to 29%	25%	21%	40%	39%	25%	23%
30% or More	49%	49%	44%	14%	5%	21%

Source: 2012-2016 ACS 5-year estimate

As of 2016, 65% of all renter households and 21% of homeowner households were cost-burdened in Gray. Even though renters represent a smaller proportion of households in Gray, they face a much higher cost burden than owners since 55% of renter households earn less than \$35,000 per year and spend more than 30% of their household income on rent. By comparison, 70% of owner households in Gray earn more than \$35,000 per year and spend less than 30% of their income on housing.

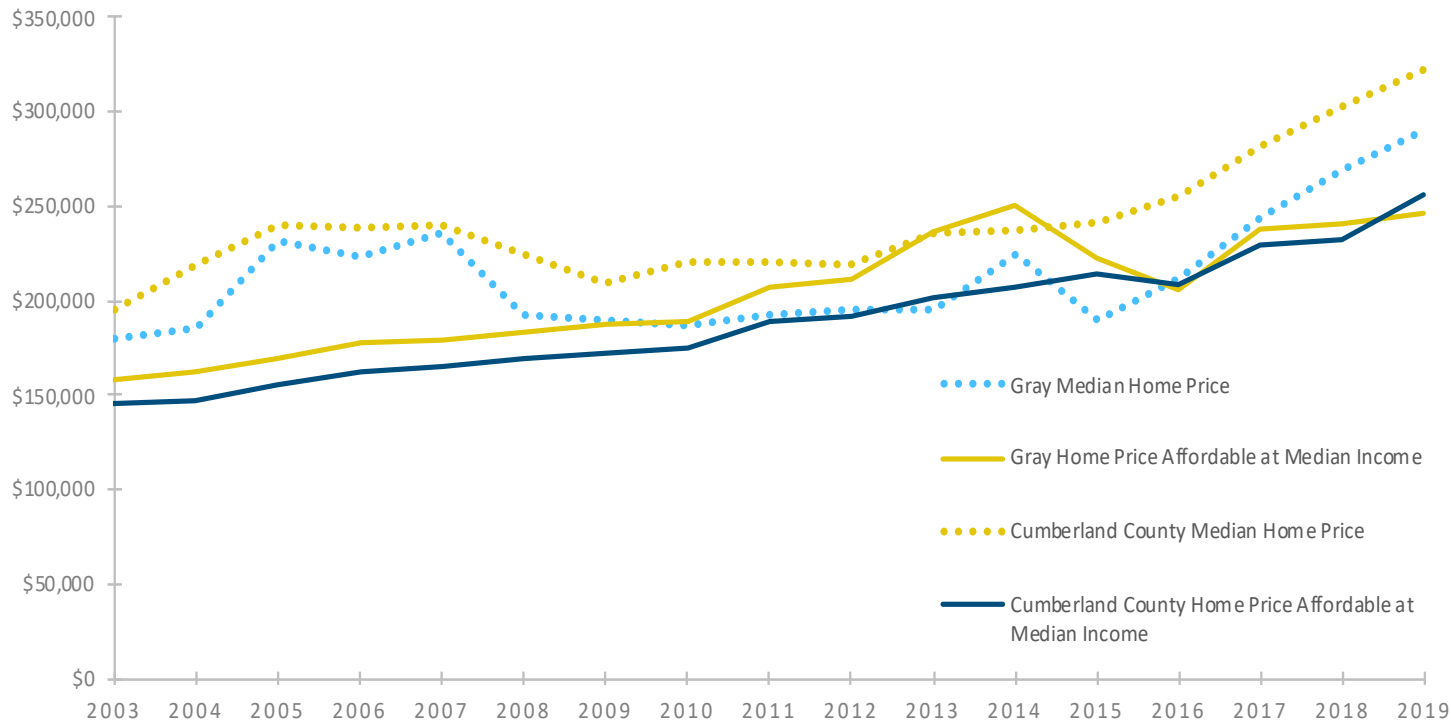
One of the ten State Goals established in the Growth Management Law is to “encourage and promote affordable, decent housing opportunities for all Maine citizens.” Affordable housing is defined as a decent, safe and sanitary dwelling, apartment or other living accommodation. Comprehensive planning policies should strive to ensure at least 10% of new units, or whatever greater percentage is necessary to meet the need, are affordable to households earning 80% of the region’s (Cumberland County) median household income or less.

Based on the State’s demographic estimates, Gray can expect to gain 50 new housing units over the next decade. This means that at least 5 of these units should be affordable to households earning 80% of the region’s median household income or less. However, based on recent building permit data, Gray can expect to gain between 350-500 new units over the next decade. In order to meet the minimum required by the Growth Management Law, this means at least 35-50 of these units should be affordable to households earning 80% of the region’s median income or less.

However, the demand for affordable housing is difficult to estimate. For anyone entering the market, such as first-time homebuyers, housing costs pose a severe challenge. For Gray to assess their fair share of the region's

affordable housing and define their share of the solution, an extensive study of the region's needs would be required.

COMPARISON OF MEDIAN HOME PRICE AFFORDABLE AT MEDIAN INCOME 2003-2013



Source: Maine State Housing Authority

Owner-Occupied Housing Affordability

According to the Maine State Housing Authority (MSHA), the affordable selling price represents the maximum purchase price that a household earning the median income can afford, assuming the household puts down 5%, qualifies for a 30-year mortgage at the prevailing interest rate, and does not spend more than 30% of their gross income on housing. Between 2003 and 2009 the median home price in Gray remained higher than the home price that was affordable at the median income in Gray. By 2010 the median home price in Gray fell below the affordable home price at the median income in Gray. Even though home prices in Gray increased by 5% between 2010 and 2013, the median household income in Gray increased by 10% over the same period, enabling the typical Gray homeowner to afford the typical home in Gray. However, since 2016 the median home price in Gray has remained higher than the home price that is affordable to the average household in Gray. As of 2019 the median home price in Gray is \$290,000, which is 18% higher than the affordable home price for the median household in Gray.

Even though home prices in Gray are relatively affordable for the typical resident, they still may be unaffordable for new residents moving to Gray. As of 2019, the median

home price in Gray is \$290,000 and a household earning the county-wide median income would only be able to afford a home priced at \$255,000. Even so, the median home price in Gray is more affordable than the county-wide median home price of \$322,500.

When median home costs are compared to the affordable selling price, an affordability index can be constructed (affordable selling price divided by the median sales price). An affordability index number of more than 1 is affordable, and an index of less than 1 is unaffordable. In 2003, the affordability index in Gray was 0.88. This means that a household earning the median income could afford only 88% of the purchase price of the median priced home in Gray. At the same time, the affordability index in Cumberland County was 0.74. By 2010, the affordability index for the average household increased to 1.02 for Gray and 0.80 for Cumberland County. Between 2010 and 2019 the housing affordability index has declined for both Gray and Cumberland County.

The affordable purchase price for households earning 80% of median income was calculated as 80% of the affordable purchase price for a household earning median income. However, given the nature of mortgages

and insurance, home ownership is often more of a financial burden for those with lower incomes. Therefore, these numbers may over-estimate the affordability of home ownership for this group. For households earning 80% of median household income, home ownership has become less achievable in Gray, with the affordability index decreasing from 0.81 in 2010 to 0.68 in 2019. Over the same interval, the Cumberland County affordability index for those earning 80% of median income decreased slightly from 0.64 to 0.63.

Renter-Occupied Housing Affordability

Compared to home owners, renter households typically have lower incomes and face a higher housing cost burden. The American Community Survey and Census data show that rental housing is becoming less affordable for renters in Gray, as well as most of Cumberland County. When interpreting the American Community Survey data, it is important to consider the data cover a five-year period that includes different stages of an economic cycle. For example, the 2010 numbers include the five-year period between 2006 and 2010, where the economy went into recession. Conversely, the 2016 numbers include the five-year

HOUSING RENTAL AFFORDABILITY COMPARISON 2010-2016

	GRAY		CUMBERLAND COUNTY	
	2010	2016	2010	2016
Median Rent	\$ 1,061	\$ 1,165	\$ 1,111	\$ 1,193
Median Renter Household Income	\$ 39,231	\$ 31,845	\$ 29,823	\$ 34,112
Affordable Monthly Rent	\$ 981	\$ 796	\$ 746	\$ 853
Rental Affordability Index	0.92	0.68	0.67	0.71
80% Median Household Income	\$ 31,385	\$ 25,476	\$ 23,858	\$ 27,290
Affordable Monthly Rent	\$ 785	\$ 637	\$ 596	\$ 682
Rental Affordability Index	0.74	0.55	0.54	0.57

Sources: US Census, 2006-2010 and 2012-2016 ACS 5-year estimates

period between 2012 and 2016, when the Maine economy was returned to pre-recession employment. As a result, the American Community Survey data may not reflect the conditions in the rental market in the year they were reported.

In 2010 the median income for renter households in Gray was \$39,231, which meant that a typical renter household could afford 92% of the typical monthly rent of \$1,061 in Gray, or 74% of the typical rent if the household made 80% of the median income for renter households. By 2016 the median income for renter households in Gray

had decreased to \$31,845, while the typical rent increased to \$1,165. As a result, the typical rental household could afford 68% of the typical rent in Gray, or only 55% of the typical rent for renter households earning 80% of the

median income. By comparison, the typical renter household in Cumberland County was able to afford 71% of the typical rent in 2016, or 57% of the typical rent for renter households earning 80% of the median income.

Affordable Housing Policies and Regulations

Housing Subsidies

Housing rents can be subsidized through direct rent subsidies provided through HUD Section 8 vouchers and through government subsidy of the construction of rental units to keep those units available at below market rate. Non-project based, or Section 8, vouchers are issued to income-qualified families, elderly people, and disabled people who apply for them. These vouchers can be redeemed by the landlord for rental subsidies provided by MSHA to make up the difference between the rent paid by the tenant and the market rate rent for the unit. In 2008, there were 45 Section 8 vouchers used in Gray, in 2011 there were 65 Section 8 vouchers used in Gray, and in 2013 there were 25 Section 8 vouchers used in Gray.

Land Use Regulations

Gray has several policies in place which may impact the availability of affordable housing. In the 2003 Comprehensive Plan, Gray Village was identified as the primary growth area for the community. Concentrating growth and allowing for smaller lots and multi-unit development is an important component of affordability, and Gray has been moving in this direction. The village center districts permit smaller lots of 20,000 square feet, multifamily development, and up to 75% lot coverage. However, the maximum building height is only 35 feet, with a minimum of 10,000 square feet per dwelling unit. While this allows for more compact growth compared to other parts of town, it still only permits up to 4 units per acre, which may not be enough to support the development of affordable housing. Gray's parking standards may also inhibit the development of affordable housing. Residential units with more than one bedroom require two parking spaces per unit, and studios and one-

bedroom units are both required to have more than one space per unit. There are shared parking provisions in this area which may help alleviate the cost of parking for mixed-use sites.

Senior Housing

Gray has several land use provisions to help support senior housing, including reduced parking requirements for Senior Citizen Housing, Assisted Living, and Independent Living facilities. Accessory apartments are also permitted in most zones, which helps promote aging in place. Additionally, the Gray Village Center Design Guidelines promote a walkable, mixed-use environment, which would allow many seniors to live independently for longer.

As the State and Town continue to age, providing housing for seniors is becoming increasingly important. With the largest population age group in Gray being those between 45 and 64, the Town will likely need to ensure there is an adequate supply of housing that is appropriate for seniors. Some of this need can be met within Gray with more multifamily housing development, accessory dwelling units, and aging in place programs. However, much of this need will likely need to be met at a regional level. Nearby cities including Lewiston and Portland may have more capacity to provide the necessary services and amenities for this population.

RECREATION

Introduction

Gray recreational facilities and open space are disbursed throughout the town, but organized municipal activities are contained to areas surrounding the Gray-New Gloucester Middle/High School Complex on Libby Hill Road and the Pennell Municipal Complex/Newbegin on Route 202. Municipal recreation programs are likely to take place at these recreational facilities. All program fees are determined based on program details and budgets as posted and pre-approved by the Recreation Director and the Town Manager. Recreation opportunities exist outside of these two municipal complexes, at Wilkies Beach and Libby Hill Forest Trails residents can make use of outdoor amenities. There is also a generous mix of other public and private facilities for recreational purposes.

Recreation Staff

The Town of Gray's Recreation Department is operated by four Full Time staff positions:

- Director of Parks and Facilities
- Child Care Services Coordinator
- Recreation Programmer
- Recreation Program Administrator

FIGURE 1
MUNICIPAL RECREATION
FACILITIES

Pennell Institute/Newbegin Hall Complex

- 1 Gymnasium
 - 1 basketball court/theater stage
 - 1 recreation room (including tables, a lounge, a kitchenette, and office space)
- 1 Softball field
- 1 Tee ball field
- 1 Outdoor basketball hoop
- 1 Solo basketball hoop
- 2 Sand volleyball courts (with lights)
- 1 Multi-purpose field
- 1 Ice skating rink (winter)
- Playground (planned for April 2020)

Wilkies Beach

- Lifeguarded swimming
- Boat launch

Libby Hill Forest Trail Network

- Trail system (hiking, biking, skiing)

Formal Public Engagement

There are three committees that help guide the work of the Recreation Department and help fulfill the mission:

- Recreation and Conservation Committee
- Bike/Ped Committee
- Open Space Committee

Facilities Assessment

Newbegin Community Center

The Newbegin Community Center offers indoor and outdoor recreation facilities, shown to the right in Figure 1. Outdoor facilities are available on a first come, first serve basis to the general public. Some outdoor facilities may be reserved for municipal recreation programs. Indoor facilities are available to the general public for limited uses with an hourly rental fee, which varies based on the facility and the renter's status as a resident and as a for-profit or non-profit entity.

The Newbegin Gym is in acceptable condition considering the age of the facility. However, the capacity of the space does not allow for the expansion of programming as the department grows. The building is scheduled to receive a new heating system during the 2020-2021 fiscal year.

The Recreation Room is too small to meet the needs of the childcare services program. The childcare services program relies on dividing up the children amongst other non-specific spaces to keep the groups to manageable sizes. There is also a lack of storage for this space.

The softball field is in good condition and received an upgrade of a new digital scoreboard and metal bleachers in Spring 2019. The sand volleyball courts have been used

for league play, skills clinics, and community drop-in. The courts have been maintained in coordination with a private entity for several years. As of April 2020, a grant was approved for a playground installation at the multipurpose field in Pennell Park.

Wilkie's Beach

The municipal beach, at the intersection of North Raymond Road and Mayberry Road, is comprised of a beach front parcel on Crystal Lake and a 40-vehicle parking lot across Mayberry Road. Wilkie's Beach offers swimming and a boat launch site for residents in the summer and ice fishing access in the winter, all at no charge. Officially the beach is open from Memorial Day to Labor Day, a half hour after sunrise and a half hour after sunset. There is approximately 300 feet of sandy beach, a swim float, and picnic tables. There are no lifeguards staffed at this facility.

Libby Hill Forest Trails

Located behind the Gray-New Gloucester school complex on Shaker Road, Libby Hill Forest consists of over 8 miles of trail network located on a 70-acre town-owned parcel. The main trailhead is in the parking lot of the Middle School, though Libby Hill Road can serve as an alternative access point. The trails cross four land owners properties, including the Town of Gray, SAD 15, Gray Community

Endowment, and the Mathew Morrill Trust. The trails are maintained by the Friends of Libby Hill.

The trail system was constructed between 2000-2002 by volunteers under the auspices of the Libby Hill Committee with oversight from the Parks & Recreation Department. The trails are marked with directional and information signs and can be used for hiking, running, cross-country skiing and mountain biking. The trails are groomed for winter use and a shed was recently constructed, near the town's transfer station at the Public Works Department, for storing the facility's snowmobile/grooming equipment. The trail system is available for use by town residents and is also used by the school's cross-country and skiing teams, as well as for educational purposes. The motorized portion of the trail network is used by snowmobiles and other off-road vehicles. This trail network is linked to a town-wide system of trails/road that are used by the local snowmobile association and other recreational vehicles.

Monument Square Park

In the past, the Town was awarded a grant to construct tennis courts located on the Gray-New Gloucester school property. For several years, requests for capital funding to maintain the courts were denied. Eventually, the courts were determined to be in disrepair and were

consequently removed. The Town has since been notified by the Land and Water Conservation Grant team that the Town is obligated to replace the tennis courts in order to maintain good standing.

Douglas Field

A Little League baseball field that is located behind Russell School. The field was constructed on town-owned land but is used and routinely maintained by the Gray Little League. Capital projects on this field are generally joint projects between the Town and the Little League.

Gray Public Library

Gray Public Library offers regular free movie showings with light refreshments. Of course, the library facilities are also available to residents, including computer access with the ability to print and copy at \$0.25 per page, free Wi-Fi, and faxing at \$1.00 per page. The library is closed on Sunday and Monday and has varied hours throughout the rest of the week.

Non-Town Owned Recreational Facilities

Gray residents are fortunate to have access to public and private recreational facilities that extend beyond the municipal facilities described above.

The Maine Wildlife Park, operated by the Maine Department of Inland Fisheries and Wildlife (IF&W), is the home of over 30 different Maine wildlife species that

cannot be returned to the wild. Approximately 250 acres of land serve as a naturalized exhibit for all kinds of Maine wildlife from beavers to cougars to moose. Visitors are expected to pay a fee, daily or seasonal, which varies based on several different factors.

Gray also shares the Pineland Public Reserved Land, managed by the Bureau of Parks and Lands, with neighboring New Gloucester, Pownal, and North Yarmouth. Approximately 280 acres of the 1,200-acre reserve are located in Gray, where a parking area on Depot Road provides access to the 3.2-mile trail network. These trails also provide access to Bradbury Mountain via an approximately 5-mile corridor that follows local powerlines.

Pineland Farms, in New Gloucester, sits adjacent to the Gray town line. This former state school has been converted into an office park that includes an eight-mile trail network that is open to the public for walking/hiking and skiing. This property abuts the Pineland Public Reserved Land owned by the State. There are an additional 1.5 miles of horseback riding trails at the facility's equestrian center located in Gray.

Whitney Memorial Forest is made up by approximately 34 acres of rolling hills and agricultural land that has been allowed to revert back to forest. The land is open for

public uses, including hiking, hunting, and snowmobiling. Other vehicles are not allowed on the trails.

Pineland Farms, located in New Gloucester, offers a vast trail network and other seasonal options, such as skating ponds, snowshoeing, and disc golf.

Bradbury Mountain State Park, in Pownal, managed by the Bureau of Parks and Lands is nearly 600 acres of land open year-round with camping, picnic shelters, and trails which can be used for hiking, biking, horseback riding, and cross-country skiing. The Gray Parks & Recreation Department use this facility for various activities throughout the year.

Morgan Meadow Wildlife Management Area, located in Raymond, is approximately 1,100 acres of land owned and managed by the IF&W, which can be used for hiking, canoeing, and hunting. The area is accessible via North Raymond Road at the Gray-Raymond town line and features an approximately 3-mile trail network.

Spring Meadows Country Club is a privately-owned facility with an 18-hole golf course on Lewiston Road and

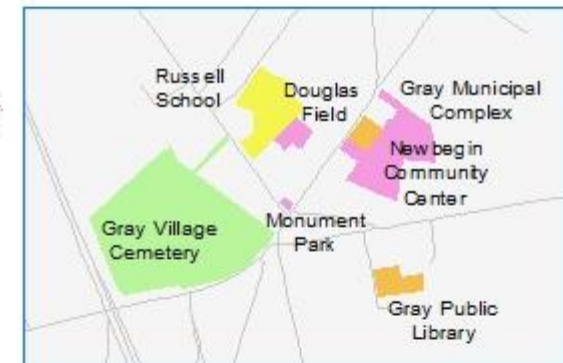
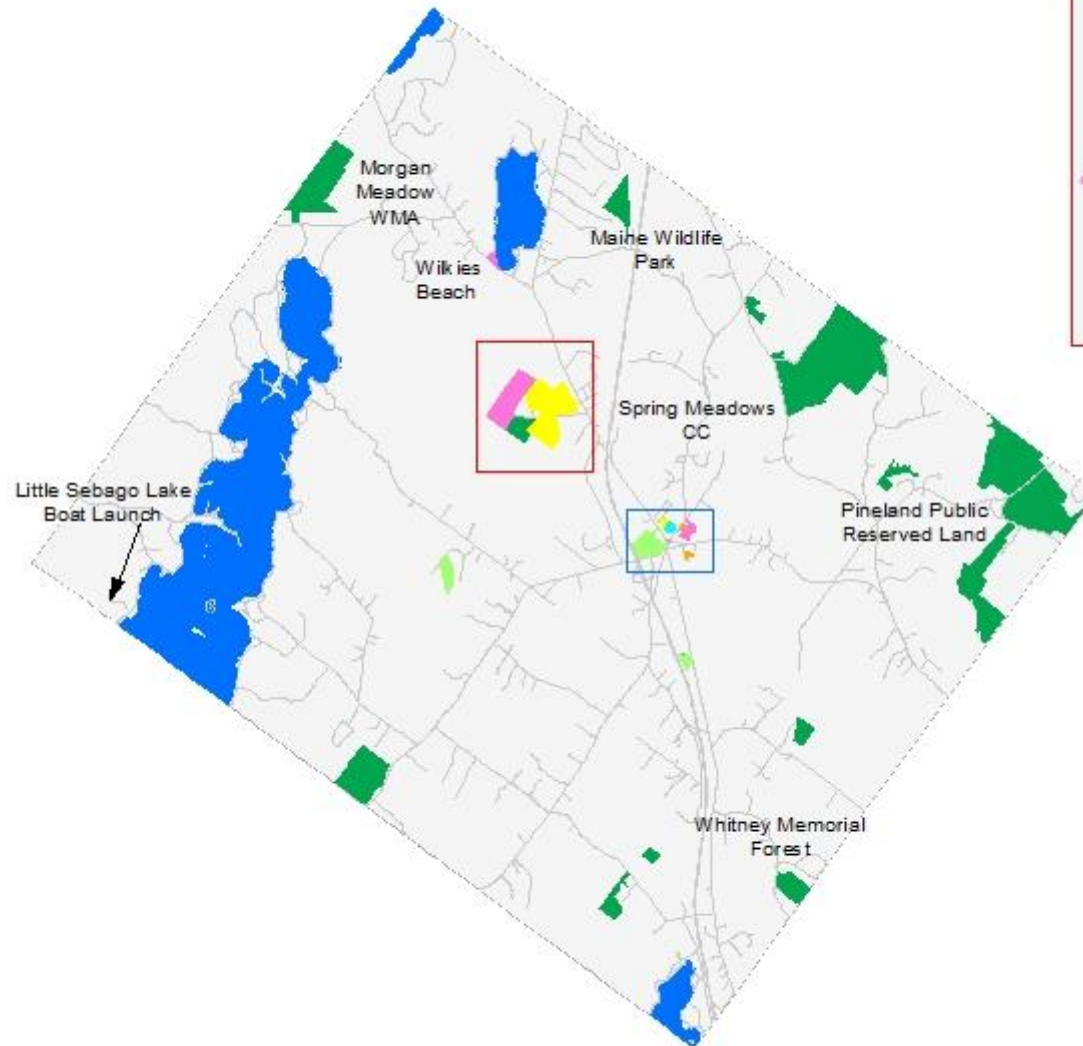
open to the public year-round for golf, fishing in stocked ponds, and cross-country skiing.

Little Sebago Lake Boat Launch is the only public access point onto Little Sebago Lake. The boat launch is located in Windham for residents around the lake and also for day-time visitors.

A signed bike lane exists on State Route 26 (Shaker Road) and 2-foot paved shoulders exist along Route 100/26 (Portland Road), Route 115 (Yarmouth Road), and Route 202 (Lewiston Road). However, these are not part of an integrated bikeway system.

Approximately 46 miles of snowmobile/ATV trails exist in Gray. The Gray Snow Wolves and the Gray-New Gloucester ATV Club help maintain the multi-use trails. The trails rely on the ability to cross many privately-owned properties in Gray which necessitates that the club obtain written permission from owners to do so. Some trails are available only for winter use while others can be used year-round for other off-road vehicles.

GRAY MUNICIPAL LAND, RECREATION, AND OPEN SPACE



- Municipal Services
- Open Space
- Recreation
- MSAD15 Owned Land
- Conserved Lands
- Surface Water

Source: Town of Gray, 2018.

School Recreation Facilities

The Gray-New Gloucester school (GNG), Maine School Administrative District 15 (MSAD15), and all school facilities will get priority use to all district sponsored educational activities. Second priority is given to high school affiliated feeder groups at a \$25 per request fee. Community organizations and nonprofits are welcome to rent facilities at \$75 per day, if they do not charge participants. If the community organizations or nonprofits do charge participants, the fee will be assessed at \$75 per hour. Community organizations and nonprofits may reserve school facilities on a first come, first serve basis.

The Gray elementary school (K-2), the Russell School on Gray Park Road, is home to Douglas Field, a well-equipped little league baseball field with seating and dugouts, as well as a multi-purpose open space equipped for softball. There is also a sand surface playground on school property.

The Dunn School (Pre-K & 3-4), actually located across the New Gloucester town line, has asphalt facilities for soccer and basketball and a sand surface playground.

FIGURE 2

SCHOOL RECREATION FACILITIES

High School

- 2 Gymnasiums
- 2 Game fields
- 3 Practice fields
- 1 Rubberized Track
- 1 Baseball Fields
- 1 Softball Field

Middle School

- 1 Gymnasium
- 2 Games fields
- 2 Practice fields
- 1 Softball Field
- 1 Baseball Field

Russell School

- 1 Multi-purpose Room
- 1 Baseball Field
- 1 Playground with multi-purpose open space

The Libby Hill trails are used by many of the school teams.

Town of Gray Youth Programs

The Town of Gray Recreation Department offers a variety of childcare programs to accommodate parent's busy schedules.

The Kids Club Before and After School program provides an enrichment opportunity through arts and crafts, physical activity, and free time to develop one's imagination. This program is offered to students in Grades K-7 and includes dedicated time to help students with their homework. The Gray Parks and Recreation team staff a youth Summer Camp for Grades K-6. The program offers multiple childcare options, including a 7:00 AM to 5:30 PM option and an 8:00 AM to 4:00 PM option with the choice of single days, three days, and five days per week. The program includes a variety of games, competitions, and activities.

For Grades 7-10, Gray offers Leaders in Training—designed to teach leadership skills, challenge

participants, and contribute to the community. The teen participants help to organize community-wide activities such as bake sales, track meets, blood drives, and lawn game tournaments. The program also takes the youths on field trips around the region.

Broadway for Beginners is a program for youth Grades K-8 who are interested in music and theater. Youth have the opportunity to learn the fundamentals and practice their choreography and vocal techniques. The program culminates in a final production, such as the Wizard of Oz.

The Mad Science Program, for Grades K-4, develop hands on STEM skills throughout the year. Children will explore engineering design with LEGO bricks, investigative science and observation/analysis while they learn about forensics, and physics with toy cars, catapults. Different sections of the program are offered throughout the year on Thursdays after school.

Town of Gray Youth Sports

The Town of Gray offers several youth sports leagues, often partnered with New Gloucester as GNG.

The GNG Little League provides youth from the ages of 4-16 to play across 6 different age groupings. The leagues are bolstered by volunteer coaches, managers, and umpires. Games are held at a number of fields throughout the region.

The GNG Youth Basketball program, for Grades 3-8, teaches athletes the finer points of basketball. Younger athletes develop their abilities “in-house” while older athletes travel and play teams from other towns. Financial assistance is offered to families on a needs-based assessment, all are welcome to apply.

The GNG Youth Football program, for Grades 3-4 and 5-6, participate in the “Sandy-Andy Football League.” Youth athletes develop skills in sportsmanship, teamwork, fitness, and confidence. Adult volunteers are welcomed for planning and staffing fund raising events.

The Patriot Lacrosse Club, for boys in Grades 3-4, 5-6, and 7-8 and girls in Grades 5-6 and 7-8, allows youth athletes the opportunity to develop their athletic skills and a positive learning experience in a team environment.

FIGURE 3

RECREATION PROGRAMS

Gymnasium

In addition to being available for reservations, the Newbegin Gymnasium offers Men’s Pickup Basketball on Wednesdays from 7:00 – 9:00 PM for a \$2.00 drop-in fee. The Recreation Department website offers the ability to pre-register with no immediate charge.

Beach Volleyball

At the beach volleyball court, in addition to being open to the public, the town offers a 45-60 minute volleyball clinic to 9-12 year olds and 13-15 year olds on Wednesdays over the course of 6 weeks for a \$55.00 fee.

Pennell Ice Rink

The ice rink is open from sunrise to sunset in the winter months. Organized “Stick and Puck” hours have run from 2:00-6:00 PM on Thursdays and 12:00-4:00 PM on Saturdays in the past. The rink is skate at your own risk.

The Patriot Soccer Club participates in Soccer Maine's Pine Tree League, a spring league that prioritizes recreation and does not keep score, and the Fall Classic League where teams play to compete in

The Gray Recreation Department offers gymnastics to youth ages 5-15, ranging from "Kindernastic" to Advanced Beginners and Cheer Tumbling.

The Recreation Department also offers Track and Field for children 4-12 years old. Coaches teach events including sprints, hurdles, relays, long jump, and "softball throw." This program culminates in a track meet partially organized by the Leaders in Training.

Community Events

The Gray Blueberry Festival is organized by a six-person committee intended to promote the Town of Gray, local businesses, community and school organizations, and the Pennell Complex. The Gray Blueberry Festival is expected to have a variety of blueberry menu items and food trucks, live music, wagon rides, farm animals, artisans, craft workshops, educational exhibits, an EVO climbing wall, a dunk tank, and a number of other contests and lawn games.

The Trunk or Treat Annual Halloween Party takes place around Halloween at the Pennell Municipal Complex.

playoffs. Youth athletes can participate in organized practices throughout the summer. The club caters to youth ages 9-14 and is a volunteer-based 501 (c) (3) non-profit organization.

Volunteers set up their car trunks as stops for youth trick-or-treaters with the best design winning a prize. The Town event also features a "haunted lab, a spooky walk in the woods, a scavenger hunt, and games."

The Gray Annual Tree Lighting Festivities take place during the last weekend before December. The Gray-New Gloucester High School choir leads Christmas carols at the Pennell Municipal Complex. The Town website notes "Santa and Dennis the Elf arrive on a ladder truck. Santa will light the tree with his magic candy cane." There is an opportunity for children to visit with Santa and his elf, make crafts, and enjoy concessions. The Gray Food Pantry also accepts donations during the tree lighting festivities.

In 2020, Gray and New Gloucester recreation departments organized the first annual GNG Winter Fest. The two-day event, held at Pennell Park and the Gray Town Hall offers skating, a bonfire, and music on Day 1. The second day is filled with snow sculptures, a skating skills challenge, a snowshoe obstacle race, and maple candy demonstrations. "Snack shack" sales

during this event benefit the two town's recreational scholarship funds.

The Gray Annual Patriot 5K is a 5-kilometer race around Crystal Lake that was created to support the local schools and create a renewed sense of community. Proceeds go to supporting the local schools with a \$20 entry fee.

The Longest Day 5K is an annual trail run 5-kilometer race through the Libby Hill trail network. The entry fee is \$10 and awards are presented to the fastest male and female competitors. All competitors are entered to win raffle drawing prizes.

The Libby Hill Duathlon is a 6-mile mountain bike ride and 1¾-mile run through the Libby Hill trail network.

The Gray-New Gloucester Crossroads Challenge is a two-day tournament held over Columbus Day weekend for boys and girls in the U9-U14 age groups. The tournament has been held for over 20 years.

In collaboration with Fiddlehead Art & Science Center, the Bike-A-Palooza teaches bicyclists of all ages the rules of the road, bike safety tips, and offers new skills and challenges.

ECONOMY

INTRODUCTION

Gray has historically been known as an agricultural and manufacturing community, a transportation hub, and a regional market center. The Town's location makes it relatively easy for residents to commute to either Portland and South Portland or Lewiston and Auburn. The major routes in Town, including the Maine Turnpike, Route 26, Route 100, Route 115 and Route 202/4 offer transportation links for automobiles and commercial traffic. As of 2015, nearly 90% of Gray residents in the labor force commuted out-of-town for work. According to the Maine Department of Labor and the US Census, in 2015 there were 300 employers in Gray, accounting for 2,233 jobs. More than 200 of these employers had fewer than 10 employees. Despite the sluggish economy over the past decade, Gray has attracted manufacturing and retail employment to the Town and, unlike many communities in Maine, Gray is experiencing growth in young families with children.

Regional Economy

The regional economy has been undergoing a significant shift in the past two decades, with the loss of manufacturing jobs being the most visible change. Between 2002 and 2015 employment in Gray has declined by 5% and most of the job growth in Cumberland County has been focused around more urban areas. Even though employment in Gray has declined over the past 15 years, Gray is still the second most common place of employment for Gray residents. Further economic development in Gray could enable more residents to live and work in the same community while also enhancing the built environment and Gray's sense of place.

The Town of Gray participates in several regional economic initiatives. The following groups and organizations play an active role in Gray's economic development:

Sebago Lakes Regional Chamber of Commerce: Supports individual, community, and business growth through advocacy, educational opportunities, and professional networking.

Greater Portland Council of Governments (GPCOG) Economic Development District: A federally-designated Economic Development District (EDD) that provides economic development planning services and funding for infrastructure projects in 26 communities in Cumberland County.

Gray-New Gloucester Development Corporation (GNGDC): Assists businesses and developers interested in bringing their business to Gray and New Gloucester, as well as existing businesses and commercial property owners who may want to expand or market available properties for lease or purchase.

Town of Gray Community Economic Development Committee (CEDC): The volunteer members are committed to improving the quality of life for Gray's residents as well as creating opportunities for local businesses. Its goal is to expand economic vitality while preserving the historical and rural aspects of Gray. CEDC members seek a sustainable, economically affordable, and vibrant community.

Gray's Labor Force

According to the US Census Bureau, Gray's labor force includes Town residents aged 16 and over who are civilians and not institutionalized, including anyone who has a job or is actively looking for work. All others, including individuals without a job who are not looking for work, are not measured as a part of the labor force. In 2016, 75% of people aged 16 and over in Gray participate in the labor force, which is comprised of 4,539 residents. This rate is higher than the labor force participation rate in Cumberland County (68%) and the State (63%).

GRAY LABOR FORCE OVERVIEW 2016

	GRAY	CUMBERLAND COUNTY	MAINE
Population 16+ years	6,085	238,482	1,101,688
In Labor Force	4,539	162,872	696,028
Labor Force Participation Rate	74.60%	68.30%	63.20%
Military Labor Force	12	411	1,770
Civilian Labor Force	4,527	162,461	694,258
<i>Employed</i>	<i>4,329</i>	<i>155,014</i>	<i>652,638</i>
<i>Unemployed</i>	<i>198</i>	<i>7,447</i>	<i>41,620</i>
<i>Civilian Unemployment Rate</i>	4.40%	4.60%	6.00%
Not in Labor Force	1,546	75,610	405,660

Source: American Community Survey 5-year estimate

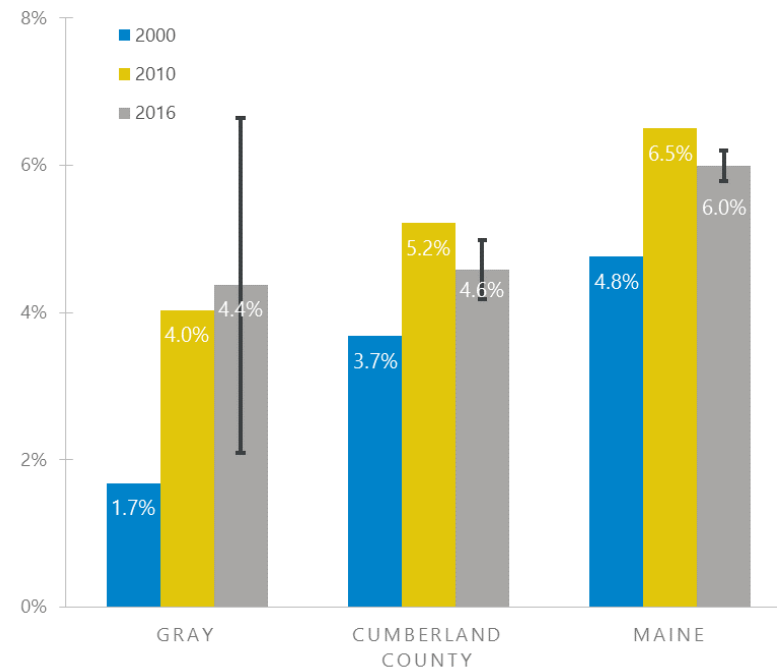
Unemployment

Individuals in the labor force are classified as unemployed if they do not have a job, have actively looked for work in the past 4 weeks, and are currently available to work. As part of the Greater Portland Labor Market, the unemployment rate in Gray tracked closely with the State and the County in 2000 and 2010, with rates being lowest in Gray and highest statewide in both instances. Between 2010 and 2016 the unemployment rate for the County and State dropped by about half a percent, while the unemployment rate in Gray increased slightly. However, due to the high margin of error in the American Community Survey (ACS) data this change in Gray’s unemployment rate is not statistically significant.

Commuting Patterns of Labor Force

As of 2016 11% of Gray residents in the labor force work in Gray, down from 17% in 2002. Six percent of Gray residents reported working from home in 2016, compared to 6.4% in Cumberland County, and 5.5% statewide. The percentage of Gray residents working from

ANNUAL UNEMPLOYMENT RATE COMPARISON 2000-2016

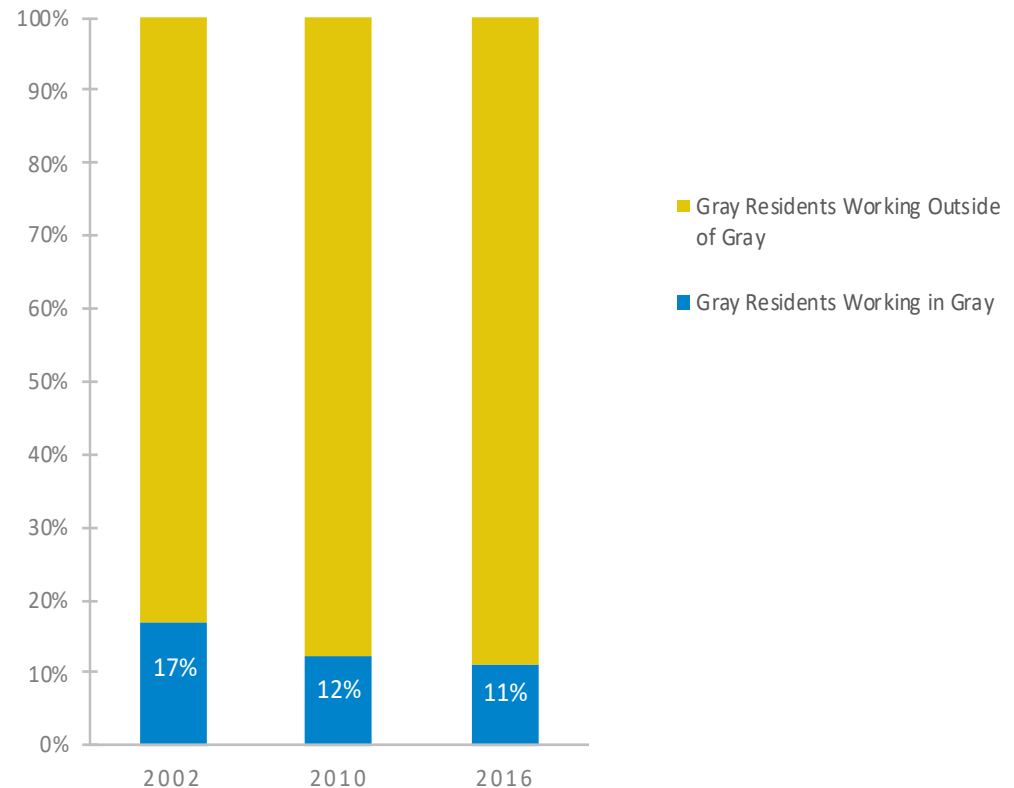


Source: US Census 2000
American Community Survey 2010 and 2016 5-year estimates

home has doubled since 2000, but due to population growth in Gray, the total number of people working from home has increased by 154%, from 100 people in 2000 to 254 people in 2016.

The most common place of employment for Gray residents is Portland, capturing 23% of the labor force in 2016. Gray is the second most common place of employment, with about 11% of Gray’s labor force living and working in Town. South Portland and Lewiston were the next most frequent destination for Gray residents to work, capturing 8% and 6% respectively. From 2002 to 2016, the number of Gray residents commuting to jobs in Portland and South Portland has declined, while more residents are commuting to jobs in Lewiston, Westbrook, and Windham. A noticeable trend in commuting destinations for Gray residents over the past 15 years is the shift from Gray residents working in the urban center of Cumberland County to smaller cities on the periphery, including Brunswick, Augusta, and Biddeford-Saco. Although each of these communities employ relatively few Gray residents, the number of Gray residents commuting to these destinations has increased by nearly 400 people over the past 15 years.

LOCATION OF EMPLOYMENT FOR GRAY RESIDENTS



Source: U.S. Census On the Map

GRAY LABOR FORCE PLACE OF EMPLOYMENT 2002-2016

	2002		2010		2016	
	#	%	#	%	#	%
Portland	978	26%	924	24%	994	23%
Gray	630	17%	462	12%	492	11%
South Portland	359	10%	350	9%	325	8%
Lewiston	109	3%	153	4%	243	6%
Westbrook	124	3%	160	4%	234	5%
Windham	194	5%	165	4%	189	4%
Scarborough	148	4%	181	5%	225	5%
Auburn	166	5%	119	3%	219	5%
Falmouth	131	4%	120	3%	129	3%
Freeport	95	3%	84	2%	89	2%
New Gloucester	40	1%	95	3%	100	2%
All Other Locations	749	20%	1007	26%	1115	26%

Source: U.S. Census On the Map

Occupational Profile of Labor Force

Gray’s labor force has a higher percentage of sales, office, natural resources, and construction occupations than both Maine and Cumberland County, and a lower percentage of service occupations than both Cumberland County and Maine. Gray has a slightly higher percentage

of managerial and professional occupations than the State, but a lower percentage of those occupations compared to the County. Conversely, Gray has a slightly higher percentage of production and transportation occupation compared to the County, but a slightly lower percentage of those occupations compared to the State.

OCCUPATIONAL PROFILE OF GRAY RESIDENTS 2016

	GRAY	CUMBERLAND COUNTY	MAINE
Managerial and Professional	41%	44%	36%
Service	12%	17%	18%
Sales and Office	28%	24%	24%
Natural Resource and Construction	10%	7%	11%
Production and Transportation	9%	8%	11%

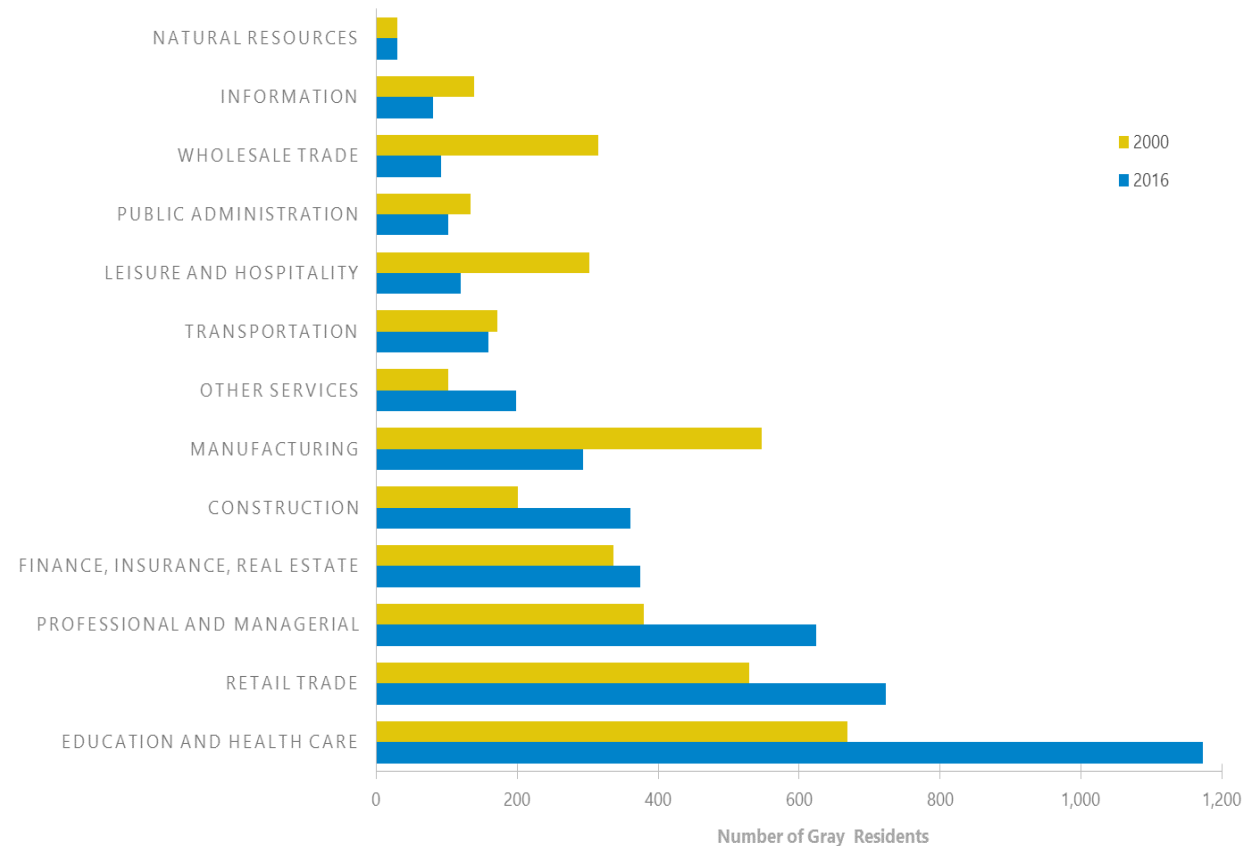
Source: American Community Survey 5-year estimate

Industry Profile of Labor Force

Between 2000 and 2016, the total number of residents in Gray’s labor force grew by 12%, from 3,855 to 4,329 individuals. The education and healthcare, professional and managerial, construction, retail, and other services segments of Gray’s labor force have increased significantly (more than 30%), while finance, insurance, and real estate has increased moderately (11.6%). The transportation and public administration segments have decreased moderately (7.6% to 23.9%), while manufacturing, wholesale trade, leisure and hospitality, and information have

decreased by more than 40%. The largest labor force sector, education and health care, included 1,173 jobs in 2016 and grew by 75% from 2000.

INDUSTRY PROFILE OF GRAY’S LABOR FORCE 2000-2016



Source: American Community Survey 5-year estimate

INDUSTRY PROFILE OF GRAY'S LABOR FORCE 2000-2016

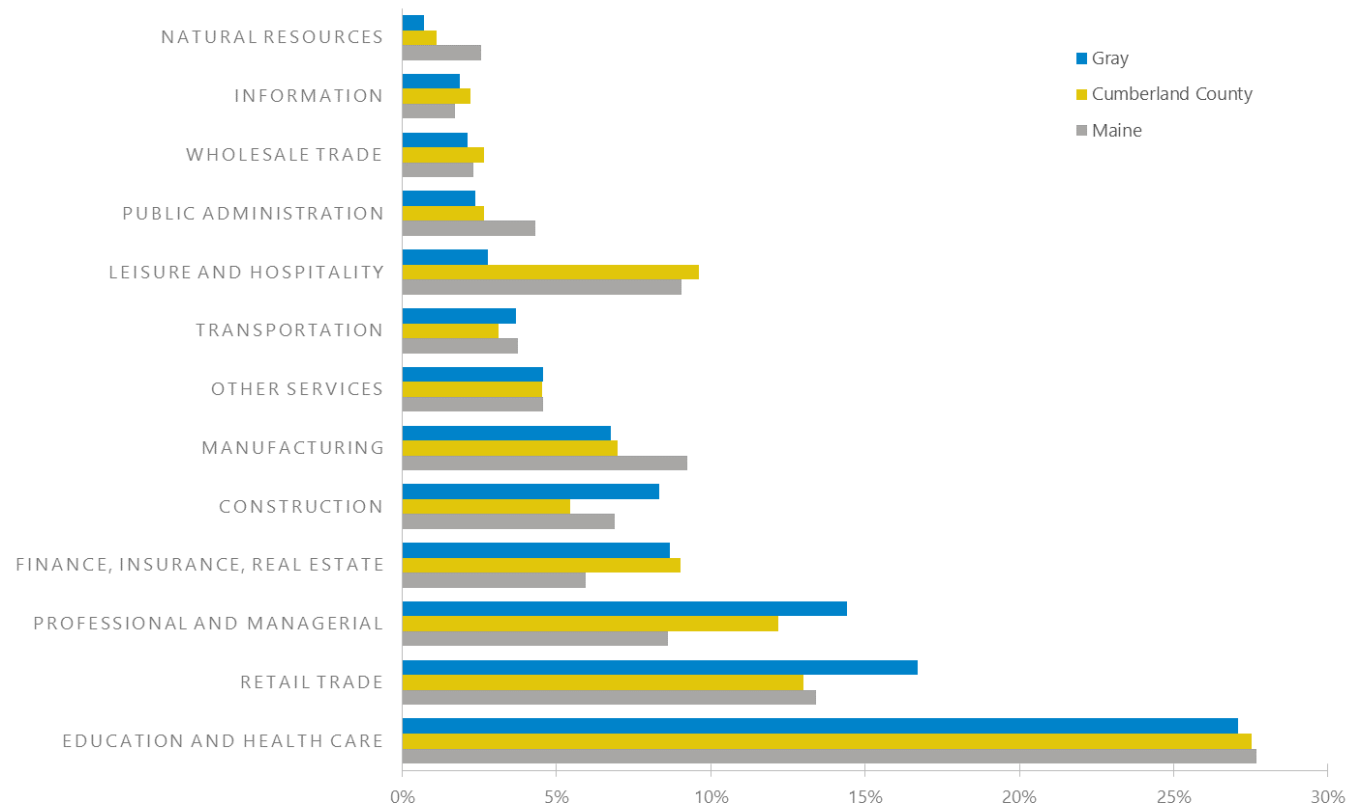
	2000		2016		Change (2000- 2016)
	#	%	#	%	%
					-
Public Administration	134	3.50%	102	2.40%	23.90%
Natural Resources	30	0.80%	30	0.70%	0.00%
					-
Wholesale Trade	315	8.20%	92	2.10%	70.80%
Other Services	102	2.60%	198	4.60%	94.10%
Transportation	172	4.50%	159	3.70%	-7.60%
Construction	201	5.20%	360	8.30%	79.10%
					-
Leisure and Hospitality	302	7.80%	120	2.80%	60.30%
					-
Information	139	3.60%	80	1.80%	42.40%
Finance, Insurance, Real Estate	336	8.70%	375	8.70%	11.60%
Professional and Managerial	379	9.80%	624	14.40%	64.60%
					-
Manufacturing	547	14.20%	293	6.80%	46.40%
Retail Trade	529	13.70%	723	16.70%	36.70%
Education and Health Care	669	17.40%	1,173	27.10%	75.30%

Source: American Community Survey 5-year estimate

The composition of Gray’s labor force is similar to that of Cumberland County and Maine in many sectors. However, Gray’s labor force has less than half as many people in the leisure and hospitality sector as the County and State, and less than 1% of Gray’s labor force works in the natural resources sector compared to 1% for the County and 2.5% for the State. Gray and Cumberland County both have a higher share of the labor force in finance, insurance, and real estate than compared to the state. The construction, professional and managerial, and retail sectors account for a moderately higher share of Gray’s labor force compared to both the state and County.

Education and health care is the largest employment sector across the state, County and in Gray, comprising just over 27% of Gray’s labor force and more than 27% of the labor force for both the State and County.

LABOR FORCE INDUSTRY PROFILE COMPARISON 2016



Source: American Community Survey 5-year estimate

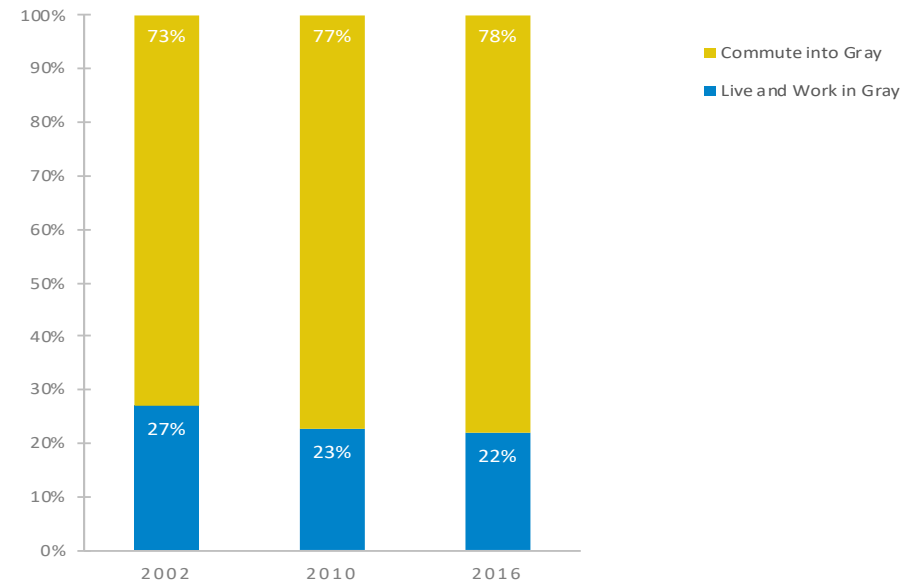
Employment within Gray

Jobs are counted by their place of employment. Under a cooperative agreement, the Maine Department of Labor and the U.S. Department of Labor’s Bureau of Labor Statistics collect information on nonfarm wage and salary employment from establishments who fall under the coverage of State and federal unemployment insurance programs and pay unemployment taxes on their workers. Excluded from these statistics are military personnel, proprietors, self-employed, unpaid family leave workers, farm workers, and domestic workers in households. Statistics are compiled from quarterly tax reports submitted by employers subject to the Maine Employment Security Law. Jobs are classified according to the North American Industry Classification System (NAICS).

Commuting Patterns

About a fifth of Gray employees also live in Town, down from 27% in 2002. After Gray, the most common place of residence for employees working in Gray are New Gloucester (9%), Portland (5%), and Windham (4%). This compares to 2002 when, aside from Gray, the most common place of residence for Gray employees was New Gloucester (11%), Auburn (6%), and Portland (5%).

COMMUTERS AND GRAY RESIDENTS WORKING IN GRAY



Source: U.S. Census On the Map

NUMBER OF JOBS BY LOCATION COMPARISON 2002-2016

	2002	2010	2016	Change (2002- 2016)
Gray	2,339	2,038	2,244	-4%
Cumberland	1,193	1,319	1,914	60%
Windham	5,264	5,731	5,942	13%
Raymond	1,212	821	893	-26%
New Gloucester	688	1,025	1,404	104%
North Yarmouth	372	423	304	-18%
Portland	63,912	65,645	70,467	10%
South Portland	24,913	24,221	25,480	2%
Cumberland County	161,517	166,235	180,701	12%
Maine	562,354	556,476	582,540	4%

Source: U.S. Census On the Map

Job Growth

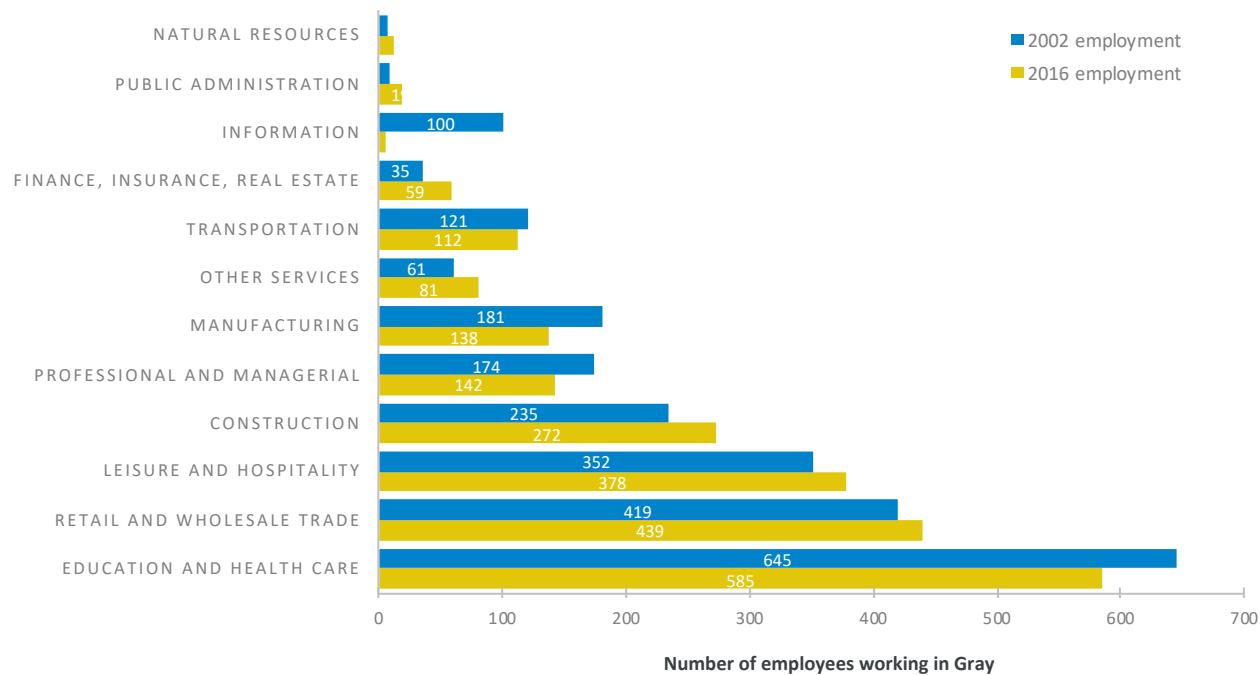
As of 2016, the Town of Gray hosts 2,244 jobs in roughly 300 businesses, representing just over 1% of employment in Cumberland County. From 2002 to 2016, the number of jobs in Gray decreased by 4%. This is below the rate of job growth in Cumberland County and Maine overall, but above the rate of job growth in the surrounding communities of Raymond and North Yarmouth. Job growth was slightly higher in New Gloucester and Cumberland, with 104% and 60% growth respectively.

Employment Sectors

The education and healthcare sector accounts for more than a fourth of all jobs in Gray in 2016. The second largest employment sectors in Gray are retail and wholesale trade and professional and managerial, which each account for about a fifth of jobs in Town.

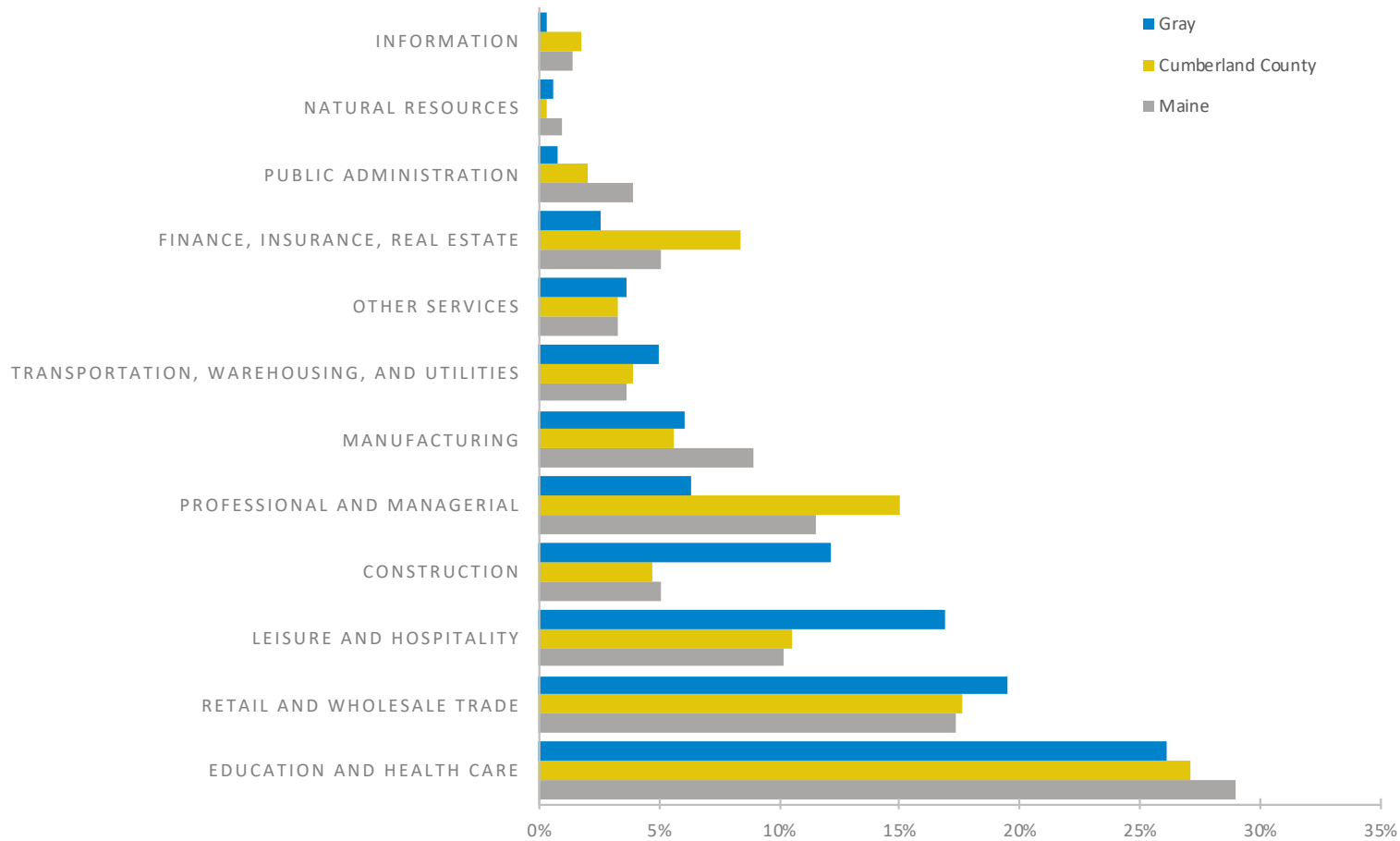
Much of the tourism industry is captured in the leisure and hospitality employment sector, indicating that tourism is an important economy driver for the Town. With a proud heritage of farming, including many active farms, there is opportunity for the community to take advantage of this unique asset and increase agritourism, including outdoor recreation, hospitality, entertainment, education, and direct sales.

CHANGE IN EMPLOYMENT SECTORS IN GRAY 2002-2016



Source: U.S. Census On the Map

EMPLOYMENT BY SECTOR 2016

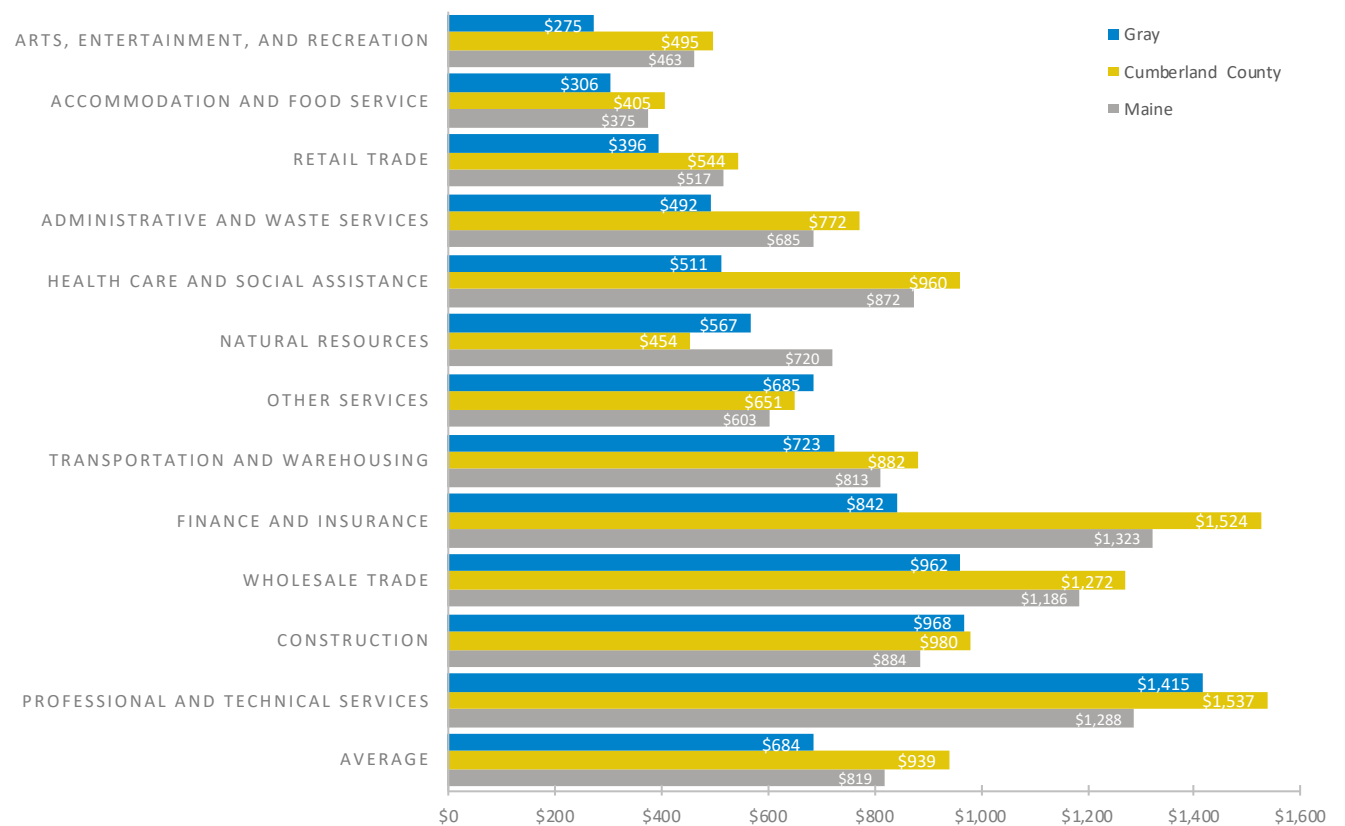


Source: U.S. Census On the Map

WAGES

As of 2015, the average weekly wage for a job located in Gray was \$684, which was lower than the statewide average of \$819 and the County average of \$939. Wages for employment in Gray are below the State and County averages for most employment sectors. However, jobs in other services pay more in Gray than across the State or County, while jobs in natural resources and construction pay more than the County average but less than the State average. A professional and technical service is the highest paying employment sector in Gray, with a weekly wage above the State average but below the County average.

AVERAGE WEEKLY WAGES BY SECTOR 2016



Source: Maine Department of Labor

RETAIL TRADE

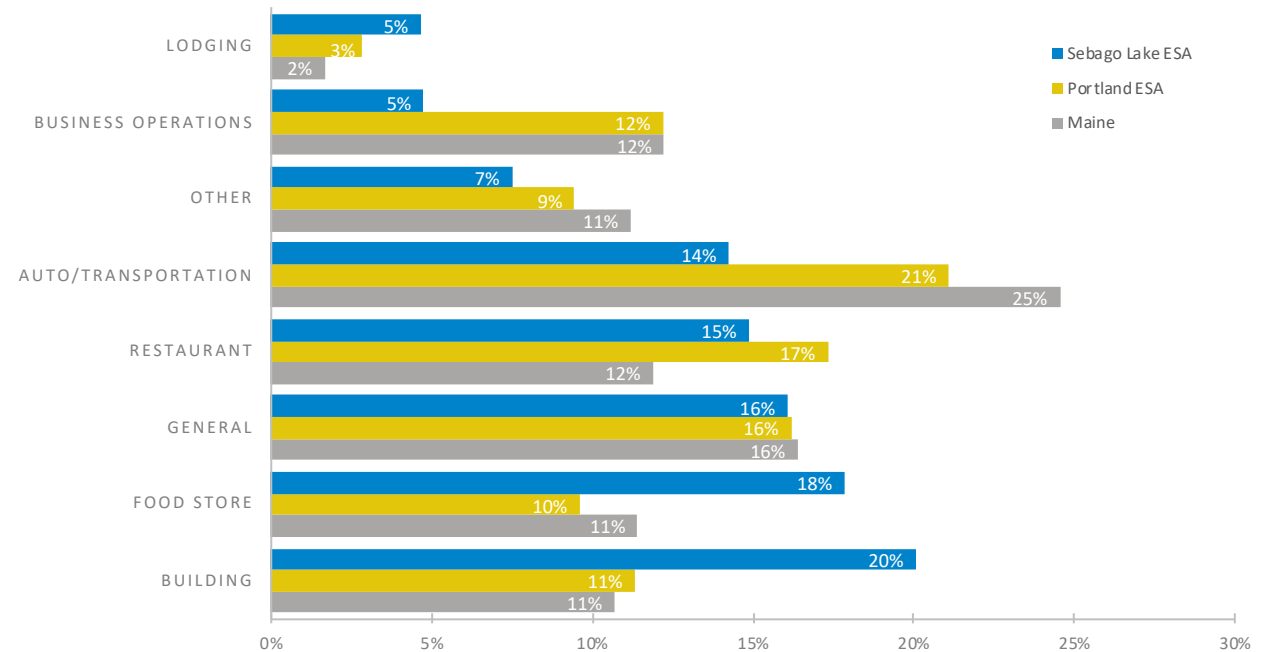
The Maine Office of Policy and Management tracks retail sales on a quarterly basis for Economic Summary Areas (ESA) based on sales taxes paid by businesses to Maine Revenue Services. The Sebago Lake ESA covers the towns in Northwestern Cumberland County, including Windham, Gray, Standish, Bridgton, and Naples. In 2016 the Sebago Lake ESA accounted for 12% of retail sales in Cumberland County and 3% of retail sales in Maine.

Between 2011 and 2016 consumer retail sales in the Sebago Lake ESA have increased by 50%. By contrast, retail sales increased by 30% in Cumberland County and 25% across Maine.

The largest source of retail sales in the Sebago Lake ESA is building supply, which accounts for 20% of retail sales in the Sebago Lake ESA compared to 11% for both

the Portland ESA and Maine. Food store sales account for 18% of retail sales in the Sebago Lake ESA compared to 10% for the Portland ESA and 11% for Maine. Restaurant sales account for 15% of retail sales in the Sebago Lake ESA compared to 17% for Cumberland County and 12% for the State.

COMPONENTS OF RETAIL SALES 2016



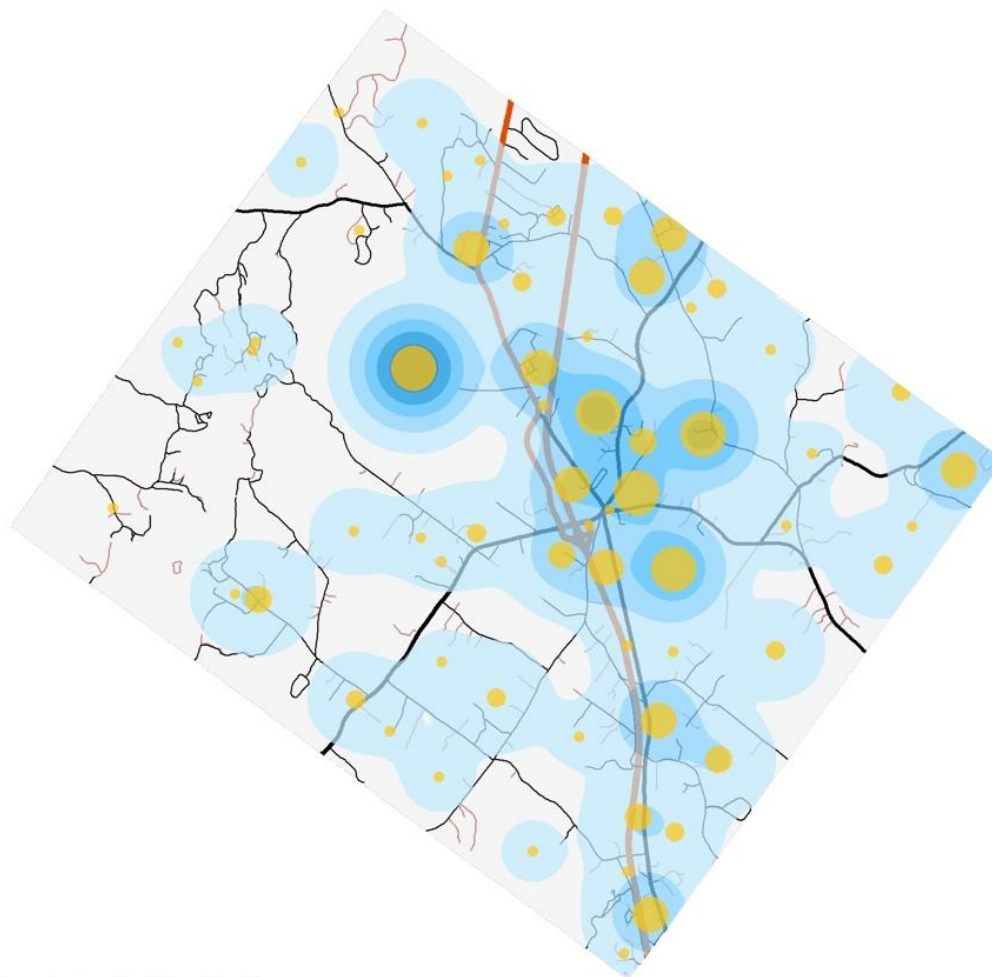
Source: Maine Office of Policy and Management

Local Economy

Gray serves as a regional service and employment center and does have a traditional downtown as well as several shopping centers and an industrial park. The largest employers in the Town include Enercon Technologies, Hannaford, the State Police, Yarmouth Lumber, Bruns Brothers, and M.S.A.D 15. Most employers in Gray employ

fewer than 10 employees, and there are no employers in Gray with 250 or more employees. Employment is well disbursed across Gray geographically, with the highest concentration of jobs in the area around Gray Village. There are also several smaller clusters of jobs along the Route 26 corridor north and south of Gray Village and on Route 202 in west Gray.

GRAY JOB DENSITY 2016



- 1-10 jobs
- 11-20 jobs
- 21-40 jobs
- 41-90 jobs
- 90+ jobs

Source: Census On the Map, 2016

Gray Village

Gray Village has served as the commercial and civic hub for the Town of Gray since its incorporation in 1778. The village serves as the center for civic activities, including the Gray Town Offices, Gray Public Library, Russell Elementary School, Gray Historical Society, U.S. Post Office, and town recreation facilities. Gray Village also serves as a center for goods and services, offering groceries, auto parts, hardware, gas, and other services. One of Gray's top priorities is to preserve the village as the center for community and commercial activities and future growth. Gray's location as a crossroads in the County provides an opportunity for the village to expand its role as a center for convenience goods and services and attract businesses that enhance Gray's role as a gateway to recreational opportunities in Western Maine's lakes and mountains.

The 2006 Gray Village Master Plan contained findings and recommendations to improve the viability of Gray's downtown center and village. The plan addressed critical issues including traffic, parking, sidewalks, blight, landscaping, parks, historic structures and public infrastructure. According to this plan, the absence of public sewer and the lack of developable land limits the physical capacity for business development in Gray

Village. The 2011 Monument Square Master Plan focused on determining potential build-out options for the former Post Office and Town Hall parcels, and the disposition of Stimson Hall, at that time, all owned by the Town of Gray. The 2013 Hancock Block Master Plan was a step towards incorporating the goals outlined in the 2006 Village Master Plan by exploring redevelopment potential for the Hancock Block. The Hancock Block, also known as "The Triangle", contains several parcels just off the intersection of four state routes in the center of Gray Village. The Town recently implemented a Village Area Improvement Tax Increment Financing (TIF) District to provide funds for the infrastructure and planning necessary to enable additional commercial development within the Town, thereby expanding and diversifying the Town's tax base.

Regulations and Incentives

The Town of Gray has zoning that allows for commercial, industrial, and agricultural uses, all of which impact local economic development. There are also performance standards and design guidelines in place to assure that development is compatible with surrounding land uses.

GRAY VILLAGE CENTER DESIGN GUIDELINES

The purpose of the Village Center District Design Guidelines is to establish well planned non-residential

development that promotes economic diversification, employment opportunities, and pedestrian activity; create functional and visual diversity as well as a pleasant working and shopping environment; and maintain significant features of the natural environment while allowing maximum flexibility in the design of new non-residential development.

GRAY BUSINESS TRANSITIONAL (BT) DISTRICT STANDARDS AND DESIGN GUIDELINES

These design guidelines regulate the Business Transitional (BT) zoning district, located on Shaker Road at the end of the new Route 26 bypass. The purpose of these standards is to promote economic development while encouraging mixed use neighborhood character, and they include language regarding how access management standards, siting and coordination of buildings, pathways, parking lots, internal roadways, walkways, landscaping, lighting, signage and other site features should be planned, designed, and coordinated to meet the District's design goals.

EXISTING LAND USE

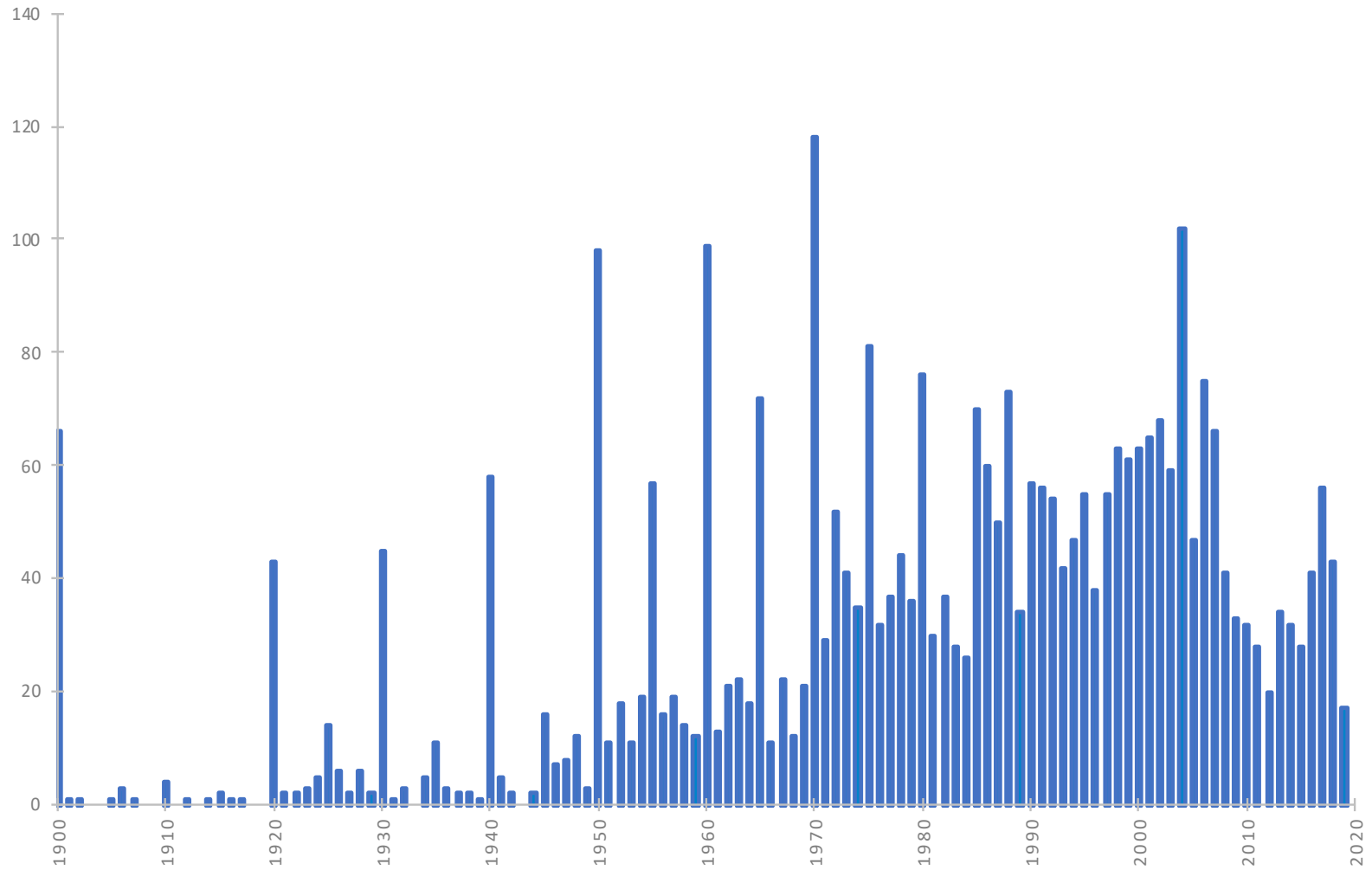
Land Use Patterns

The Town of Gray is just under 46 square miles in size and borders 5 municipalities, including Cumberland, Windham, Raymond, New Gloucester, and North Yarmouth. Historically, Gray has been known as an agricultural community with a village center that serves as the gateway to Western Maine. The first successful water powered woolen mill in North America was located on Collyer Brook in Gray. Today, Gray has several significant industrial and manufacturing employers and many retail stores, restaurants, and tourist attractions located throughout the town. However, with nearly 90% of residents commuting outside of the town for work, Gray is primarily a bedroom community in the Greater Portland region. Gray has several strong assets, including the downtown village area, multi-use trail network, and a growing number of young families, which create an opportunity to transform Gray into a community where more people can live and work in the same town.

Less than 10% of the housing stock in Gray was built before 1920. Residential construction began to increase

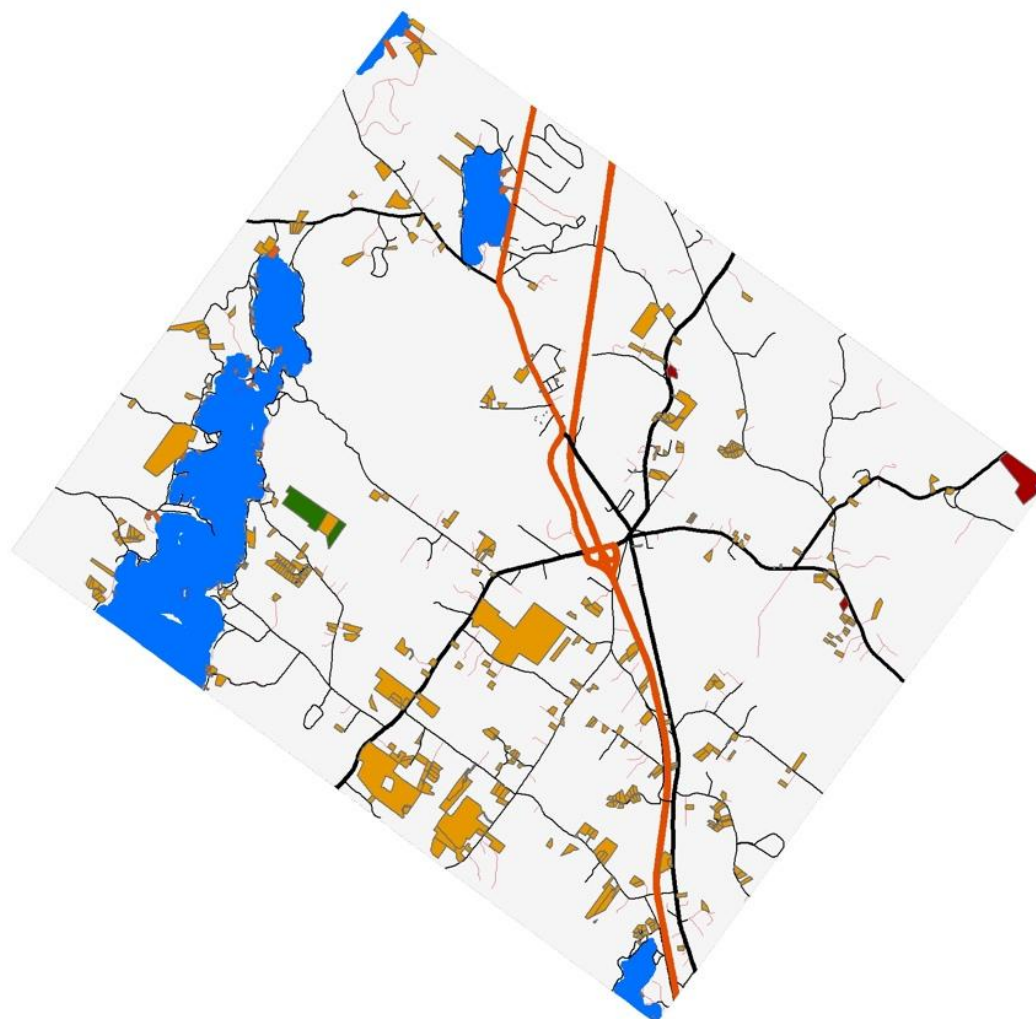
substantially after 1920, most likely due partly to the inter-urban railway that ran through Gray and connected Portland to Lewiston. The increased residential construction was also made possible due to the widespread use of automobiles that made it possible for people employed in urban areas to live or enjoy seasonal recreation in Gray. Residential development in Gray expanded after the end of World War II and reached a peak in 1970. Two thirds of Gray's housing stock was built after 1970, and roughly 11% has been built since 2008. Most of the residential development built before 1970 is concentrated around Gray Village or the smaller village nodes in the northern, eastern, southern, or western parts of Gray, along major transportation corridors, around the lakes, or are large agricultural parcels in the more rural sections of town. While some residential development built after 1970 has been adjacent to the village areas, the majority appears to have occurred in the more rural parts of the town or around the lakes. Some of these developments have been occurred in subdivisions while others have occurred on a lot by lot basis.

RESIDENTIAL CONSTRUCTION BY DATE



Source: Town of Gray Assessing Database

GRAY LAND USE DEVELOPMENT 2008-2019



- Commercial
- Residential Non Shorefront
- Residential Shorefront
- Tree Growth
- Tax Exempt

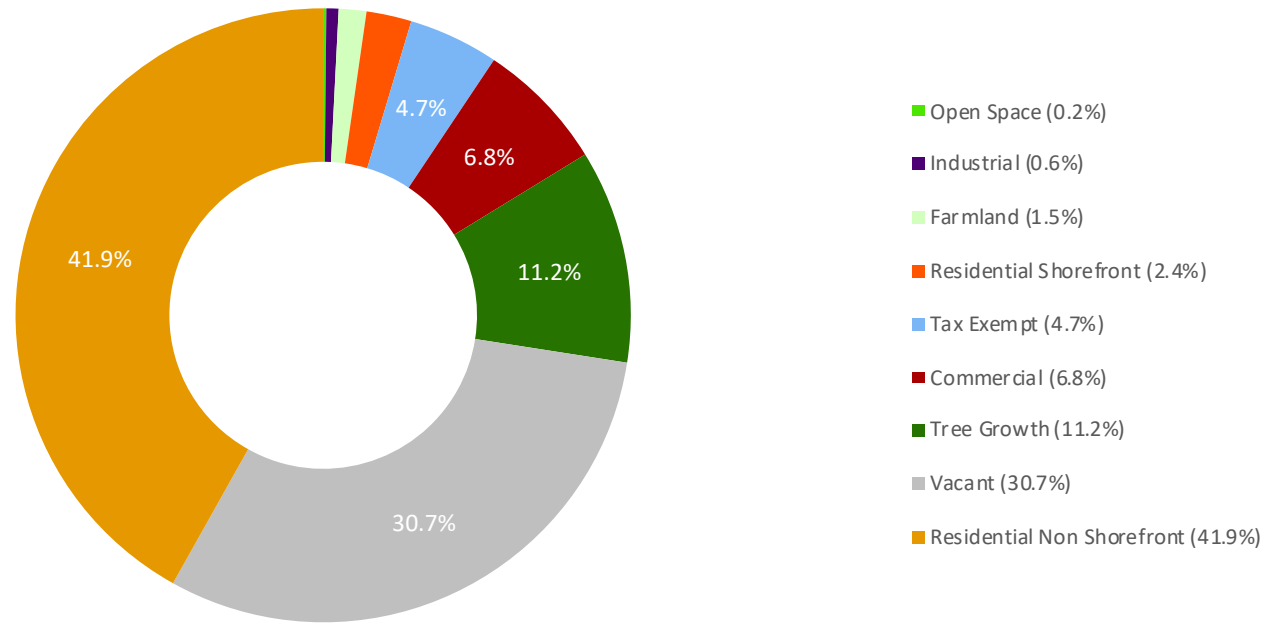
Source: Town of Gray Assessing Database, 2018.

According to the Town assessing data there have been 410 parcels developed in Gray since 2008. Eighty-five percent of these new developments are categorized as Residential Non Shorefront and 14% are categorized as Residential Shorefront. Most new residential developments appear to have occurred on a lot by lot basis scattered throughout the more rural sections of Town, primarily along existing local and collector roads. The average parcel size for new Residential Non-Shorefront was just under 4 acres, and the largest new Residential Non Shorefront development was 194 acres. There have been 4 parcels larger than 50 acres developed over the past 10 years. Three of these are in West Gray along Route 202 or Center Road, and the fourth parcel is adjacent to Gore Road west of Little Sebago. These appear to be 1 or 2 single family homes built on large parcels. The average parcel size for new Residential Shorefront development was just under an acre. The majority of these were built on Little Sebago Lake, but a few were built along Forest Lake, Crystal Lake, or Notched Pond.

Gray residents along with many others in the lakes region were saddened by the iconic Cole Farms family restaurant on Lewiston Road closing in early 2020 after 68 continuous years. There were also several new commercial developments, 1 Tax Exempt development, and one property that entered the Tree Growth taxation program. The new commercial developments include the following: new buildings in the Northbrook Business park off Rt. 26A (the "by-pass"), a major expansion firearms shop/shooting range on West Gray Road, an additional dollar store on Portland Road in the village, a rebuilt/expanded convenience store on Main Street (Contract Zone), pre-fabricated shed sales on Lewiston Road, a bank on the corner of Shaker Road (Rt. 26)/Libby Hill Road, a rebuild/expansion to a convenience store at Dry Mills, a gravel pit on Legrow Road, Pineland Farms Equestrian Center on Route 231 near the North Yarmouth border, a fire protection contractor on Lewiston Road, and an expansion of an existing wholesale lumber supply company on Yarmouth Road, identified as Contract Zone "B" on the zoning map. The new Tax Exempt development is a National Oceanic and Atmospheric (NOAA) building, also located on Route 231 near the North Yarmouth border.

GRAY LAND USE AS PERCENT OF TOTAL LAND AREA 2019

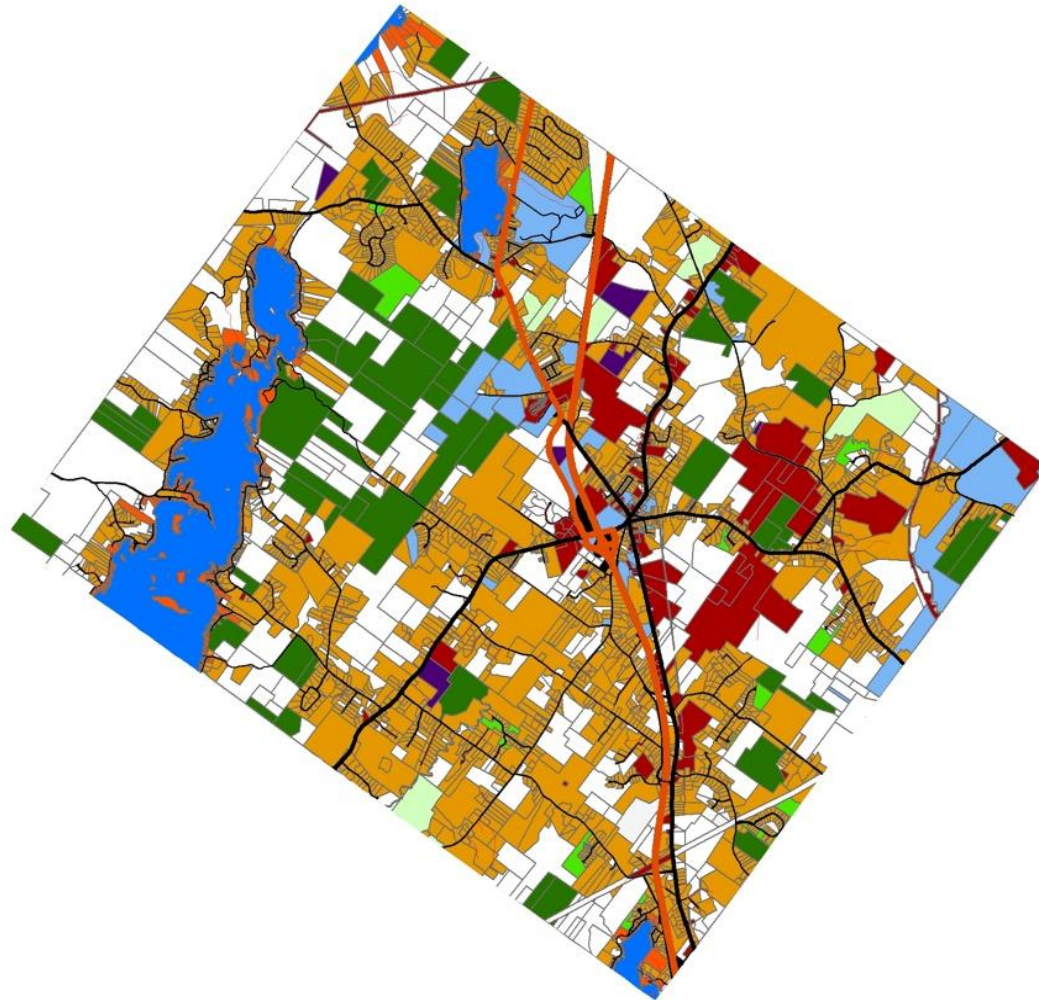
Residential Non-Shorefront development accounts for nearly 42% of existing land use by area in Gray, with an average lot size of 3.8 acres. The next largest category of land use by area in Gray is Vacant (30.7%), followed by Tree Growth (11.2%), Commercial (6.8%), Tax Exempt (4.2%), and Residential Shorefront (2.4%). The Tax Exempt land use category includes land owned by non-profits, religious or civic institutions, and local, state, or Federal governments. Some land in the Tax Exempt category may be used for recreation or open space. Farmland, Industrial, and Open Space land use each account for less than 2% of the Town’s land area.



Source: Town of Gray Assessing Database

An important consideration is there are about 35 vacant parcels in Gray that exceed 50 acres and collectively account for more than 40% of the vacant land in Gray. Even if this land is not currently used for agriculture or forestry, this land provides habitat for wildlife and may be used for outdoor recreation. These large vacant parcels are an important resource for Gray, but there may not be any long-term strategy for conserving such land. A few of these parcels may be held in conservation, but they are not identified as such in the Town’s assessment database.

GRAY LAND USE



- Industrial
- Commercial
- Residential Non Shorefront
- Residential Shorefront
- Farmland
- Tree Growth
- Open Space
- Tax Exempt
- Vacant
- Right of Way

Source: Town of Gray Assessing Database, 2018.

According to Gray's assessing database there are about 8,000 acres of land in the town that are classified as vacant. About 55% (approximately 4,400 acres) of this land is zoned for Rural Residential and Agriculture and 5% (approximately 400 acres) is zoned for Medium Density Residential. The Village Center and Village Center Proper zones, which could accommodate a mix of residential and commercial development, account for about 0.5% of the vacant land, or 30 acres, in Gray. Another 3.5% of the vacant land, or approximately 270 acres, in the town is zoned for commercial or business development. The remaining 36% (approximately 288 acres) of vacant land in Gray is in the Lake or Wellhead Protection 2 zone.

The Maine Office of Policy and Management projects Gray's population will rise by 316 people by 2034. Therefore, if the Town continues its current low-density lot by lot development pattern, there is more than enough land available to accommodate the projected growth over the next several decades. There is also more than enough land available for institutional, commercial and industrial development over the next decade and beyond.

However, a significant amount of vacant parcels zoned for residential development in Gray are large lots in rural parts of the town. Developing these parcels will require a developer to build access roads and other supporting infrastructure, which will make these homes less affordable to the average resident of Cumberland County. Furthermore, if the town develops at a low density in areas far from jobs and services this will place additional burdens on local and regional transportation routes. Alternatively, some of the projected population growth could be accommodated in the village center zone, if a developer or the Town provided the supporting infrastructure, such as a community septic system and surface parking.

The vision statement in the 2003 Gray Comprehensive Plan calls for growth strategies that do not sacrifice Gray's environmental assets for short term economic gains. However, Gray's current residential growth pattern has the potential to diminish Gray's environmental assets as development sprawls into rural farms and forests. The Rural Residential and Agricultural zone that covers a large portion of the town allows for low density development, and if development pressure increase, the Town may lose a significant amount of the environmental assets that define that character of Gray. Land use regulations and

policies focused on concentrating growth near Gray Village would help conserve Gray's environmental assets and promote development more consistent with Gray's rural character.

Land Use Regulations

Zoning Ordinance

The current format of Gray's Zoning Ordinance was adopted on November 10, 2008 and it was most recently amended on March 24, 2020. The Town is divided into fifteen zoning districts and two overlay districts. There are also four contract zones, one which spells out conditions for redeveloping a parcel on the Hancock Block consistent with the Hancock Block Master Plan, a rebuilt/expanded convenience store/gas station on Main Street, and the other two specify conditions for expansion of an existing manufacturing use. In addition, the Town's Shoreland Zoning includes a Limited Residential, Limited Commercial, Stream Protection, and Resource Protection Districts.

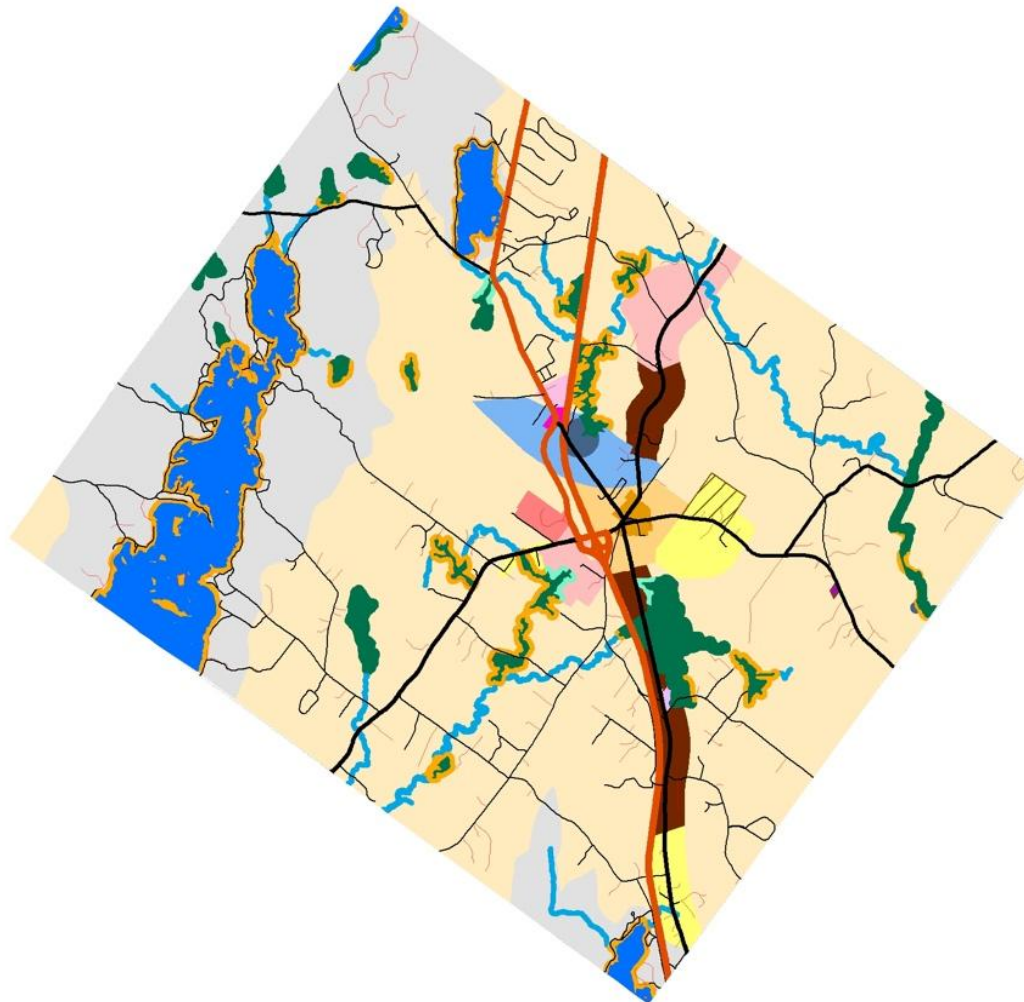
RURAL RESIDENTIAL AND AGRICULTURAL DISTRICT

The Rural Residential and Agricultural District includes the most rural and sparsely populated sections of the Town. This district is intended to encourage low density development to enhance, reinforce and protect the rural/open space environment currently characterizing these areas of the Town. This Zoning District also promotes Agritourism on agricultural, forested and open space land for the use and enjoyment of these lands by allowing owners or operators of land to both develop and offer accommodations, food and hospitality services on lands within this zone.

LAKE DISTRICT

The Lake District contains the direct watershed areas of Gray's lakes, exclusive of the land within the boundaries of the Shoreland Zoning Districts. It is the intent of this district to help protect the sensitive lake watershed areas and to contribute to the protection of surface water quality by limiting the density of development. The Town's Zoning Ordinance contains specific performance standards for this District designed to maintain water quality.

GRAY ZONING



Zoning Overlay Districts

 Mobile Home Park Overlay

Shoreland Zoning Districts

-  Limited Commercial
-  Limited Residential
-  Stream Protection
-  Resource Protection

Zoning Districts

-  Business Development-1
-  Business Development-2
-  Business Transitional-1
-  Business Transitional-2
-  Commercial
-  Contract Zone "A"
-  Contract Zone "B"
-  Contract Zone "C"
-  Village Center
-  Village Center Proper
-  Wellhead Protection-1
-  Wellhead Protection-2
-  Medium Density
-  Rural Residential and Agricultural
-  Lake
-  Water

Source: Town of Gray, 2018.

MEDIUM DENSITY DISTRICT

The Medium Density District includes areas outside of the village center which are serviced by public water, except for the area on Route 100 from Whitney Road, south to the Cumberland Town Line. Most of this district is currently developed for primarily residential uses. This district is intended to recognize present relationships between land use and natural features by preserving the predominant residential character while allowing a somewhat denser development to occur than in other areas of the Town.

BUSINESS DEVELOPMENT DISTRICT

The Business Development Districts are in areas of the community which are most suited for larger scale business activities such as business parks, warehouses, and manufacturing. The purpose of this district is to allow more intense business uses, while protecting the public health and safety, environmental quality and economic well-being of the Town of Gray. Businesses in this area must also maintain the rural character of the community. Community services and road access were important criteria for selecting these areas.

The Business Development Districts are divided into two sub-districts as shown on the Gray Zoning Map. The uses

allowed in Business Development 2 (BD-2) District are slightly less restrictive than those in the Business Development 1 (BD-1) District and allow more flexibility reflecting the unique nature of the existing business and industrial campus.

COMMERCIAL DISTRICT

This is a district designed to continue the rural New England character by providing services and shopping opportunities to the residents of the community and to visitors. It is designed to encourage a pleasant, shopping environment. Commercial establishments may be more auto intensive than in the Village District.

VILLAGE CENTER AND VILLAGE CENTER PROPER DISTRICT

The purpose of the Village Center District and the Village Center Proper District, which is contained within the center of the Village Center District and is its most densely developed portion, is to provide services and shopping opportunities to the residents of the community, and to visitors, in a pleasant, village type, shopping environment.

BUSINESS TRANSITIONAL DISTRICTS

This is a district designed to provide services and shopping opportunities to the residents of the

community and to visitors. It is designed to encourage a pleasant shopping environment that is consistent with New England character and serves as a transitional zone between residential and rural areas to the north and the more densely developed Village area to the south. This area lies near the new Route 26A westerly bypass, and is proximate to the Wellhead Protection Zoning District, meriting limitations on development and prohibition of certain uses in order to protect groundwater quality and recharge potential for present and future use of this resource by individuals, industries, or public bodies. Commercial establishments may be more auto intensive than in the Village District.

The Business Transitional District is further divided into two sub-districts. Business Transitional 1, lies outside the wellhead capture zone of the Gray Water District as shown on the Gray Zoning Map. Business Transitional 2 lies within the capture zone and adds special requirements to protect groundwater quality and the Town's drinking water supply. The uses allowed within Business Transitional 1 are more restrictive due to the proximity to adjacent residential neighborhoods. The uses allowed in Business Transitional 2 are less restrictive reflecting its proximity to the Maine Turnpike, the

downtown area, and its prior designation as Wellhead District 2.

WELLHEAD DISTRICTS

The intent of the Town's two Wellhead Protection Zoning Districts is to protect the ground water resources of the Gray Water District from harmful contaminants that can reasonably be expected to accompany certain uses of land. Wellhead Protection District 1 is the smaller and more restrictive than the Wellhead-2 District with its dimensions based upon an estimated two hundred (200) day groundwater travel time. Wellhead Protection District 2 is the larger and the less restrictive Wellhead Protection District with its dimensions based upon the location of the wellhead capture zone and estimated groundwater travel times greater than two hundred (200) days.

MOBILE HOME PARK OVERLAY DISTRICT

Any new Mobile Home Park must be located within this Overlay District and comply with standards in the Mobile Home Park Ordinance. The Mobile Home Park Ordinance provides specific guidelines for siting and laying out a mobile home park, defines permitted uses and performance standards, and establishes an annual permitting and inspection program for mobile home parks.

LIGHT MANUFACTURING OVERLAY DISTRICT

The purpose of the Light Manufacturing Overlay District (LMOD) is to provide greater flexibility for businesses engaged in manufacturing, warehousing, and directly associated uses to conduct and expand operations in Gray. The performance standards and review criteria associated with the District are intended to minimize the adverse impacts of the use to abutting and neighboring properties.

SOLAR OVERLAY DISTRICT

In February of 2020, the Town Council adopted a Commercial Solar Energy Systems Overlay District for a portion of land with access limitations between the Maine Turnpike and Rt. 26A (the "by-pass"). The purpose was to encourage and allow a commercial solar array to

generate solar-powered renewable "green" electricity. The Town anticipates further Zoning adjustments for renewable energy in appropriate areas subject to performance standards.

DIMENSIONAL REQUIREMENTS

The dimensional requirements in Gray's Zoning Ordinance generally encourage low density suburban residential and commercial development. All districts outside of the village center require large lot areas. Additionally, large front and side setbacks ranging from 25 to 50 feet in front and 15 to 25 feet on the side do not allow for traditional village development. The Village Center Districts, Commercial District, and Business Development 2 District do allow for smaller lot sizes and setbacks, but growth in the village center is limited by parking requirements and the availability of public sewer.

GRAY LOT DIMENSION AND DENSITY STANDARDS

Zoning District	Minimum Lot Area	Minimum Street Frontage ^B	Minimum Area Per Dwelling Unit (Town Water)	Minimum Area Per Dwelling Unit (Private Well)	Maximum Impervious Surface
Rural Residential and Agricultural District	80,000 sq. ft.	200 ft.	40,000 sq. ft.	40,000 sq. ft.	N/A
Lake District	80,000 sq. ft.	200 ft.	N/A	80,000 sq. ft.	N/A
Medium Density District	40,000 sq. ft. ^A (80,000 sq. ft.)	150 ft.	20,000 sq. ft.	40,000 sq. ft.	N/A
Business Development 1	80,000 sq. ft.	200 ft.	40,000 sq. ft.	40,000 sq. ft.	50%
Business Development 2	80,000 sq. ft.	200 ft.	40,000 sq. ft.	40,000 sq. ft.	85%
Commercial District	40,000 sq. ft.	200 ft.	20,000 sq. ft.	40,000 sq. ft.	65%
Village Center District	20,000 sq. ft.	40 ft.	10,000 sq. ft.	10,000 sq. ft.	75%
Village Center Proper District	20,000 sq. ft.	40 ft.	10,000 sq. ft.	10,000 sq. ft.	75%
Business Transitional 1	40,000 sq. ft.	150 ft.	20,000 sq. ft.	40,000 sq. ft.	50%
Business Transitional 2	40,000 sq. ft.	150 ft.	20,000 sq. ft.	40,000 sq. ft.	^C 10 (30) %
Wellhead Protection 1	4 Acres	200 ft.	4 Acres	4 Acres	^C 10 (30) %
Wellhead Protection 2	4 Acres	200 ft.	4 Acres	4 Acres	^C 10 (30) %

^A Lots in MD District not served by public water require 80,000 square feet of lot area.

^B In accordance with Tables 402.5.4.A & B of the Zoning Ordinance, the Planning Board shall have the authority to reduce the minimum street frontage to fifty (50) percent of the required frontage but in no case less than sixty (60) feet of street frontage, whichever is greater, for lots in a Planning Board approved residential subdivision for one or more lots having street frontage only on a cul-de-sac. In such instances, street frontage shall be measured along the outside radius of the cul-de-sac. Lots which have any street frontage not on a cul-de-sac radius as well as lots in a commercial subdivision shall not be eligible for reduced street frontage.

^C Impervious surface and lot coverage in BT-2, WH-1, & WH-2 Districts can be increased to 30% of lot with Planning Board approval subject to the requirements of Section 402.8.4 L for recharge protection.

Source: Town of Gray Zoning Ordinance

GRAY BUILDING CONSTRUCTION SPATIAL STANDARDS

Zoning District	Maximum Lot Coverage	Minimum Lot Line Setback Front	Minimum Lot Line Setback Side	Minimum Lot Line Setback Rear	Maximum Building Height ^A
Rural Residential and Agricultural District	10%	50 ft.	^B 25 (15) ft.	50 ft.	35 ft.
Lake District	20%	50 ft.	^B 25 (15) ft.	50 ft.	35 ft.
Medium Density District	15%	50 ft.	^B 20 (15) ft.	20 ft.	35 ft.
Business Development 1	50%	50 ft.	^B 25 (15) ft.	50 ft.	^C 35 (53) ft.
Business Development 2	85%	^E 25 ft.	^E 0 ft.	^E 15 ft.	^C 35 (53) ft.
Commercial District	50%	10 ft.	15 ft.	20 ft.	^C 35 (53) ft
Village Center District	75%	10 ft.	0 ft.	10 ft.	35 ft.
Village Center Proper District	75%	0 ft.	0 ft.	0 ft.	35 ft.
Business Transitional 1	50%	25 ft.	^D 15 (10) ft.	20 ft.	35 ft.
Business Transitional 2	10 (30) %	25 ft.	^D 15 (10) ft.	20 ft.	35 ft.
Wellhead Protection 1	10 (30) %	50 ft.	^B 25 (15) ft	50 ft.	35 ft.
Wellhead Protection 2	10 (30) %	50 ft.	^B 25 (15) ft.	50 ft.	35 ft.

^A Height requirements do not apply to flagpoles, chimneys, transmission towers, steeples, windmills or similar structures usually erected at a greater height than the principal building; however such accessory structures or appurtenances require a lot line setback distance of no less than its height.

^B Side setback for non-conforming lots of record in RRA, LD, MD, BD-1, WH-1, & WH-2 Districts is 15 feet.

^C Maximum building height in BD-1, BD-2, and C is 53 feet if public water is available and at least two sides of the building are accessible by fire apparatus.

^D Side setback in BT Districts is 10 feet if not abutting a residential property.

^E For any lot in a BD-2 District, the setback for any property line(s) that abuts another district, including BD-1, shall meet the minimum setback(s) for either the abutting district or BD-1, whichever is less restrictive.

Source: Town of Gray Zoning Ordinance

SITE PLAN REVIEW

The Site Plan Review provision of the Zoning Ordinance is intended to protect public health and safety, promote the general welfare of the community, and conserve the environment by assuring that new nonresidential and multi-family construction minimizes adverse impacts and matches the existing character of the community. Site plan review is required for any new nonresidential use, including the uses identified in the table below. Site plan review is not required for the construction or expansion of single family or two-family dwellings, the placement of single manufactured housing or mobile homes,

agricultural activities, and timber harvesting or forest management activities. Although this provision of the zoning ordinance is intended to minimize impacts from higher intensity residential and commercial uses, the additional regulatory burden may discourage multiunit residential or mixed-use developments. Conversely, low density residential development does not face a similar level of review even though the cumulative impacts of lot by lot single family housing development can be significant in terms of their impact on local and regional roads, municipal services, school transportation costs, and loss of natural habitat and environmental quality.

GRAY SITE PLAN REVIEW

Activity	Site Plan Review Required	Site Plan Review Not Required
Construction or Placement of Any New Building for a Nonresidential Use, Including Accessory Buildings	X	
Expansion of Existing Nonresidential Use, Including Accessory Buildings	X	
New Nonstructural Nonresidential Use	X	
Conversion of Existing Nonresidential Use to New Nonresidential Use	X	
Conversion of Existing Building to Nonresidential Use, If 1,000 square feet or More of Total Floor Area is Converted from Residential to Nonresidential Use	X	
Construction of New Residential Building Containing 3 or More Dwelling Units	X	
The Modification or Expansion of an Existing Residential Structure That Increase the Number of Dwelling Units by 3 or More in Any 5 Year Period	X	
Conversion of Existing Nonresidential Building into 3 or More Units	X	
Construction or Expansion of Impervious Surfaces Involving an Area of More Than 2,500 Square Feet	X	
Construction, Alteration, or Enlargement of Single Family or Two-Family Dwellings, Including Accessory Buildings and Structures		X
Placement, Alteration, or Enlargement of Single Manufactured Housing or Mobile Homes, including Accessory Buildings and Structures on Individually Owned Lots		X
Agricultural Activities, Unless Located in a Wellhead District or Business Transitional 2 District		X
Timber Harvesting or Forest Management Activities		X

The Planning Board is responsible for site plan review for major developments, while the Staff Review Committee is responsible for site plan review of minor developments. The Staff Review Committee is comprised of the Town Planner, Code Enforcement Office, and Planning Board Chairperson. The Town Planner is responsible for classifying projects as a major or minor development based on criteria specified in the zoning ordinance. The applicant must demonstrate that the site complies with specific standards identified in the zoning ordinance, including demonstrating the site has the natural capability to support the proposed development, adequate traffic access and parking, adequate pedestrian access, stormwater management that meets state and local standards, erosion control, adequate water supply and sewage disposal provisions, and that the proposed development will not have any negative impacts on groundwater and surface water quality, critical habitats, and any historical or archaeological features.

DESIGN STANDARDS

For properties located in the Village Center of Village Center Proper Zoning Districts, the Site Plan Review provision of the Zoning Ordinance includes Design Standards that ensure new developments will fit in with the existing character of the community. These standards

apply to landscaping, building placement, building illumination, building entrances, setback and alignment of buildings, sidewalks, location of off-street parking, landscaped roadside buffers, landscaping of parking lots, building orientation, building scale, and design of drive-through facilities. There are additional standards that apply to multi-family housing, including a perimeter buffer strip, driveways and parking, internal road access, orientation and scale of buildings, number of units per building, and utilities.

Subdivision Ordinance

Gray's Subdivision Ordinance is intended to ensure new subdivisions are designed to accomplish a host of objectives including the following: meet Statutory requirements, are economically sound and consistent with the goals and policies identified in the Comprehensive Plan, to protect Gray's natural and cultural resources, to minimize the potential impacts from new subdivisions on neighboring properties, to ensure that new subdivisions do not place an excessive burden on municipal services and facilities, to protect the health, welfare, and safety of existing residents, and to ensure an efficient review process for all proposed subdivisions. The ordinance has slightly different standards for "Minor" and "Major" subdivisions. Minor subdivisions are 4 or fewer

lots and do not involve street construction or extensions of public water. Major subdivisions divide an existing parcel into 5 or more lots or involve the construction of new roads and/or the extension of public water.

The subdivision review process involves an initial sketch plan meeting and site inspection, an application for approval of a preliminary plan, and a final plan application. The final plan application requirements include street plans, identifying the type of water supply and sewage disposal, the location and size of existing and proposed sewers, water mains, culverts, and drainage ways, identifying any flood hazard areas and the 100-year flood elevation, and describing the location and method of disposal for land clearing and construction debris.

Shoreland Zoning Ordinance

Gray's Shoreland Zoning Ordinance is intended to protect sensitive natural resources, to protect historic and archaeological resources, to minimize the risk of flooding and erosion, and to conserve natural beauty and open space. This ordinance applies to all land within 250 feet of any great pond, river, or the upland edge of a freshwater wetland and within 75 feet of any stream. The Shoreland Zoning Ordinance identifies four districts: Resource

Protection, Stream Protection, Limited Residential, and Limited Commercial.

RESOURCE PROTECTION DISTRICT

The Resource Protection District includes areas in which development would adversely affect water quality, productive habitat, biological ecosystems, or scenic and natural values. This district includes the shoreland area adjacent to the Royal River, Gray Meadow, Thayer Brook, other waterbodies, floodplains, steep slopes, eroded stream banks, and swampy areas. The allowed land uses are mostly limited to agriculture, forest management, wildlife management, soil and water conservation, and light recreation. The State's mandated Shoreland Zoning provisions are incorporated into this district and the Stream Protection District.

STREAM PROTECTION DISTRICT

The Stream Protection District includes all land areas within 75 feet of the normal high-water line of a stream regulated under Shoreland Zoning, exclusive of those areas within 250 feet of the normal high-water line of a great pond, river or the upland edge of a freshwater wetland.

LIMITED RESIDENTIAL DISTRICT

The Limited Residential District includes those areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District or Stream Protection District. Most lakefront properties in Gray are in this Limited Residential (Shoreland) Zoning District.

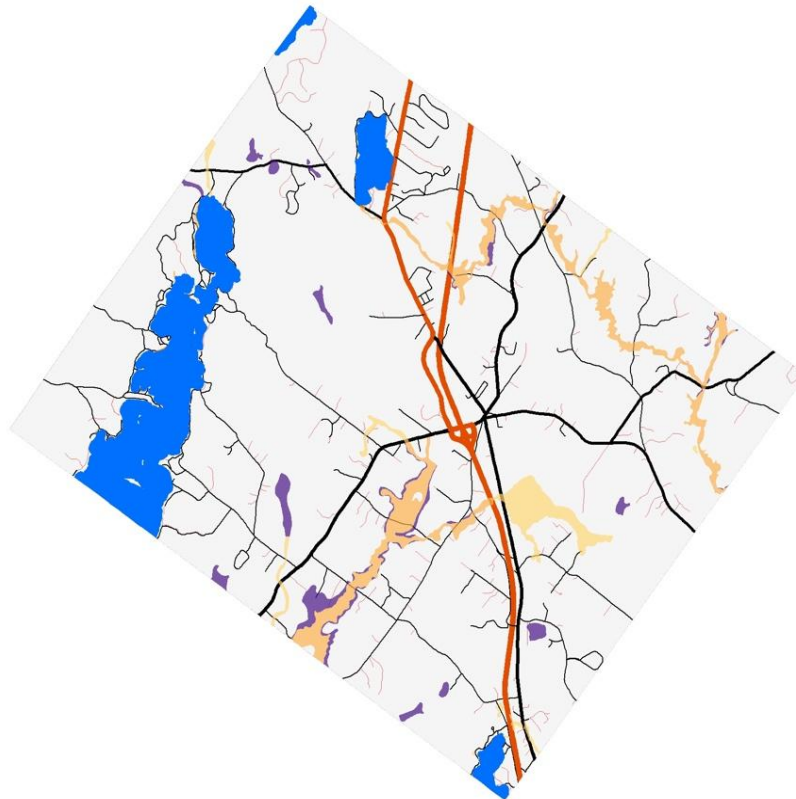
LIMITED COMMERCIAL DISTRICT

The Limited Commercial District includes areas of mixed, light commercial and residential uses, exclusive of the Stream Protection District, which should not be developed as intensively as the General Development Districts. This district includes areas of two or more contiguous acres in size devoted to a mix of residential and low intensity business and commercial uses. Industrial uses are prohibited.

Floodplain Management Ordinance

Gray's Floodplain Management Ordinance codifies the Town's commitment to the National Flood Insurance Program, in order to best protect properties at risk from periodic flood damage. Gray's Code Enforcement Officer administers the floodplain Ordinance standards in accordance with Federal and State standards. Beginning in 2015, the Federal Emergency Management Agency (FEMA) actively worked on drafting updated Flood Insurance Rate Maps (FIRM's) for Cumberland County municipalities. These new maps will replace the currently in effect 1982 FIRM maps. The base for the updated maps is black and white aerial photography overlain by more accurate "LiDAR" contours. By the spring of 2020, FEMA was poised to utilize the updated FIRM maps and the State drafted an updated Floodplain Ordinance reflecting the updated maps and current FEMA standards. The Town anticipates adopting this updated Ordinance and accompanying maps in 2020.

National Flood Insurance Rate Map Floodplain Zones



Source: FEMA

Other Ordinances

Other ordinances that guide specific development actions in the Town of Gray include: Ground Water, Hazardous Materials Control, Street, Impact Fee, Signs, and Wireless Telecommunications Facilities Siting.

- A: 1% Annual Flood Risk, no BFE
- AE: 1% Annual Flood Risk, with BFE
- X500: 0.2% Annual Chance of Flooding

Administrative Capacity

Gray's Community Development Department has a development director, a town planner, two code enforcement officers, a tax assessor, and two administrative support staff to manage the town's land use regulation program. This staff ensures that the

community enacts and enforces policies that will achieve the Town's desired land use goals of maintaining rural character and preventing sprawl.

The Planning Board is primarily responsible for reviewing subdivision plans, site plan review, conditional uses, and occasionally Shoreland Zoning applications. Single-family, two-family, accessory buildings, and manufactured housing or mobile homes on individually owned lots are exempt from site plan review. The Planning Board works collaboratively with the Community Development staff to monitor the towns Zoning and Subdivision Ordinances including making recommendations for changes to each ordinance to the Town Council.

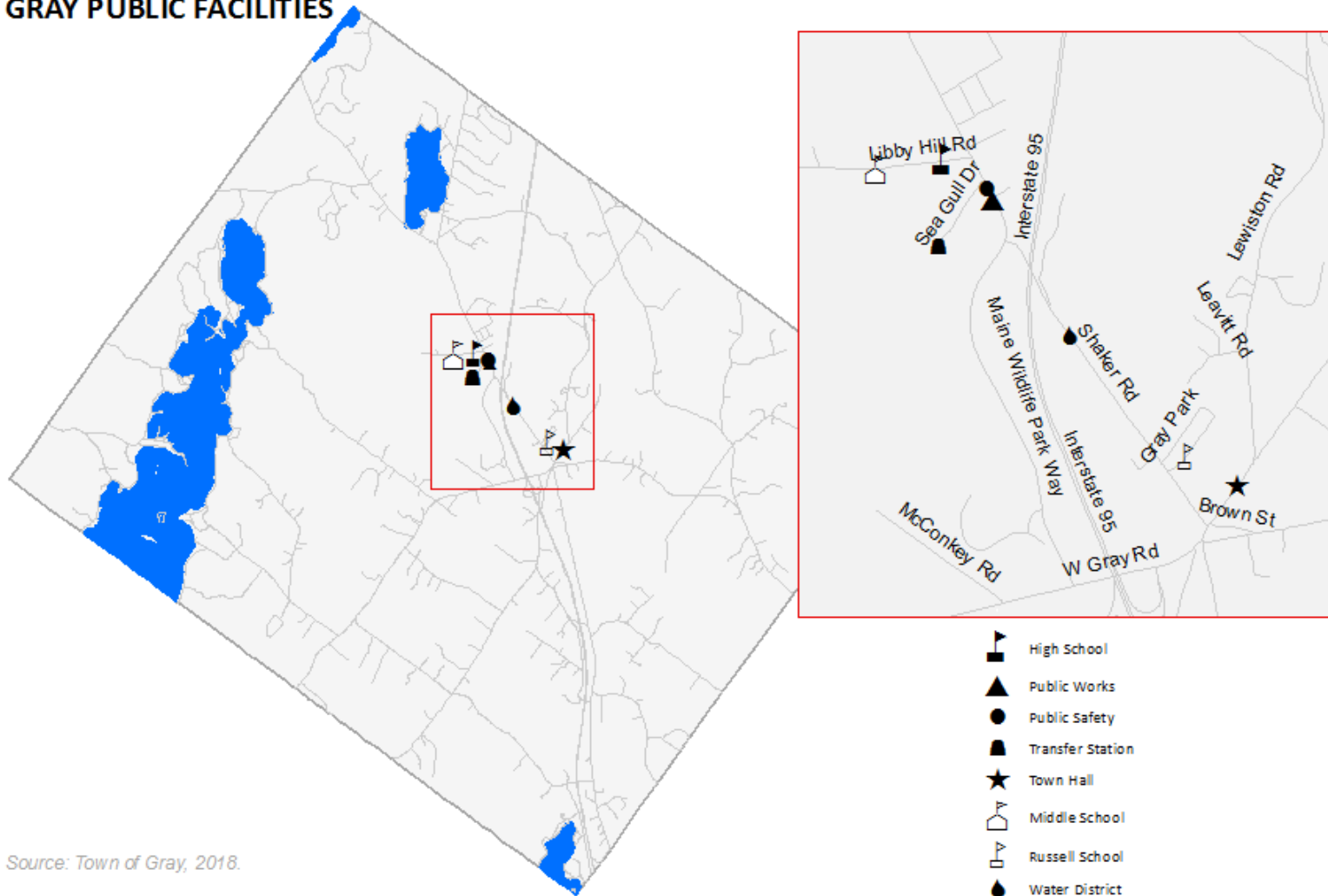
The Community Economic Development Committee (CEDC) meets once a month to assist the Town Manager, Town Council, and Town Staff with initiatives and

improvements needed to sustain an economically vibrant and affordable community. The Committee consists of 7 members appointed by the Town Council. The Town Manager, Chairperson of the Planning Board, and a designated member of the Town Council also serve as non-voting members of the Committee. The Committee focuses on new initiatives, ordinance and zoning recommendations, branding, and marketing to attract new businesses and retain existing businesses.

The Ordinance Advisory Committee was originally established as a special committee when it was created in 2013 to function as a sounding board for the Town's Community Development staff. This committee reviews and provides technical comments on changes to the Town's existing Ordinances with an emphasis on land use matters. In 2019, the Town Council changed this Committee to a regular standing committee.

Municipal Facilities & Utilities

GRAY PUBLIC FACILITIES



Introduction

This chapter provides an overview of Town facilities that are not covered in the Recreation segment. The objective is to outline changes since the 2003 Comprehensive Plan that give context to the current municipal buildings.

Beginning with Town government, Town Hall, community television and Newbegin gym, this chapter then discusses the public works/transfer station area. Public safety and police services are next followed by the Dry Mills schoolhouse, library, historical society, the water district, communications, and finally schools.

Town Government

The Town of Gray is a Council-Manager form of government. The Town Charter establishes that there are 5 Town Council members elected at-large every three years. When the Town changed from a Town Meeting form of government to a Council-Manager form in 1969, the voters retained the right to approve the annual budget by ballot. Each year, the Town Council compiles and proposes a budget which includes County, State, school (MSAD 15), and the Town's elements. The

residents of Gray vote each June whether to support or deny the Council proposed budget. The Town Manager takes direction from the Town Council and is responsible for all Town matters including the budget, employees, elections, and services.

The Gray Town Council elects a Chair and Vice Chair each June immediately following the election of the Council members for the ensuing year. As of 2020, the Town has several regular boards and committees including the following: Board of Assessment Review, Budget Committee, Blueberry Festival Committee, Community Economic Development Committee (CEDC), Community Television and Communications Advisory Committee, Dry Mills Schoolhouse Museum Committee, Finance Committee, Gray Cemetery Association, Gray Water District, Gray Public Library Association, Gray Historical Society, Open Space Committee, Ordinance Advisory Committee (OAC), Planning Board, Recreation and Conservation Committee, Recycling Committee, and the Zoning Board of Appeals .

Gray is fortunate and indebted to its countless residents that enable government to operate. The devoted volunteers that comprise the various boards and committees take time away from their families to provide valuable service to ensure that the Town's functions continue to occur. From the seasonally intensive efforts such as organizing the Blueberry Festival to the regular Planning Board meetings, the Town could not accomplish what it needs to or nearly as much as it does every year without their help. Thank you.

Town Offices

From the late 1960's until 2010, the center for Town administrative functions, Town Hall, was a 2-story 3,000 sq. ft. (+/-) modified split-level ranch type building located at 6 Shaker Road. Most meetings were held in Stimson Hall, immediately adjacent to Town Hall on Shaker Road. By the early 2000's, it was clear that there was not ample space at the 6 Shaker Road facility due to the increased number of employees in Town Hall, insufficient meeting space, and needing to be more ADA compliant. In the summer of 2010, Town Hall moved to the Henry Pennell Municipal Complex at 24 Main Street.

There is significant relevant history that enabled this to happen.

In the 1880's, Henry Pennell was Gray's wealthiest resident who was not afforded the opportunity to attend a proper educational facility growing up. During this stressful economic climate, he generously donated the land and funds to build a high school to serve Gray residents. Construction of Pennell Institute began in 1876 and it was completed in 1886. The first class of 6 students graduated in 1889. In 1954, the School District added a 6,500 sq. ft. flat roofed addition behind the 1876 portion of Pennell.

Shortly after Pennell Institute was opened for students in 1889, the laboratory ("lab") building was completed to house the science labs due to the relatively high fire danger. Both the 1876 portion of Pennell Institute and the lab building are on the National Register of Historic Places. Structurally, it is noteworthy that both the original 1876 portion of Pennell and the Lab building are built with high-lime content (not Portland cement base) mortar which absorbs moisture. Great care must be taken

when adding insulation or vapor retarders/barriers to high-lime mortar buildings.

In November of 2008, Gray residents approved a warrant article which supported obtaining Pennell Institute from the School District and making \$2.4M of improvements to convert the historic slate-roofed brick school to Gray Town Hall. The Town acquired Pennell Institute as the end result of negotiations with the School District and Town Hall moved into the renovated Pennell Institute building at 24 Main Street in early August of 2010.

The 7.5 acre Henry Pennell Municipal Complex site at 24 Main Street in the village includes several buildings and facilities including the following: 2-story 3,200 sq. ft. Newbegin gymnasium, a 1-story maintenance/buildings and grounds headquarters in 1951(former industrial arts), several multi-purpose fields, Pennell Park, a snack shack, the 1,000 sq. ft. Pennell Lab building, and the 10,000 sq. ft. Pennell Institute. This Town-owned parcel includes the three +/- acre portion for Pennell Park area which was acquired using Recreation Department funds.

The second floor of 1876 Pennell (Town Hall) is an open meeting area. This area is utilized by various groups as well as by the recreation department. One room on the second floor adjacent to the staircase is devoted to Pennell's historic gravity driven tower clock. As part of the 2010 renovations, the vintage 1880's Howard Round-Top tower clock was moved from behind the four clock faces in the 80' clock tower, fully restored, and put on display for public viewing. The memorabilia on display includes historic signatures and graffiti from the original clock room as well as a few original planks from the 1880's shipping crate when the tower clock was shipped by rail from Boston to Portland's then Union Station before it was razed. Pennell's tower clock has ticked over 3 billion times (2,732 ticks per hour) and the bell strikes every hour as it has for 140 years.

The first floor of this original 1876 portion of Pennell/Town Hall is the Community Development Department which is comprised of Code Enforcement (CEO), Planning, Economic Development, and Assessing. As of 2020, there are 6 full time and one 2/3rds time positions for this department. The Town Council

proposed 2021 budget increased this 2/3rds CEO position to a full-time position which would result in 7 Community Development Department positions.

A pitched roof was added to the footprint of the 1954 addition as part of the 2010 renovations to Pennell. The second floor of this newer portion of Town Hall contains primarily utilities and storage. The first floor contains two conference rooms, a kitchen, a two-person office for the Recreation Department, and the Town Council Chambers where most Town boards and committees hold their meetings. Adjacent to the Chambers is Gray Community Television (GCTV) to broadcast meetings. The offices for the Town's one full-time IT Director and part-time website administrator are within this GCTV area.

The first floor of Pennell's addition also houses the offices for Town Manager, Finance, Human Resources, the Clerks, and a fire-resistant vault which contains the Town's records. As of 2020, there is the Town Manager, an assistant to the Manager, one Finance Director, two full-time Clerks, and one 2/3rds clerk position for a total of 5 and 2/3rds positions for this portion of Town Hall.

Gray Community Television (GCTV)

GCTV (Gray Community Television) serves the town of Gray by broadcasting and distributing critical media to the citizens. This media falls into three categories: Public, Education, and Government. Furthermore, GCTV acts as a resource for the citizens to produce and/or air their own content to be distributed to the town.

The GCTV offices have the equipment necessary to broadcast board and committee meetings of Gray, live on television and the town website. Each meeting is also recorded and added to an archive that can be accessed at anytime via the Town's website. Additionally, GCTV has the ability to go on remote shoots and edit footage for various events and organizations in Gray. Lastly, GCTV provides the town with a 24/7 bulletin board that airs on the Television channel with information that is relevant to all things Public, Educational, and Government in the town.

Staffing for GCTV consists of one part-time Town-funded manager. Both the Town and GCTV have been extremely

fortunate to benefit from a very loyal and dedicated volunteer that assists with both day to day needs as well as longer term planning. The Town/GCTV would not be able to provide the consistent high level of service that allows residents to view meetings without this assistance.

Prior to 2010, the equipment was in a dedicated portion of the basement in Stimson. As part of the Pennell renovations, a room adjacent to the Council Chambers was specifically designed and constructed for GCTV's use. Cameras, microphones, and speakers in the Chambers work with GCTV's equipment. There is a continuous fiber line from GCTV's area in Pennell to the utility pole connection on Main Street to maximize the speed and signal strength for any transmissions received or sent.

Newbegin Gymnasium

Newbegin was built in 1936 and has two floors and a flat roof with drains. The main floor is an open 3,200 sq. ft. gym with large windows on both sides all the way up the high walls and a raised stage area at one end. This gym space is heavily used for multiple recreational purposes such as basketball as well as for voting. The lower level is

an open area utilized exclusively for recreation and has windows higher up on the wall. The entire building is heavily used by the Recreation Department all year, even during the summer for day camp operations.

Until the spring of 2020, the building was heated by two older inefficient steam boilers that are nearing the end of their useful life. The heating control system was also dated. Finally, there was no air conditioning which makes the main gym level in particular quite hot with the summer sun coming in the large windows. In the spring of 2020, the Town added roof mounted gas-fired furnaces to both heat and cool the gym. Additional gas-fired furnaces provided heating and cooling for the heavily utilized lower level and hydronic heat for offices.

Public Works & Transfer Station Area

This 26 acre Town-owned property located on Shaker Road and Seagull Drive contains many uses including the following: Gray Public Safety Central Station, Fire training site, Public Works Garage and storage buildings, pumps for refueling vehicles, Sand/salt storage shed, Transfer Station (including bulky waste area), and the capped

Town landfill site. Please note that all Public Safety buildings/facilities are addressed below.

Prior to 2007, the Town's Public Works Garage was located on Seagull Drive in a much older and smaller facility. In many instances at the former building, vehicles needed to be repaired outside as there was simply insufficient space in the garage. Even though the Town had some cold storage "pole barns" that were constructed in 1989, garage space was limited and many regularly used vehicles needed to stay outside which was particularly problematic during storm events.

In 2006 and 2007, the Town constructed a new Public Works (PW) Garage and Transfer Station that has direct access to Shaker Road. The repair work area portion of the new PW Garage has floor drains and radiant floor heat embedded in the concrete slab. The hydronic radiant heat is particularly effective when vehicles need adjustments during winter storm events keeping both vehicles and mechanics warm. The office/ administration portion of the garage has a utility room, break room,

bathrooms, and a few offices including a larger office for the PW Director.

The PW Garage has ample areas for parts storage, welding, lifts, equipment, and inside storage for a limited number of vehicles. Neal LaVallee, the Town's first PW Director, ran the Department for 22 years from the early 1960's until 1994 when his son, Steve, took over as PW Director. In early 2020, Steve LaVallee retired after 26 years as the PW Director and the Town Council dedicated the current PW Garage as the "LaVallee Public Works Garage" to commemorate the consistent devotion that the LaVallee's have demonstrated over the many decades.

The PW Department continues to use the pole barn cold storage buildings to store equipment and supplies. In an ongoing effort to protect the Gray Water District's nearby wellhead, a sand/salt storage shed was constructed in 2003 located near the new PW garage to keep winter sand and salt covered to minimize stormwater runoff containing salt which infiltrates into the ground. The PW Department currently employs 9 full-time employees and

has 5 per diem seasonal personnel for winter road maintenance.

The PW Department is responsible for plowing 53 miles of Town roads and 17.35 miles of State roads in Gray. In 2011, the Maine DOT transferred year-round maintenance responsibilities for 10.49 miles of road in Urban Compact Areas which had a profound effect on the Town's PW budget. Beginning with the 2019-2020 winter season, the Town posted and employed a low salt area along sections of Shaker Road and Rt. 26A (the "by-pass") to minimize adversely affecting the wellhead recharge area for the Gray Water District's source well.

Many of the Town's privately-owned roads that have granted a public easement to the Town are plowed by various contractors hired by the Town in accordance with standards contained in the Street Ordinance (Chapter 400). Each year, the Town awards the contract to perform winter maintenance on these roads. Most of these public easement roads are typically smaller, narrower gravel roads that have been winter-maintained by the Town for

many years. The contractors typically use smaller trucks (i.e. pick-ups) which work better on these older roads.

Transfer Station

After many years of use, the Town's 10 acre landfill at the end of Seagull Drive was capped in 1993 in accordance with MaineDEP requirements including monitoring wells placed around the perimeter to track groundwater quality.

In 2008, the Transfer Station was substantially renovated and expanded as part of the same contract as Public Works garage. Improvements included additional indoor area for sorting and storing recyclables, an additional bailer, and expanding the traffic circulation area. The new building also included a break room and an office for the Director.

Gray has a very high recycling rate compared to most other municipalities due largely to the competent staff that consistently instill the value of separating refuse that can be repurposed. The permit that is required to use the facility must be obtained annually for a minimal charge

and is available to all households and businesses in Gray. A "punch card" is mailed to annually with the property tax bill to all property owners which allows for the disposal of various items at no additional cost. Disposed items in excess of what is allotted per punch card are accepted at additional charge collected by Transfer Station staff.

The Transfer Station has 5 full time and 4 part time employees which includes the Solid Waste Director. The proposed 2021 budget includes a shift differential for weekend work to hourly employees. Given the practical necessity to have the facility open on weekends, this change allows employees to have some non-work time on weekends which was not possible prior to this change.

Also in 2020, the Town Council approved the use of a one acre portion of the 10 acre capped landfill to be used for a 360 kW solar electric power generating site. The 25-year lease of Town property contains contractual options that allow the Town to purchase the equipment in the future. The Town is the sole off-taker of the solar-generated electricity that is anticipated to provide 90% of the Town's electric power needs.

Gray Public Safety

The Gray Public Safety Department has one outdoor fire training facility site adjacent to the Transfer Station accessed via Seagull Drive and three stations: Central Station on Shaker Road just south of Seagull Drive, Village Station on Turnpike Acres, and Dry Mills Station located at 249 Shaker Road just south of the North Raymond Road intersection (Dry Mills). Cumberland County handles all dispatching needs and billing services are provided by a subcontractor working for the Town.

The Department typically has 2 live-in work-study/intern students at Central Station that rotate through to gain their necessary field experience in order to graduate. Gray Public Safety has 9 full-time personnel counting the Chief and 5 per diem staff. As with many Fire-Rescue departments throughout the country over the past decade, it is proving to be increasingly challenging to secure volunteers. In response to this, the Town hired a consulting firm in 2019 to provide input regarding the most cost-effective composition of buildings, equipment, and staffing including qualifications and training. The purpose of funding this objective professional

assessment is to guide future Town policy decisions to maximize the efficiency of the Department.

Central Station

All of Gray's Public Safety Department's administrative functions occur at Central Station. The two-story masonry structure was constructed in 1991 at 125 Shaker Road. The ground floor has three double-door garage door bays where most of the regularly used equipment is housed including the new 2019 ladder truck. The remaining area on the ground level is utilized for offices, a meeting room with a kitchen, and an entrance lobby. The second floor contains eight offices and a smaller meeting area. The basement is utilized primarily as an exercise area and there is limited storage.

Village Sub-Station

The current Village Station is a one-story wooden frame structure located on Turnpike Acres Road. In 2007, the Town purchased this property primarily for its centralized location together with its concrete slab construction which was ideal for trucks and equipment. Total square footage for this building is 3,150. The truck bays are 2,069

sq. ft. leaving 1,082 sq. ft. for office or living area. The current office area is frequently used by the Cumberland County Sherriff's as well as fire company trainings.

Dry Mills Sub-Station

This two-bay flat roofed concrete block structure was constructed in the early 1980's on Shaker Road just south of Dry Mills. It is principally used for truck and equipment storage. In addition to ensuring the membrane for the flat roof is maintained, the height of the garage door headers was raised in 2014 and a new subsurface wastewater disposal system was installed in the spring of 2020.

Police Services

The Town has a contract with Cumberland County Sherriff's Department for two full-time Sherriff Deputies that serve Gray. A third full-time Sheriff Deputy is the School Resource Deputy who also works patrol during school vacations. When services are needed when the Town's Sherriff is not available, Cumberland County dispatches one or more Sherriff's as appropriate. The Maine State Police barracks located on the corner of

Shaker Road (State Route 26) and Game Farm Road provides additional law enforcement presence.

Fire and Rescue

Fire protection and emergency medical services in Gray are provided by the Gray Fire-Rescue Department. The department includes a dispatch operation which handles all emergency calls, assists the Public Works Department with its dispatch needs and processes other town related calls during non-business hours. The Fire-Rescue Department administers these services from the Central Fire Station facility located at the intersection of Shaker Road and Seagull Drive. The station house is part of the municipal services complex that also includes the public works and solid waste/recycling facilities. The department also maintains two substations which are located in Dry Mills and the Village.

The Central Fire Station is a two story masonry structure that was constructed in 1991. The ground floor of the facility has three double door vehicle bays, a hose tower, meeting room with kitchenette, dispatch area and entrance lobby. The upper floor contains eight offices which are used by the Chief, Assistant Chief, Fire

Prevention/Safety Officer, and EMS Captain/Deputy. Two of the offices are used as bunkrooms for the per diem personnel and one is used as a substation by the Cumberland County Sheriff's Office for deputies covering the Gray area. The remaining office is used as a workroom and there is also a lounge area that is used by on-duty department personnel. The building also has a semi-finished basement which is currently used as an exercise area by the department as well as for the storage of town property.

As an additional firehouse building, former Walker Tire building has been purchased to replace the outdated village fire station. This has turned out to be a perfect fire station, eliminating many of the issues that had been encountered at the village station. It is now called Fire Station # 3.

The department provides 24-hour emergency protection to the residents of Gray with Advanced Life Support emergency medical response and fire suppression operations. During the first 6 months of 2018 270 total EMS calls included 187 Transports to the hospital were responded to. Over the last 5 years there has been an

increase in accidents of 22%. Training, emergency management, public inspections, and public education are also within the department's list of duties. Gray fire-rescue personnel protect a variety of property types, such as highways, condominiums, single family homes, apartment buildings, manufacturing, commercial-industrial and a variety of businesses.

Every year firefighters are required have their face mask tested while wearing it to make sure no airborne smoke or chemicals can leak in. This cost of this machine was \$13,400. In the same grant the Fire and Rescue Department was awarded over \$20,000 to upgrade aging radio transmitters and filters to block out interference.

On June 12, 2018 voters approved a Public Safety and Public Works bond package that included money for a new ladder truck

Dry Mills Schoolhouse

The Dry Mills Schoolhouse was originally built in 1857 near the Dry Mills intersection (North Raymond Road and Shaker Road/Rt. 26) where it was used as a school for the next 100 years. In 1990 the historic one-room

schoolhouse was moved from Dry Mills to its present site on Game Farm Road using donated funds. The relocation involved repurposing the original hand-split granite slabs for the foundation on Game Farm Road. By the early 2000's, the high ground water table and conditions of the new site increased powder-post beetle activity to the point that the floor system was structurally unsafe. The Town was consequently forced to close the historic building to the public around 2012.

Given the age and poor condition of the original hand-hewn timbers supporting the floor, it was clear that the entirety of the floor system needed to be rebuilt. The project involved temporarily raising the entire schoolhouse, replacing the entire floor system, then lowering the historic building onto the new "deck". After unsuccessfully seeking private funding sources, Town CIP funds and donations finally secured sufficient monies and resources to undertake the project.

In November of 2019, with the help of Gray-New Gloucester high school students, the original wavy-glass double-hung windows and contents were temporarily

placed in storage. After the building was raised 6' straight up by professional movers, Town maintenance and public works staff worked collaboratively with contractors to remove the entirety original floor system and replace it with durable modern materials.

As part of the undertaking, a vapor barrier and ventilation were added to the crawl space and the schoolhouse was lowered onto the new floor in March of 2020. In the spring of 2020, the windows and finished flooring were installed. Period-correct quarter-sawn clapboards were obtained to replace siding removed to raise the building. The Dry Mills Schoolhouse Committee anticipates officially re-opened the historic one-room schoolhouse later in 2020 or spring 2021 depending upon the availability of volunteers which has been affected by the COVID-19 pandemic in late winter/spring of 2020.

Gray Public Library

The Gray Public Library is located on Hancock Street in the Village just a few blocks from the main square. The building was constructed in the 1930s and originally functioned as a schoolhouse (the Hancock School). A

1988 addition of 2,200 sq. ft. brought the total to 4,800 sq. ft. and there was a 3,000 sq. ft. expansion in 2014. The current library is a two-story structure with a half-level entryway located on a 1.6 acre parcel of land which has parking for 28 vehicles.

The voter approved \$1.5M expansion/renovations completed in 2014 project included the following: adding two public use meeting rooms, a 3-stop elevator, ADA upgrades, approximately 3,000 sq. ft. of new space, relocating the circulation desk, expanded office spaces, a card-reader entry system for easy off-hours access to meeting rooms for community use, and reconfiguring where many interior functions occurred, such as the children's area. A portion of basement area provides a functional space to store and sort books for the annual book sale. The project also encompassed new landscaping and a new sign.

The main floor of the structure is divided into five primary functional areas. The original 1930's portion of the building contains the children's area and the young adult space. The 1988 addition houses the main book shelving,

audio/visual collection, and public access computer terminals. The 2014 addition encompasses the new entryway, staff workspace, shipping area for inter-library loan, circulation area and executive offices for the various administrative functions. The basement area is used to store and organize books which are used in the bi-annual book sales to raise money for the library. The basement also contains the building's mechanical systems.

The Gray Public Library staffing consists of six employees. There are three part-time positions and three full-time positions: Library Director, Circulation Librarian, and Children's Librarian. Volunteers are often recruited to assist in Library special events such as the bi-annual book sale, Gingerbread House Day in December, Summer reading kickoff in June, and the annual holiday Ukulele sing-a-long extravaganza.

In FY18, items from the Gray Library's collection were checked out 63,842 times. This includes circulation from Gray and materials sent out to fulfill the requests of other patrons. Patrons of the Gray Public Library checked out and renewed items 68,306 times, which includes materials

found in the Library, plus items requested from other Minerva libraries. The Gray Public Library received 8,216 items from other Libraries to fulfill requests from Gray patrons and sent 15,230 items to patrons at other Libraries. In FY18, patrons checked out 2,878 e-items via the cloud Library, an almost 27% increase over e-book circulation from the previous fiscal year.

Since the GPL was re-opened after the 2014 expansion/renovation, residents have consistently utilized the expanded capacity. Circulation has increased by 10% from 2013 to 2018 and the community meeting spaces are used by a spectrum of groups including non-profit groups, community organizations, road/homeowner associations, Girl and Boy Scout troops, and a myriad of various community groups. Meeting rooms can be reserved two weeks ahead of the use date and in an average week, at least one of the meeting rooms is booked by five outside organizations. In 2018, the meeting spaces were used 228 times by outside organizations.

The Gray Public Library Trustees are a Town appointed Board of seven members who are charged with providing input on Library decisions regarding operations and planning. The Trustees also provide recommendations to policy updates based on consultation with the library director.

The Gray Public Library Association (GPLA) is a 5-person volunteer organization that provides financial support for all library programming and support of library staff.

Through their fundraising efforts and generous donations, the library is able to present the Pat Barter Speaker Series which brings both local and nationally known figures to the library for talks. The GPLA also purchased hi-tech equipment that enables Movie Time programming which screens films to the public using a 4K projector, 11-speaker surround sound system, and a 150-inch screen in the lower-level meeting rooms.

Gray Historical Society

The Gray Historical Society's (GHS) main offices and storage of archives is in the village center in the "original village station". This two-story brick (high-lime mortar)

structure was built in the 1800's on part of the Town's 27 acre cemetery parcel. For many years, this historic structure was used as Town Hall as well as a fire station. In 2010, when GHS moved its' documents from the second floor of Pennell due to the then pending renovations, the Town offered GHS a long-term triple-net lease of this centrally located building to the Historical Society for \$1 per year which has proven to be beneficial for both GHS and the Town.

Since GHS moved in the "original village station", Historical Society skilled volunteers have devoted countless hours making improvements and repairs to make the structure more functional for their needs. The Town's budget typically appropriates limited funds for this Town-owned building that are utilized by GHS to purchase materials for their carefully constructed projects. The Town is indebted to the dedicated GHS members for their care of this historically important building.

In addition to storing the Town's historic artifacts, GHS has many displays for public viewing during their weekly

hours. Most recently, they have added displays of objects and memorabilia to portions of Pennell (Town Hall) such as the second floor stairwell/hallway adjacent to the Town's historic 1880's round-top Howard Tower clock.

Gray Water District

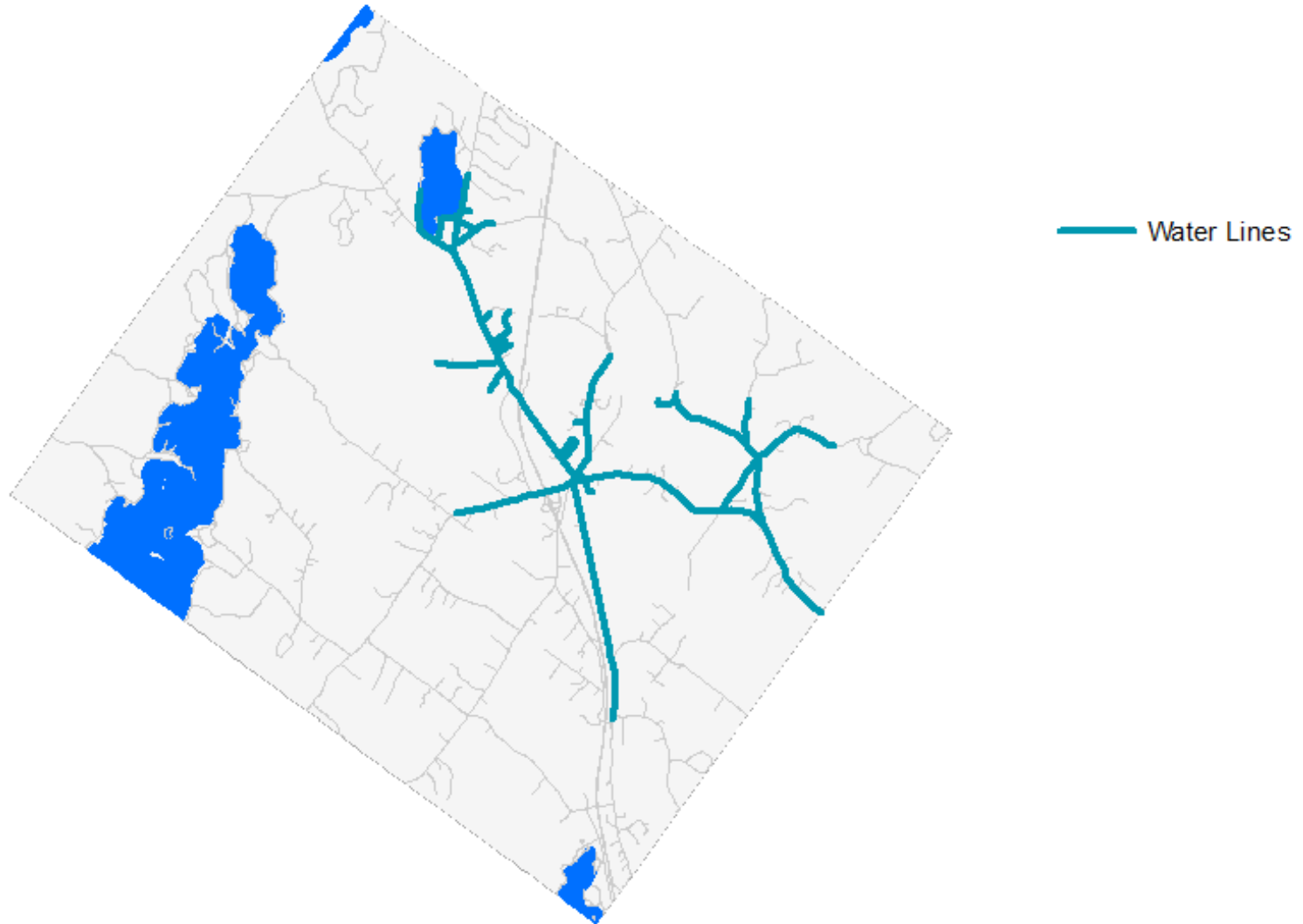
The Gray Water District (GWD) was originally incorporated in 1929. There are two wellheads and two water towers that ensure ample pressure throughout the system. The first wellhead is located on Shaker Road just northeast of the Maine Turnpike and the second is several hundred feet north of Yarmouth Road (State Route 115) near the North Yarmouth Town line. The two current water towers are a 220,000 gallon 1962 metal standpipe structure on Mayberry Road and a 600,000 gallon concrete cylinder constructed in 2014 on Week's Hill, Yarmouth Road just east of Gray corner. A third water tower, likely to be a concrete cylinder, is being planned for Libby Hill Road just uphill from the high school.

The distribution system was substantially expanded in 1978-1979 as a result of groundwater contamination from the McKin federal super-fund site located on Depot

Road in east Gray. The 6" water line was renewed under the Maine Turnpike with at 16" line in 2002 to serve customers west of the Turnpike. In 2003, the "south Gray TIF" extended a 16" water line along Portland Road (State Route 100) from the village to Whitney Road in anticipation of commercial development.

The main wellhead on Shaker Road is protected by Wellhead Protection Districts in the Zoning Ordinance that require performance standards for specific uses and prohibits various uses that potentially adversely affect groundwater quality. The Wellhead Protection standards limit impervious surfaces and increase minimum lot sizes to maximize groundwater recharge in these most sensitive areas. Additionally, there are monitoring wells placed around the wellhead that are periodically tested to track concentrations of compounds that could potentially contaminate the well.

GRAY WATER DISTRIBUTION SYSTEM



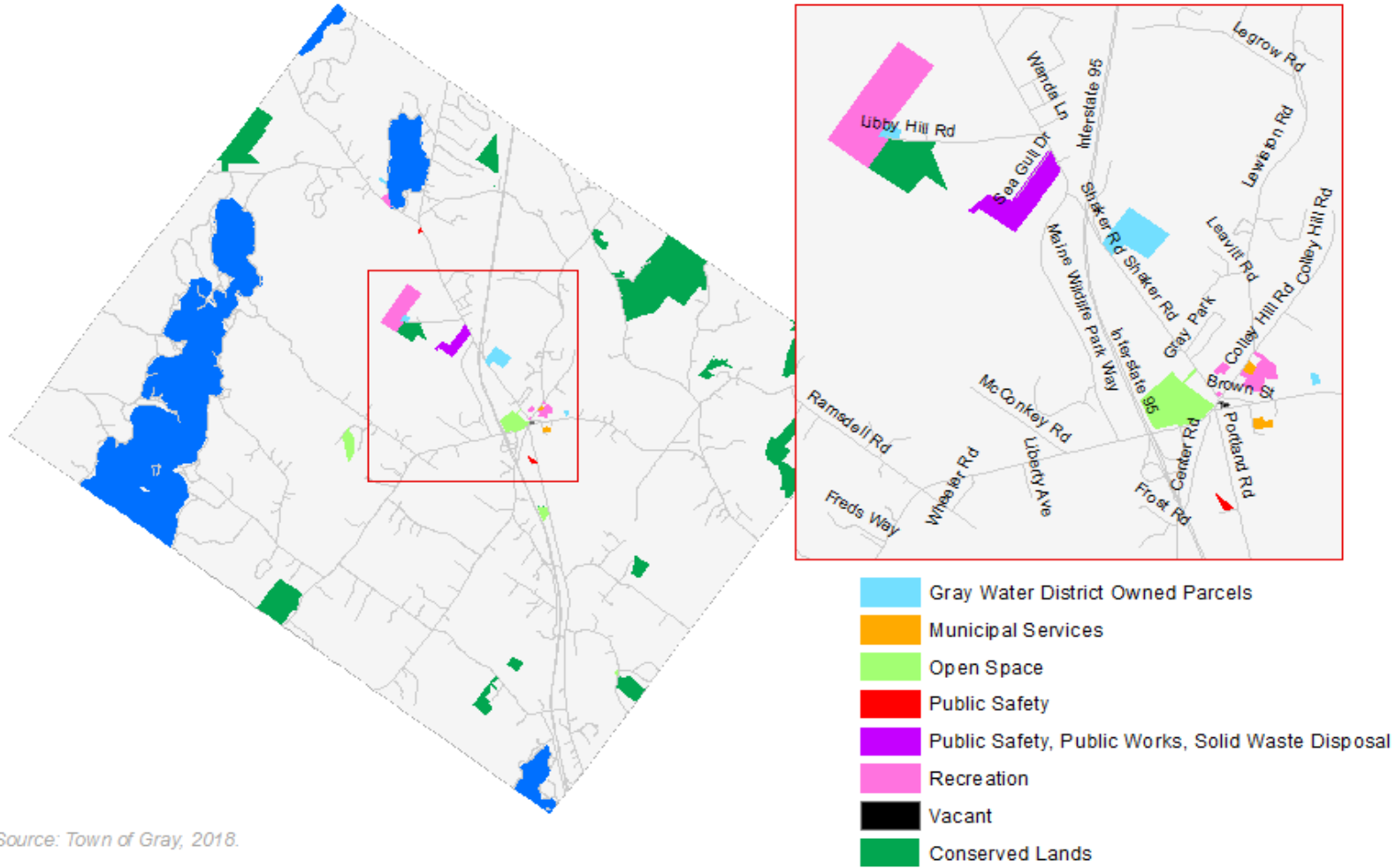
Source: Town of Gray, 2018.

As of 2020, the GWD has approximately 950 service connections and annually pumps approximately 380,000 gallons per day. All administrative services, including monthly meetings of the GWD Board of Trustees occur at their offices at 80 Shaker Road adjacent to the main wellhead.

Communications: Telephone & Telecommunications
Otelco provides telephone service and broadband internet in the Town of Gray. In addition, they provide DSL service to limited areas. DSL service is available to areas within 18,000 feet of a switch. Presently Otelcomaintains three switches in town located on Route 26, Campbell Shore Road, and Intervale Road. Cable television is available throughout Gray. Service is provided by Spectrum. The firm also provides high speed broadband (internet) service throughout the community. Central Maine Power provides power to Gray.

Additionally, gray has participated in regional efforts to extend fiber internet from North Windham to Gray, delivering service to Gray and serving as a key stretch on a regionwide broadband expansion program. Last year the project received a \$15,000 grant that enabled the group to work with AXIOM Technologies on a design for 40 miles of fiber-optic cable. If built, the cable could serve as a “backbone” for broadband connectivity in Gray, Raymond, Standish and Windham, with different access points along the cable route that could provide high-speed internet access for local businesses, schools and residents. According to the plan, the cost breakdown of the project would include more than \$913,000 for the fiber materials, more than \$598,000 for fiber labor, and more than \$306,000 for licensing — among other costs. The project is still in the planning stages and the partner towns are still exploring funding options.

GRAY PUBLIC FACILITIES, RECREATION, AND OPEN SPACE



Source: Town of Gray, 2018.

Schools

Educational services in Gray are provided through a regional school district, Maine School Administrative District #15 (MSAD), which also includes the town of New Gloucester. The Gray- New Gloucester (GNG) district provides education for grades pre-kindergarten through twelfth, as well as special education and continuing education programs. Educational services are administered through the Superintendent of Schools Office which oversees the operation of six school buildings including the Dunn Elementary School, Memorial Elementary School, Russell Elementary School, GNG Middle School, and GNG High School.

Russell School

The Russell Elementary School contains grades kindergarten through second, is located on Gray Park Road in Gray Village and has a current enrollment of 248 students (2020-2021). The facility was constructed in 1948 with additions in 1960 and 1968. The school recently underwent significant renovations. However, the school site is less than five acres which does not meet the minimum state recommended size of eight acres (23 acres is the preferred size).

Vehicular access to the site is also challenging and the fact that all of the abutting property is developed, limits the potential for reconfiguration or expansion.

Middle School

The Middle School is located on Libby Hill Road in Gray, contains grades fifth through eighth, and has a current enrollment of 539 students (2020-2021). The building was constructed in 1989 and is part of the school complex that also includes the High School, which is located on an adjoining parcel. The Middle School recently completed a six-classroom construction renovation as part of a bond in 2018. According to the Superintendent, the Middle School is in excellent condition, has been well-maintained, and is not in need of any major facility upgrading at this time. The issue that will need to be addressed at this facility is the condition and quantity of outdoor playing fields. These facilities are intensively used by the school district teams, the town's Parks and Recreation Department, and private athletic leagues in the community. As a result, there is a need for higher levels of maintenance on these fields. In addition,

consideration should be given to acquiring abutting land, where available, for the creation of additional fields.

High School

The High School is also located on Libby Hill Road and contains grades 9 through 12 and has a current enrollment of 584 students (2020-2021). In 2012, Gray-New Gloucester High School was approved and recognized as an International Baccalaureate high school, one of three in Maine. Portions of the facility were constructed in 1960 and 1976, and originally functioned as both a middle school and high school until such time as the present middle school was constructed. The building was renovated recently with a 5,900-square foot addition, miscellaneous interior renovations, canopy removal and construction, and parking and drainage improvements. Additionally, the high school built a greenhouse (900 square feet) for classroom instruction paid for by in-kind and in-cash contributions from local citizens and businesses. The high school track was rebuilt in the summer of 2019.

GRAY PUBLIC SCHOOLS ENROLLMENT AND TEACHERS

School	Enrollment	Teachers
Russell Elementary School	248	22
MSAD #15 Middle School	539	53
MSAD #15 High School	584	54

Source: MSAD #15 2020-2021

Health Care

The Town of Gray is home to the Gray Family Health Center, and its proximity to Portland and Windham gives residents easy access to several major hospital facilities.

These include:

- Windham Mercy Primary Care
- Portland Maine Medical Center,
- Portland Northern Light Mercy Hospital
- Portland Barbara Bush Children’s Hospital

Gray provides many social services to its residents. Caring Community is an organization run by volunteers that offers Thanksgiving and Christmas assistance to those residents of Gray and New Gloucester that are in need. The Community Food Pantry is located in the basement

of the Gray First Congregational Church Parish House and is open the 1st and 3rd Fridays of each month from 2:00 - 4:30 p.m. It is open to anyone in need from Gray or surrounding towns. The Food Supplement Program run by the Maine Department of Health & Human Services helps low-income people buy food, and the General Assistance program provides financial assistance to Gray residents who are having difficulty meeting basic needs such as housing, utilities and food. Regional Transportation Program provides low-cost transportation to persons in Cumberland County.

FISCAL CAPACITY

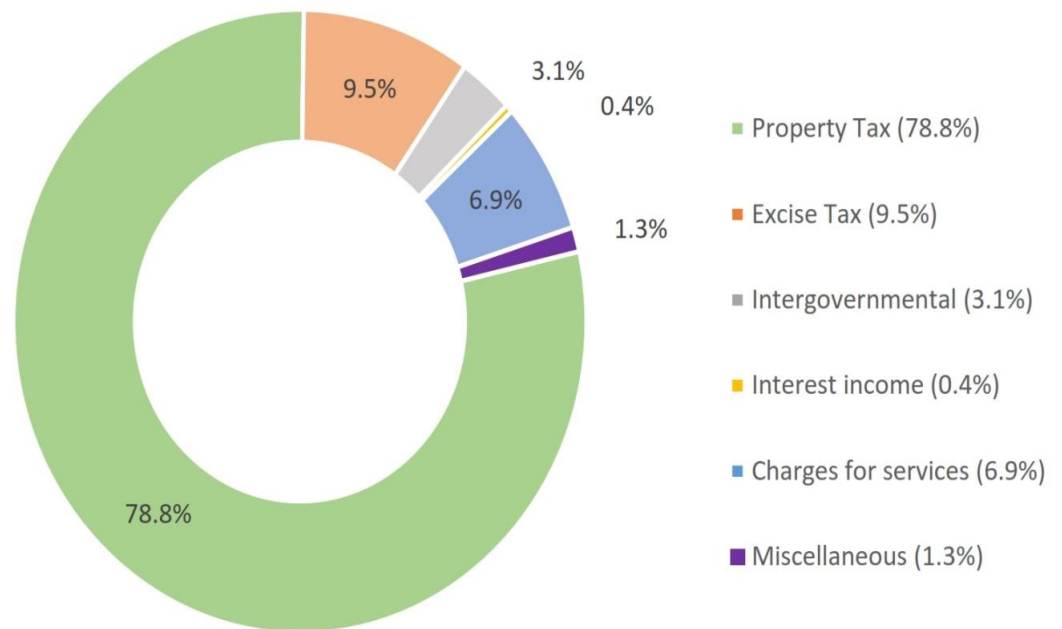
Revenues

In the 2018 Annual Report, Gray announced \$18,828,965 in total revenue. Just over 88% of the town revenue was generated through property and excise taxes. The proportion of revenue from property tax since 2008 has fluctuated between 72% and 80% with the 2018 property tax made up 78.8% of total revenue. The excise tax proportion of total revenue went from 8.7% in 2014-2016 to 9.5% in 2017-2018. The next largest proportion of total revenue was “Charges for Service,” which grew between 2014-2018 from 3.5% to 6.9% due to an increase from \$563,431 to \$1,296,120 over those five years. Intergovernmental revenues have hovered just above 3% of total revenues between 2014-2018 with \$145,736 of variance between 2015 and 2017, the low and high years for intergovernmental revenue.

Expenditures & Budget

From 2014 to 2015, Gray expenditures decreased by 16% from \$20,010,677 to \$16,835,135. Since then, expenditures have grown by 8% to \$18,548,740 in 2018. The largest expenditures were Education, Public Works, Public Safety, and Administrative Services—all together approximately 75% of the total expenditures in 2018.

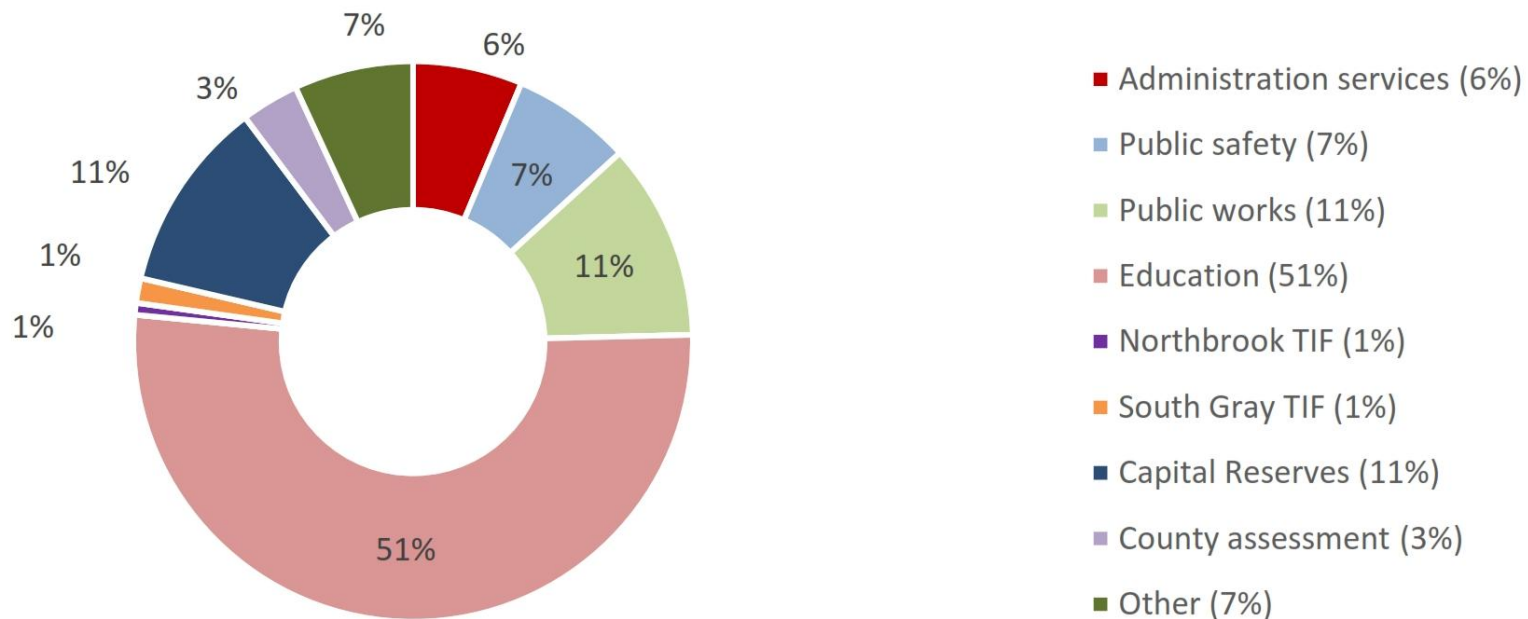
Gray Revenue 2018



There is yearly variation in which components make up the largest percentage of total expenditures. Specifically, Program Expenses and Capital Outlay are expenditures dependent upon work being done by the Town. Program Expenses have fluctuated between 4%-7% of total expenditures (a range of \$635,612 across the five-year span from 2014-2018). Capital Outlay has fluctuated from between 4% and 21% of total expenditures between 2014 and 2018 (a \$3,665,273 range).

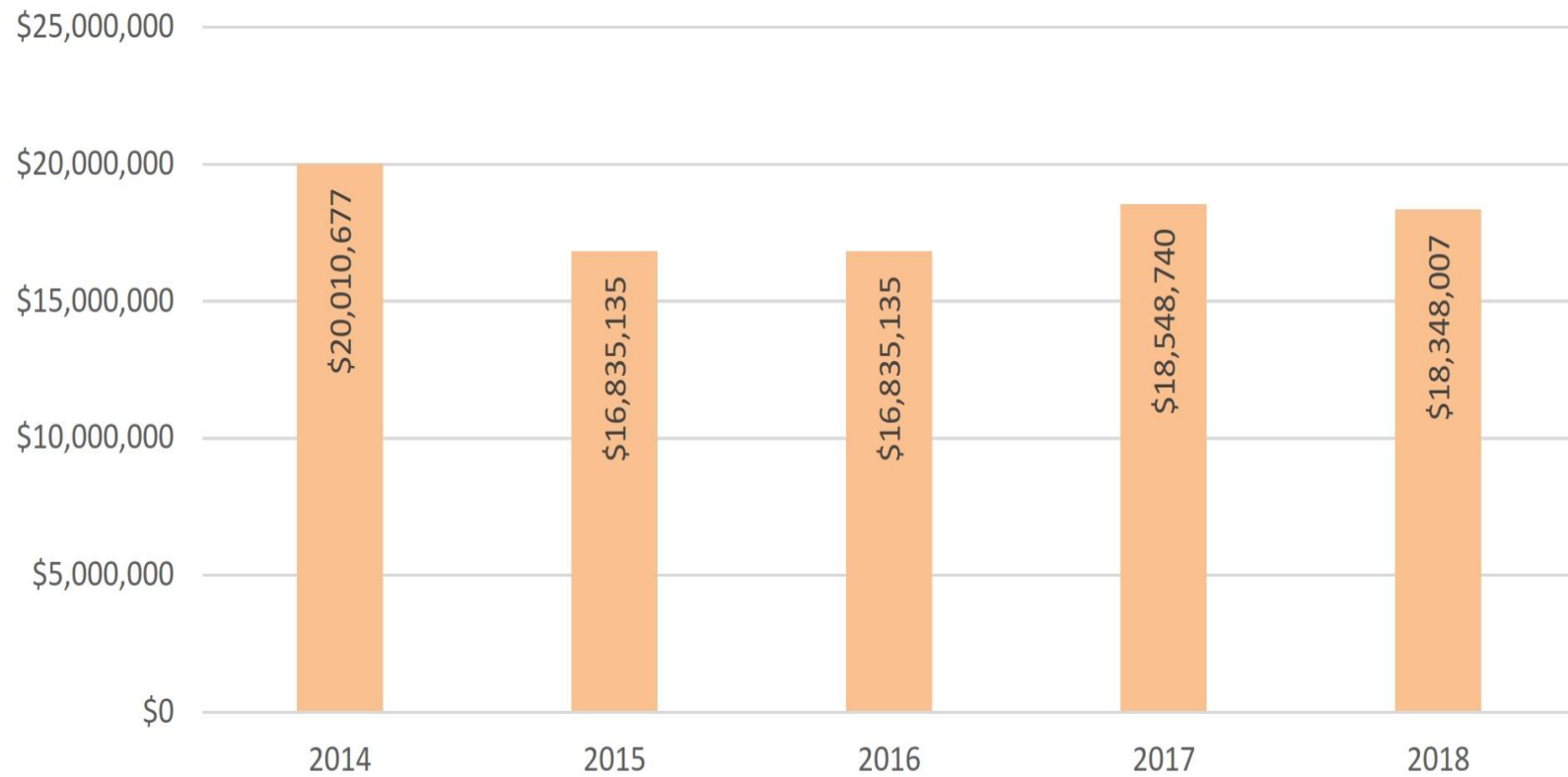
Administrative Services has also fluctuated with a five-year low of \$888,604 in 2015 and a high of \$1,168,525 in 2018. The Public Safety expenditure line showed a notable increase from 2014 to 2018, growing by nearly 35%. Municipal Finance expenditures displayed a marked decrease between 2014 and 2015, about 53% from \$1,193,387 to \$556,493, and since then have shown a steady increase to \$768,483.

Gray Budget 2018



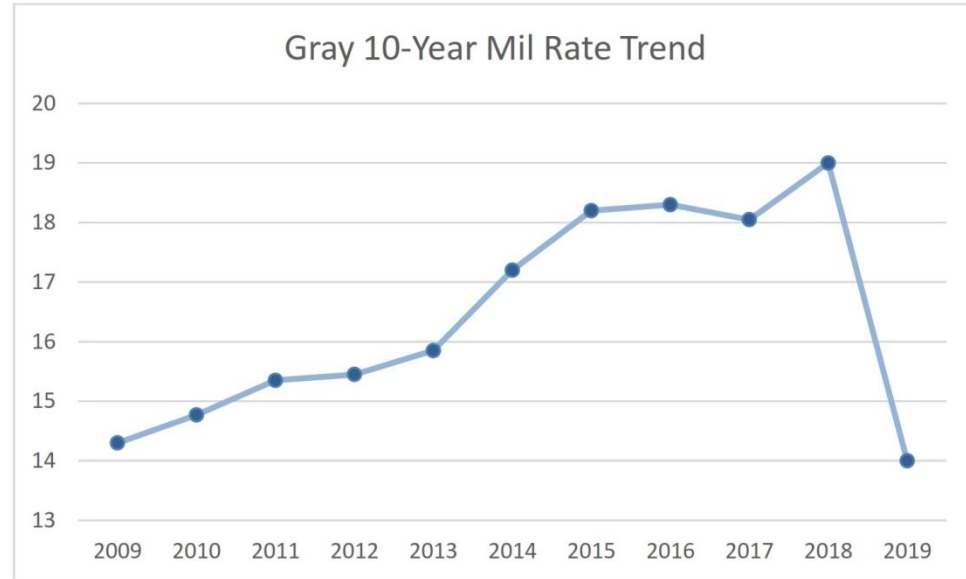
GRAY EXPENDITURES 2014-2018					
	2014	2015	2016	2017	2018
Administration services	\$915,053	\$888,604	\$888,604	\$1,026,447	\$1,168,525
Council, boards, and committees	\$29,349	\$31,046	\$31,046	\$49,040	\$47,795
Public safety	\$894,724	\$954,117	\$954,117	\$1,073,599	\$1,203,972
Library/parks and recreation	\$293,143	\$306,385	\$306,385	\$315,021	\$308,206
Public works	\$1,982,899	\$1,990,335	\$1,990,335	\$2,097,322	\$2,055,912
Municipal finances	\$1,193,387	\$556,493	\$556,493	\$658,610	\$768,483
Education	\$8,526,351	\$9,111,989	\$9,111,989	\$8,977,627	\$9,565,620
Insurance claims	\$14,380	\$14,181	\$14,181	\$18,112	\$ 1,372
Other grants	\$255	\$ -	\$ -	\$10,430	\$13,399
Community services	\$26,976	\$30,958	\$30,958	\$29,718	\$29,050
Program expenses	\$1,308,799	\$687,197	\$687,197	\$1,147,813	\$673,187
County assessment	\$533,667	\$556,042	\$556,042	\$598,865	\$617,664
Debt service:					
Principal	\$ -	\$892,235	\$892,235	\$623,940	\$938,871
Interest	\$ -	\$189,132	\$189,132	\$245,310	\$147,716
Capital outlay	\$4,291,694	\$626,421	\$626,421	\$1,676,886	\$808,235
Total Expenditures	\$20,010,677	\$16,835,135	\$16,835,135	\$18,548,740	\$18,348,007

Gray Total Expenditures 2014-2018



State Real Estate Valuation

As of January 22, 2019, the Maine Revenue Service listed Gray’s property and real estate valuation at \$1,029,500,000. Since 2014, Gray’s valuation has increased steadily up by 22% in 2019. The state valuation is a basis for the allocation of money appropriated for state general purpose aid for education, state revenue sharing, and for county assessments.



Local Property Tax Mil Rate

The Gray property tax mil rate steadily increased from 14.3 to 19 between 2009-2018. In Fiscal Year 2019, the mil rate dropped to the lowest rate in at least 10 years — a mil rate of 14. This can largely be attributed to a Town-wide property revaluation. Gray’s mil rate is consistent with surrounding municipalities and towns throughout Cumberland County.

GRAY VALUATION 2015-2019		
	Valuation	Change from Previous Year
2015	\$846,050,000	0.12%
2016	\$884,000,000	4.49%
2017	\$888,850,000	0.55%
2018	\$928,000,000	4.40%
2019	\$1,029,500,000	10.94%

Tax Increment Financing Districts

The Town has established three tax increment financing districts in accordance with Maine statutes to finance development programs located in the Town of Gray. The expenditures from these development programs will be recovered in future years through an incremental tax levied upon the districts so called “captured asset value”. A portion of the incremental tax revenues will be returned to the district to repay principal and interest on any indebtedness to fund the expenditures of the development program and to finance future expansion.

Fiscal Year	Indebtedness
2014	\$ 7,720,000
2015	\$ 7,060,000
2016	\$ 6,505,000
2017	\$ 5,940,000
2018	\$ 5,375,000
2019	\$10,037,000

Municipal Debt

At the end of Fiscal Year 2019 the Town of Gray’s Indebtedness consisted of three bonds. The Town of Gray has a 2014 General Obligation Refunding Bond outstanding at an interest rate of 2.00% to 4.00% annum, a 2017 General Obligation Refunding Bond outstanding at an interest rate of 2.50% to 4.00% annum and a 2018 General Obligation Bond outstanding at an interest rate of 3.125% to 4.00% annum. The Town of Gray has been able to obtain low interest rates due to the Town’s high credit rating. S&P rated the Town of Gray an “AA+” in 2018 when it was acquiring its 2018 general obligation bond.

In 2018 the residents of the Town of Gray approved a 20-year \$4,662,000 General Obligation Bond. The purpose of this bond was to finance major Capital Improvement Project equipment purchases that had been identified as needing to be purchased over the Fiscal Years 2019 thru 2024.

Fund Balance Policy

The Town Charter requires the maintenance of an appropriate level of Unassigned Fund Balance. The Town's goal is to ensure the well-being of the Town's financial administration in a manner that assists in providing for a positive cash flow, reducing short term borrowing costs and meeting the Town's long term capital investment objectives while ensuring that year-to-year fluctuations do not allow accumulation of excessive Unassigned Fund Balances. The Town's Unassigned Fund Balance is maintained at a level not less than two twelfths and up to three twelfths of the Town's Net Assessment for Commitment, excluding

any and all TIF Plan Amount Assessment. Use of the unassigned Fund Balance is restricted and may not be appropriated below the two twelfths without the approval of the Town's voters at its Town Meeting.

The Town Council may propose an appropriation(s) from Unassigned General Fund Balance in excess of the two twelfths but below the three twelfths level to the voters during a budget year. This use would have to meet an essential municipal need to protect the public health, safety and welfare. Proposed appropriation(s) would have to be approved by the voters at its Town Meeting and paid back to the Fund Balance within five years.

Gray Comprehensive Plan 2020: Appendices

Appendix A – Capital Improvement Plan

Appendix B – Full Summaries of Public Outreach

Appendix C – Required Goals & Strategies

Appendix D – State Review & Comments



Gray Comprehensive Plan 2020

Appendix A – Capital Improvement Plan

**TOWN OF GRAY
FY 2021
CAPITAL PROJECTS PROPOSED BREAKDOWN**

Project	Amount
Road Resurfacing	
Garrett Avenue (Surface only)	\$ 34,000.00
Mountain View Road (Backside of hill to lake)	\$ 56,000.00
Blueberry Lane	\$ 117,000.00
Pleasant View Drive	\$ 48,000.00
Presidential Drive	\$ 35,000.00
Eagles Nest	\$ 22,000.00
Mayall Road (short)	\$ 157,250.00
Pavement Condition Study	\$ 13,500.00
TOTAL Road Resurfacing	\$ 482,750.00
Bridge Repair & Replacement	
TOTAL Bridge Repair & Replacement	\$ -
Fire & Public Safety	
Thermal Imaging Camera-B	\$ 8,725.00 *
TOTAL Fire & Public Safety	\$ 8,725.00
Public Works, Town Vehicles & Equipment	
Dump Trailer	\$ 7,900.00 *
Tractor	\$ 32,000.00 *
Speed Sign Trailer	\$ 4,000.00 *
TOTAL Public Works, Town Vehicles & Equipment	\$ 43,900.00
Sidewalks	
Hannaford Drive to Pine/Spruce Drive Sidewalks Engineering	\$ 15,000.00
Libby Hill Sidewalk Engineering	
TOTAL Sidewalks	\$ 15,000.00
Technology	
Firewalls	\$ 2,500.00
Library Access Points	\$ 6,050.00
Network Switch for Phone System	\$ 2,500.00
Wireless Radio Internet	\$ 7,289.00
Computers (Town-wide per schedule)	\$ 16,728.00
Timeclock System	\$ 22,000.00
Video Conferencing System	\$ 4,500.00
Broadcast Video Server	\$ 15,000.00
TOTAL Technology	\$ 76,567.00
Public Buildings	
Building Maintenance	
Newbegin Rec Room Carpet	\$ 4,000.00 *
Pennell Maroleum Replacement	\$ 14,000.00 *
Library Sump Basin and Pump	\$ 2,500.00 *
Transfer Station--Overhead Door	\$ 2,800.00 *
Village Station Kitchenette	\$ 8,000.00 *
Welcome to Gray Signs (3)	\$ 5,400.00 *
Excavation/Site Work	
Energy Efficiency/Electrical	
Public Safety On Demand Hot Water Heater	\$ 6,430.00 *
Public Works Sand/Salt Shed Panel	\$ 3,500.00 *
Public Works Fueling Station Disconnect	\$ 8,000.00 *
Dry Mills Station Electrical Panel	\$ 2,000.00 *
Building and Grounds Lighting Upgrade	\$ 3,000.00 *
HVAC	
Public Works Waste Oil Furnace	\$ 30,000.00 *
Safety	
Public Safety Propane Line Replacement	\$ 4,030.00 *
Newbegin Keyless Entry	\$ 3,000.00 *
Transfer Station Snow Cleats	\$ 20,000.00 *
Library Keyless Entry Upgrade	\$ 3,000.00 *
Structural	
Access Ramp Historical Society	\$ 6,561.00 *
Lab Building Interior	\$ 25,000.00 *
Paving	
TOTAL Public Buildings	\$ 151,221.00
Debt Service	
General Obligation Bond-Bridges/Road (FY 2015-FY 2024)	\$ 172,264.00
General Obligation Bond-Library (FY 2015-FY 2024)	\$ 177,011.00
General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 219,200.00
General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 164,400.00
General Obligation Bond-Town Wide (FY 2019-2039)	\$ 521,325.00
TOTAL Debt Service	\$ 1,254,200.00
Land Acquisition	\$ -
Total Land Acquisition	\$ -
Parks & Recreation	
Wilkie's Beach Front Fence Replacement	\$ 2,256.00
Wilkie's Beach Ramp Replacement	\$ 4,293.00
Reclaim Athletic Fields	\$ 5,000.00
Libby Hill Pavilion	\$ 5,000.00
Basketball Court Lights	\$ 2,500.00
Skateboard Park	\$ 15,000.00
TOTAL Parks & Recreation	\$ 34,049.00
Miscellaneous	
Facilities Study	\$ 50,000.00
Watershed	\$ 28,000.00
Long Hill Road Culvert Grant	\$ 25,000.00
CDB Grants	\$ 6,175.00
Total Miscellaneous	\$ 109,175.00
TOTAL CAPITAL PROJECTS REQUEST FY 2021	\$ 2,175,587.00

**TOWN OF GRAY
FY 2022
CAPITAL PROJECTS PROPOSED BREAKDOWN**

Project	Amount	
Road Resurfacing		
Wilkie's Beach Improvements (Phase 1)	\$ 212,300.00	Moved from FY 2018
Undefined-refer to the Street Schedule	\$ 400,000.00	
TOTAL Road Resurfacing	\$ 612,300.00	
Bridge Repair & Replacement		
TOTAL Bridge Repair & Replacement	\$ -	
Fire & Public Safety		
Thermal Imaging Camera-C	\$ 8,725.00	
TOTAL Fire & Public Safety	\$ 8,725.00	
Public Works, Town Vehicles & Equipment		
Deputy Vehicle	\$ 47,000.00	
TOTAL Public Works, Town Vehicles & Equipment	\$ 47,000.00	
Sidewalks		
TOTAL Sidewalks	\$ -	
Technology		
Computers (Town-wide per schedule)	\$ 15,000.00	
Signage Player (GCTV Equipment)	\$ 5,500.00	
Sound Equipment (GCTV Equipment)	\$ 9,000.00	
TOTAL Technology	\$ 29,500.00	
Public Buildings		
TOTAL Public Buildings	\$ -	
Debt Service		
General Obligation Bond-Bridges/Road (FY 2015-FY 2024)	\$ 172,461.00	
General Obligation Bond-Library (FY 2015-FY 2024)	\$ 177,214.00	
General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 214,000.00	
General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 160,500.00	
General Obligation Bond-Town Wide (FY 2019-2039)	\$ 506,725.00	
TOTAL Debt Service	\$ 1,230,900.00	
Land Acquisition	\$ -	
Total Land Acquisition	\$ -	
Parks & Recreation		
Reclaim Athletic Fields	\$ 5,000.00	
Basketball Court Lights	\$ 2,500.00	
Skateboard Park	\$ 15,000.00	
Land Acquisition	\$ -	
TOTAL Parks & Recreation	\$ 22,500.00	
Miscellaneous	\$ -	
TOTAL CAPITAL PROJECTS REQUEST FY 2022	\$ 1,950,925.00	

**TOWN OF GRAY
FY 2023
CAPITAL PROJECTS BREAKDOWN**

Project	FY 2023
Road Resurfacing	
Undefined-refer to the Street Schedule	\$ 500,000.00
TOTAL Road Resurfacing	\$ 500,000.00
Bridge Repair & Replacement	
TOTAL Bridge Repair & Replacement	\$ -
Fire & Public Safety	
Thermal Imaging Camera-D	\$ 8,725.00
TOTAL Fire & Public Safety	\$ 8,725.00
Public Works, Town Vehicles & Equipment	
Deputy Vehicle-SRO	\$ 14,938.00
TOTAL Public Works, Town Vehicles & Equipment	\$ -
Sidewalks	
TOTAL Sidewalks	\$ -
Technology	
Computers (Town-wide per schedule)	\$ 14,900.00
Cameras (GCTV Equipment) (2018)	\$ 15,000.00
Camera Switcher (GCTV Equipment) (2018)	\$ 19,000.00
TOTAL Technology	\$ 48,900.00
Public Buildings	
TOTAL Public Buildings	\$ -
Debt Service	
General Obligation Bond-Bridges/Road (FY 2015-FY 2024)	\$ 171,685.00
General Obligation Bond-Library (FY 2015-FY 2024)	\$ 176,415.00
General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 208,400.00
General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 156,300.00
General Obligation Bond-Town Wide (FY 2019-2039)	\$ 487,225.00
TOTAL Debt Service	\$ 1,200,025.00
Land Acquisition	\$ -
Total Land Acquisition	\$ -
Parks & Recreation	
Reclaim Athletic Fields	\$ 5,000.00
Basketball Court Lights	\$ 2,500.00
Skateboard Park	\$ 17,500.00
Land Acquisition	\$ -
TOTAL Parks & Recreation	\$ 25,000.00
Miscellaneous	\$ -
TOTAL CAPITAL PROJECTS REQUEST FY 2023	\$ 1,782,650.00

**TOWN OF GRAY
FY 2024
CAPITAL PROJECTS PROPOSED BREAKDOWN**

Project	Amount
Road Resurfacing	
Undefined-refer to the Street Schedule	\$ 500,000.00
Road reclamation/reconstruction	\$ 50,000.00
TOTAL Road Resurfacing	\$ 550,000.00
Bridge Repair & Replacement	
TOTAL Bridge Repair & Replacement	\$ -
Fire & Public Safety	
Thermal Camera-A	\$ 8,725.00
TOTAL Fire & Public Safety	\$ 8,725.00
Public Works, Town Vehicles & Equipment	
Building & Grounds Zero Turn Mower	\$ 8,999.00
Second Deputy Vehicle and Fittings	\$ 47,000.00
TOTAL Public Works, Town Vehicles & Equipment	\$ 55,999.00
Sidewalks	
TOTAL Sidewalks	\$ -
Technology	
Computers (Town-wide per schedule)	\$ 13,550.00
Town Office Server	\$ 20,000.00
Leightronix (GCTV Equipment) (2019)	\$ 16,000.00
Firewalls (multiple locations)	\$ 2,500.00
TOTAL Technology	\$ 52,050.00
Public Buildings	
TOTAL Public Buildings	\$ -
Debt Service	
General Obligation Bond-Bridges/Road (FY 2015-FY 2024)	\$ 80,485.00
General Obligation Bond-Library (FY 2015-FY 2024)	\$ 82,715.00
General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 202,400.00
General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 151,800.00
General Obligation Bond-Town Wide (FY 2019-2039)	\$ 472,825.00
TOTAL Debt Service	\$ 990,225.00
Land Acquisition	\$ -
Total Land Acquisition	\$ -
Parks & Recreation	
Basketball Court Lights	\$ 2,500.00
Land Acquisition	\$ -
TOTAL Parks & Recreation	\$ 2,500.00
Miscellaneous	\$ -
TOTAL CAPITAL PROJECTS REQUEST FY 2024	\$ 1,659,499.00

**TOWN OF GRAY
FY 2025
CAPITAL PROJECTS PROPOSED BREAKDOWN**

Project	Amount
Road Resurfacing	
Undefined-refer to the Street Schedule	\$ 500,000.00
TOTAL Road Resurfacing	\$ 500,000.00
Bridge Repair & Replacement	
TOTAL Bridge Repair & Replacement	\$ -
Fire & Public Safety	
Thermal Camera-B	\$ 8,725.00
Rescue #1	\$ 172,045.00
Command Vehicle	\$ 58,344.00
TOTAL Fire & Public Safety	\$ 239,114.00
Public Works, Town Vehicles & Equipment	
Building & Grounds Zero Turn Mower	\$ 8,999.00
Building & Grounds 32" Snowblower	\$ 2,297.00
Law Enforcement-Sheriff's vehicle-SRO (2020)-4 years (contract)	\$ 14,236.00
Second Deputy Vehicle and Fittings	\$ 49,350.00
TOTAL Public Works, Town Vehicles & Equipment	\$ 74,882.00
Sidewalks	
Portland Road (Route 100)	\$ 131,400.00
TOTAL Sidewalks	\$ 131,400.00
Technology	
Computers (Town-wide per schedule)	\$ 14,150.00
Public Safety Server	\$ 20,000.00
TOTAL Technology	\$ 34,150.00
Public Buildings Paving	
Dry Mills	\$ 7,500.00
Village Station	\$ 17,000.00
Municipal Lot	\$ 9,500.00
TOTAL Public Buildings	\$ 34,000.00
Debt Service	
General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 196,000.00
General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 147,000.00
General Obligation Bond-Town Wide (FY 2019-2039)	\$ 458,425.00
TOTAL Debt Service	\$ 801,425.00
Land Acquisition	\$ -
Total Land Acquisition	\$ -
Parks & Recreation	
Basketball Court Reclaim	\$ 8,400.00
TOTAL Parks & Recreation	\$ 8,400.00
Miscellaneous	\$ -
TOTAL CAPITAL PROJECTS REQUEST FY 2025	\$ 1,823,371.00

**TOWN OF GRAY
FY 2026-FY 2030
CAPITAL PROJECTS BREAKDOWN**

	Project	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Road Resurfacing						
	Undefined-refer to the Street Schedule	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00
	Road reclamation/reconstruction	\$ -			\$ 50,000.00	
	TOTAL Road Resurfacing	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 550,000.00	\$ 500,000.00
Bridge Repair & Replacement						
	Bridge to be repaired FY 2035-Harmonds/Totten Road					
	TOTAL Bridge Repair & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Fire & Public Safety						
	Thermal Camera-A	\$ 8,725.00		\$ 8,725.00		\$ 8,725.00
	Thermal Camera-B		\$ 8,725.00		\$ 8,725.00	
	Air Bag Lifts					\$ 15,000.00
	Rescue #1 (2015)					
	Command Vehicle (2017)					
	Bottle-Group A		\$ 9,000.00			
	Bottle-Group B				\$ 9,000.00	
	Rescue #2 (2017)		\$ 172,045.00			
	Rescue #1					\$ 172,045.00
	Tank #3					\$ 450,000.00
	Squad #7 Heavy Rescue					\$ 438,600.00
	Engine #43				\$ 647,088.00	
	TOTAL Fire & Public Safety	\$ 8,725.00	\$ 189,770.00	\$ 8,725.00	\$ 664,813.00	\$ 1,084,370.00
Public Works, Town Vehicles & Equipment						
	Transfer Station-Yale Forklift (2012)		\$ 35,000.00			
	Transfer Station-Yale Forklift			\$ 35,000.00		
	Transfer Station-Horizontal Baler				\$ 80,000.00	
	Public Works-Truck 14-1-ton pickup (2017)		\$ 44,000.00			
	Public Works-Truck 11-GMC 1 ton w/plow					52,500.00
	Public Works-Truck 4-International Dump Truck					342,000.00
	Public Works-Truck 1-International Dump Truck (2014)	\$ 215,000.00				
	Public Works-Steam Cleaner	\$ 7,500.00				
	Public Works-Trailer (2012)		\$ 18,000.00			
	Public Works-Forklift (2012)		\$ 23,000.00			
	Public Works-Compactor (2022)		\$ 6,300.00			
	Public Works-Steam Trailer			\$ 9,000.00		
	Public Works-3000 Sweeper			\$ 210,000.00		
	Public Works-Backhoe			\$ 175,000.00		
	Public Works-Truck 8-International Dump				\$ 215,000.00	
	Public Works-Grader				\$ 115,500.00	
	Building & Grounds 32" Snowblower					
	Building & Grounds Truck 1				\$ 29,250.00	
	CEO Pickup					\$ 35,000.00
	Law Enforcement-Sheriff's vehicle-SRO (2023)-4 years (contract)		\$ 14,948.00			
	Law Enforcement-Sheriff's vehicle (2022)-4 years (contract)	\$ 51,818.00				\$ 51,818.00
	Law Enforcement-Sheriff's vehicle (2020)-4 years (contract)			\$ 51,818.00		
	TOTAL Public Works, Town Vehicles & Equipment	\$ 274,318.00	\$ 141,248.00	\$ 480,818.00	\$ 439,750.00	\$ 481,318.00
Sidewalks						
	Portland Road (Route 100)					
	Lewiston Road (Route 100)	\$ 34,650.00				
	Libby Hill				\$ 15,000.00	
	TOTAL Sidewalks	\$ 34,650.00	\$ -	\$ -	\$ 15,000.00	\$ -
Technology						
	Computers (Town-wide per schedule)	\$ 14,900.00	\$ 12,950.00	\$ 15,600.00	\$ 14,900.00	\$ 13,800.00
	Cameras (GCTV Equipment) (2018)			\$ 16,000.00		
	Camera Switcher (GCTV Equipment) (2018)			\$ 20,000.00		
	Leightronix (GCTV Equipment) (2019)				\$ 17,000.00	
	Signage Player (GCTV Equipment) (2022)		\$ 6,750.00			
	Sound Equipment (GCTV Equipment) (2022)		\$ 9,500.00			
	Public Safety Server					\$ 20,000.00
	Firewalls (multiple locations)		\$ 2,500.00			\$ 2,500.00
	Phones/Phone system (2018)	\$ 20,000.00				
	TOTAL Technology	\$ 34,900.00	\$ 31,700.00	\$ 51,600.00	\$ 31,900.00	\$ 36,300.00
Public Buildings						
	Public Safety-Dry Mills-Paving (2015)					
	Public Safety-Village-Paving (2015)					
	Public Safety-Central Station-Paving				\$ 51,000.00	
	Pennell-Paving			\$ 74,000.00		
	Library-Paving			\$ 18,000.00		
	Municipal Lot-Paving (2015)					\$ 79,000.00
	Public Works Lot					
	Transfer Station-Paving (2017)		\$ 90,000.00			
	Libby Hill Lot-Paving (2017)		\$ 4,200.00			
	TOTAL Public Buildings	\$ -	\$ 94,200.00	\$ 92,000.00	\$ 51,000.00	\$ 79,000.00
Debt Service						
	General Obligation Bond-PW/Transfer Station (FY 2010-FY 2030)	\$ 189,600.00	\$ 183,200.00	\$ 176,800.00	\$ 170,150.00	163,750.00
	General Obligation Bond-Pennell (FY 2010-FY 2030)	\$ 142,200.00	\$ 137,400.00	\$ 132,600.00	\$ 127,700.00	122,800.00
	General Obligation Bond-Town Wide (FY 2019-2039)	\$ 444,025.00	\$ 429,625.00	\$ 415,225.00	\$ 400,825.00	386,425.00
	TOTAL Debt Service	\$ 775,825.00	\$ 750,225.00	\$ 724,625.00	\$ 698,675.00	\$ 672,975.00
Land Acquisition						
	Total Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous						
		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL CAPITAL PROJECTS REQUEST FY 2026-FY 2030		\$1,628,418.00	\$1,707,143.00	\$1,857,768.00	\$2,451,138.00	\$2,853,963.00

Gray Comprehensive Plan 2020

Appendix B – Full Summaries of Public Outreach

Town of Gray 2020 Comprehensive Plan

Summary of Public Participation: Blueberry Festival

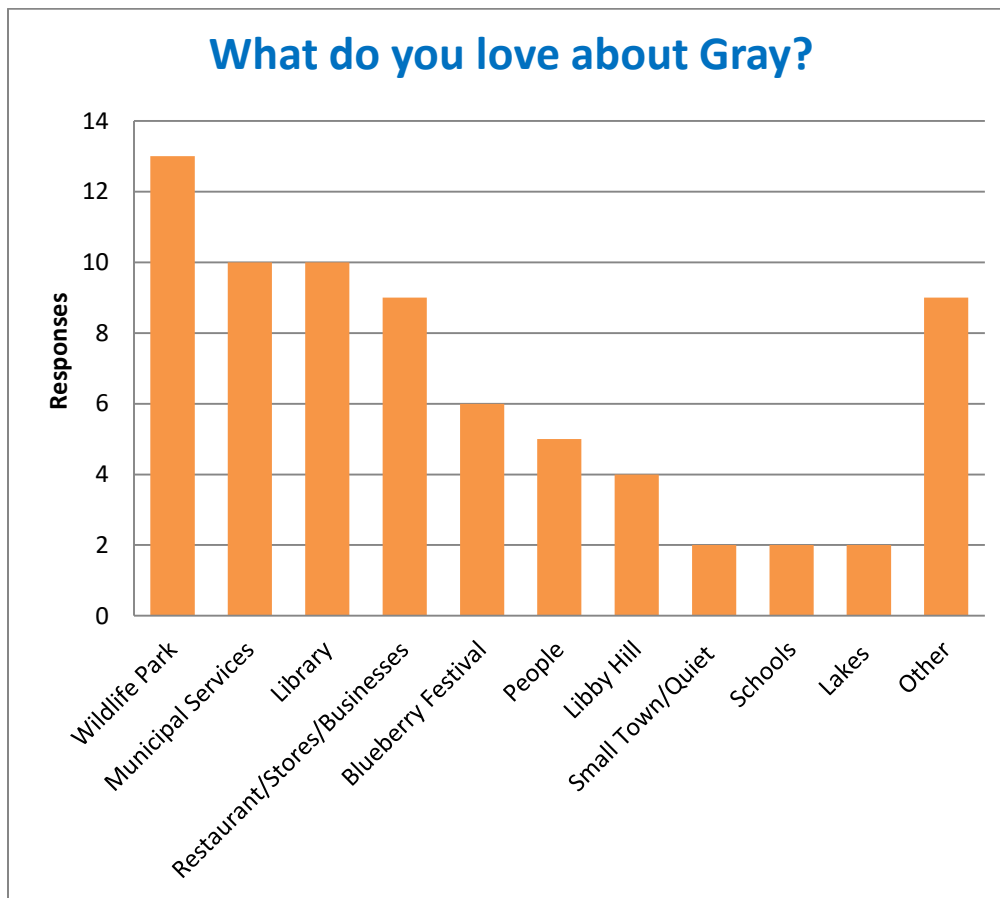
The Comprehensive Plan Steering Committee, with assistance from North Star Planning, has conducted various means of public participation including a booth at the Blueberry Festival, interviews with Town department heads, Community Workshops, and surveying to get a sense of the opportunities and challenges that Gray faces today and looking into the future over the next 10 or more years. Input from the various forms of public engagement will be critical in crafting the community's vision for the 2020 Comprehensive Plan.

The summary below is from the Blueberry Festival on August 10th, 2019. Community members were asked to reflect on the following questions:

1. What do you love about Gray?
2. What are the opportunities facing Gray?
3. What is your big idea for Gray?



Several themes that emerged across the interviews are listed below:



When asked what community members love about Gray, the top three responses included:

- Wildlife Park
- Library
- Other Municipal Services (including the Transfer Station, Gray Recreation Department, Public Works, and Fire and Rescue)

Additional responses to highlight include the businesses in town, the blueberry festival, the people, and Libby Hill.

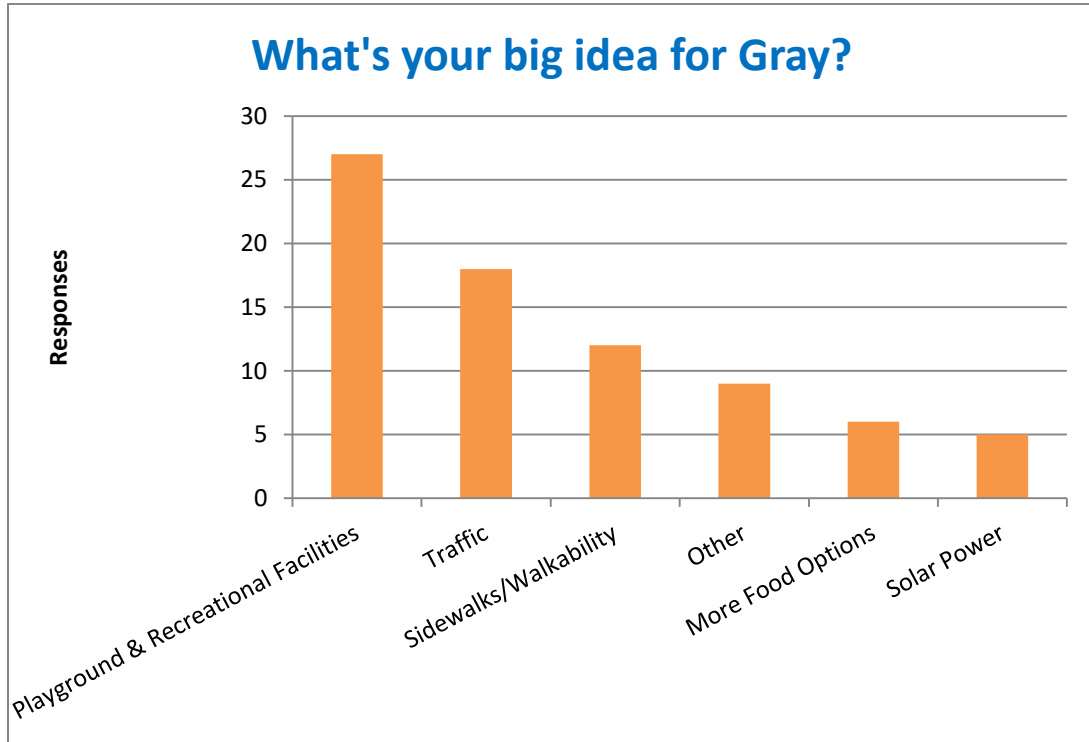


When asked what community members believe are the biggest opportunities facing Gray, the top response was overwhelmingly traffic. Additional replies included village, infrastructure, and additional sidewalks.

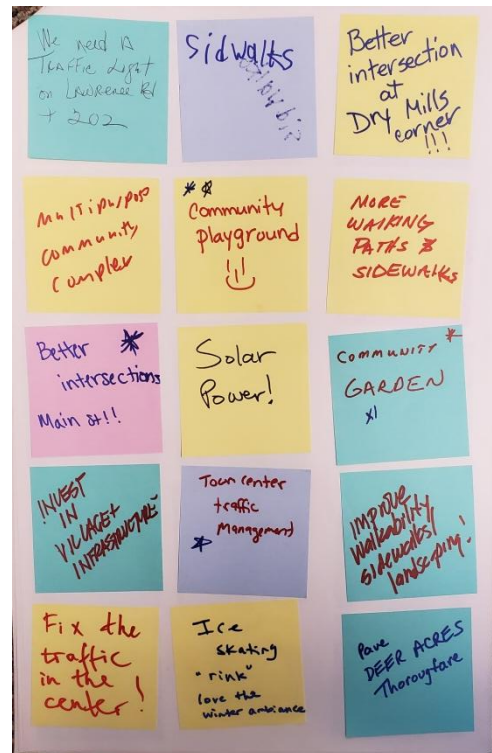
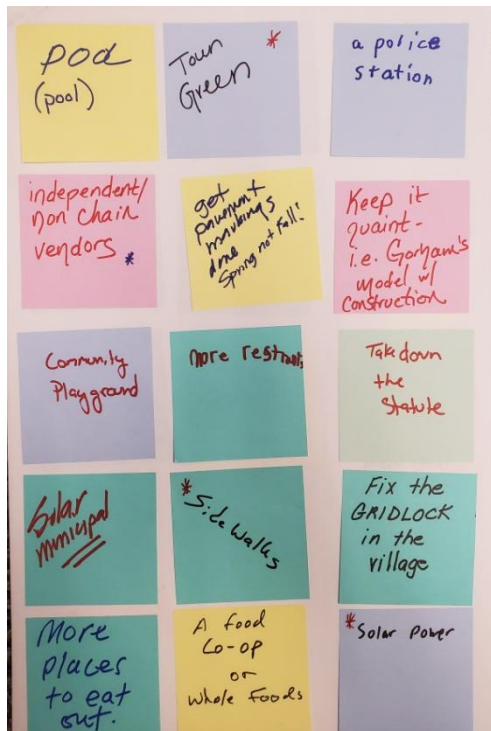
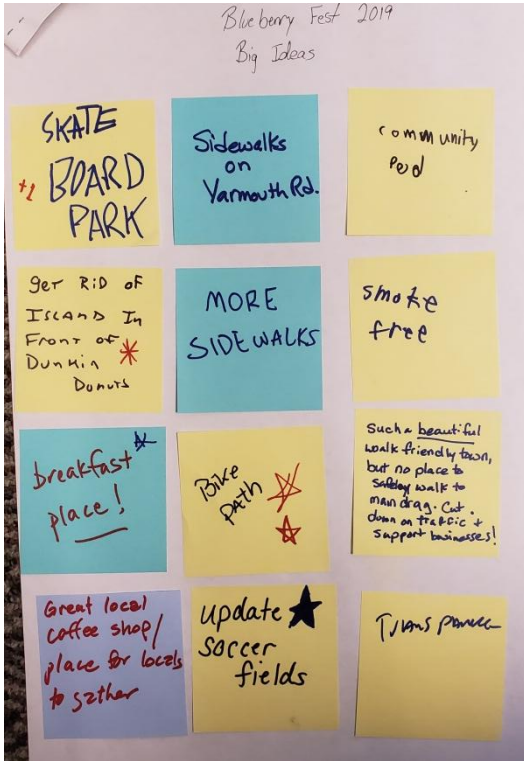
The concept of a big idea for the community is to have participants think of the single thing that could have the most impact on the town. When asked what community members big idea was for Gray, the top three responses included:

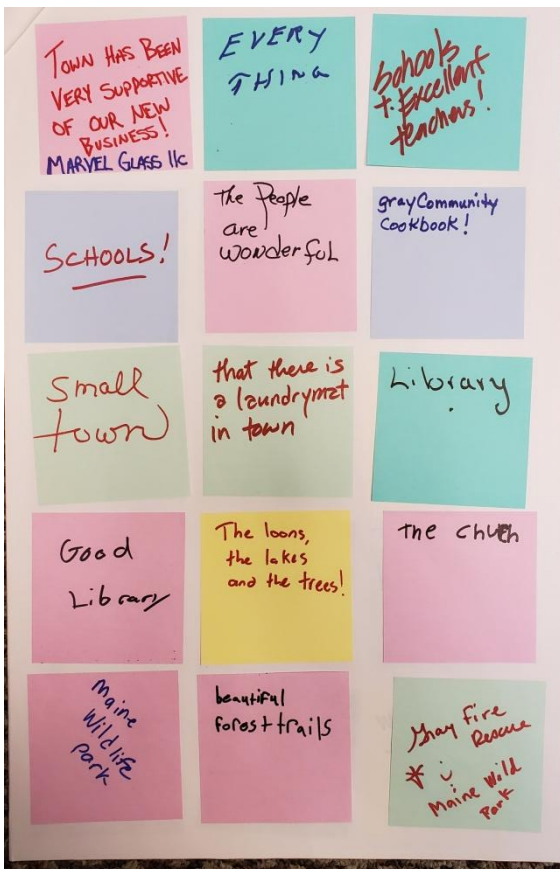
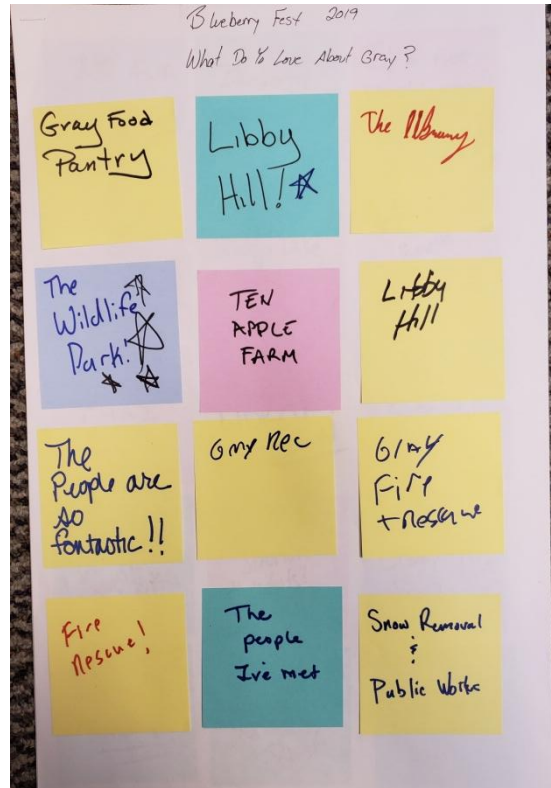
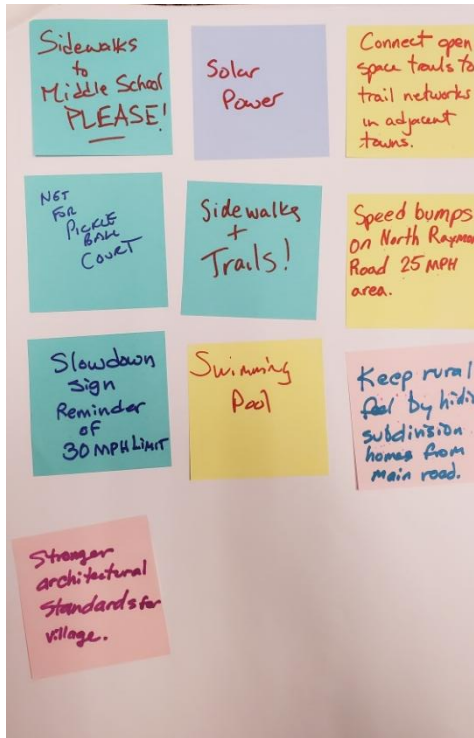
- Playground & Recreational Facilities
- Traffic
- Sidewalks & Walkability

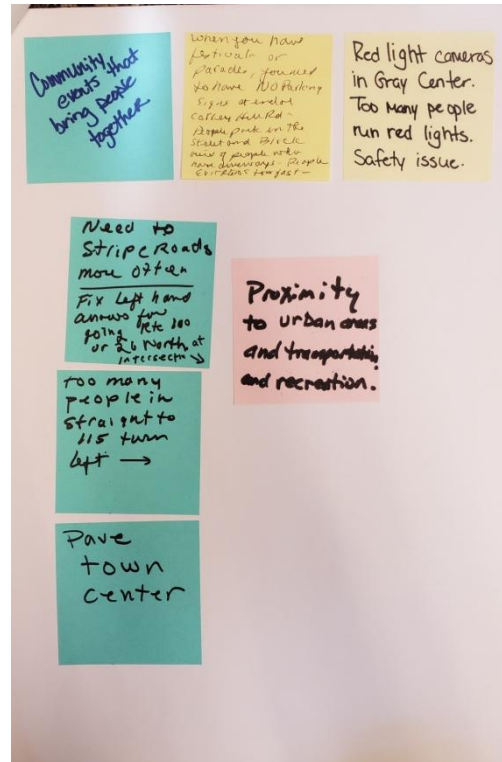
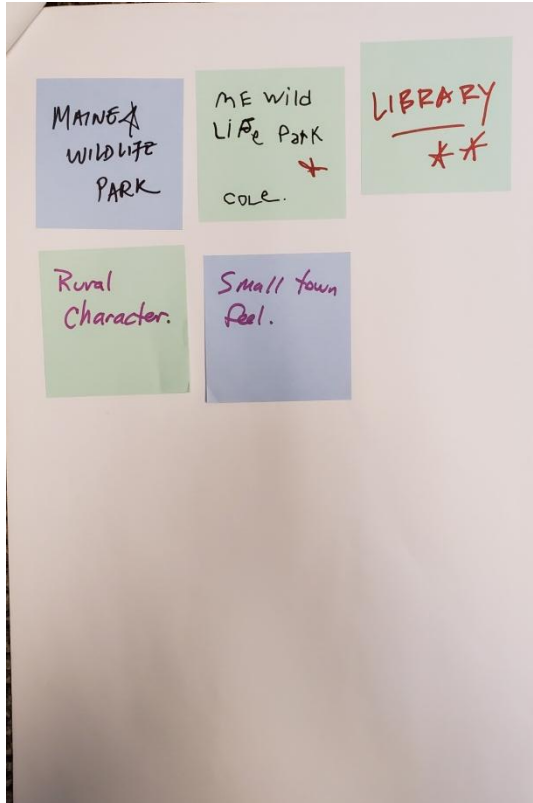
Additional responses to highlight include the solar power and more food options.



Photos of all responses on pages to follow:







Town of Gray 2020 Comprehensive Plan

Summary of Public Participation: Department Interviews

The Comprehensive Plan Steering Committee, with assistance from North Star Planning, has used interviews with Town department heads, in addition to Community Workshops and surveying to get a sense of the opportunities and challenges that Gray faces today and looking into the future over the next 10 or more years. Input from the various forms of public engagement will be critical in crafting the community's vision for the 2020 Comprehensive Plan.

The summary below is from the department head interviews conducted at the Town of Gray's Offices on August 28th and 29th, 2019. The department heads were all invited to reflect on the following questions:

1. What are the opportunities facing Gray (departmentally and town-wide)?
2. What are the challenges facing Gray (departmentally and town-wide)?
3. What are the most unique attributes of Gray or what is Gray's identity?
4. What is your big idea for Gray?

Several themes that emerged across the interviews are listed below:

The village presents both a challenge and an opportunity for Gray. The village is not walkable/bikeable or pedestrian accessible and in need of infrastructure upgrades.

Traffic, especially in the village, is a challenge in the community.

The Town would benefit from increased **economic development**.

The Town has struggled with **staffing** across departments.

An opportunity mentioned by multiple town staff is **curb-side pick-up**. The community has outgrown the space available at the Transfer Station.

Community involvement and **engagement** can be challenging for town staff.

A **Community Center** or a place for residents to gather was encouraged in multiple interview. Additionally, there is a need for senior services for the aging population.

There is a need to enhance the Parks and Recreation programs including various aspects from facilities, town-owned open space, and staffing.

Day #1

Deb Cabana, Town Manager

Tenure with Gray – 13 years

According to Deb, the largest challenge facing Gray is that the Town is growing up and there are growing pains. Gray sits in the nucleus of Southern Maine, Deb would like to capture the economic activity that goes through Town. Gray has transformed from a bedroom community and is growing with younger residents who expect services and excellence.

The amount of State roads within Gray can be a challenge for proper road maintenance (10 miles within the Urban Compact). The New Gloucester toll causes traffic, especially large trucks to drive through Gray to avoid the toll. There is a need to re-route tractor trailer trucks away from the village and reconfigure traffic in the village. Main Street and the village infrastructure is a challenge. There is a need to fix the Main Street infrastructure, with concern surrounding some urgent maintenance needs and the ability to do some of this work in conjunction with a planned MaineDOT upgrade to the Village portion of Route 26 in a couple years. There is currently public water in the village but no sewer. The Village area TIF District that goes through to the Town line is an opportunity for Gray. This will provide funds for infrastructure and storm drainage improvements. Deb also mentioned that (given the current economic culture) it can be a challenge building and retaining a team of good employees and professionals. There are more jobs than there are willing employees. Seasoned employees are retiring and municipalities are currently finding their replacements from other communities by offering larger salaries.

Katy Jewell, Finance Director

Tenure with Gray – 2 years

Katy sees the lack of community involvement as a challenge for the Town. This lack of involvement leads to misunderstanding that could present hurdles for future financial movements the Town may need to take. The Town is understaffed and could use additional administrative support to service the resident's needs. Katy mentions the difficulty with finding out what residents actually want from the Town for services. For example would the residents like different/increases recreational services, curbside pick-up, etc. Katy thinks examples of forward thinking the Town should be looking at is buying land, performing cost analysis to identify potential benefits of altering current services offered, and perform assessments to make sure the Town's needs are met on a fiscally responsible platform. Katy's "Big Idea" is for the Town would be to increase the types of services provided by its Recreation Department.

Kathy Tombarelli, Town Planner
Resident of the Village for 25 years

According to Kathy, a large opportunity for Gray is the Village TIF which will allow for improvements to infrastructure and encourage economic development in the Village. Many would like to see increased density and opportunities for mixed use in the Village. A challenge in Gray is that standards can be difficult to meet for small businesses, particularly the costs associated with infrastructure improvements. Kathy believes it would be helpful to have a more scaled approach to reduce barriers for small businesses that want to open in the Village or in other areas in Town. While keeping that in mind, the village design standards are presented in the code as guidelines and could use updating and a coherent planning. Additionally, as parcels are re-developed, she would like to see underground utilities within the Village Center Proper District. Traffic calming and pedestrian amenities to safely navigate in the Village, to schools, and public places like Wilkies Beach is another challenge facing Gray; there has been a shift in among new residents over the last 25 years who want to walk, bike, and have safe pedestrian access to public spaces and businesses.

Another challenge is that new single-family and duplex homes are allowed in the commercial zone which may not be the highest/best use in that district. It also creates potential future conflicts when an actual commercial business wants to locate next door to a single family or duplex located in the commercial zone.

Another issue is that duplexes are currently allowed on 80,000 sf lots in most Zoning Districts; many neighboring communities require larger parcels which has created an influx of duplexes in the community in some districts. The amount of residential growth as compared to commercial growth continues to be a concern expressed by many citizens. Kathy also mentions staffing as a challenge and feels the Town needs FTEs being allotted specifically for Economic Development, grants/funding opportunities and long-range planning.

Lauren Asselin, Assessor
Tenure with Gray – 1.5 years

According to Lauren, there is a need for additional single-family homes to be developed in Gray, rather than duplexes. Single-family home owners are generally more involved in the community and single-family homes contribute more to the tax base. Lauren would like to see more downtown development and a diversity of businesses in Gray. Lauren's strategy for this to happen would be for Gray to offer incentives to new businesses and improve infrastructure in the Village. Major action could be taken near the highway. There are currently no hotels anywhere in town. Lauren believes Gray needs a way to draw people into town and something to make people want to stay. She would also like to see more restaurants in Gray that are not drive-through.

A challenge facing Gray is that there are limited public areas in the downtown. It is small and lacks curb appeal, walking paths are not promoted or complete networks. Gray's unique attributes include the Wildlife Park, lakes, and Wilkie's Beach. Unfortunately there is no public access to Little Sebago. Lauren's "Big Idea" for Gray would be to make the Tax Maps and Cards available online for easy access which would be a positive change for residents.

Mylan Bannon & Nelly Levier, Parks & Recreation

According to Mylan and Nelly, a major challenge facing the Gray Recreation Department is that there are not enough childcare facilities in town. Gray's childcare facility is currently at capacity and in need of updates. Because of facility challenges, the program is completely maxed out for both before and after school childcare. The department has to use space in multiple buildings to run their current programs. This presents a major challenge for staffing and safety. The combined school district with New Gloucester is problematic for transportation of students. A stronger partnership with New Gloucester could be an opportunity in the future. New Gloucester has better facilities, open space, and sports fields but the majority of people and need for childcare are in Gray.

Mylan and Nelly mentioned that the development of a community center would be a huge opportunity for Gray. Currently, there is nowhere to be "in-community" in Gray. Unfortunately, when the department reaches capacity, they have to send people elsewhere. They are able to use the schools for programming but this not a reliable resource, as other programs are often given priority. In addition to childcare facilities, there is a need for better facilities for seniors and other groups. The library hosts very popular reading clubs but is also maxed-out on space. Mylan mentions that school numbers are down right now, but believes that they will begin increasing in the near future as young families move into Gray and have kids or already have young kids about to turn school age. Mylan suggests looking at Bridgton as a model for traffic and development of the village.

Doug Webster, Community Development

Doug mentions a large opportunity for Gray is in the Village. If the Town is willing to diversify the tax base with commercial development, this could have a positive impact. Doug hopes to have some answers regarding where in town residents want to see new commercial development.

The Town is scheduled to work with the state in about 8 years to improve storm water infrastructure on Main Street. Doug believes this would be the perfect time to do any other work that needs to be done. For example, this would be the time to consider and start planning for upgrading water and storm water lines, installing wastewater systems, underground electric/common utilities, new gas utilities, a

PWD connection on Portland Road between the water districts. According to Doug, this is a huge opportunity for the Village and the Town.

Doug believes the Town needs to stop subsidizing duplexes. This would help increase the tax base and aesthetics of Gray. Duplexes should not be allowed on standard lots. Staffing has also been a challenge according to Doug. The Town needs additional Code Enforcement Officers; the office cannot keep up with enforcement and ordinance changes because resources are being spread so thin.

Suzanna Gallant, Assistant to the Town Manager

Tenure with Gray – 6 months

According to Suzanna, a challenge for Gray is that residents don't always understand the role of municipal government, for example, the Town must work with the State on many road projects because there are numerous State roads in Gray. People don't always understand the vastly different forms of government such as the Town Council structure, the function of committees, and how Council and Town Staff all come together. Although it can be a challenge to hire good people, the Town Manager is extremely accessible. Residents often complain about tax increases. Suzanna says that Gray has done a good job communicating to the public and that there is great opportunity for involvement but also a need for understanding of the process. Gray is currently a place people drive through to get somewhere else, but Suzanna thinks it would be great if Gray became a stopover with shopping or dining. It would be great if Gray could attract types of businesses that would encourage people to stop and stay for awhile. She suggests using Main Street and the Village as multi-use and encouraging something like the small Maine Mall.

When asked about the identity or unique attributes of Gray, Suzanna mentioned that Gray has a reputation of being a slightly more affluent place and that people love the Maine Wildlife Park and the lakes. Gray has great proximity and geographic connections. Suzanna's "Big Idea" for Gray would be to enhance the Parks and Recreation program. This would make a huge difference, especially for tween aged kids who are between program ages. In addition to increased sports programs, Gray could also use a senior center.

Day #2

Mohamed Abu, IT

Tenure with Gray – 2 years

A challenge for the IT department is improving the network. Public wifi, similar to what Portland has, is likely a long way off but old CPUs and equipment are getting better with a more aggressive replacement schedule. Gray's most important opportunity would be attracting large businesses like a hotel or manufacturing company. Gray's most unique attributes include its large amount of open space and

that it is quiet and people are friendly. Muhamed's "Big Idea" is to attract more diverse businesses and job opportunities to make the town more attractive.

Randy Cookson, Transfer Station

Tenure with Gray – 18 years

The Town has outgrown the space at the transfer station and there is no room for expansion - which is a major challenge facing Gray. Two difficulties at the transfer station include internal traffic flow and being able to find good staff. Curbside pickup might be an option in the future and/or having the transfer station focus on bulky items or construction waste. Randy has seen that population growth without enough business growth has presented to be problematic for all departments. There is opportunity in the proximity to the turnpike and rail, in addition to opportunity as the demographics shift in Town.

Dean Bennett, Parks & Recreation

Tenure with Gray – 26 years

Dean has seen a lot of changes over the years but one common theme is that the Town has kept taxes low which puts restraints on departmental improvements. The Recreation Department is often the low man on the totem pole during budget season. There are now younger families and more neighborhoods that need services. The Town is slowly falling behind other municipalities and the Town is barely able to take care of what they have without adding (needed) additional facilities and capacity. The SCORP rating (of outdoor facilities) is low in Gray. Dean would like Gray to take care of existing facilities, add new open space, add sidewalks and pedestrian ways, add access to water (current Wilkie's access is small and only accessible to Gray residents). Dean would like to see the Town purchase open space for additional community needs. The growth that Gray is seeing, and will continue to see, means there is a need for increased staffing to maintain new facilities and staff programs. The recreation department currently holds movies in the park but Dean would like to add concerts and other programming. He thinks it's valuable to bring outside people into the town of Gray.

According to Dean, adding a staff member for grant writing would be an opportunity for the Town. Dean recognizes that a community center in Gray is likely 5-10 years out, but his "Big Idea" for now, would be acquiring open space for Town to use in the future for a playground, community center, and/or other recreation.

Kurt Elkanich, Fire Chief

According to Kurt, staffing will be good for 5 years, but Central Station needs to be addressed. The station is 30 years old – the living quarters are maxed out, no work bench area, generator is too close to the building, floor of the bay was never sealed and is deteriorating, can't fit all necessary equipment in the bay without parking

dangerously close, no space for a dedicated decontamination room, contaminated gear currently has to be brought to Village Station to be washed.

An opportunity for the fire department would be confined space training. The team covers the NOAA radar dome, which is a confined space, in addition to any silos, catch basins or trench work. Having the assessment done is also very important for the Town and the fire department.

There is a need for 55+ housing and a quick-care facility. This would add to the quality of life for many Gray residents. Transport is about 50/50 to Portland versus Lewiston/Auburn but Portland is the only Level One trauma facility in the State. A large portion of calls are medical and current staffing meets the minimum requirements for two ambulances.

According to Kurt, Gray is unique because of its location at “the crossroads of Maine” and the animal park attracts many people to Town. He would like to see Gray have more commercial growth and capitalize on the traffic that comes through town. He would like to see protection of the wellhead (and potentially WPI moved to another location). Kurt would like the comprehensive plan to focus on essential services for the community. His “Big Idea” would be add a fun attraction for families or something to bring people into town and brighten lives.

Mose Russo III, Buildings & Grounds

Tenure with Gray- 1 year

Mo’s department is responsible for the upkeep and maintenance of town buildings and grounds. Many of the Town’s newly built or renovated buildings are in good condition, but the older buildings need more work/attention and some are declining. The buildings’ systems are generally in good condition but have a 5-10 year life cycle. For this reason, it is important to have a maintenance plan to forecast any maintenance that will need to be done. CIP needs to include the maintenance of buildings and is an opportunity to replace equipment and energy controls. An opportunity for the Town is to attract more businesses, especially with the location and turnpike access. Mo was surprised when he began working here to find out there are no town-owned playgrounds in town and that the beach only utilizes port-a-potties and not restroom facilities similar to small population towns. He sees this as an opportunity to make Gray a more desirable place to live with additional recreation. He thinks Gray’s unique attributes include the Monument, good schools, and that it is a nice place to live. Mo’s “Big Idea” for Gray would be to build a community center.

Steve LaVallee, Public Works

Tenure with Gray – 27 years (25 years as PWD)

The major challenge of Steve's department is that department growth has not kept up with population growth. Although the PWD has good equipment and support, the department is grossly understaffed. The department is responsible for 75 miles of road with 7 people plus the department head and only 1 full-time Mechanic. The staff will increase to about 10-11 people in the winter. There are currently a few major projects in the works that will be huge opportunities for the Town.

Steve finds it difficult to attract employees for various reasons including the on-call nature of the job. He recognizes that he is no longer working for the small town Gray used to be. His "Big Idea" for Gray is to make the Town more pedestrian friendly which would in-turn encourage more businesses.

Sarah Rodriguez, Parks & Recreation

Challenges facing the Recreation Department include, no open space, outgrowing Newbegin, and a lack of access to school spaces. These challenges cause difficulty transporting children to and from the schools and make it difficult to provide inclusion support for children with disabilities.

Sarah mentioned the fact that the Recreation Department is run as an enterprise, rather than out of a typical departmental budget, can present both a challenge and an opportunity for programs. The enterprise model can be helpful to grow programs but makes it difficult to start new ones. Because Gray is growing and more families are moving into town, the recreation department has an opportunity to expand but is lacking many resources to do so. All scholarships are by donation, which is a large focus for Sarah throughout the year. It would be helpful to know what the Town wants from the Recreation Department. Sarah's "Big Idea" for the Town of Gray is to have more long-term planning between departments.

Jolie Fahey

Communications & Information Specialist

Tenure with Gray – 2 years

A challenge facing Jolie as the Communications and Information Specialist is determining how to reach members of the community that aren't already interested or involved, in order to educate them on issues and policies. Jolie believes that traffic is a general issue in Gray, especially at the N. Raymond Road/Rt 126 intersection. She would love to see more businesses and job opportunities within the town. Jolie's "Big Idea" for the Town of Gray, is that she hopes the Town Council can breakthrough deadlock and make more swift decisions to achieve their goals for the benefit of the Town.

Josh Tiffany, Library Director

According to Josh, the Gray Public Library is wonderfully position with a first class

facility. Although there is always a need to extend the reach, one of the library's strengths is attracting new people through public outreach and programming. The location of the library, outside of Gray village on a dead end road, causes a lack of visibility. The proximity to Gray village is difficult because the village is not walk-able. Josh would like to increase the after-school population that utilizes the library. This has been a challenge because the library is not located near the schools.

The new families moving into Gray presents an opportunity for the town, although there are different expectations of the Town and what it should provide between these new families and people who have been here for a long time. This old-school versus new-school mentality causes complications in meeting the expectations of the entire community. Josh has also seen an aging population in Gray struggle to stay in town due to a lack of resources and services. Josh's "Big Idea" for the Town would be to have more vision oriented direction for the town and a unifying plan. He would also love to see a better village center and a community center.

To: Gray Comprehensive Plan Steering Committee
From: Greater Portland Council of Governments
Date: 11/07/2019

Gray Comprehensive Plan Survey Results

The following is a brief summary of the Gray Comprehensive Plan public survey conducted over the summer. For additional questions please contact the Town of Gray's Economic Development and Planning Department.

Survey Instrument

The Greater Portland Council of Governments (GPCOG) used Survey Monkey to create the survey and collect the survey responses. Below is a screenshot of the survey. A full copy of the survey is included in an appendix.



Gray Comprehensive Plan Public Survey

Thank you for participating in this survey. The survey will take less than 10 minutes, and all entries are anonymous. The input you provide will help Gray plan for its future!

1. Are you a Town of Gray..

- Year-round resident
- Seasonal resident (less than 6 months/year)
- Non-resident property owner
- None of the above

2. What town do you work in?

Timeline and Participation

The survey was created on August 6, 2019 and closed October 4th. Most responses were received between August 18 and September 8. Overall the survey received 371 responses.

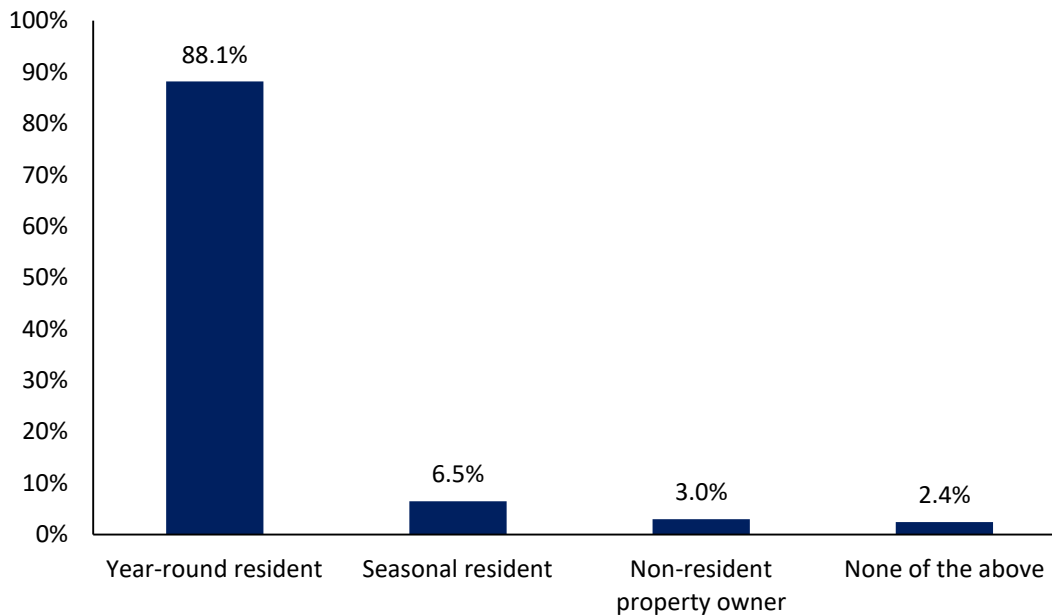
Demographics

The first section of the survey asked participants to enter some demographic information, including age, residency status, and how long they have lived in Gray.

Residency Status

Eighty-eight percent of survey respondents were year-round Gray residents. Seasonal residents accounted for 6.5% of survey respondents, while non-resident property owners accounted for 3% of responses.

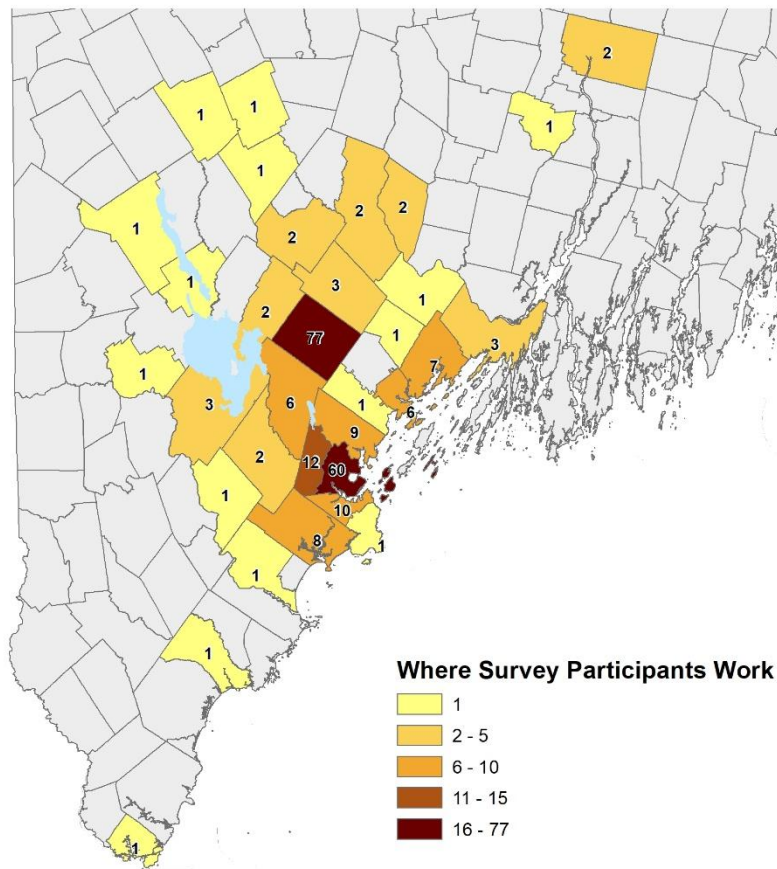
Are you a Town of Gray...



Workplace

The most common workplace destinations reported by survey participants included Gray (77), Portland (60), Westbrook (12), and South Portland (10). Most participants reported working in the Greater Portland region, while a few respondents reported working in Lewiston-Auburn, Brunswick, or Augusta. Responses included destinations in Maine as far south as Kittery, as far north as Cambridge, and as far west as Baldwin or Norway. Seven participants reported working in another state, primarily in the Greater Boston Metro Area. One respondent said they work in Bowling Green, Ohio.

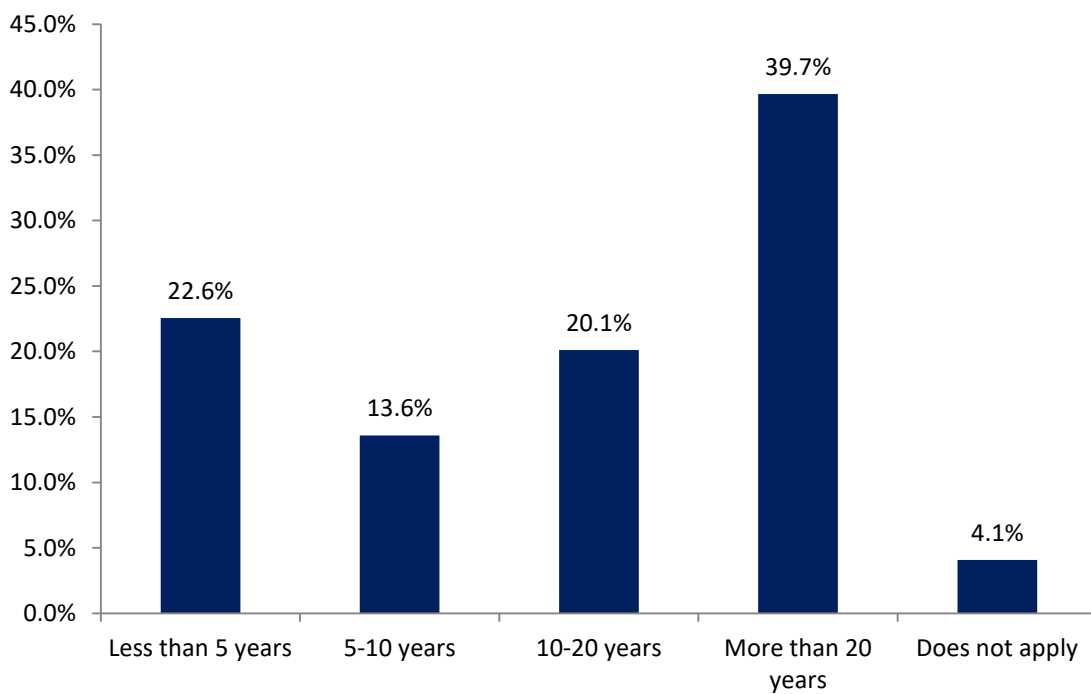
Some participants indicated they worked in more than one town, likely because they have more than one job. Eight participants indicated that they work from home. Fifty-nine participants said they are retired, 2 participants said they are unemployed or not working right now, and 2 respondents said they are stay at home moms.



Source: Gray Comprehensive Plan Survey, 2019.

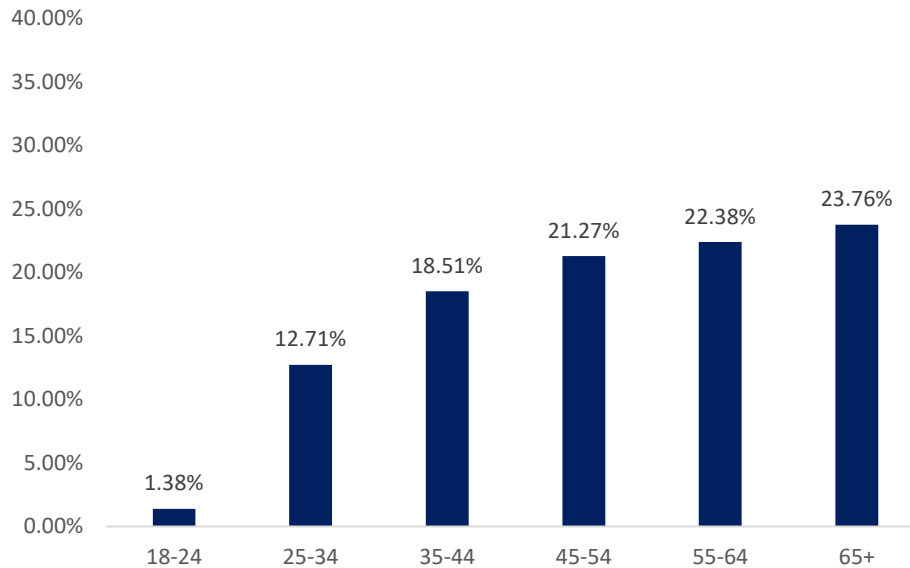
Length of Residency

Most of the survey respondents (39.7%) indicated that they have lived in Gray for more than 20 years. Approximately 22% indicated they have lived in Gray for less than 5 years, and 20% indicated they have lived in Gray between 10 – 20 years. Only 13% of respondents said they have lived in Gray between 5 and 10 years.



Age

The age distribution of the survey respondents skew left, with approximately 67% of the respondents aged 45 or older. About 30% indicated they were between the ages of 25 and 44, and less than 2% between the ages of 18 and 24. Approximately 1% of the survey respondents did not identify their age.

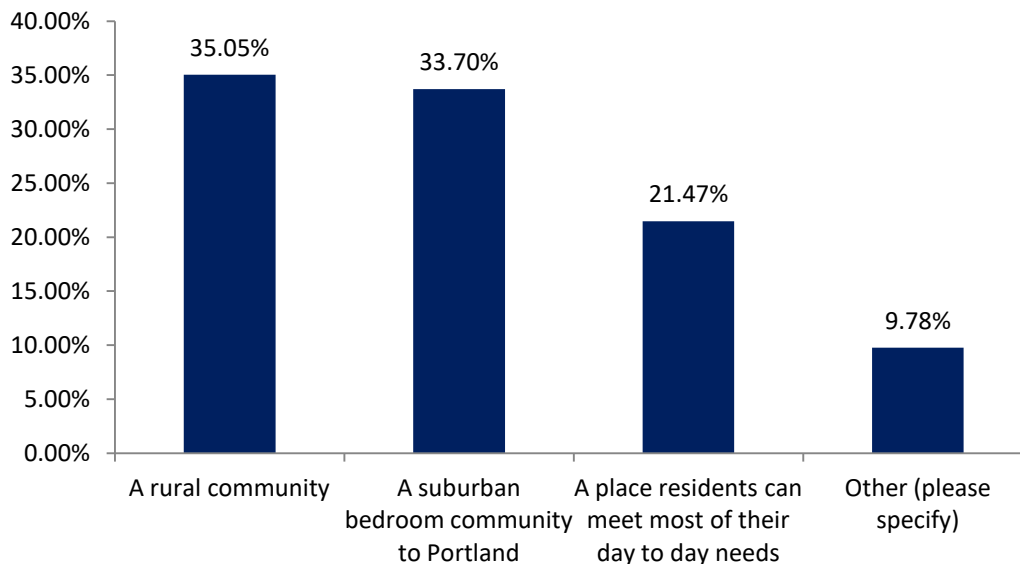


Perception of Gray

Survey respondents were asked a series of questions regarding how they perceived the Town of Gray in terms of livability. This included such questions as the type of town they considered Gray to be, whether they would recommend living in Gray, whether Gray has become a better place to live, or if they expect Gray to become a better place to live in the future.

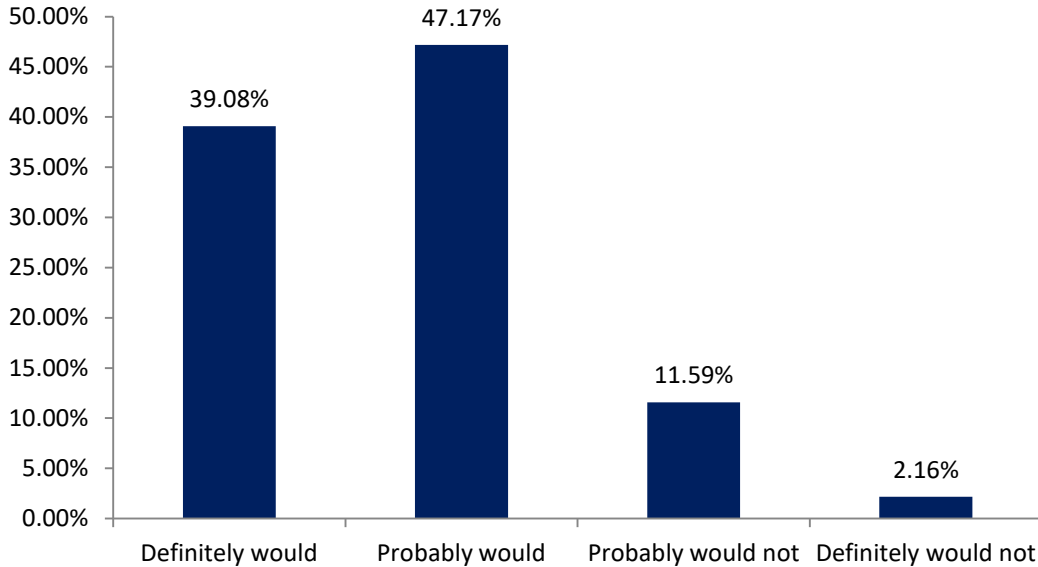
Which of the following best matches how you see the Town of Gray?

When asked how they saw the Town of Gray, 35% of survey respondents indicated they saw the town as being a 'Rural Community'. Approximately 33% said they saw Gray as a 'suburban bedroom community to Portland', and 27% indicated they saw Gray as 'a place residents can meet most of their day to day needs.' About 10% specified 'Other'.



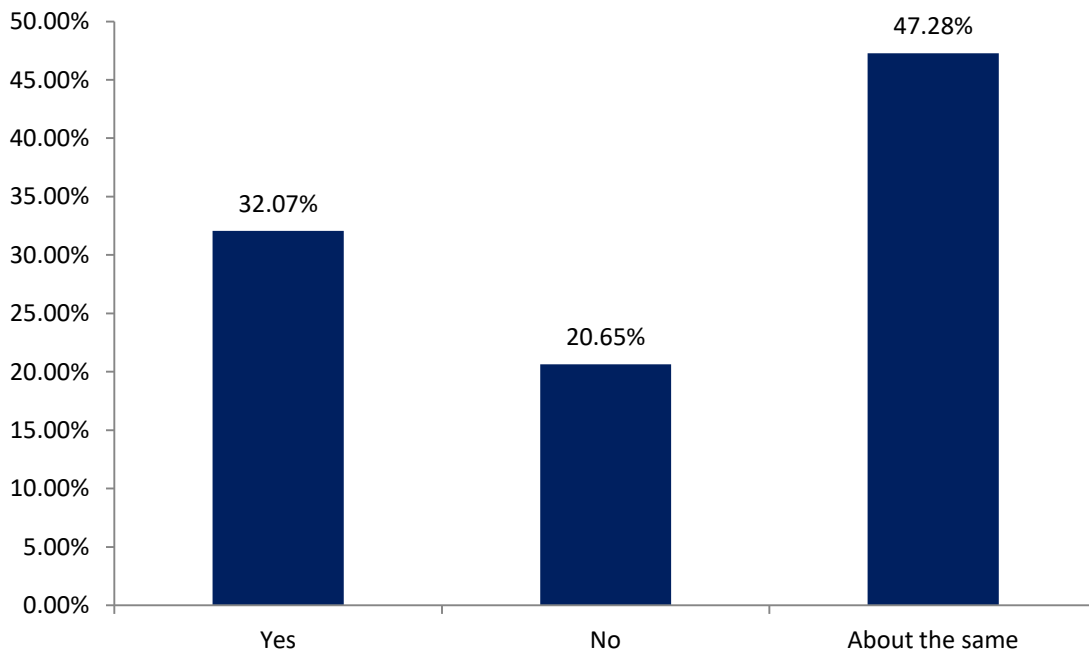
Would you recommend Gray to others as a place to call home?

When asked whether they would recommend Gray to others as a place to call home, the majority of survey respondents (86%) indicated they 'probably would' (47%) or 'definitely would' (39%) recommend it to others. Approximately 11% of survey respondents indicated they 'probably would not' and only 2% indicated they 'definitely would not'.



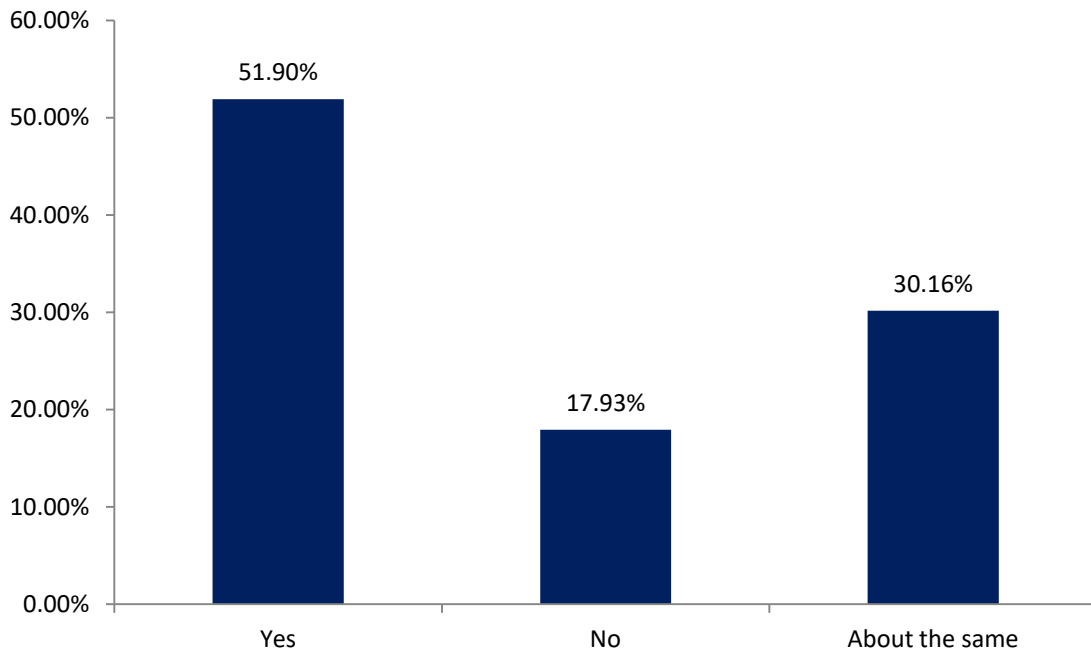
In the time you've lived in Gray, has it become a better place to live?

Almost half (47%) of survey respondents indicated that Gray has remained 'about the same' in terms of whether Gray has become a better place to live in the time that they've lived there. 32% said that Gray has become a better place to live since they've been there, and 20% indicated that it has not improved.



In 5-10 years, do you expect Gray will become a better place to live than it is today?

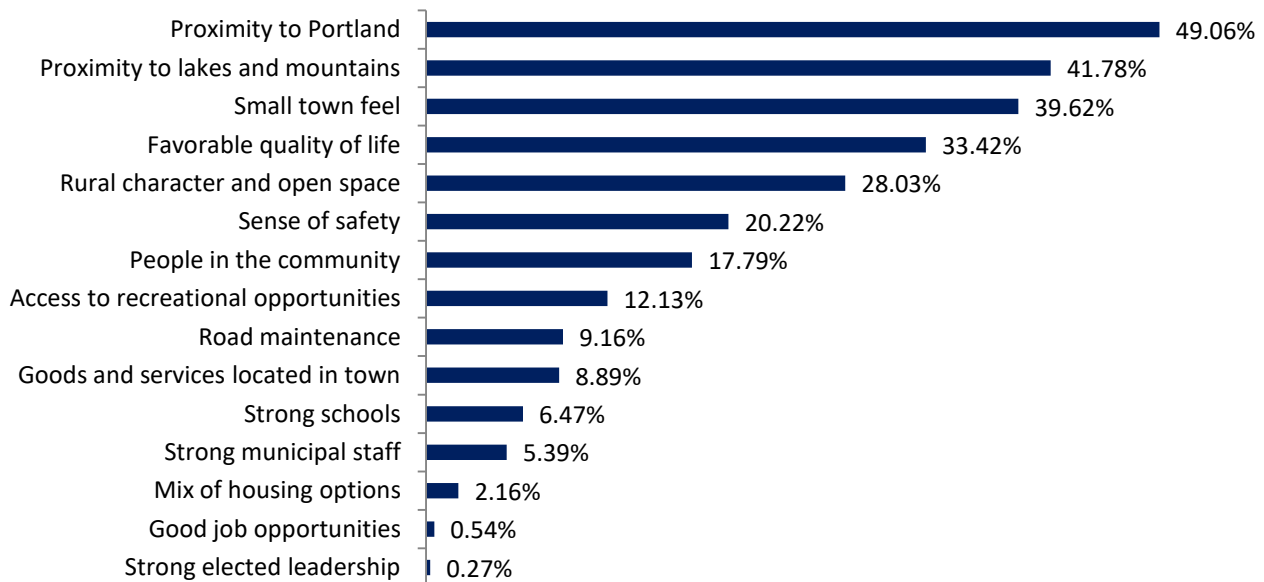
When asked if in 5-10 years they expected Gray to become a better place to live, the majority of survey respondents (51%) indicated they did expect it to improve. Almost 18% of survey respondents indicated they did not expect Gray to become a better place to live, and 30% said it would remain 'about the same'.



What Do You Like Most About Gray?

Survey respondents were given a list of choices regarding what they liked most about Gray and were asked to choose no more than three.

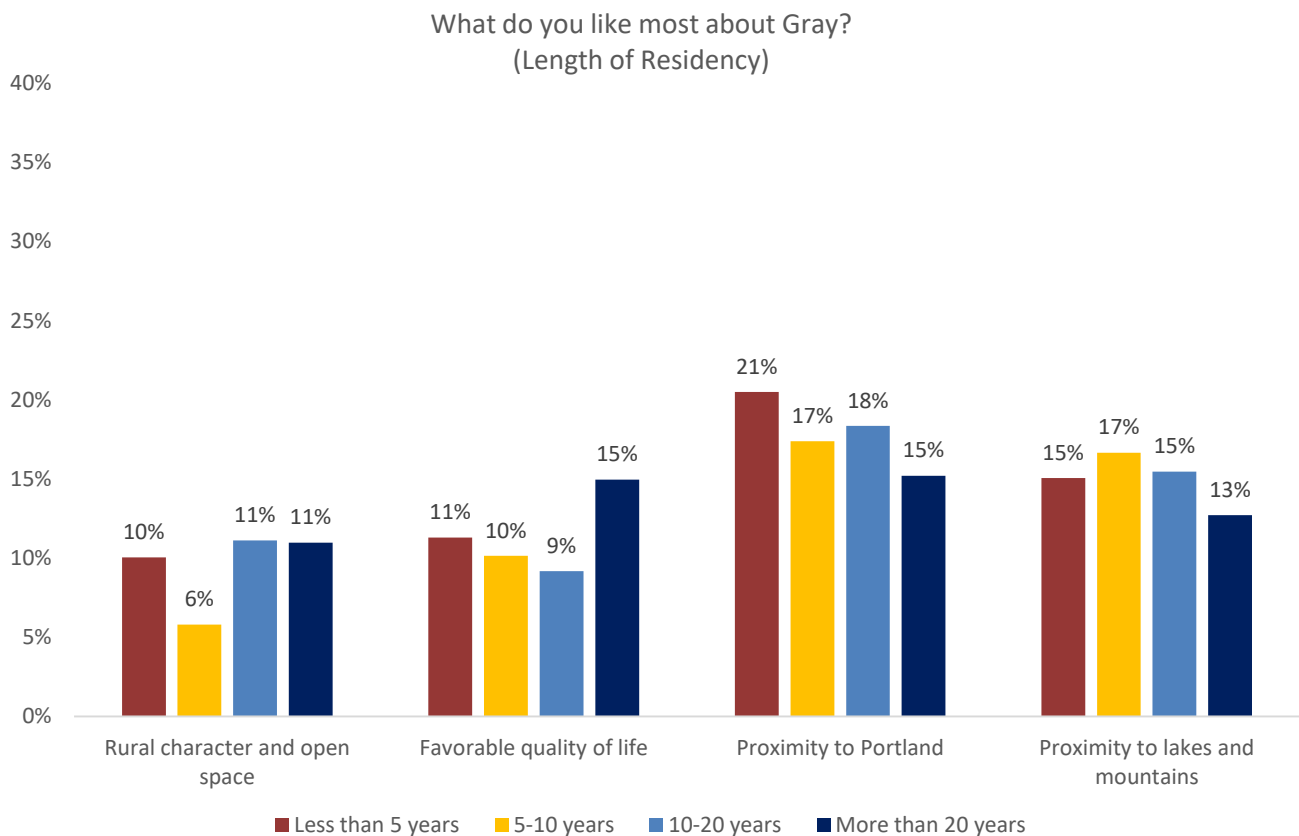
Almost half (49%) of the survey respondents indicated that the proximity of to Portland was what they liked most about Gray. 41% said they liked the proximity to lakes and mountains, and 39% indicated they like the small town feel of Gray.



To further examine the relationships within the data, a crosstabs analysis was performed to look at how specific sub-groups responded to what they liked most about Gray. In this analysis, survey respondents were broken into sub-groups based on their age, length of residency, and their view of Gray in 5-10 years (responding to question #7 in the survey). In performing the analysis, the responses for each sub-group was converted into percentages to better compare the data across different sample sizes. However, it is important to note the size of the sub-groups as some sub-groups may be larger than others.

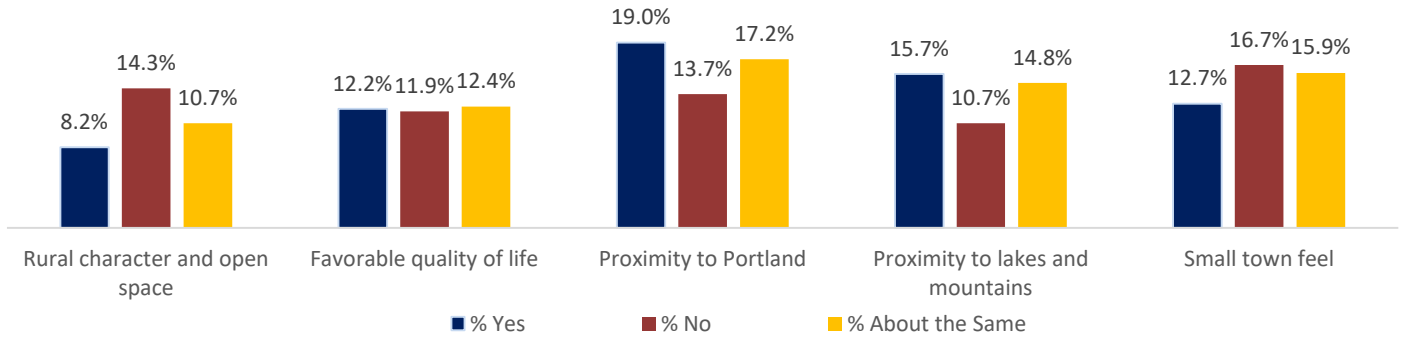
The responses of the sub-groups broken down by age generally reflect the responses of the aggregate; the proximity to Portland, proximity to lakes and mountains, and favorable quality of life emerged as what sub-groups liked most about Gray.

When looking at sub-groups based on the length of residency, a higher percentage (15%) of those who've lived in Gray for over 20 years said they liked Gray's favorable quality of life compared to the other sub-groups (less than 5 years, 11%; 5-10 years, 10%; 10-20 years, 9%). Survey respondents across all sub-groups identified the proximity to Portland as being what they liked most about Gray.



The sub-groups broken down based on their view of the Gray's future exhibit slightly different results in the order of top things they liked about Gray. While the sub-groups that responded 'Yes' and 'About the same' identified the proximity to Portland, proximity to lakes and mountains, and the small-town feel as what they liked most about Gray, more survey respondents that indicated 'No' said they liked the small-town feel and the rural character and open space of Gray over the proximity to Portland and the proximity to lakes and mountains.

What do you like most about Gray? (View of the Future)

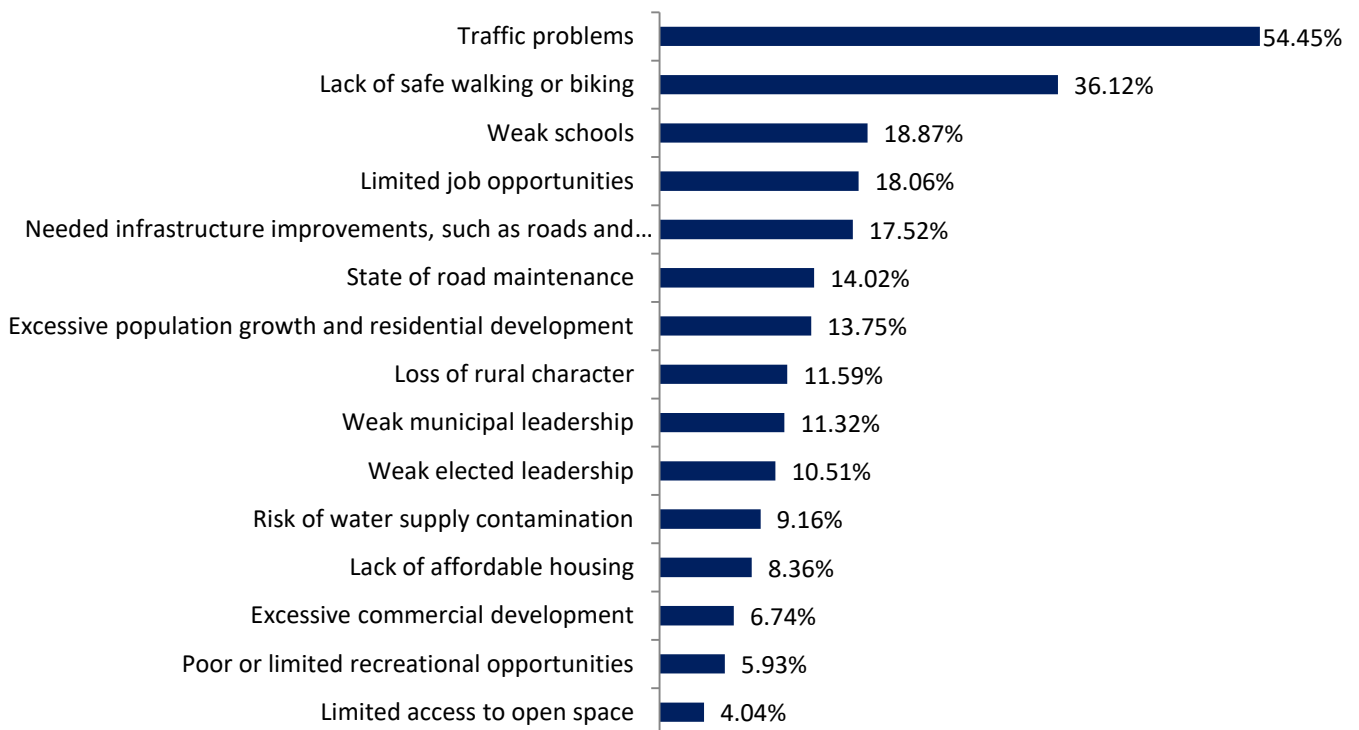


What Do You Like Least About Gray?

Survey respondents were given a list of choices regarding what they liked least about Gray and were asked to choose no more than three.

Gray’s traffic problems (54%) and the lack of safe walking or biking (36%) were identified by the majority of survey respondents as what they liked least about the Town. These choices collected at least double the percentage of survey respondents compared the other choices.

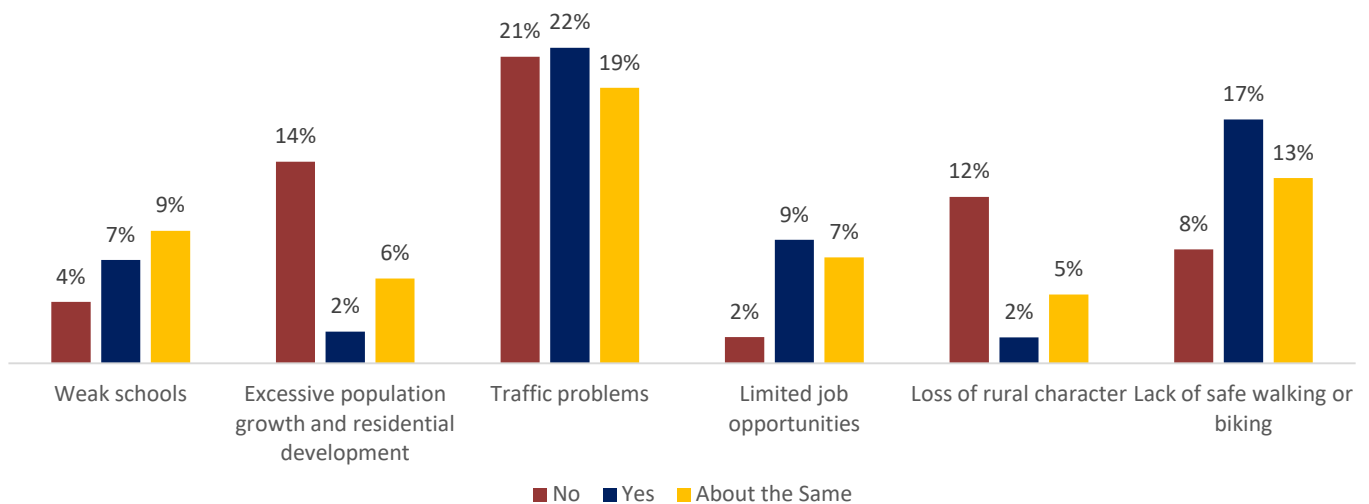
Additionally, between 17% and 18% of survey respondents in each category also said that weak schools, limited job opportunities, and needed infrastructure improvements such as roads and wastewater systems were among things they liked least.



When the survey respondents were broken down into sub-groups based on their age and length of residency, the responses of both sets of sub-groups paralleled with the responses of the aggregate. Across all sub-groups, most respondents indicated that traffic problems and lack of safe walking or biking were what they liked least about Gray.

In examining the sub-groups based on whether they thought Gray would improve in the next 5-10 years (Yes, No, About the same), a different trend emerges. Most respondents in each sub-group agreed that traffic was what they disliked the most about Gray. However, a higher percentage of respondents in the ‘Yes’ and ‘About the same’ groups identified lack of walking or biking as one of the top things they liked least about Gray—those that indicated ‘No’ responded at a lower percentage. Only 8% of the ‘No’ group identified the lack of walking or biking was what they liked least about Gray, compared to the 17% of the ‘Yes’ group, and 13% of the ‘About the same’ group. The reverse is true when looking at the topics regarding excessive growth and residential development and the loss of rural character; a much higher percentage of the ‘No’ group responded compared to the other groups.

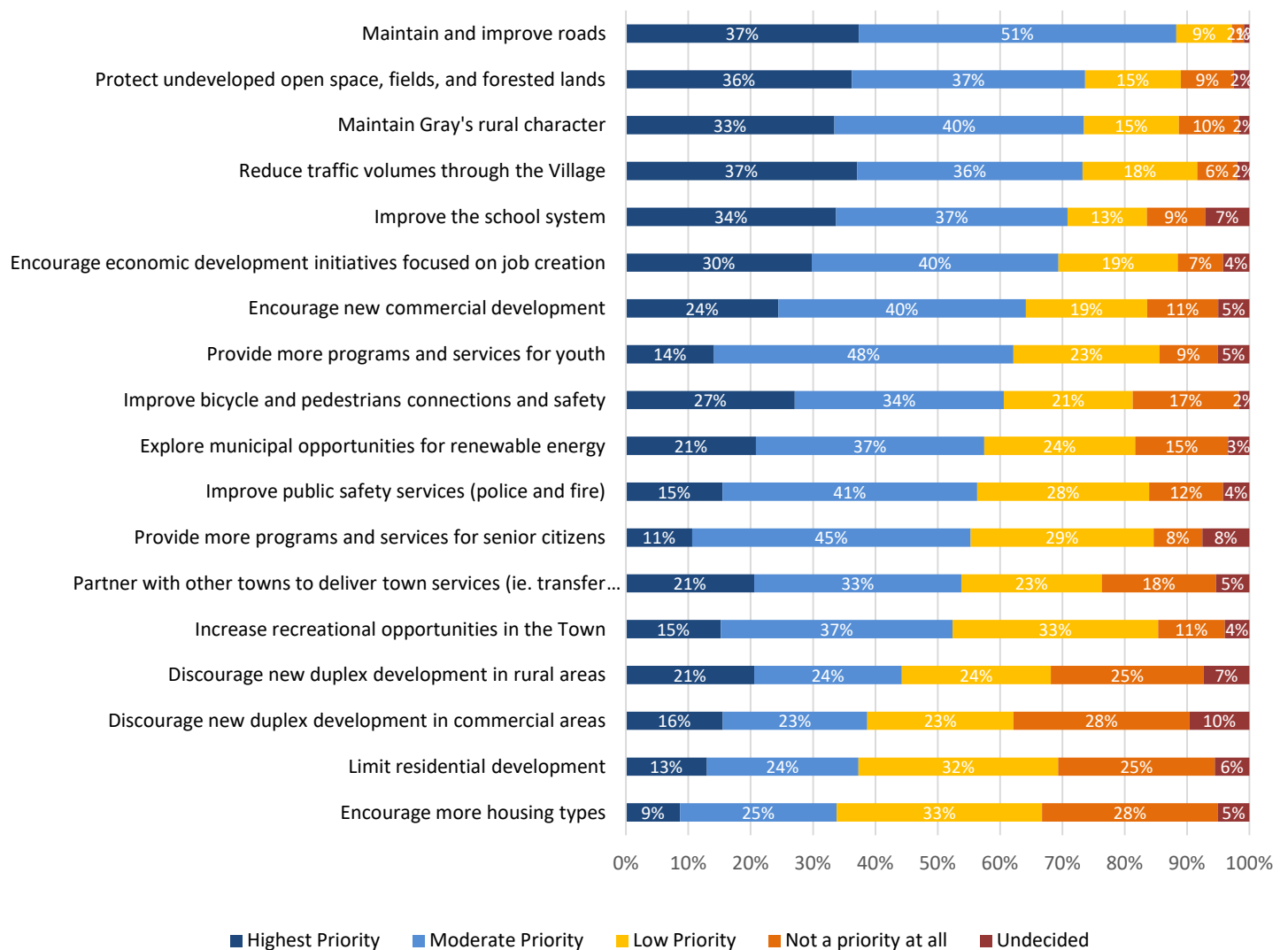
What do you like least about Gray?
(View of the Future)



Goals

Gray residents were given a list of topics and were asked to identify what priority (highest priority, moderate priority, low priority, not a priority at all, or undecided) the town should place on the following goals in the next ten years.

Overall, an overwhelming majority (86%) of survey respondents indicated that maintaining and improving roads was a high or moderate priority of Gray over the next ten years. Over 70% of respondents also identified protecting undeveloped open space, fields, and forested lands, maintaining Gray’s rural character, and reducing traffic volumes through the village as other goals Gray prioritize over the next 10 years.

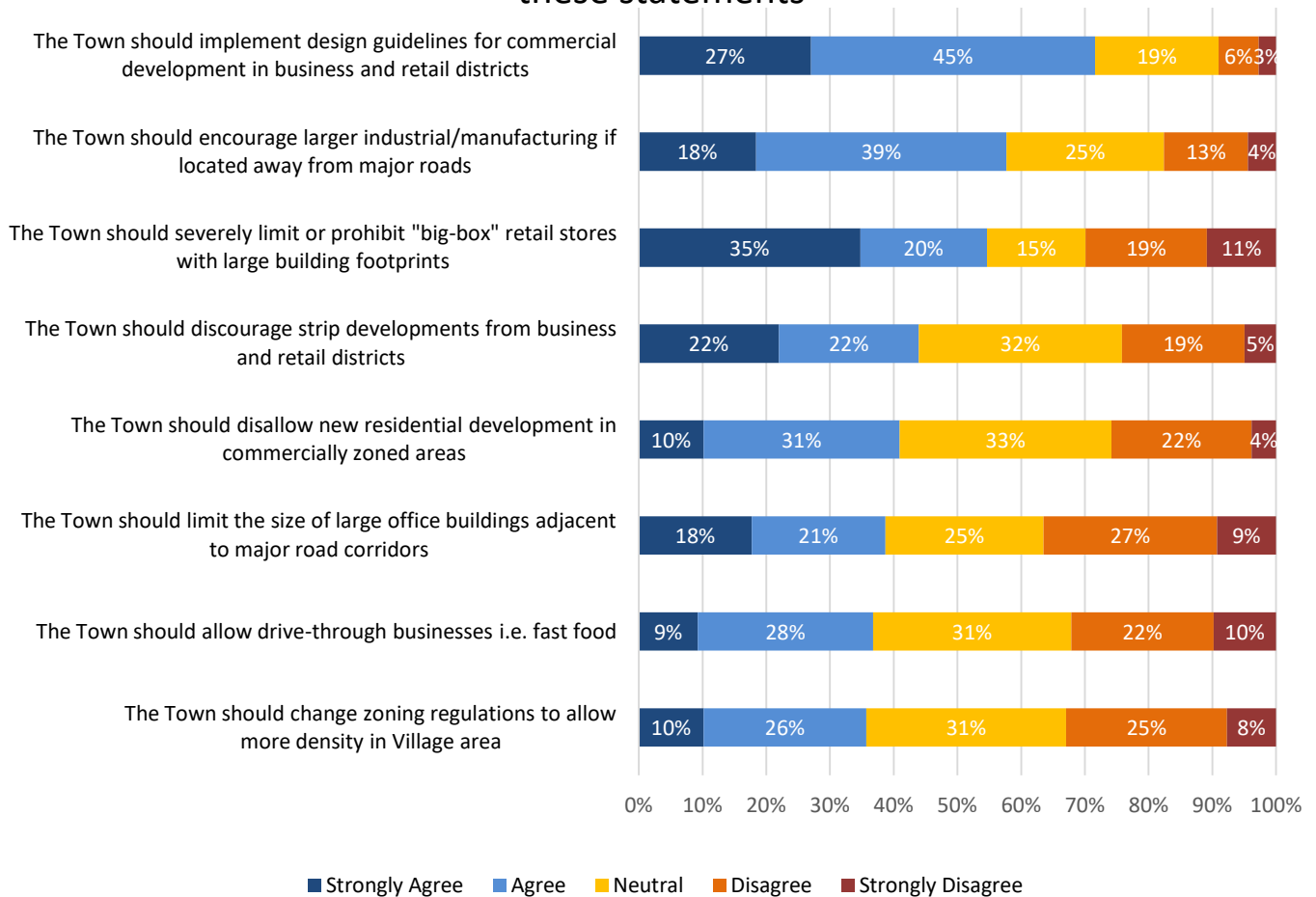


Agree/Disagree

Survey respondents were given a list of statements regarding the Town of Gray and were asked to rate whether they agreed or disagreed.

Overall, the majority of respondents agreed or strongly agreed with the following statements: The town should implement design guidelines for commercial development in business and retail (77%), The town should encourage larger industrial/manufacturing if located away from major roads (57%), and The town should severely limit or prohibit “big-box” retail stores with large building footprints (55%).

Please rate the degree to which you agree or disagree with these statements

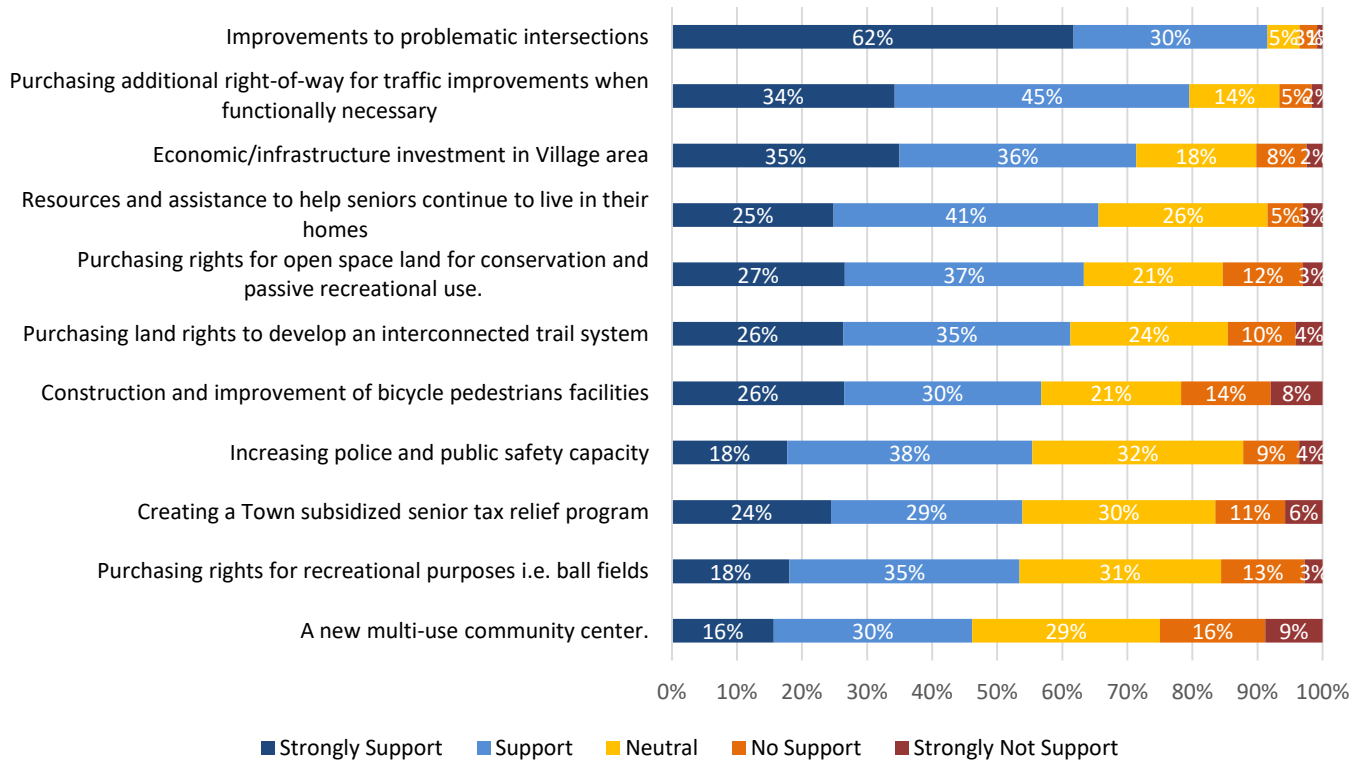


Town Investment in Infrastructure

Survey respondents were asked to indicate the degree to which they supported town investment in specific topics.

Among the most supported (respondents who indicated they strongly supported or supported) town investments were improvement to problematic intersections (92%), purchasing additional right-of-way for traffic improvements when functionally necessary (79%), and economic/infrastructure investment in Village area (71%).

Do you support Town investment in each of the following:

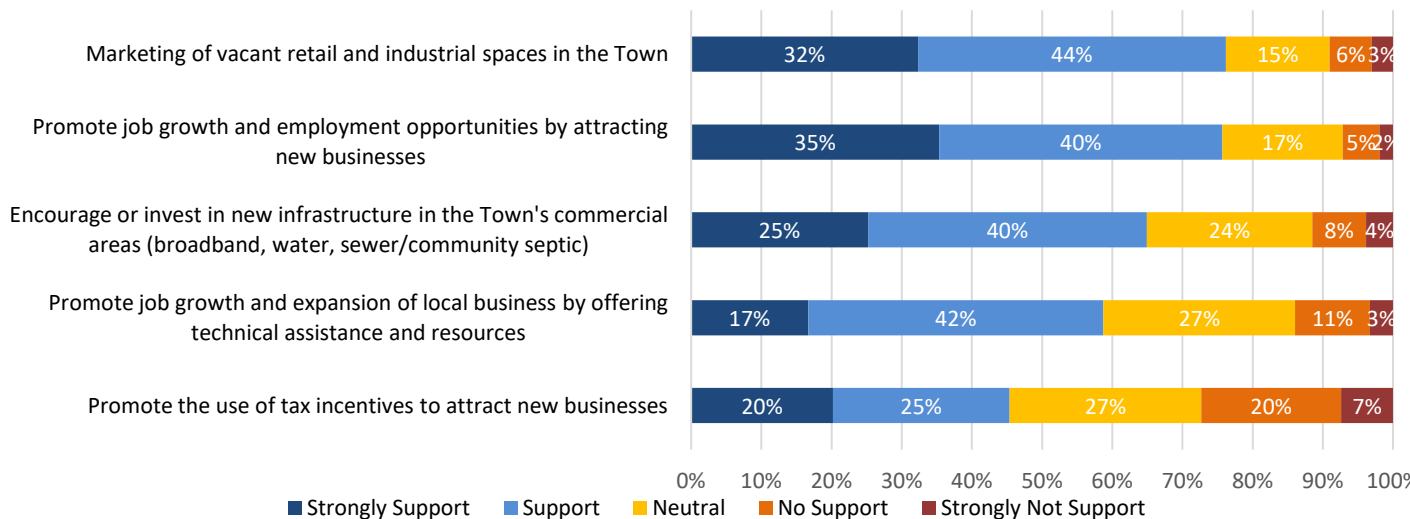


Town Investment in Economic Development

Survey respondents were asked to indicate their degree of support (strongly support, support, neutral, no support, and strongly not support) in specific economic development activities.

Respondents indicated the most support (either strongly supported or supported) for marketing of vacant retail and industrial space in town (76%) and promoting job growth and employment opportunities by attracting new businesses. The economic activity that had the lowest amount to support was promoting the use of tax incentives to attract new businesses (45%). This economic activity also had the highest percentage of respondents (27%) who said they did not support (either indicated no support or strongly not support) this economic activity.

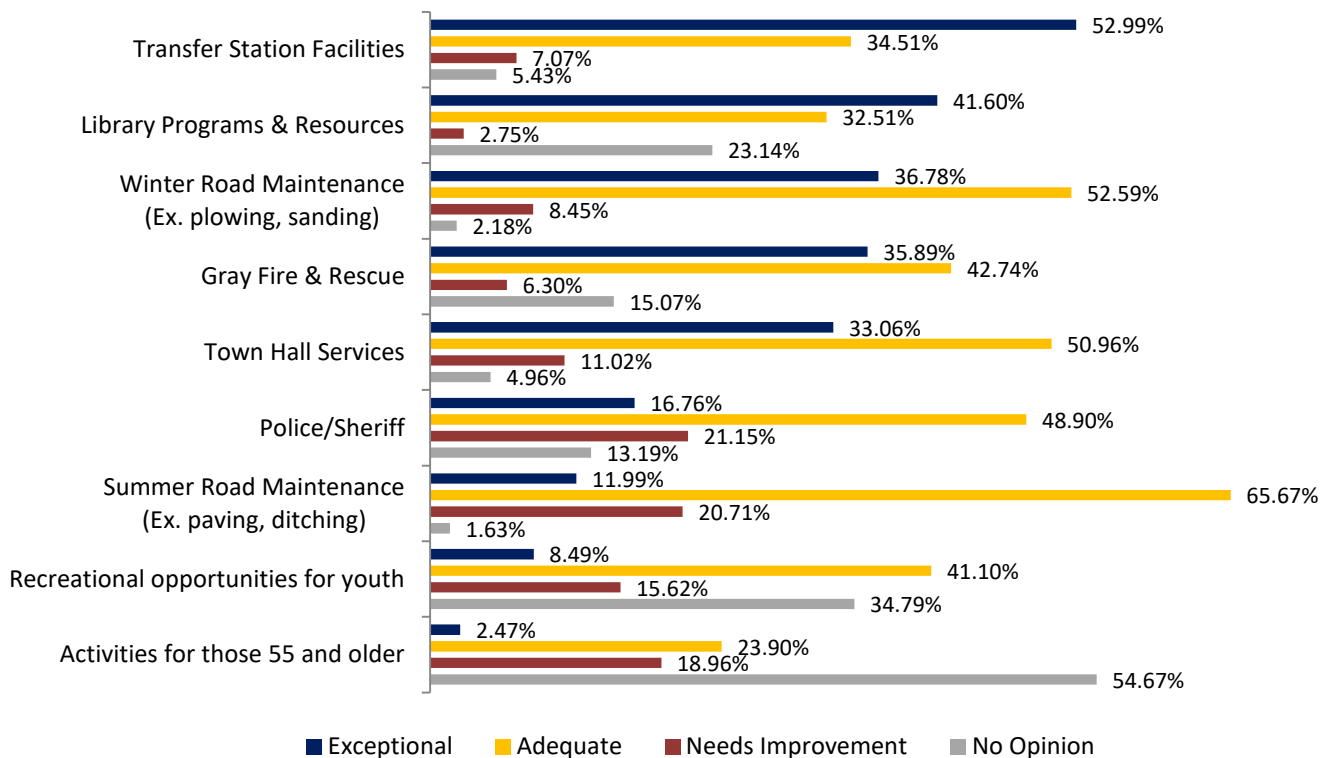
Do you support Town investment in the following economic development activities:



Town Facilities and Services

Survey respondents were asked to rate the current facilities and services in the Town by indicating whether they considered the facilities and services ‘exceptional’, ‘adequate’, ‘needs improvement’, or ‘no opinion’.

Most survey respondents (53%) said that transfer station facilities in Gray were ‘exceptional’. Also among the top Town facilities and services that survey respondents identified as being ‘exceptional’ were Gray’s library programs and resources (46.1%), winter road maintenance (36.78%), Gray’s Fire and Rescue (35.89%), and Town hall services (33.06%).



Comments

Lastly, the survey asked respondents to write in any additional comments they would like to share with the Comprehensive Plan Steering Committee.

In total, 148 people left comments. While the comments from the survey respondents encompassed a wide array of topics, select themes emerged. Approximately 30% of survey respondents mentioned the need to bolster Gray’s community culture. This included such things as investing in small storefront businesses to develop the downtown area, increasing walkability/bikeability, and fostering community by adding such things as dog parks, farmers markets, community centers, etc. Some comments from residents included:

“Strongly support utilizing old buildings to preserve the character of the village”

“We would love more sidewalks to be able to walk to places in town.”

“Gray is a wonderful town but we need to get businesses into those empty properties”

“Gray struggles to have a cultural center to call home. We need to do better in developing a proper downtown / Main Street that serves both as an economic center, but more importantly, a cultural center that all Gray-folk can feel attached to, meet at, explore, have fun, eat, and share our community life together.”

“Need to focus on filling empty buildings in the village, not building or bringing in more dollar stores. Need to figure out parking and access in the village and make it more pedestrian friendly. Encourage more local and community centered businesses like farmers market type of things”

Approximately 20% of survey respondents identified traffic in Gray as a concern. These comments ranged from the lack of enforcement of speed limits/regulations, dangerous traffic activity and volumes, traffic congestion, and unsafe bike/ped conditions due to traffic. Select comments from survey respondents include:

“Traffic makes it very dangerous to ride my bike in town”

“Traffic congestion in and through Gray is a constant issue. Rt. 26, Rt. 100, Gray Village is maxed out and will only get worse. We need to understand the Gray is a conduit to many other destinations and use that to Gray's benefit, and not have people dread the passage through this bottle neck.”

“Traffic should trump all proposals. Traffic is the main problem we have and it's only going to get worse. The area around the school can back up over a mile. Encourage a better timeline for the Turnpikes new exit (N.G./No. Gray) exit and on ramps.”

“I'd strongly support anything related to making road cycling significantly safer (and in a lot of cases, possible)”

“We need to slow traffic on Rt. 115 into the village as it's becoming a raceway and we need SIDEWALKS!!!”

Furthermore, many survey respondents spoke to the need for infrastructure improvement, particularly pertaining to fixing roads and sidewalks and old buildings around the town. Other notable themes that arose included keeping taxes down, improving town leadership, budget allocation, and town services, and protecting/preserving natural resources.

Full survey comments can be found in Appendix B.

Appendix A: Survey



Gray Comprehensive Plan Public Survey

Thank you for participating in this survey. The survey will take less than 10 minutes, and all entries are anonymous. The input you provide will help Gray plan for its future!

1. Are you a Town of Gray...

- Year-round resident
- Seasonal resident (less than 6 months/year)
- Non-resident property owner
- None of the above

2. What town do you work in?

3. How long have you lived in Gray?

- Less than 5 years
- 5-10 years
- 10-20 years
- More than 20 years
- Does not apply

4. Which of the following best matches how you see the Town of Gray?

- A rural community
- A suburban bedroom community to Portland
- A place residents can meet most of their day to day needs
- Other (please specify)

5. Would you recommend Gray to others as a place to call home?

- Definitely would
- Probably would
- Probably would not
- Definitely would not

6. In the time you've lived in Gray, has it become a better place to live?

Yes

No

About the same

7. In 5-10 years do you expect Gray will become a better place to live than it is today?

Yes

No

About the same

* 8. What do you like most about Gray? **Please choose no more than three boxes.**

- Strong schools
- Rural character and open space
- Favorable quality of life
- Goods and services located in town
- Proximity to Portland
- Proximity to lakes and mountains
- People in the community
- Small town feel
- Access to recreational opportunities
- Strong municipal staff
- Strong elected leadership
- Road maintenance
- Mix of housing options
- Good job opportunities
- Sense of safety

Something else (please specify)

* 9. What do you like the least about Gray? **Please choose no more than three boxes.**

- Weak schools
- Limited access to open space
- Poor or limited recreational opportunities
- Weak municipal leadership
- Weak elected leadership
- Excessive population growth and residential development
- Traffic problems
- Needed infrastructure improvements, such as roads and wastewater systems
- Risk of water supply contamination
- State of road maintenance
- Excessive commercial development
- Lack of affordable housing
- Limited job opportunities
- Loss of rural character
- Lack of safe walking or biking

Something else (please specify)

10. In your opinion, what priority should the Town place on the following goals over the next ten years?

	<input type="radio"/> Highest Priority	<input type="radio"/> Moderate Priority	<input type="radio"/> Low Priority	<input type="radio"/> Not a priority at all	<input type="radio"/> Undecided
Encourage more housing types	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve the school system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encourage new commercial development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve public safety services (police and fire)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintain Gray's rural character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce traffic volumes through the Village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintain and improve roads					

	Highest Priority	Moderate Priority	Low Priority	Not a priority at all	Undecided
Protect undeveloped open space, fields, and forested lands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle and pedestrians connections and safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase recreational opportunities in the Town	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limit residential development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide more programs and services for senior citizens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide more programs and services for youth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encourage economic development initiatives focused on job creation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Partner with other towns to deliver town services (ie. transfer station/trash pick-up, public works, police/safety services, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Explore municipal opportunities for renewable energy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discourage new duplex development in rural areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discourage new duplex development in commercial areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. Please rate the degree to which you agree or disagree with these statements.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The Town should severely limit or prohibit "big-box" retail stores with large building footprints	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should limit the size of large office buildings adjacent to major road corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should change zoning regulations to allow more density in Village area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should allow drive-through businesses i.e. fast food	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should implement design guidelines for commercial development in business and retail districts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should discourage strip developments from business and retail districts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should disallow new residential development in commercially zoned areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Town should encourage larger industrial/manufacturing if located away from major roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. Do you support Town investment in each of the following:

	Strongly Support	Support	Neutral	No Support	Strongly Not Support
Improvements to problematic intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic/infrastructure investment in Village area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Purchasing rights for recreational purposes i.e. ball fields	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Purchasing rights for open space land for conservation and passive recreational use.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Purchasing land rights to develop an interconnected trail system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Purchasing additional right-of-way for traffic improvements when functionally necessary	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating a Town subsidized senior tax relief program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction and improvement of bicycle pedestrians facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing police and public safety capacity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Resources and assistance to help seniors continue to live in their homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A new multi-use community center.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Do you support Town investment in the following economic development activities?

	Strongly Support	Support	Neutral	No Support	Strongly Not Support
Marketing of vacant retail and industrial spaces in the Town	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encourage or invest in new infrastructure in the Town's commercial areas (broadband, water, sewer/community septic)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote job growth and employment opportunities by attracting new businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote the use of tax incentives to attract new businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote job growth and expansion of local business by offering technical assistance and resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. How would you rate the following CURRENT facilities and services?

	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Needs Improvement Opinion	Adequate	Exceptional	No
Winter Road Maintenance (Ex. plowing, sanding)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Summer Road Maintenance (Ex. paving, ditching)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transfer Station Facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Town Hall Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library Programs & Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Resources

- Activities for those 55 and older
- Recreational opportunities for youth
- Gray Fire & Rescue
- Police/ Sheriff

Other (please specify)

15. How old are you?

Under 18

18-24

25-34

35-44

45-54

55-64

65+

16. Is there anything else you would like to share with the Comprehensive Plan Steering Committee?

If you would like to hear more about the Gray Comprehensive Plan please check out the Town's website at www.graymaine.org, or call Town Hall at (207) 657-3112 or email dwebster@graymaine.org. **Thank you for participating in this survey!**

Appendix B: Survey Comments

Is there anything else you would like to share with the Comprehensive Plan Steering Committee?

Answered: 148

Skipped: 223

Responses
The town manager is vindictive & petty and the clerk's office is a den of vipers & gossipers. I really don't like to go in there.
Gray citizens must have a voice (vote) in banning or allowing marijuana dispensaries our town - it's our future and the RESIDENTS should decide!
Don't waste tax money on pet projects. We have sidewalks that are not taken care of let's not build more.
We need stronger and more skilled leadership at the town office.
Need to focus on empty buildings and spots that already allow businesses before ripping up neighborhoods for new commercial. Traffic makes it very dangerous to ride my bike in town
No.
forget trying to develop downtown too much traffic and no parking, I'd like to see more promotion of our town. there is undeserved negative impression of gray in surrounding towns
decision making should avoid trying to look like other neighboring towns and focus on Gray's uniqueness. We are a crossroads use that
There is a huge need for sidewalks that continue past "in-town" locations.
Keep neighborhoods healthy and safe.
We would love more sidewalks to be able to walk to places in town. Library, beer, ice cream! Great places to go but don't always want to drive.
The Town puts too much emphasis on the schools like this new plan for a solar field which will be used to furnish power to the schools - This was originally a plan for solar power to the transfer station & facilities buildings - panels on the roofs Now its a whole- farm for MSAD15 - BULL!!! If the district wants solar, let them put it in their improvement plan and budget. For years the TC has said they school plans & budgets are not separate from the Towns business - well keep them separate !!!!
New town manager
Traffic congestion in and through Gray is a constant issue. Rt26, Rt100, Gray village is max'ed out and will only get worse. We need to understand the Gray is a conduit to many other destinations and use that to Gray's benefit, and not have people dread the passage through this bottle neck.
Would love to have a farmer's market weekly.
Community garden?
Please help to fix traffic congestion and make Gray bike friendly
The Town needs to be realistic about the development of the route 26 corridor. It needs to be widened, increase commercial activity that was discussed a few years back, and diversify the tax base. The current council needs to re start the work of prior councils on getting the N Raymond Rd intersection fixed by actually working with the DOT vs attacking them. Council needs to look at the Town's best interest's vs their own special interests.
I think shaker rd/ the old 26 should not allow tractor trailer trucks on it (they should have to use the

new 26). And I think the intersections in the village need rethinking. Once again, somehow find a way to limit the involvement of tractor trailer trucks. I also think until students reach middle school they should attend the elementary school that is in their town, rather than jump around. School should also start earlier and get out earlier, specifically at Russell. Lastly, a playground that is available to the public 24/7.
Roads need ditching
Don't allow ATV's to operate on a large part of any residential roads.
Would like to see the town plan for our Communication needs as part of this plan. Not sure how such an important subject is left off the table as we plan for our future.
please enforce the permit system at the transfer station I usually count only 3 in 10 vehicles with visible permits
Most of these questions have implemented. I suggest sitting through a few Planning Board Meetings to better understand the process.
People who live here like the town the way it is. Not Falmouth. A rural bedroom community with no huge development.
With the four lakes that Gray has as a resource I do not see any major focus on protection as part of this survey. This is an important part of the tax base and should be one of the questions to the citizens.
Gray struggles to have a cultural center to call home. We need to do better in developing a proper downtown / Main Street that serves both as an economic center, but more importantly, a cultural center that all Gray-folk can feel attached to, meet at, explore, have fun, eat, and share our community life together. This does not have to be a major area either. For example, Farmington, Norway, or Hallowell all seem to get it right (as similarly sized communities with healthy downtowns/Main streets)
You doubled my taxes for 2019. Use them wisely!
Would be happy to help/have a Fenced in Dog Park. Presently I go to Portland. Great survey opportunity--Great Town. Thank you.
We currently compost and drive our containers to Garbage to Garden in Portland. Would love to see more town participation so we could have Garbage to Garden pickup. As noted above, we live on Pleasant View Drive, and it is very challenging to exit our street. We would love to see more enforcement of the speed regulations. Thank you for ALL that you do! We have lived in Gray for 42 years! A big shout out to the winter plowing crew!
Don't try to become Windham. It's chasing a dragon that isn't Gray. Windham grew because of it's proximity towards the lakes. Gray has a highway, nothing else. Put the money from taxes (NOT BONDS) back into the community by improving the aesthetics of existing infrastructure instead of pointless programs no one cares about (sidewalks anyone?). Actually, listen to residents and not the board's pet projects that put money in their associates' pockets.
I'd strongly support anything related to making road cycling significantly safer (and in a lot of cases, possible). Dedicated bike lanes would be a huge boon. And not just in town, but on roads connecting towns. And while the Libby Hill trails are a great resource, I'd also strongly support development/expansion of mountain bike trails.
We need a Town of Gray police force. A traffic calming circle @ Dry Mills. Speed enforcement on Rt 202. I shouldn't have to take my life in my hands just to get the mail. Bring back the Gray News!
Need to correct Rt26 traffic issues and need to attract larger businesses but locate them in places where it will not create additional traffic issues or eye sores.
Mixed Age use space would be great ie adult and child equipment such as swings and exercise in town spaces.

<p>Please install traffic cameras at the intersections where 202, 26, 100, 26 & 115 meet. Vehicles are approaching the First Congregational church on Yarmouth Rd side or Brown St side traveling much faster than 30 mph limit and I have seen elderly pedestrians having close calls with these speeding vehicles. At nearly every light change at those intersections, there is always at least 1 vehicle, often 2 or 3, running the red light. I have seen children walking in the cross walks almost struck by vehicles. Violation fees would raise funds for the town and may prevent a pedestrian fatality. Thank you</p>
<p>I think investment into the recreational area of Wilkies Beach is long overdue. That area has sooo much potential if you could re-route traffic away from beach area...possibly new road to RT 26 further up N. Raymond that would quiet the beach area. Also need to enforce the speed limit and HUGE need for sidewalks in that area</p>
<p>gray is a wonderful town, but we need to get businesses into those empty properties. Coffee shop. destination restaurant. boutiques.</p>
<p>I would keep gray rural and build transportation options to keep Maine green and to take a train to Portland and south.</p>
<p>People in my age bracket are buying homes and looking to raise their families outside of Portland in communities with programs for their children. Cumberland Rec and programs in Yarmouth are far superior to Gray and are taking away new families from locating here.</p>
<p>Attract young families with better schools, new housing, and modern job opportunities.</p>
<p>stop raising taxes except if we use the money to fix the intersection center of gray</p>
<p>I support new business and new jobs to the area but would like to see small businesses and boutique shops in the village that meet needs of the residents and lessen the need to drive to Portland for things and services. I do not want to see lots of corporations, box stores, or fast food chains that would create more pass-through traffic from the highway. I think Gray Rec does an amazing job with their activities and events, but I think the town should take on more of these type of community efforts and work with them to support great programs. I would like to see more free family events and more green space areas for things like playgrounds, riding bikes, and movies in the park. Not to mention having town sports that aren't scattered all over the community, but maybe a common area with several fields. The new GNG soccer program is a great start to that whole community feel.</p>
<p>I think TIFs are a useless scam, as it seems that so many businesses pack up and leave after they expire. All it seems to take is another town offering a new TIF to them.</p>
<p>It becomes a taxpayer subsidized business, with towns trying to outbid one another.</p>
<p>Living on the border of Gray & Windham I do most of my marketing & business in N Windham because I can access everything in one area or is not available in Gray.</p>
<p>1. I don't think we need to encourage more residential duplexes. A better mix of housing is required. 2. Winter road maintenance is excessive, especially sanding - way too much. 3. Encouraging more small business will improve Gray. 4. Encouraging the private rehabilitation of Stimson Hall will improve Gray. 5. Improving the town center intersection to improve flow of through traffic will improve Gray. 6. Town Hall employees returning resident's phone calls will improve Gray. 7. Investigation of and response to resident's questions about zoning/land use issues will improve Gray.</p>
<p>In terms of economic development and incentives. There needs to be a filter. If we are going to encourage business, lets encourage locally owned business to fill real, measured, community needs. Local business creates wealth in our community and keeps it here. Big boxes are not all created equal. If there is a architecturally big box store and it is a locally owned cooperative that has community meeting space and learning venues then it is a great big box design. When chains are welcomed our dollars leave our community and they don't come back.</p>

<p>I am disappointed in the quality of this survey. There are so many things off the table in the framing of the questions. Perhaps it is the best that could be done. Perhaps it is a boilerplate survey but it is antiquated.</p>
<p>We need to embrace New Economy development. We need to attract well planned cooperatives, cottage industries, develop local brands and find ways to generate and hold wealth in Gray.</p>
<p>Seniors don't need more entertainment. They need rides. We need to provide public transportation, electric transit.</p>
<p>We need to enrich youth with business programs like Junior Achievement, only climate forward, and local. We need to create ways for them to design new business models, weatherize their school buildings, learn about food production and we need to aim for a zero waste culture in every household.</p>
<p>There was talk of developing the residential area north of Hannaford on 26 into more commercial use. This is really ridiculous when you already have the commercial area around Gray Plaza and some of it is empty. Gray Plaza would make more sense for commercial development instead of making people uproot their homes. Not to mention Route 26 is more for commuting not shopping. It would become a nightmare to combine the two. Is really awful already.</p>
<p>Lower the town tax for seniors....</p>
<p>Strongly support utilizing old buildings to preserve the character of the village.</p>
<p>To ease the tax burden Gray needs to attract big box stores and commercial entities.</p>
<p>Would be great to have a large, fenced in dog park.</p>
<p>town should be embarrassed by the basic appearance and functionality of infrastructure. Basic maintenance of roads. Striping upgrades before they are invisible. Sidewalks completed and maintained. Trimming of tree branches that hide signage. Trimming of grass and weeds along roads and sidewalks in town area for appearance.</p>
<p>Removal of dead trees.</p>
<p>Improve the town website for function to provide information and interaction.</p>
<p>Departments need to control wasteful and excess spending.</p>
<p>I look forward to continue my life in Gray when I have a family of my own. I understand my values may not represent others but it is important to me to keep the small town feel with more land and less people. The quiet is what I love about it.</p>
<p>I moved to Gray because of its size and things that were here. I do not support unlimited residential growth as it taxes all service of the town. I support more business as it will help to control taxes. We have most of the services we need either in our town or close by.</p>
<p>Take more of an active role in supporting residents who live on the opposite side of Little Sebago Lake next to Windham. Property taxes are outrageously high and we get very little support from the town. No wonder there's a move underfoot for a separation.</p>
<p>Some of these questions are tricky in black and white terms. I want to see the village grow, but that doesn't mean I want to see a wave of strip malls or a big-box. I'd just like more options for food than Mcdonald's, Subway, and Goodies. We have enough dollar stores... The roads are pretty rough in</p>

<p>some spots. The traffic in the village seems like it could be better managed. To boil it down, I support development initiatives that are wise. We should concern ourselves with our towns character while also understanding changes need to occur for us to be better and to entice our future generations to stay here. I don't mind paying for taxes that go back into the community. Barring a very transparent and exceptional situation, I don't see tax incentives for new business as worthwhile. Lastly, loosen up about the marijuana. It's 2019, if people are vetted and meet there states standards for such a business, there is no good reason to not explore potential retail frontage. For crying out loud, the beer section at circle k is the size of my garage, let's not abide such double standards</p>
<p>The mil rate has already gone up since the new evaluation. Taxes are now forcing people that wanted to save land for their children and grandchildren to make other decisions, then are subject to new regulations on what can be done with their property. Have compassion in your choices to pull the reins in on overspending and mindful of wanting too much. I hope that a firm belief in landowner rights is upheld and discourage the thoughts of entitlement to use property without landowner permission.</p>
<p>Lower property taxes. Change the way you value property ie Little Sebago some are charged for every foot of frontage others only half of what is considered useable footedge</p>
<p>overall town appearance, two vacant shopping centers need improving for appearance. the town looks like it's dyeing, encourage owners of real-estate to spruce up a bit thank you</p>
<p>Please fix the intersection at Dry Mills</p>
<p>Sustainability investment for future cost savings ie bonds for solar and open space preservation.</p>
<p>The recent development, primarily housing development and subdivisions, are being allowed to happen haphazardly. There is no consideration for the surrounding infrastructure. There is no way Dutton Hill Road is adequate to support the influx of new housing being built on it with associated traffic increase. Please work to keep density in the village rather than odd-ball commercial development popping up randomly and sprawling in the outskirts of town, such as happened with Rite-Aid. Limit the amount of faceless, characterless marijuana operations which just appear to be more vacant store fronts. Please consider limiting number of duplexes which are causing the town to lose its rural character. Please work with the State to improve the intersection in the village - it is dangerous and inconvenient and limits the redevelopment of some of the more derelict properties in town. Please consider the future of our large sand/gravel pits - they will inevitably run out of material in the future...and then what do we do with the property?</p>
<p>Expand public water to the entire town. There should be a fire hydrant on every street!</p>
<p>Thank you for your work on this! I'd like to see Gray maintain its rural and mixed character without inviting big box or big business. We have to get smart about beautifying and maintaining what we have, and an attractive downtown would be a huge start. We also need to get a handle on our development - if all we build is low end housing and developments, we stress our schools without adequate tax base in cheap housing. We have so many wonderful resources - beauty and open space - how can we capitalize on that to make Gray a more pleasant place to live and ditch our reputation as one of the least desirable communities in Cumberland County!</p>
<p>We purchased a home in Gray 5 years ago. Our hope was that this town, with its beautiful brick buildings, would start to utilize the old-world charm and be more welcoming to its community, by cleaning up the center of town. Imagine a Gray center with walking traffic, people enjoying a locally owned cafe, a farm to table restaurant and cute little shops.</p> <p>Imagine a route 26 where kids can safely ride their bikes to school, with no more trucks and a bike lane.</p>

<p>This town could be spectacular but since it's currently filled with dollar stores, fast food chains, mechanic shops and a major truck thoroughfare, it just doesn't feel like home and won't be attractive to it's citizens or guests.</p>
<p>I'll add that we send our child to private school in Portland because of the drug and frequent fighting problem in our schools.</p>
<p>keep taxes down please :)</p>
<p>Develop a comprehensive budget plan so you aren't taxing your citizens and businesses for everything that they earned. Don't develop new town costs that citizens and businesses cannot sustain. I hope those making this plan are considering the costs of such projects being proposed. Elderly people could afford to stay in their homes a lot easier if they didn't have government bureaucracies from the town, state and federal constantly taking from their pockets. I remember when the bypass was put in to alleviate traffic. A lot of money was spent and look where we've been at traffic wise ever since. Crossing the street in the village is kamikaze for pedestrians. Please don't try to "fix" too much. Draft your plan and then pare it down and think about the Gray taxpayers while you are doing it. We aren't Santa Claus. I do want to thank you for actually asking for our opinion and please excuse my frankness. I really don't want to have to work until I'm 100 but I can see that happening if I want to remain independent.</p>
<p>While those of us with summer homes - some of us for 3+ generations, recognize our privilege, the town should also recognize our stewardship of the lakeside and rural environment. You absolutely hammer us with property taxes, don't maintain our roads and have an utterly haphazard approach to planning and development of lakeside properties- disallowing development that has little or no environmental impact and allowing g easements at the lakeside which have and will cause long term damage. Property owners do not get consistent answers to even simple questions and I have been absolutely gob smacked on what has been allowed. The recent valuations bore no correlation to commercial values and owners were left with a choice of high legal fees or simply had to accept a system that was patently capricious and arbitrary.</p>
<p>Traffic between the Dry Mills Store and Hannaford could be improved. That intersection can be dangerous.</p>
<p>Please no more houses keep gray rural</p>
<p>Looking forward to the town developing more of a downtown core off the highway, preserving the cute storefronts with above apartments and historic buildings. Would be interested in seeing the downtown become more of a cluster of these types of buildings and becoming more walkable. This could be a huge tourist draw (especially so close to Portland and the highway and the lakes), and a stark contrast to the unwalkable and unbikeable and formidable environment of the Windham-Raymond 302 corridor on the other side of the exit. So many people travel off the exit and past Hannaford— would be wonderful if this could garner support to density and infill Gray town center.</p>
<p>Really love to see the intersection of North Raymond and Shaker Road changed it is such a dangerous intersection</p>
<p>This survey did not address the fact that there are two Gray's.....all of your questions were focused on the village area. What about the lake area where the town received a substantial amount of tax revenue? What about this part of Gray? Maybe it's time to talk succession again, since the comprehensive plan doesn't seem to address any of our needs.</p>
<p>I think focusing on bringing new commercial development to the newly approved Village TIF area and/or the Northbrook TIF should be a priority over rezoning existing rural parts of Town.</p>
<p>We are a small town, we do not need every social program and or service the big cities have.</p>

Get more Sidewalks!
Recognize we are an evolving suburb of Portland and have some unique assets to allow for commercial business and industrial growth while still preserving our rural characteristics. Economic and Community Development for future planning purposes must keep pace with our own security and safety needs while not triggering a wave of growth but rather a measured annual growth that continues to benefit the town. With the open space areas, we also need to look at a solar array infrastructure as well as resource (water) protection. We will have to face the reality of a wastewater operation and the infrastructure for this should be put into a reserve for that future time. This will not be town wide but rather a distinct service area where there are high concentrations of activity. It would make sense to have the Water District consider becoming a Water/wastewater district whose boundaries are carefully delineated and allow for some future expansions as needed. Realistically, we cannot put up legal "bars" via restrictive ordinances since land owners should have some ability to sell or make an wise investment/return on their assets "guided" by thoughtful ordinances that are supportive of our quality of life as well as guiding where development can/cannot occur.
I'd like to see one or two added choices for noncommercial restaurants
Most interested in investment in schools and education.
Get rid of RRA zones to allow for development, encourage rather make it difficult for new businesses.
I think filling vacant buildings and improving roads are vital to the Town, but my concern is taxes and I would vote down any measure that would increase my tax burden!
Gray needs to market the Town in business magazines letting people know we are here, and open to new businesses - mix of retail, manufacturing, distribution, offices.
Gorham has done a lovely job with keeping the quaint feel with thoughtful and creative architecture. We would like to see Gray avoid more Dollar stores and the ugly/cheap look they give the town. We need more to do for teens and those with limited budgets.
Many of my peers moved to Gray to reside and retire on our beautiful inland waters in a rural setting. We understand that younger families have different wants and needs but understand that our waterfront tax dollars are what's funding a disproportionate amount of the town's expenses and treat our wants and needs accordingly.
Traffic should trump all proposals. Traffic is the main problem we have and it's only going to get worse. The area around the school can back up over a mile. Encourage a better timeline for the Turnpikes new exit (NG/NoGray) exit and on ramps.
don't overspend, reduce taxes, limit parking access to out of town boaters
Route 26A was supposed to help traffic it hasn't it's worse, an on & off exit should be made at new Gloucester toll to lighten the traffic on 26, a third lane should be made so traffic doesn't back up by the school, Thanks
Please hold taxes down. Taxes seem to have risen sharply over the past 6 to 7 years.
I'd like to see a Mexican restaurant in Gray.
Some things that folks in Gray are opposed to but could greatly benefit Gray's tax base should be reconsidered from the standpoint of "if this did have to happen, how should it be done" instead of just "no."
Please do something (traffic light, roundabout- anything!) about the intersection by the gas station and the old Dry Mills store. It is SO dangerous. I went to some town meetings about it a year or so ago, and nothing at all has happened since. Please, please fix it!! And thank you to the Comprehensive Plan committee for all your work for the Town!
Gray should strive to maintain a rural small-town community feel and limit increases in traffic and new buildings taking up open spaces

I think the town has a lot going for it. I think it is important to develop and grow the village area into a walk/bike friendly space. Lots of younger folks are attracted to this town and I think we should be encouraging that by highlighting the quality of life here. I mostly see the businesses in Gray as services for people in town. The industrial park is a great resource, but I'm not interested in giving out tax incentives to expand it honestly. Thanks.
Enhance the variety of housing available in the community so that young and old, rich and poor, can mix and learn from each other. A traditional village culture should be encouraged.
Traffic up route 115 by Appletree Village borders on criminally speeding between 4-6 PM.
We need to slow traffic on rte. 115 into the village as it's becoming a raceway and we need SIDEWALKS!!!!
Drop the speed limit on Shaker road from Mayberry to Hannaford- enforce with tickets.
the town office must stop hiding behind the voice mail and emails and respond in a more efficient manner. Clerks need to have more information at their disposal so that a customer is not shipped around to one voice mail to another with no resolution
(1) Traffic reduction on Rt 26 is more important than traffic changes in the village.
(2) Since time has passed, the new Comp Plan should include an updated historical survey to add any buildings/properties that should be recognized which were not included in the last Comp Plan.
Protect Gray's rural character and limit the amount of development specifically housing/subdivisions.
I would like the concept of cluster housing explored instead of the 2 acre lots. This would help retain more open space in developments. Industries should be attracted to areas like Wilderness Way in compact designated industrial areas.
I am a business owner of a business located in Gray but reside in a neighboring town. Not a category that is captured in the survey, nor am I the only person in the category.
The trees and fields are disappearing quickly - short term growth may be good for tax revenue, but it overwhelms infrastructure and costs more in the long term. Allow development in the town center and work to keep rural. It's impossible to go back...
Policing quality is highly inadequate. Officers are harassing motorists with false seat-belt check stops, while allowing speeding traffic to go unchallenged.
Slow down on the tax dollar spending
Do not do anything that will raise taxes. Do more to lower taxes, including stopping programs and fewer town employees and buildings. Make rec programs and such self-funded by people that use them, not taxpayers.
Yes, Gray desperately needs to create a round-about at the center of town to better manage the traffic flow. If not, then a by-pass of traffic away from the center, allowing the center of town to become a true center with good pedestrian walkways and accentuating the "New England Village" concept. Gray also desperately needs a "beautification" focus to show our pride in the Town, like beautifying the Town Hall area and the center of town. We need to show the town is worth investing in and we will bring in good quality investment and raise our standard of living while maintaining our "village" atmosphere.
Keep residents informed
Efforts must be made to protect the natural resources (water, trees, soil, etc.) in and around Gray. The water quality of Little Sebago Lake has been compromised because of unrestricted residential growth.
There appears to be little oversight of tree cutting and natural habitat removal around the lake as well. I have witnessed the natural environment around the lake being turned into suburbia with

<p>chemically grown grass yards (weed and feed), non-native decorative plants, and massive numbers of trees being removed. I recommend an effort to educate the people around the lake on the ill effects of their landscaping choices. Also offer incentives to plant native species and prevent soil erosion. Camps with natural landscaping, approved septic systems, and other environmentally conscious improvements should receive a tax cut.</p>
<p>Invasive species are becoming a problem in the Gray area. The tick problem prevents people from wanting to enjoy nature (the woods and meadows) and milfoil is a danger to our lakes. We need to preserve land for native species (large and small) and work to eradicate non-native and species that cause health hazards to humans.</p>
<p>Climate change is happening regardless of anyone's political viewpoint. We are witnessing changes in Gray including unprecedented temperature changes in the lake and air. Gray needs to take a proactive approach to dealing with the onset of higher temperatures and its impact on humans, the environment and the local fauna.</p>
<p>Also, for long term older residents (part time and year-round), the tax hikes make it very difficult to make ends meet. It may seem like a luxury to have a camp on the lake (and it is) but it also is a family legacy with sentimental value for many. When people cannot afford to keep the family camp because of tax hikes, this disrupts the legacy that Gray has of welcoming and embracing tradition and families.</p>
<p>Do not entertain any idea that proposes shifting the transfer station from an annual fee to a pay per bag system.</p>
<p>bang for the buck has diminished. My property taxes are creating a situation where I cannot retire. We moved here 20+ years ago because of affordability - but that financial advantage has diminished. We are now considering moving out of Gray to make retirement a realization.</p>
<p>lower our property taxes your forcing people to lose their homes</p>
<p>Keep the small town feel and encourage more housing in the village. Make the village more pedestrian friendly. Don't allow nonsense stores like the dollar stores in downtown. Make gray walkable. The loss of the narrow-gauge railroad is a missed opportunity to connect Gray from end to end.</p>
<p>I like Gray because it is a borderline rural community with a strong sense of community within the local government programs (ie, Rex center, aftercare, library etc.). I see it becoming the next Portland bedroom community in 5-10 years and I don't like what that will bring. As in big box stores, more traffic, less affordable housing and pressure on expanding infrastructure. (The town center is already a huge mess with that 5-way intersection and heavy traffic heading to Lewiston and Poland). I like the village feel of this town, but I dislike the few we'll funded companies tearing up the woods clear cutting for more housing. Because of this, Gray is beginning to lose its rural appeal, it's disrupting wildlife and people's sense of enjoyment and privacy. There should be greater transparency at the town hall level as to who and what is being developed as there is still appears to be shady, backend deals with moneyed businesses to develop without much public comment or local affected areas informed.</p>
<p>Public safety staffing needs help and bring in tax paying businesses, improve traffic flow through the village</p>
<p>I feel that the public safety department is understaffed and need to have their facility's updated. These professionals should be given the housing and pay for the jobs that they do</p>
<p>Staffing and housing needs within Gray Fire Rescue needs a full assessment to include staffing and wages.</p>

Need to focus on filling empty buildings in the village, not building or bringing in more dollar stores. Need to figure out parking and access in the village and make it more pedestrian friendly. Encourage more local and community centered businesses like farmers market type of things
Invest in business and public safety
Gray center needs MAJOR traffic reconstruction. Maybe a roundabout? Also painting of crosswalks etc. is best in August, not November as in previous years
More sidewalks from neighborhood streets to businesses would be greatly appreciated, especially on roads with higher speeds and traffic volume like 26 and 26a.
Since I've moved here, I've seen the traffic grow significantly. There are also several intersections (I.e. Circle K) that are dangerous.
Thank you for asking the residents and property owners of Gray for input.
All these "improvements" will come at the cost of higher taxes. We pay enough already....
well head protection zones WH1 and WH2 is too strict on minimal size lots. this aquifer is not in use anymore to supply drinking water to the town resides. minimum size lots for development shroud be decreased to 1.5 acres.
Perhaps it is time to look at repurposing the library. It is costly and all the services it provides can be provided elsewhere.
I am not happy about a substantial tax increase to my property this year, a whopping 42%!!!! My taxes went from \$2875 per year to \$4082 per year!!!! I hope this additional money from significant tax increases throughout the town provides the town with some money to make improvements and make Gray a more appealing place to reside, so my home actually become worth what your appraiser says it is worth. Ridiculous!!!
Having more oversight on housing codes to eliminate the "hodgepodge" of the area.
Please, don't make Gray another Windham.
I find the library difficult to use and not at all welcoming. Cards expire and fines are charged unlike the many other libraries I have used
Develop a town center with improved traffic flow.
I've never seen a police patrol come down my road in two years. Not once. That's #\$. The person who's in charge of this patrol area should lose their job. The fire department didn't know the gate code to gain access to our road in an emergency. That's really #\$. There is not enough baby swings. There is not enough baby swings. There is not enough baby swings. There needs to be to baby swings EVERYWHERE there is children's play equipment. The gray library is killing it. Give them more money and freedom to be awesome. put a swing set with baby swings and a giant cement road surrounded by shredded tire at the library. Make a cement skate park that can handle BMX bikes that feels out of the way but is close to public transportation and other public recreation areas. let future users design, manage and maintain it with adult mentorship. I've personally seen what a well-managed skate park can do with disaffected kids. It's amazing. Make a free parenting seminar at the school for Each year of a kid's life through second grade and then one for middle school and two for high school. That way the parents can get together and meet each other. It's very hard to meet other parents here. Something like this would put me in touch with the parents of my daughter's classmates years ahead of school entry also you can educate parents on how to support their children in their educational pursuits and you can have a really smart populace. get a community college extension. Please. The transfer station is amazing. When I see that giant pile of wood scrap, I think about all the chicken coops people could build if it was easier to salvage. If there was a space that was less busy with more room to collect scrap wood for projects, it would be great. I have never encountered more aggressive drivers in all my life than the people on the roads in Gray. There should be a clean working water fountain and water bottle filling station in every public space. There should also be a frequently

serviced trash and recycling bin in every public space. should be a public ordinance against smoking when there are children within your eyesight, and it should be punishable by heavy fines and or incarceration. Once a week some human trash can blows a lung and a half full of cigarette smoke into my babies face as I walk behind them through a door at Hannaford or circle K.
Improve public transportation around gray and to Portland
Please keep open spaces so we don't end up like Windham and Gorham
Different leadership in the Town. The town manager does not seem in control. The councilors have their own agendas. They should be working together.
It would be great to have more apartments and duplexes in the area for millennials and older age people. Encourage that development along with a more traffic friendly (both vehicle and pedestrian) town center. Also work to improve the quality of the school system and families will come. Town also needs its own police force.
Gray has the small-town charm however attracting more businesses will increase quality of living. Currently I find myself going into Portland or Windham for shopping. Bring the businesses to us. Also our transfer station is disgusting, unorganized and an embarrassment. I dread being my trash and now hardly recycle. Curbside trash pickup and zero sort recycling with provided barrels should be highly considered. Thank you.
The central fire station needs major renovations. The staff works very hard for very little pay. They should get what they want as they are the backbone to the town of gray.
Gray is on the rise and leadership is doing very well. This survey brings with it a little bit of unconscious bias in the questioning - not from a political standpoint, just from a poor question design standpoint. At times, you're leading the witness...
I was a resident for many years, as were my parent and grandparents and so on (Libby)...I still call Gray home!
I'd like to see the transfer station have more safety for people walking around. It doesn't really have restrictions and drivers are all over the place endangering workers and pedestrians.
thank you for all your work, it's appreciated. I think we still have many of the 'old guard' that has restricted Gray from moving forward. I hope this will change. I've heard many stories of good businesses that were given so many roadblocks that they just give up coming to Gray.
Get the intersection fixed before an accident happens and someone gets hurt. We need a more future thinking town manager. Someone who can lead the elected officials to bring in more businesses. People are driving through but not dropping money.
This is not a good way to collect data about our town. There are no controls on this type of survey It isn't a good start for the committee. I would have been impressed if you had sent out a truly random and more scientific survey to people of all ages spread geographically around town. How can you say the results of a survey like this are representative?
no
lower the tax rate , keep big box stores out , improve traffic flow , increase law enforcement ,

Town of Gray 2020 Comprehensive Plan Summary of Public Participation Community Visioning Workshops

The Comprehensive Plan Steering Committee (CPSC), with assistance from North Star Planning, held two Community Visioning Workshops at the MSAD #15 Middle School cafeteria on Saturday, October 19th from 10AM-12PM and Tuesday, October 22nd from 7PM-9PM. The purpose of the workshops was to collect input from community members to assist the Committee in crafting a vision statement for the Comprehensive Plan. The agendas and formats for the two workshops were the same (see attached agenda). Each workshop opened with a presentation from Ben Smith, North Star Planning, on the purpose of a Comprehensive Plan and a poll of “Who’s in the Room?” where he asked participants the following questions to gain a sense of people’s backgrounds:

- How many people work in Gray? Used to work in Gray? Own a business?
- How many people have school ages kids?
How many people own their home? How many people rent their home?
- How long have people lived in Gray?

A Committee member facilitated each conversation with the community. Ten people (not included CPSC members) participated in the Saturday, October 19th workshop and 19 people participated in the Tuesday, October 22nd workshop.

Each group discussion was facilitated as follows:

Discussion #1: What are the best things about Gray? The first group discussion was created to help the community think about the things they like best about Gray. The facilitator asked people to think about the following questions:

- Are there things you experience here that are unique to Gray?
- Are there community events or traditions that have been important to you or that you look forward to each year?
- Is there something about Gray that made you move here? If you’ve lived here a long time, what has kept you in town?
- When friends or relatives come from out of town, where do you bring them or what do you do with them in town?

Discussion #2: What are the things about Gray that should be improved or changed? The second group discussion was created to help the community think about the things they are least satisfied with when it comes to living and working in Gray. The facilitator asked people to think about the following questions:

- Have you had reoccurring issues with community services?
- What are things that Gray could be doing better?

Discussion #3: What's missing from Gray? The third group discussion was created to help the community think about the things they would like to see the community doing in the near future to improve what it means to live or work in Gray. The facilitator asked people to think about the following questions:

- What are the biggest opportunities the town has the chance to take advantage of in the near term?
- What kinds of things do you wish you could do in Gray that you have to travel to another community for?

Discussion #4: What are the biggest threats facing Gray? The fourth group discussion was created to help the community think about the things that could undermine what makes Gray a great place to live and work. The facilitator asked people to think about the following questions:

- What kind of changes in the future could negatively impact what it means to live or work in Gray?
- Can you foresee any events or are there existing trends that would make it less enjoyable or more difficult for you to continue living in Gray?

Discussion #5: What is Gray's role/image locally and regionally and what do you want it to be in the future? The fifth group discussion was created to help the community think about what they personally think of Gray's role in the region and to describe their image of Gray. What kind of place is it today? Is this idea of Gray different from what it might be or should be in the future? The facilitator asked people to think about the following questions:

- What do people from other places think or say about Gray today?
- What do you think of when you describe Gray?
- What do you want people from other places to think about Gray in the future?

Group Discussion Summaries

Discussion #1: What are the best things about Gray?

The group discussion about the best things about Gray had people thinking about Gray's strengths, including the values and attitudes as well as the built or natural environment that makes Gray special. The following concepts were brought up multiple times as places, people, or programs that make Gray special. Each has been listed with the number of items mentioned that fall into each category.

# of times mentioned	Category
9	Municipal Services
9	People/Community
8	Open Space/ Natural Amenities
7	Wildlife Park, Food Pantry, Historical Society, Library
4	Accessible Town Government
3	Town Proximity
3	Rural Character
3	Community Events
2	Recreation Programs
2	Commercial Potential

Discussion #2: What are the things about Gray that should be improved or changed?

The group discussion about the things that should be improved or changed in Gray had people thinking about the weaknesses, or things that detract from living or working in Gray today. This discussion hopes to get at the unmet community needs or demand for services. The following concepts were brought up multiple times as places, services, trends, or programs that people are less satisfied with while living or working in Gray. Each has been listed with the number of items mentioned that fall into each category.

# of times mentioned	Category
11	Economic Development
7	Traffic/Transportation
6	Marketing/Signage/ Newspaper
6	Village Improvements
6	Open Space/Rural Preservation
5	Bike/Pedestrian Improvements
3	Sustainability
3	Recreational Facilities
3	Community Space
3	Infrastructure (roads, utilities etc)
2	Elderly Services/Senior Housing

Discussion #3: What's missing from Gray?

The group discussion about the things that are missing from Gray had people thinking about the opportunities that the town should take advantage of in the near future. This discussion should have people thinking about the things they would like to see the community doing in the near future. The following concepts were brought up multiple times as places, services, activities, or programs that people would like to see in Gray. Each has been listed with the number of items mentioned that fall into each category.

# of times mentioned	Category
7	Trails and Open Space
6	Educational Facilities
5	Recreational Facilities
4	Community Space
4	Economic Development
4	Leverage Historical Assets
4	Green Infrastructure/Sustainability Initiatives
3	Infrastructure
3	Community Coordination
3	Public Transportation (ride-share, senior ride programs)
1	Elderly Services/Senior Housing

Discussion #4: What are the biggest threats facing Gray?

The group discussion about the biggest threats facing Gray had people thinking about the things that could undermine the things that make Gray a great place to live and work. By identifying these threats, this will help the Town think about actions to prepare for and minimize negative impacts in the near future and beyond. The following concepts were brought up multiple times as threats facing Gray. Each has been listed with the number of items mentioned that fall into each category.

# of times mentioned	Category
13	Development/Growth
6	Land Use
5	Large Businesses (need to attract the right kind of business)
4	People./Businesses Leaving Town
4	Traffic/Transportation
3	Vacant or Rundown Properties
2	Taxes
2	Lack of affordable housing
2	Lack of design guidelines

2	Need for more activities/employment for kids
2	Infrastructure
2	Climate Threat/Dependence on Fossil Fuels
1	State Roadways
1	Technology and a changing economy
1	Economic Inequality
1	Large Landowners
1	Aging population of volunteers
1	Marijuana

Discussion #5: What is Gray’s role/image locally and regionally and what do you want it to be in the future?

The group discussion about what people think Gray’s role is in the region and what their image is of Gray. What kind of place is it today? Is this idea of Gray different from what it might be or should be in the future? The following concepts were brought up multiple times. Each has been listed with the number of items mentioned that fall into each category.

Current Image	Future Image
Crossroads	Regional/Partner with surrounding towns
Inferior School System	Prioritizing Sustainability
Rural/Agricultural Town	Capitalize on traffic passing through
Always playing catch up	Engaging younger population
Traffic	Rural/Agricultural Town
The Heart	Small Town
Small Town	The Heart
"good enough for Gray"	Great Schools
Crossroads	Champion Ecological Rights and Income Equality
Inferior School System	Being a hub as a positive
Socio-economic Bias	

Who is missing from the room is a critical question to ask after the workshops. The Comprehensive Plan Steering Committee will complete targeted outreach based on segments of the population who haven’t been heard from. The workshop participants come up with the following list:

- People with limited mobility/disabled
- Young families
- Young residents
- People who pass through town
- Elderly residents

Agenda

Community Visioning Workshops

MSAD #15 Middle School Cafeteria (Libby Hill Road)

Saturday, October 19, at 10:00am

Tuesday, October 22, at 7:00pm

1. Welcome and Introductions
2. Purpose of the Comprehensive Plan and Community Vision
3. Overview of Visioning Workshop
4. Visioning Stations)
 - a. What are the best things about Gray?
 - b. What are the things about Gray that should be improved or changed?
 - c. What's missing from Gray?
 - d. What are the biggest threats facing Gray?
 - e. What is Gray's role/image locally and in the region?

BREAK

5. Reporting back from Station Exercises
6. Wrap up and Next Steps

(comment form on back)

Additional comments or thoughts are welcome!

If you have more thoughts or ideas please write them down & return this to the Planning Department at the Town Office or email @ compplan@graymaine.org

What are the best things about Gray?

What are the things about Gray that should be improved or changed?

What's missing from Gray?

What are the biggest threats facing Gray?

What is Gray's role/image locally and in the region?

Is there anything else you'd like to share or make sure that we hear?

MEETING #1
What we love about Gray?
Strategic location
Libby Hill Trails, Eco Amenities
Libby Hill Trails, Eco Amenities
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wildlife Park
Wilkie's Beach: No cost, clean
Lakes, Eco Amenities (swimming, boating, "camp life")
Library, Community Center, Good staff
Integration of differing age demographics
Potential for well planned growth
Higher quality town democracy
Blueberry Festival
Public works & Maintenance Department
Amenities for daily living
Government services easily accessible – full time emergency workers
Good mix of community sponsored and private activities for youth and children
Water quality
Historical Society
Historical Society
Transfer station
Community
Northbrook Park, Commercial Potential
Democratic participation
High quality communication between government and people
What are the things about Gray that should be improved or changed?
Traffic intersections
Empty buildings
Libby Hill Forest (potential to preserve for the town)
Street trees/charm for the village
Eateries/restaurants
Productive land - edible landscapes, agri-forestry, farms returning to productivity
Community garden
Support tourism industry - hotels/restaurants
Transportation - hard to get around without driving
Engage teenagers - business incubator (industry for kids)
Utility improvements - water/sewer
More diverse tax base
Signage (business/street signs) - informative/cohesive/inviting

Historical markers - improvement, promoting ourselves
Small business - local marketing
Miss having a local paper - resource
Energy sources need to be more resilient (older buildings weatherized)
Recycling building
More community engagement/outreach
Cyclist - bike/ped improvements - making the village better for people outside of their car!
Taking meetings to the people
Safer connections (neighborhoods to schools) i.e. sidewalks
Sped of the traffic - speed bumps in neighborhoods
Sidewalks in the downtown area
Town should sell Gray to businesses in the State to encourage more businesses (tax incentives?)
Programs for seniors (transportation/weatherizing homes)
What is missing from Gray?
Moving post office into the center of town
Larger medical facilities (urgent care)
College/University
55+ housing - amenities for aging population in Gray (adaptable transition housing)
Additional space for recreation programs (kids, etc.)
Need for surveyors in State (be specific, higher education)
More systematic swapping of materials (Medical & Building supply)
Tech/Trade school (keeping younger population here)
Difficulty in renting in town (specifically for families) need for affordable rental housing
Additional input for trade programs
Cut funding in school budget and PACTS
Transportation - regularly scheduled
Public transportation/ride share (uber)
Housing development and firms
Cozy outdoor restaurants
Vibrant downtown - local unique shops/not online driven location)
People congregating in open space & outdoor recreation
Infrastructure/sewer
Leverage resources (Libby Hill) to market town - make Gray a destination where people stop in town
Expanding the possibility for other businesses and agri-tourism
Parking downtown
Dog Park (dog friendly)
Mindful residential growth (planned)
Community kitchen
Green burials
Tax incentives for older homes (historic preservation)
Historical tourism (Boothbay example) connect historical assets - historical tours
Naming future developments w/ historical names
First Woolen Mill Museum - learning opportunity - fiber craft

Green/sustainable tax incentives
More robust relationship between the school/students and the town - community service, small businesses providing opportunities, students who want to work in trades
Gray Business Association - making it easier for the small businesses
Improving communications with surrounding towns
Localize food system regionally
Micro projects in town - Go Fund Me page "Our Katahdin" for example, streetlights
Gray - NG School Systems working collaboratively with rec programs/department
What are the biggest threats facing Gray?
Balance what we have now with desired changes for the future
Threat to natural resources w/ development
Growth that overruns the town
Large land and transport - truck based businesses
Traffic growth - especially large commercial vehicles
Need broadband
Toll diversion of traffic
Could be a town of old people some day
Climate threat - food, lakes, energy, watersheds
Dependence on fossil fuels
Economic inequality - housing
Catch growth bus, but don't be hodge podge
Taxes - state, local
People leaving
Businesses leaving
Impacts on farms - incentives for development
Competition for limited funds - whole community view
Airbnb, Lyft - tech/economy changing
Through traffic v. Gray as a destination
Marijuana changes character of community or retail area
Need a diversity of uses
Key in on best uses for land area - planning
Poland Spring type of business
Keep money and business local - Amazon
Ice skating - more things for kids
Role of Gray in the future
Vision - rural/agriculture town now - Develop to - champion ecological rights and income equality
Vision now - Gray = Traffic, Future =deal w/ traffic (commercial vehicles) make town more user-friendly
Retailing conversation as Gray being a hub as a positive
Being the heart
Cooperation w/ surrounding town and becoming known as a partnering town and develop more regionally
How do we market Gray in a new/fresh way
Local: residents - small community town w/ a lot of small town community love - don't want this to change

Gray appears to have low self-esteem. Should present itself with pride.
Opportunity to create an identity for Gray (food establishment as low hanging fruit) local
Localization
Ecological rights - spreading information on climate change/carbon footprint - raising awareness
~ Local businesses that teach - 2 businesses currently teaching permi-culture
~Have experimental learning
Voice missing from this room: low income population/seasonal population
"Good enough for Gray" - settling and not thinking outside the box and changing
People Missing From the Room:
People with difficulty coming to public meetings - disabled/lack of mobility
20 somethings/young families
Reaching out the people who are too busy/don't care
People who pass through town - capitalize
Transfer station - great place to reach out to people
Twitch as a way to engage younger population
MEETING #2
What do we love about Gray?
Location to PWM/Portland
Rural but close
Wildlife Park
Library
Libby Hill
Farms - ag. Fresh food
Heterogeneous community
Beach
History
Community spirit
Sports for kids
School district
Rec Programs
5k's
Blueberry Festival
Recycling center/Transfer station
Low tax rate
Bang for the buck
Small town feel
Public works - Awesome plowing
Fire Department
Beauty/Diverse Natural Spaces
Unpretentious
Friendly
Accessible town governmnet
Able to make a difference
Food pantry
Quality of young people

~Families - multi-generational
~Sportsmanship
~Resource
What are the things about Gray that should be improved or changed?
Elderly housing
Recreational facilities - community playground
Movies, bowling, tennis, ice skating
Daycare facilities are hard to find
Sidewalks from Wilkies Beach to North Raymond Road
Eateries - sit down restaurants
Downtown attractions
Traffic at 5 way
Grants for development downtown "step up and do it ourselves"
Planned development to encourage walkable areas (lake to 26)/26A diversion
Infrastructure - Foster community/Walking/Bike paths
Increase village area loop trail
Increase pride!!! Market the town
Get ahead of growth curve
"What is Downtown?"
Dog Park
Protection of Open Space
Zoning: Rural Space Preservation/Subdivision/Small Business
Traffic Downtown - congested & Dunkin intersection
Development is ruining rural areas
Out-taxing diverse socio-economic groups
Growth can nudge out character
Increase community feel downtown - benches?
Restaurants instead of fast food
Big box limitation
Increase police presence
Speed on roads is a big problem
Budget increase to better maintain facility maintenance
Road design to decrease downtown traffic - add bike lanes, shoulders, pedestrian crossing
Low cost items can make big improvement - lack of master plan for the village
Go Fund Me page for low cost items
Newspaper
Newspaper
Library is a gem, but potential for a community center
Comfortable community space
What is missing from Gray?
Trails - dog, bike, interconnected Example: Falmouth Land Trust Education
~ATVs, etc. - Limited public access without illegal road use
More events - music festival
Community vegetable garden
Farmers market
Public transportation - bus route? Senior ride programs?

Community Center - events, movies
Electric car charging stations
Lack of Community Coordination with ideas
Combine of these great ideas into one initiative - create a place close to exit 63, maybe can't be downtown - use another central place
Lack of waste water system impacts business development
More public access to waterfront in Gray
No public access to Forest Lake
Increase broadband, undeserved areas - effects business development and working from home
Neighborhood parks, accessible, small playgrounds
Relationship with Camp Gregory - destination - storay
Young adult/teen attractions - skateboard parks, etc.
Increase recreation not just for kids
Leverage natural resources for gathering places and build on it
Large land sudivision could be required to preseve open space and allow public access - work with them to connect trails, etc.
What are the biggest threats facing Gray?
State roads decrease control
Volunteers are aging out/Involve younger people Example: food pantry
Pivotal Point - outsiders can dictate vs. town folks
Soil Contamination/Drainage H2O resource
Scattered development - loopholes in land use
Can't overextend infrastructure
Over development - rural character, frontage
Attracting business - diverse, clean, local
Trail networks lost to development
Landowners have right to sell but developer pressure will increase
Pace - too fast growth - big plans mean zero focus
Subdivision footprint needs to respect character of our town
Big box/Large commercial enterprises; Guidance on numbers - if we have to, hidden/blends
Yarmouth okay; Windham not okay
Lack of architectural standards is creating eyesores, Example: McDonald's in Freeport
Design Guidelines; Fine line within reason - gateway properties = right development
Large tracts of land owned by families
~Zero incentives given to increase open space
~Developers take advantage of increase
Lack of affordable housing for low income families/all families/seniors/downsizers
Lack of entertainment/Employment doesn't keep kids around
Office complex not well advertised
Defensible land use laws
Increase growth = increase services in the village
Town needs to fix it's own properties
Abandoned properties

Holding landowners accountable for property appearance/issues
Affordable housing, create affordable ways to attract young families
Erosion of younger families
Increase in population having a negative impact on the school???
Role/Image of Gray Now and in the Future
Pass through - who are we targeting, go through to work and to come home
Inferior school system - not true based on scores - old perception we can't live down - need to market this better
"Country town"
Perceived as not as nice as other areas
Socio-Economic Bias
Business could change perceptions
Constraints are not worse than other areas
Always playing catch up in terms of facilities/open space. The raw materials are there, just can't execute.
Outward marketing, newsletters, pamphlets, marketing strategy - who are we?
No PACTS community - should we be? Can we be? No current consensus.
Future
We have rural character/maintain rural feeling
Planned development to support rural spaces, preservation, trail system, increase use of town
More cooperative venture with other towns to expand services and amenities
Think about Gray in a "rural" regional concept vs. Falmouth, Cumberland
Identity:
Live here: taxpayers, residents
Don't live here: Not a destination spot. No parking means can't walk.
Better investments in the village - vibrant

Meeting #1
Community Visioning Workshop
Saturday October 19, 2019

What are the best things about Gray?

- What we ♥ about Gray?
- 1 Strategic location
 - 2 Living Hill Trails, Eco Amenities
 - 3 Wild life Park x9
 - 4 Wilkes Beach, NO COST, Clean
 - + 5 Lakes, Eco Amenities
- Swimming, Boating, "Camp life"
 - 6 Library, Community Center, Good Staff
 - 7 Incorporation of differing Age Demographics
 - 8 Potential for well Planned Growth
 - 9 Highest Quality Town w/ Democracy
BLUEBERRY Festival!
Public Works + maintenance Department!

- 10 Amenities for daily living
- 11 Government services easily Accessible
- full time Emergency workers
- 12 Good mix of Community Sponsored & Private Activities for children/youth
- 13 Water Quality
- 14 Historical Society x2
- 15 Transfer Station
- 16 Community
- 17 Northbrook Park, Community Potential

- 18 Rural Character
- 19 Democratic Participation
- 20 High quality Communication between Govt & People

What are the things about Gray that should be improved or changed?

② What are the things about Gray that should be improved or changed?

- x Traffic intersections
- x empty buildings
- x libby hill forest (potential to preserve for the town)
- x street trees / charm for the village
- x eateries / restaurants
- x Productive land - edible landscapes
- x community
 - agri-forestry
 - learden farms returning to productivity
- x Support tourism industry - hotels / restaurants
- x Transportation - hard to get around w/out driving
- x engage teenagers - business incubator (industry for kids)
- x utility improvements - water / sewer
- x move diverse tax base
- x signage (business / street signs)
 - informative
 - cohesive / inviting

1.

- x historical markers - improvement promoting ourselves + small business - local marketing.
- x miss having a local newspaper - resource
- x energy sources need to be more resilient (older buildings weatherized)
- x Recycling Building
- x more community engagement / outreach
- x cyclist - Bike / ped improvements - making the village better for people outside of their car!
- x taking meetings - to the people.
- x Safer connections (neighborhoods to schools)
 - sidewalks.
- x speed of the traffic - speed bumps in neighborhoods.
- x sidewalks in the downtown area.
- x TOWN should sell Gray to businesses in the state to encourage more businesses (tax incentives?) - do have.

2.

x Programs for seniors (+ transportation / weatherizing homes)

- What's missing from Gray? 3
- x moving post office into the center of town.
 - x larger medical facilities (urgent care)
 - x college/university
 - x 55+ housing - amenities for aging population in Gray.
 - ↳ adaptable transition housing
 - x additional space for recreation programs (kids)
 - x need for surveyors in state
 - ↳ be specific (higher edu)
 - x more systematic swapping of materials (medical building / community hub)
 - ↳ building supply
 - x Tech (Trade school (keeping younger pop here))
 - x difficulty in renting in town (specifically for families) need for affordable rental housing.
 - x additional input for trade programs
 - x cut funding in school budget + PACTS
 - x transportation - regularly scheduled.
 - x public transportation | ride share (ubers)

- historical Tourism (Boothbay example) (connect historic assets. - historical tours
- x naming future development w/ historic names
 - x First Wobolen mill - museum - learning opportunity
 - ↳ fiber craft
 - x Green/Sustainable tax incentives
 - x more robust relationship w/ the school + students
 - ↳ community service in town
 - ↳ small businesses providing opp. for students who want to work in trades
 - ↳ Gray business association making it easier for the small business
 - x improving communications w/ surrounding towns
 - x localize food system regionally
 - x micro-projects in town - GO FUND ME page
 - ↳ "Our kahtahdin" - example
 - ↳ streetlights -
 - x Gray + N.G. School systems working collab w/ recreation programs - department.

- x housing development + firms
- x cozy outdoor restaurants
- x vibrant downtown - local unique shops (not on line) (down location)
- x ppl congregating in open space + outdoor rec.
- x infrastructure / sewer
- x leverage resources (Libby hill) to market town.
 - ↳ make Gray destination where ppl stop in town
- x expanding possibility for other businesses and agri-tourism
- x Parking Downtown
- x Dog Park (Dog friendly)
- x mindful residential growth. (Planned)
- x Community kitchen
- x Green Burials
- x Tax incentives for older homes (historic preservation)

What's missing from Gray?

What are the biggest threats facing Gray?

④ What are the biggest threats facing Gray?

- balance what have now with desired changes + the future
- threat to nat. resources w/ development
- Growth that overruns the town
- large land + transport
 - truck based businesses

dependence on fossil fuels

economic inequality

- housing

Catch growth but bus, but don't be hodgepodge

Taxes - state, local ^{incent. develop}

- people leave
- businesses - impacts on farms

Mariju → changes character of community or retail area

need a diversity of uses

key in on best uses for land area

- planning

Poland Spring type of business

traffic growth - esp. large comm vehicles

need broadband

toll diversion traffic

could be town of old people someday

Climate - threat

- food - lakes
- energy - watersheds

competition for limited \$ → whole community view

Airbnb, Lyft → tech/ economy change

thru traffic v. Gray as destination

→ Amazon!

Keep \$ + business local

ice skating → more things for kids

What is Gray's role/image locally and regionally and what do you want it to be in the future?

Role of Gray (5)
in the future...

- x Vision - rural/agricultural town
NOW
Develop to - Champion ecological rights + income equality
- x Vision NOW - local = Traffic
Future = deal w/ traffic (commercial vehicles) make town more user-friendly
- x re-tailoring conversation as Gray being a hub as a positive
- x Being the ♥
- x cooperation w/ surrounding towns + becoming known as a Partnering town and develop more regionally
- x how do w/ market Gray? in a new/fresh way
- x local: residents - small community town w/ a lot of small town community love - don't want this to change.
- x Gray appears to have low self-esteem - should present itself w/ pride.
- x opportunity - to create an identity for Gray - (food establishment as low hanging fruit) - local

- x localization
- x ecological rights: spreading info: climate change/ carbon footprint: raising awareness
 - ↳ local business that teach - 2 businesses currently
 - ↳ have experiential learning teaching permi-culture
- x Voice missing from this ROOM: low income pop / seasonal population
- x "Good enough for Gray" - settling + not thinking outside the Box + changing

PEOPLE MISSING FROM THE ROOM:

- x ppl w/ difficulty coming to public meetings - disabled / lack of mobility
- x 20-somethings / young families
- x reaching out to the people who are too busy / don't care
- x People who pass thru town - capitalize
- x transfer station - great place to reach out to people

* Twitch as a way to engage younger pop

Meeting #2
Community Visioning Workshop
Tuesday October 22, 2019

What are the best things about Gray?

- * Location to PWM / Portland
- * Rural but close
- * Wildlife Park * Library
- * Libby Hill
- * Farms Ag. fresh Foods
- * Heterogenous Community
- * Beach
- * History

- * Community Spirit
- * Sports for kids * School District
- * Rec Program
- * 5K's * Blueberry Festival
→ turnout
- * Recycling Center / Transfer Sta.
- * ↓ tax Rate Bang for the \$\$
- * Small town feel
- * Public Works - Awesome Plowing
Fire Dept
- * Beauty / Diverse Natural Spaces

- * Unpretentious
- * Friendly
- * Accessible Town Gov't
- * Able to make a difference
- * Food Pantry
- * Quality of Young People
 - ↳ Families → Multi-Gen
 - ↳ Sportsmanship ↓
Resource

What are the things about Gray that should be improved or changed?

- ② Improve?
- * Elderly Housing → Movies, Bowling, Tennis, ice skating
 - * Recreational Facilities - Comm. Playground
 - * Daycare facilities hard to find
 - * Sidewalks - Wilkes Beach → N. Raymond
 - * Eateries → Sit Down Restaurants
 - * Downtown ↘ Attractions
 - * Traffic @ 5 way
 - * Grants for Dev. Downtown
"Step up & do it ourselves"

- * Planned development to encourage walkable areas (Lake → 26) / 26A diversion
- * Infrastructure > Foster Comm.
Walking / Bike Paths
- * ↑ Village Area Loop Trail
- * ↑ Pride !! Market the town
- * Get ahead of growth curve
- * "What is Downtown?"
- * Dog Park
- * Protection of Open Space
- * ZONING Rural Space Preservation
Sub Division
Small Biz

- * Traffic Downtown → Congested
↳ Dunks intersection
- * Development is ruining rural areas
- * Out-taxing diverse socioeconomic groups
- * Growth can nudge out character
- * ↑ Community feel downtown
Benches - Small \$
- * Restaurants ∅ Fast Food
- * Big Box Limitation
- * ↑ Police Presence
- * Speed on Roads - Big Problem

- * Budget ↑ to better maintain facility maint.
- * Road design to ↓ down traffic
→ Bike Lanes
→ Shoulders
→ Ped Xing
- * Low cost items Can make big improvement
↳ lack of Master Plan for Village
- * Go Fund ME for Low cost items?
- * News Paper (x2)
- * Library is a Gem but potential for Community center
- * Comfortable Community Spaces

What's missing from Gray?

③ What's Missing?

- * TRAILS → dogs, bike, inter connected
 Ex: Falmouth Land Trust Education
 ATV's, Motorized stuff
 ↳ limited public access w. out illegal road use
- * More Events, Music Festivals
- * Community Vegetable Garden Farmers market
- * Public Transportation ? Bus Route
 ? Senior Ride Program
- * Community Center Events, Movies
- * Electric Car Charging Stations

- * Lack of Connectivity & Coordination w. ideas
- * Combine Some of these great ideas into ONE initiative
 - Close to 103
 - Create a PLACE
 } → Maybe can't be downtown
 → Another Central Place
- * Waste Water system (lack of) impacts biz dev
- * More Public Access to Waterfront in Gray
- * No Public access to Forest Lake
- * ↑ Broadband, Underserved Areas
 - Biz Dev.
 - Work @ Home

- * Neighborhood Parks, Accessible, Small Playgrounds
- * Relationship w. Camp Gregory?
 - destination = story
 - young Adult / teen attractions
 Skateboard parks, etc.
 - increase recreation Not just for kids
- * Leverage Natural gathering places & build on it
- * Large land subdivisions could be required to preserve open space & Allow public access → Work w. them. Connect trails, etc.
 Mutually beneficial arrangement

What are the biggest threats facing Gray?

④ Threats?

- * State roads ↓ control
- * Volunteers are aging out / Involve younger ppl.
Ex: Food Pantry
- * Pivotal Point → Outsiders can dictate vs. town folk
- * Soil Contamination / Drainage → H_2O sources
↳ Water
- * Scattered Development → Loopholes in land use
- * Can't overextend infrastructure

- * Over development
Rural Character, frontage

- * Attracting Biz → diverse, clean, local

- * Large tracts of land owned by families
→ Incentives ⊘ given to ↑ open space
→ Developers take advantage of ↑
- * Lack of affordable housing for low income families / All families
Seniors / downsizers
- * ~~Entertainment~~ Entertainment / Employment ↓ doesn't keep kids around
- * Office Complex not well advertised
- * Defensible Land use laws
- * ↑ Growth = ↑ Services in Village
- * Town needs to fix its own properties
- * Abandoned properties

- * Trail Networks lost to Dev
- * Landowners have right to sell but Dev. pressure will ↑
- * PACE → too fast growth
Big plans ⊘ Focus
- * Subdivision Footprint needs to respect Character of our town
- * Big Box / large Commercial enterprises; Guidance on #:
↳ If we have to, hidden / blends
- * Yarmouth OK; Windam Not OK

- * Architectural Standards ↓ Eyesores
Ex McD's in Freeport

- * Design Guidelines; Fine line within reason } Right dev.
Gateway properties }

- * Holding landowners accountable for property appearance / issues
- * Affordable Housing, Create affordable ways to attract young families
- * Erosion of younger families
- * ↑ Population negative impact on School?

What is Gray's role/image locally and regionally and what do you want it to be in the future?

⑤ Role/Image Now & Future

- Pass through → who are we targeting → go thru to work to come home
- * Inferior School system → Not true by scores
- * "Country" town → Old perception we can't live down
 - ↓
 - Need to market this better
 - ↓
 - Way to grow a Community
- * Perceived not quite as nice as other areas
- * Socio Economic Bias b/c rural perceived as undereducated
- * ↑ Biz could change perceptions
- * Constraints are worse than other areas

- * Always playing catch up in terms of facilities, open space
- Raw materials there, Can't execute
- * Outward Marketing, newsletters, pamphlets
- Marketing Strategy
 - who are we? then project out
- * Not a ~~PM~~ Community → Should we be?
- FACTS → Can we be?
- (trans system) → Current consensus = ∅

Future

- * We have rural character / Maintain rural feelings
- * Planned dev. to support rural spaces preservation, trail systems, ↑ use of town
- * More of a cooperative venture w. other towns to expand succ. & amenities
- * Think about Gray in a "rural" regional Concept vs. Falmouth, Cumberland
- * Identity - live here

taxpayers residents	Don't live here
	Not a destination spot
	Parking !!
	then can't walk
- * Better investments in Village Vibrant

Town of Gray 2020 Comprehensive Plan Summary of Public Participation Community Visioning Questionnaire

The Comprehensive Plan Steering Committee (CPSC), with assistance from North Star Planning, distributed Visioning Questionnaires through multiple public locations including the Town Offices, Transfer Station, Gray Recreation Programs, Library, local businesses, door-to-door, and online. The purpose of the Visioning Questionnaire was to reach out to demographics we identified as not having heard from in visioning work thus far. The questionnaire had a total of 109 responses. The questionnaires were distributed and collected from November 1st, 2019 through November 30th, 2019.

The questionnaires asked the following questions:

- How long have you lived in Gray?
- Which of the following best matched how you see Gray? A rural community; A place residents can meet most of their day-to-day needs; A suburban community; Other.
- In the time you have lived in Gray, has it become a better place to live?
- In 5-10 years, do you expect Gray will become a better place to live than it is today?
- What are the best things about Gray?
- What are the things about Gray that should be improved or changed?
- What is missing from Gray?
- What are the biggest threats facing Gray?
- What is Gray's role/image locally and in the region?
- Is there anything else you'd like to share or make sure that we hear?

Overall, respondents were split on how they would describe Gray, with 35 selecting "A rural community", 37 selecting "A place residents can meet most of their day-to-day needs", and 27 selecting "A suburban bedroom community". This relatively even split is reflected in the breakdown of all groups having living in Gray more than 5 years, but for those who have lived in Gray less than 5 year, they would describe Gray was mostly "A rural community" and "A place residents can meet most of their day-to-day needs".

The majority of respondents believe that Gray has become a better place to live in the time they've lived here, and will continue to become a better place in 5-10 years. A large portion of respondents answered that Gray has

remained “About the Same” since they’ve lived here, but a smaller portion selected that it will continue to remain “About the Same”.

In the time you have lived in Gray, has it become a better place to live?	
Yes	48
No	10
About the Same	46

In 5-10 years, do you expect Gray will become a better place to live?	
Yes	54
No	20
About the Same	28

Open Question #1: What are the best things about Gray?

The top responses to the question “What are the best things about Gray?” included:

1. Location
2. The People
3. Small Community
4. Lakes, Open Space, Trails
5. Businesses/Restaurants

Location was the top answer to this question with 40 respondents listing this as one of, or the best thing about Gray.

Open Question #2: What are the things about Gray that should be improved or changed?

The top responses to the question “What are the things about Gray that should be improved or changed?” included:

1. Traffic/Intersection Improvements
2. Pedestrian/Biking Improvements
3. Village Improvements
4. Additional Shopping and Restaurants

32 respondents mentioned traffic and/or intersection improvements needed as the top priority of things that should be improved or changed in Gray.

Open Question #3: What is missing from Gray?

The top responses to the question “What is missing from Gray?” included:

1. Restaurants (breakfast)
2. Public Transportation/Transportation for Elderly
3. Town Paper
4. Movie Theater

Additional comments included a medical quick care, big box store, Skating pond, community, better job market, downtown parking, walkable shopping and downtown strip, and traffic patterns.

Open Question #4: What are the biggest threats facing Gray?

The top responses to the question “What are the biggest threats facing Gray?” included:

1. Traffic/Village Intersection
2. Unplanned Growth/Development
3. High taxes and the potential to increase in the future

Traffic/Village intersection and unplanned growth/development were the highest mentioned responses, with traffic/village intersection being mentioned 23 times, and unplanned growth/Development mentioned 21 times.

Open Question #5: What is Gray’s role/image locally and in the region?

The top responses to the question “What is Gray’s role/image locally and in the region?” included:

1. A bedroom community (for Portland, Lewiston/Auburn)
2. Small Town
3. A major crossroads (at the center/heart of it all)
4. Rural Community

Additional top responses included Gray being seen as well-located, not a team-player, a place you drive through, and a safe and quiet place to live/raise a family.

Breakdown by years lived in Gray

The summaries of responses are broken up by how long respondents have lived in Gray.

Lived in Gray more than 20 Years

47 responses

Of those who responded to this questionnaire that have lived in Gray 20 or more years, the location of Gray and the small community are among the best things about Gray. These residents are highly concerned about traffic and dangerous intersections and would like to see improvements in the village and pedestrian networks, among other things. Many of these respondents also highlighted the need for community programs for seniors, veterans, and youth.

In the time you have lived in Gray, has it become a better place to live?		In 5-10 years, do you expect Gray will become a better place to live?	
Yes	20	Yes	17
No	7	No	13
About the Same	20	About the Same	17

Which of the following best matches how you see Gray?	
A Rural Community	15
A place residents can meet most of their day-to-day needs	19
A Suburban Bedroom Community	14
Other	2

What are the best things about Gray?

Location X 19

Small community X 12

The People X 12

Municipal Services (including library, public works, transfer station, recycling center, and town offices) X 14

Business X 9

Open Space, Lakes, and Trails X 9

Schools X 7

Low taxes X 4

Churches X 4

Safe Place to Live X 2

Wildlife Park X 2

Small and large grocery stores X 2

Rural X 2

Recreation X 2

Internet Access

Growing younger/diverse population

Car repair facilities

Meets daily needs

Affordable

What are the things about Gray that should be improved or changed?

Traffic/Intersections X21
Pedestrian Sidewalks X10
Village X7
Senior and veteran facilities and programs X6
High Taxes/development X7
Bicycle access X5
More business friendly X4
Community Center/community programs X4
Youth programs X4
More shopping and restaurant options X4
Preserve Open Space X3

Public transportation X2
Rt 26 bypass – too many trucks X2
Local paper X2
Main Street flowers and flags X2
Stinson Hall X2
Dog Park
Single-unit housing
Cell phone dead zones
Toll diversion
Affordable housing
Historic Preservation

What are the biggest threats facing Gray?

Traffic X13
Communications between town offices and residents X8
Growth (unplanned or uncontrolled) X7
Taxes X8
Development X6
School Leadership/budget X3
Limited programs for elderly X2
Limited programs for youth X2
Progressive Policies X2
Lack of change

Socialist policies
Only two sheriffs in town
Subdivisions
Divisive politics
Not allowing for growth
Lack of identity
Private roads
Vacant storefronts
Not preserving green space
Economic inequality

What is Gray's role/image locally and in the region?

A bedroom community X6
A major crossroad X5
Not a team player X5
Small Town X3
People look at the town as a poor town X3
A place you drive through X3
Locally – Gray is improving X3
Well-located small town X2
Part of the lakes region X2
Good schools/nice, safe place to raise a family X2
Anti-business X2

Run down X2
People do not want to come to Gray
Quiet place to live
The town with the traffic program
Working together with other towns
Locally – influx of businesses helping to bring people into town
Low capacity
Best dump in New England
The armpit of Maine
Getting “discovered” as a nice place to live
Rural town

What's missing from Gray?

Breakfast Restaurant/Restaurants X4
Town paper X2
Big Box Store
Public Transportation
Ice Skating pond
Downtown strip
Sense of Community
Better job market

Parking in-town
Transportation for the elderly
Affordability for those on a fixed income
Town's ability to embrace its assets and leverage its central location
Senior housing
Medical Quick Care

Additional Comments:

Frustrated with decrease in academic and recreation

Can't imagine living anywhere else!

Need to invest in ourselves if we want businesses to invest in us.

Stop going crazy with spending.

Good info given to residents about what is happening in the community.

Wish there were more programs to help seniors.

Please fix traffic in Dry Mills area.

Try to streamline the permitting process.

Concern about the number of buildings that are growing pot.

Kudos to the recycling center.

Please don't produce an inflexible or overly complex plan or cumbersome plan.

Find a way to communicate more openly to the citizens...maybe town meetings again.

Fix Gray village – incentivize growth X2

Pedestrian network

Affordable housing

Plan implementation

No bike lanes on the streets (not safe)

Speed of cars around Crystal Lake

Avoid big box stores and strip malls

Collaboration between Gray and NG

Single family homes

Investment in the schools

Job fair for teens

Diversify tax base

Historic preservation

Pay too much money to have low quality public schools

Lived in Gray 10-20 Years

23 responses

Of those who responded to this questionnaire that have lived in Gray between 10 and 20 years, the location of Gray and the access to open space and recreation were among the best things mentioned about Gray. This population is also concerned with traffic and pedestrian networks and improvements, as well as unplanned growth and attracting businesses.

In the time you have lived in Gray, has it become a better place to live?		In 5-10 years, do you expect Gray will become a better place to live?	
Yes	15	Yes	15
No	0	No	3
About the Same	8	About the Same	5

Which of the following best matches how you see Gray?	
A Rural Community	6
A place residents can meet most of their day-to-day needs	7
A Suburban Bedroom Community	7
Other	3

What are the best things about Gray?

Location X9
 Open Space/Recreation X7
 The people X6
 Gray Recreation X4
 Schools X4
 Small town feel X3
 Large enough to basic services and infrastructure with small feel
 Quiet X3
 Safe X2
 Good public services/Public safety X2

Library X2
 Transfer Station
 Hannaford's
 Community Leaders
 Lack of being commercialized
 Sense of community
 Aroma Joes
 McDonalds
 Churches
 Wildlife Park
 Restaurants

What are things about Gray that should be improved or changed?

Traffic X5
 Pedestrian/biking Improvements X4
 Quality food shops and restaurants X3
 Attract Local/unique Businesses X3
 Restoration/uses of properties in village X2
 Village aesthetic improvements X2
 Roads X2

More businesses
 Local government/management
 Toll diversion
 Limit new construction
 Litter
 More activities
 School System

What are the biggest threats facing Gray?

Unplanned growth/development X6
Traffic X3
Drugs X2
Village intersection X2
Increased real estate values
Strip Mall
Climate Change

Stagnation
Over commercialization
Run down properties
Litter
Not enough kids
Shootings

What is Gray's role/image locally and in the region?

Seen as behind the times
Many people don't know Gray exists
Small town
Good place to live
The center of it all
A bedroom community for Lewiston/Auburn and Portland

Would like to live in a town that people think of as interesting or quaint or progressive (not that case currently)
Strong sense of community, rural feel
Easy access to Portland
A calm and pleasant place in Maine
A place to drive through on the way somewhere else

What is missing from Gray?

Mexican Restaurant
Movie Theater

Additional Comments:

Need to manage growth
Need to make sure there is a place for young families and fixed-income folks.
Need to make sure we have affordable housing, inexpensive grocery options, and inexpensive entertainment options.
Gray Recreation is an amazing resource
Gray has a lot of potential
Local government needs better and increased communication

Congratulation to town office and public works employees and volunteers for keeping this town "working"
Keep developing to keep the town unique
Appreciate lack of big box stores
Like to see efforts with land conservation
Great job with winter treating and plowing
Great library
Transfer station

Lived in Gray 5-10 Years

13 responses

Of those who responded to this questionnaire that have lived in Gray between 5-10 years, the location of Gray was the top mentioned best thing about Gray, followed by the friendly people. This population is also concerned about things such as unplanned growth, traffic, and attracting businesses.

In the time you have lived in Gray, has it become a better place to live?		In 5-10 years, do you expect Gray will become a better place to live?	
Yes	6	Yes	7
No	1	No	1
About the Same	5	About the Same	2

Which of the following best matches how you see Gray?	
A Rural Community	3
A place residents can meet most of their day-to-day needs	3
A Suburban Bedroom Community	3
Other	2

What are the best things about Gray?

Location X7	Easy to get around
Friendly X4	Restaurants
Transfer Station X3	Good place to raise a family
Businesses X3	Public Works/Snow removal
Rural X2	Gray Recreation
Wildlife Park X2	Blueberry Festival
The Lakes X2	Business Grants
Library X2	Kids programs
Accessible public officials X2	Schools
Small Community	Places to worship
Not banning plastic bags	

What are they things about Gray that should be improved or changed?

Village intersection X3	Fix signs
Need to attract businesses X2	Hannaford's selection
Traffic X2	Kid's club hours
Too much emphasis on entry level housing	Back entrance/exit out of the Town
Dog Park	Offices/Pennell
Expensive building permits	More sidewalks
Taxes	Public transportation
Town Office Hours	Linking remote neighborhoods with central Gray
Historical architecture	Adding a traffic circle in town
Less dollar stores	
More jobs for students	

What are the biggest threats facing Gray?

Uncontrolled Growth X2
Traffic X2
More Businesses X2
Taxes X2
Improve reputation of schools
Town codes and ordinances

Water quality
Big discount stores
Environmental impact of development
Urban Sprawl
Drugs

What is Gray's role/image locally and in the region?

Difficult town to work with
Not a destination
Suburban community well located
Gateway to lakes region, Portland, Auburn, and coastal areas
Pleasant place to visit and call home
A place people drive through on their way to somewhere else
Countryside

Good location
Gray is the boonies.
Affordable place to live near Portland.
Bedroom Community to Portland
"Sleepy town"
"Too far from Portland"
Good place to raise a family
"Substandard" town

What is missing from Gray?

Good Restaurants X2
Traffic patterns need to be reworked
Breakfast restaurant
Municipal Auditorium/performing arts center
Pool

Senior center
Additional shopping (accessible)
Diversity
Hotels/motels

Additional Comments:

Need to establish a new downtown location
Dog Park
Reduce spending
Lower taxes
Increase business
Reduce town ordinances and town codes
Change the building permit ordinance to exclude sheds less than 100 sq ft
Change Town Offices hours to be open later Fridays and earlier on one day
Rt 26 walking and biking paths
Controlling people stealing water from Crystal Lake
Trader Joes
Landscape Design
More single family homes/neighborhoods
Invest in schools so they are competitive with the region
More businesses
Wonderful people
More careful attention to important details when property taxes are re-assessed

Lived in Gray less than 5 Years

22 responses

Of those who responded to this questionnaire that have lived in Gray for less than 5 years, the location and the people were also listed as the best things about Gray. This population like that Gray is quiet, safe, and affordable. They are concerned with increased taxes, traffic and dangerous intersections, and would like to see more businesses and restaurants in Gray.

In the time you have lived in Gray, has it become a better place to live?		In 5-10 years, do you expect Gray will become a better place to live?	
Yes	7	Yes	15
No	2	No	3
About the Same	13	About the Same	4

Which of the following best matches how you see Gray?	
A Rural Community	11
A place residents can meet most of their day-to-day needs	8
A Suburban Bedroom Community	3
Other	1

What are the best things about Gray?

Location X8
 The people X6
 Quiet X4
 Affordability X4
 Turnpike access X2
 Safe X2
 Rural X2
 Taxes X2
 Sidewalks
 Wildlife Park
 Libby Hill
 The Library
 Businesses

Restaurants
 Little Sebago
 Open Space
 Paved roads
 Transfer Station
 Church
 Town offices
 McDonalds
 Businesses
 Winter roads
 Water system
 Small, Community feel

What are the things about Gray that should be improved or changes?

Traffic X5
 Restaurants X4
 Village X3
 More Businesses X3
 Pedestrian Sidewalks X2
 Need a dog park X2
 Improving/cleaning transfer station
 Zero sort recycling
 High Taxes
 School has no fields or performing arts complex

Rt 26/202 intersection
 Fewer housing developments
 Public transportation
 Truck Diversion
 Affordable Housing
 The roads
 Plowing
 Public Park
 High toll cost
 Need water well moved

What are the biggest threats facing Gray?

Taxes X4	Pollution of Little Sebago
Traffic/intersections X3	Few jobs
Parking	Low staffed law enforcement
Lack of change	Roads
Growth	Lack of pedestrian access
Selection at Hannaford's	Lack of businesses
Crime	School Gray/NG relationship
Junk retail and Fast food	Capitalize on the people who pass through Gray
Apartment developments	Speeding
Increased property values	

What is Gray's role/image locally and in the region?

Rural Community X4	Encourage more independent shops
Fields and lack of restaurant options	A better place to live and raise a family.
A place in the center	A place that is classy and respectful.
Lacking interest itself	A getaway from Portland.
Small community	More affordable living for young families who enjoy being close to the coast and Portland.
Safe community	Location- 30 minutes from everything
A vacation town	A place that lends a helping hand
At the heart of it all	

What is missing in Gray?

Better restaurant options X2
Walkable, shop-able Main street X2

Additional Comments:

Dog park X2
The lack of businesses and restaurants is a challenge
I love the town and how convenient it is to the major cities but I shop and eat elsewhere.
A coffee shop/breakfast place with tables in the downtown
Seasonal residents pay year-round taxes
Building at the corner of Rt 26/Raymond Rd needs to be fixed.
Overall Gray is a very comfortable place to live and the town has been good (& supportive) to my new small business.
Sidewalk extension to Wayne Ave
Look to Gorham for their downtown layout.
More opportunity for younger folks to get better employment
Adult education

Town of Gray Comprehensive Plan

We need your input!



Gray: Your Hometown, Your Future

The Comprehensive Plan is the town's most important long range planning document. It establishes policy recommendations for such topics as housing, economy, natural resources, transportation, and land use.

The Town of Gray is updating its Comprehensive Plan. As part of this process, the Comprehensive Plan Steering Committee is asking all members of the Gray community to participate. This questionnaire is part of a broader public input effort involving surveys, workshops, focus groups and conversations with neighbors.

Three ways to get this information to us:

1. Email your response to: compplan@graymaine.org. You can type out your responses or fill this form out by hand and scan/email the attachment.
2. Mail your form to Doug Webster, Community Development Director, Town of Gray Pennell Municipal Complex, 24 Main Street, Gray ME 04039
3. Return the completed form to the Community Development Department at the Town Office (Pennell) or the Transfer Station.

Stay involved! Please provide your email if you'd like to receive updates on the planning process as we continue our work through 2020.

Email address:

How old are you?

Under 18 18-24 25-34 35-44
 45-54 55-64 65+

How long have you lived in Gray?

Less than 5 years 5-10 years
 10-20 years more than 20 years

Which of the following best matches how you see Gray?

- A rural community A place residents can meet most of their day-to-day needs
- A suburban bedroom community Other:

(over, please!)

In the time you have lived in Gray, has it become a better place to live?

Yes

No

About the same

In 5-10 years, do you expect Gray will become a better place to live than it is today?

Yes

No

About the same

What are the best things about Gray?

What are the things about Gray that should be improved or changed?

What's missing from Gray?

What are the biggest threats facing Gray?

What is Gray's role/image locally and in the region?

Is there anything else you'd like to share or make sure that we hear?

Town of Gray 2020 Comprehensive Plan Summary of Public Participation Future Land Use Open House

The Comprehensive Plan Steering Committee (CPSC), with assistance from North Star Planning, held an Open House on January 29, 2020 in the Council Chambers at the Town Offices. The Open House was from 10AM-9PM with two formal presentations and workshop times at 2PM and 7PM. The purpose of the Open House was to collect input from community members to assist the Committee in crafting a Future Land Use Plan as part of the Comprehensive Plan.

The Open House was staffed by members of the CPSC and North Star Planning. Community members were invited to stop in throughout the day to provide feedback on drafted future land use scenarios. Participants were also able to provide feedback (through a sticker exercise) on what type of development they would like to see and where they would like to see it in Gray. Additionally, participants had the option to build their own scenario and create density scenarios in town.

The formal presentation at 2PM and 7PM was the same information presented by Ben Smith, North Star Planning. The presentation was a time to gather a group of people at once for introductions and an explanation of the purpose of the Comprehensive Plan and Future Land Use Plan. Ben explained the relationship of the Future Land Use Plan for zoning and capital improvements. Please find the presentation slides in the appendix of this summary.

This summary is broken down by Open House Station and includes the community input and materials provided by the CPSC and North Star Planning.

Station #1 Future Land Use Scenarios

Scenario #1 prompted comments about village development and supporting development in Northbrook. Traffic in the village would need to be addressed if there is more growth. Walkability was another topic that participants were encouraging of in nodes and around the schools and Hannaford's. Protection of Libby Hill and other rural parts of town was brought up in regards to this scenario.

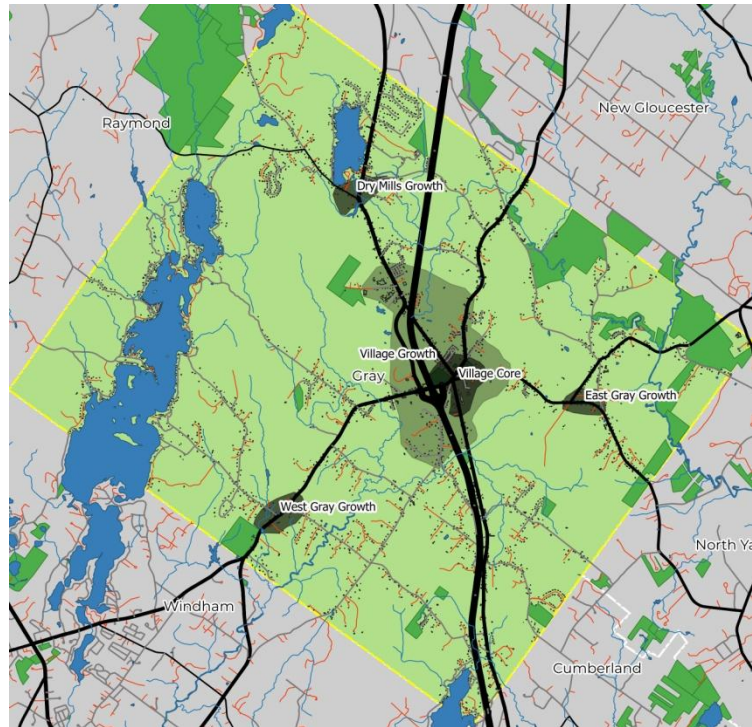
Scenario #1:

Village & Intersections Growth

Growth is focused largely within and around Gray Village but is also centered on key intersections including:

- Dry Mills (Raymond Road & Shaker Road/Rt. 26)
- East Gray (Yarmouth Road/Rt. 115 & Depot Road)
- West Gray (West Gray Road/Rt. 202 & Campbell Shore Road)

The remaining areas of town are appropriate for low intensity rural uses.



Legend

- Growth Areas
- Transition Growth Areas
- Rural Areas
- Critical Conserved Lands

Scenario #1 Comments

More critical conserved land
Route 26-100 south of the village commercial
Village = friendly, walkability, bikes, smaller business, more landscaping and lighting, more park-like (need traffic control)
McConkley Road – Business Extension like - Northbrook
Clean business
Northbrook - strengthen the public/private partnership under TIF to aggressively market and build out. Town is losing potential value with undeveloped business potential in STRATEGIC location
Keep village focus but shrink the highlighted area and get rid of outlining smaller areas
Focus on area 3 - Northbrook and village for business growth and protect the rest for rural character

Walkability to High School/Middle School and Hannaford's
Village area makes Gray unique - make it accessible and developable for commercial and residents
Focus growth areas where there is public water
Focus growth areas where there is public water
Fill areas prior to expanding legs on road routes
Encourage roads into a balloon area for development to avoid strip development
Encourage roads into a balloon area for development to avoid strip development
Encourage roads into a balloon area for development to avoid strip development
Mixed use development in these "nodes" or "balloon areas" to improve walk ability
Link nodes with off-road trail networks
Love this one!
Village does not have the capacity for modern growth
Village traffic needs to be addressed - a traffic circle will help
Village traffic needs to be addressed - a traffic circle will help
Need intersection help in the village
North Raymond Road needs a second road connection S. East of Dry Mills to N. Raymond Rd
Continue to pressure the Turnpike to locate a toll south of Gray to stop truck diversion to village
Like transition zones - think growth zone needs to include existing TIF
Need to protect Libby Hill
Need to protect Libby Hill
Like East and West Gray Growth BUT must have rotary to keep traffic moving
Walk ability in town toward Crystal Lake and trails
Yarmouth Road might be able to support more growth
Good but more development down 115 off of 95

Scenario #2 prompted comments about sprawl and traffic concerns. This scenario is “too spread” out for some participants, while others thought this has well targeted areas for commercial growth. There was concern brought about regarding residential development and where it would be located. Multiple comments were provided about wanting a village feel rather than strip commercial development.

Scenario #2:

Highways & Byways Growth

Growth is concentrated along major roads, radiating out from Gray Village. Future development is encouraged along:

- Shaker Road/Rt. 26 to Dry Mills
- West Gray Road/Rt. 202 to Campbell Shore Road
- Portland Road/Rt. 100 to Long Hill Road
- Yarmouth Road/Rt. 115 to Depot Road
- Lewiston Road/Rt. 202 to Weymouth Road

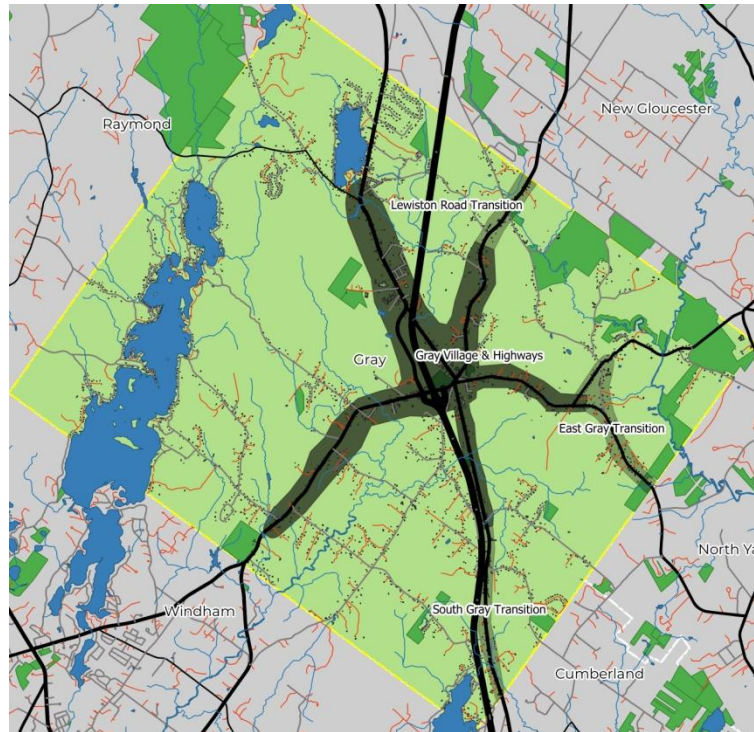
Less intense development is envisioned along:

- Portland Road from Long Hill Road to the Cumberland town line
- Yarmouth Road from Depot Road to the North Yarmouth town line
- Depot Road from Yarmouth Road to Mayall Road
- Lewiston Road from Weymouth Road to the New Gloucester town line

The remaining areas of town are appropriate for low intensity rural uses.

Legend

- Growth Areas
- Transition Growth Areas
- Rural Areas
- Critical Conserved Lands



Scenario #2 Comments
Not my favorite, let's find something between scenario 1 and 3
Traffic!
Works best if two-lane is added by schools/Hannaford's
This looks like a sprawl scenario - we don't want Windham - need a village feel
This looks like a sprawl scenario - we don't want Windham - need a village feel
Sprawl no thanks!
I want to keep back lot access clause because it makes living in Gray affordable for my family in a quant farm setting
Rural growth - need to include residential appropriate areas and plan for it. Gray is and will be under residential development pressure - need to increase density in Growth areas and village and clustering in rural areas
Rural growth - need to include residential appropriate areas and plan for it. Gray is and will be under residential development pressure - need to increase density in Growth areas and village and clustering in rural areas

No one wants sprawl, but these are the areas that make sense for development. Perhaps identify areas of 115, 26, and 100 that can support a center turn lane and allow development there.
Prefer this scenario over 1 or 3. We need additional locations for development, especially commercial. Design standards can assist on the look and feel. In order to success, this scenario will require infrastructure improvements
Business development around transportation- develop off of 95 and 100 - ease of use and convenience - Tech and trade light industry will attract tax payers
Roads cannot handle any more traffic - more development will bring more vehicles
Roads cannot handle any more traffic - more development will bring more vehicles
This looks like Windham
Close Center Rd so it exists to Portland Rd
Close Brown St at the church
Commercial and industrial development off larger roads like 202/115 plus 100, not on smaller roads like North Raymond and 26. (perhaps focus this growth within existing common areas (26 bypass)
This scenario lacks "village feel"/ Community
Too spread out

Scenario #3 prompted comments encouraging rural protection. Participants preferred this scenario with growth centered on the village but were concerned with increased traffic if development increased. Dutton Hill, Libby Hill, lakes and watersheds were all brought up as areas that should be protected as critical rural.

**Scenario #3:
Rural Protection**

Prioritize protection of critical rural areas in Gray. This includes large blocks of undeveloped land, important habitats, and other environmentally sensitive areas. Special protections are in place for the areas of:

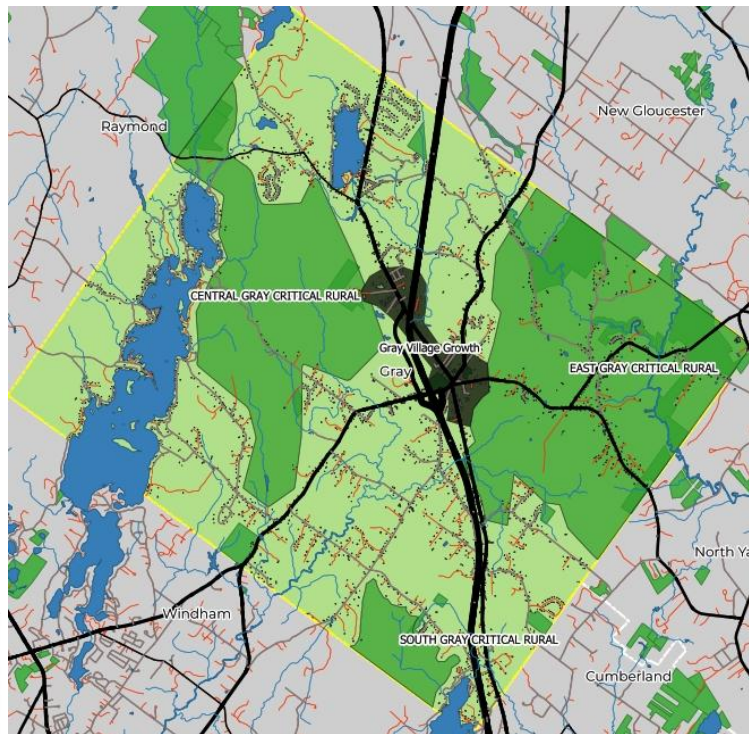
- East Gray Critical Rural Area (generally east of Route 26 and north of Long Hill Road)
- Central Gray Critical Rural Area (generally between Little Sebago Lake, Crystal Lake, Shaker Road and West Gray Road)
- South Gray Critical Rural Area (generally bound by Forest Lake, Dutton Hill Road, Center Road, and the Windham town line.

The growth in this scenario is centered on Gray Village, the Libby Hill Road/Shaker Road intersection, and the portion of Shaker Road that connects these areas.

The remaining areas of town are appropriate for low intensity rural uses.

Legend

- Growth Areas
- Transition Growth Areas
- Rural Areas
- Critical Conserved Lands



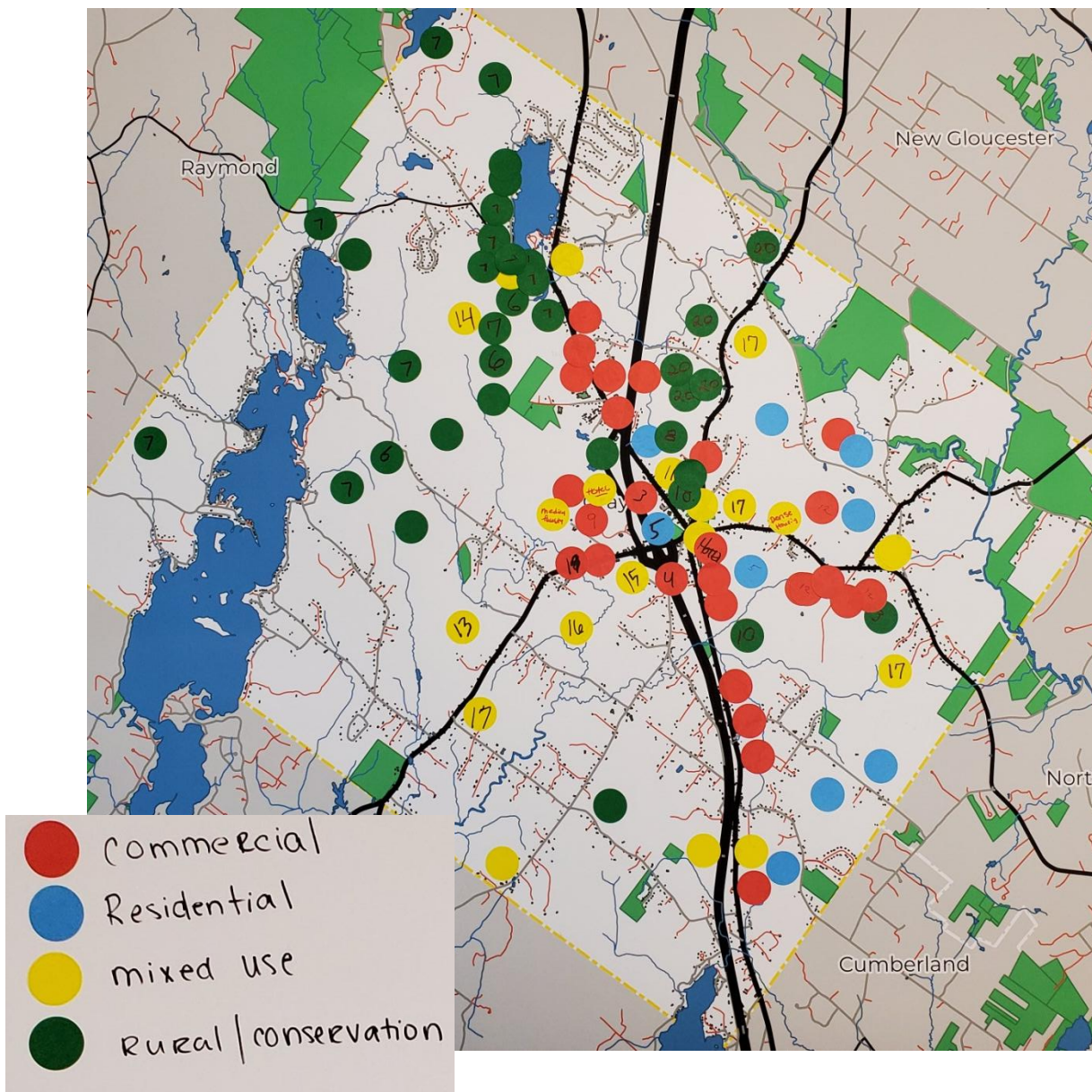
Scenario #3 Comments
Walk/bike path Center Rd
This is my choice. Allows easy access from the 95... Allowing the crowds traveling through Maine to enjoy and spend money in Gray. When businesses are close, they share customers more.
This is my choice. Allows easy access from the 95... Allowing the crowds traveling through Maine to enjoy and spend money in Gray. When businesses are close, they share customers more
Feeder streams should be protected - Water shed areas should be protected - should focus all water/lake resources
Feeder streams should be protected - Water shed areas should be protected - should focus all water/lake resources
Protect Dutton Hill
Increase land required for duplexes to 4 acres
Keep as much rural as possible
Keep as much rural as possible
There is no future growth in this plan
I like the rural protection areas approach

I like the rural protection areas approach
Think Northbrook should be shown as a growth area
Think Northbrook should be shown as a growth area
Without active rural protection, developed zones risk sprawling together, often taking advantage of more affordable rural property
Traffic congestion in Gray village could get worse without moving development further out
Prefer this scenario BUT need better traffic movement - merging lane in front of fire station to give full access to Hannaford's (26/26A)
Prefer this scenario BUT need better traffic movement - merging lane in front of fire station to give full access to Hannaford's (26/26A)
Add road near Hannaford to join Rt 26 to Rt 100
Central Gray critical rural to be used for non-motorized paths, use by community. Maybe connect Libby Hill to other public areas
Central Gray critical rural to be used for non-motorized paths, use by community. Maybe connect Libby Hill to other public areas
Central Gray critical rural to be used for non-motorized paths, use by community. Maybe connect Libby Hill to other public areas
Focus on the village area but protect the rest as critical rural with limited residential
Focus on the village area but protect the rest as critical rural with limited residential
Less large subdivisions
Business development AND walkability needed downtown
Need more development than this! And I love trees!

Station #2 Dot Exercise

The purpose of this station was to ask the question of what *type* of development people would like to see and where they would like to be. Each dot sticker on the map identifies a type of development; residential, commercial, mixed-use, and rural. Participants had the option to specify even further by adding a note, associated with a single dot on the map.

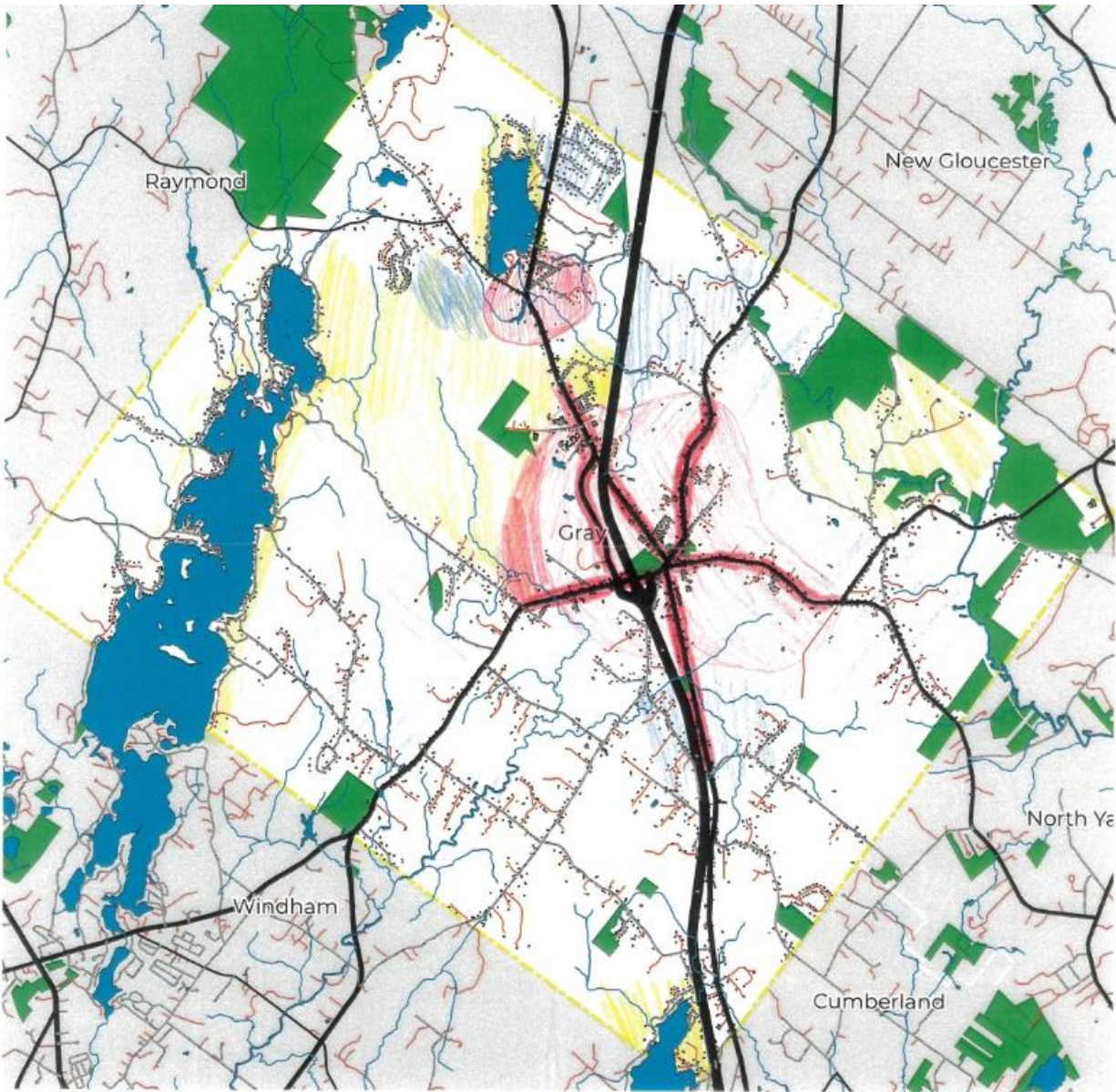
As seen on the map, a lot of dots were placed along Crystal Lake for rural/conservation purposes. Protection of the Town's water supply was also highlighted by a green dot, rural/conservation. Commercial and mixed-use development was noted around the village and along Route 26 and Route 100. There was also some commercial development selected for the area around the Depot Road/Yarmouth Road intersection.

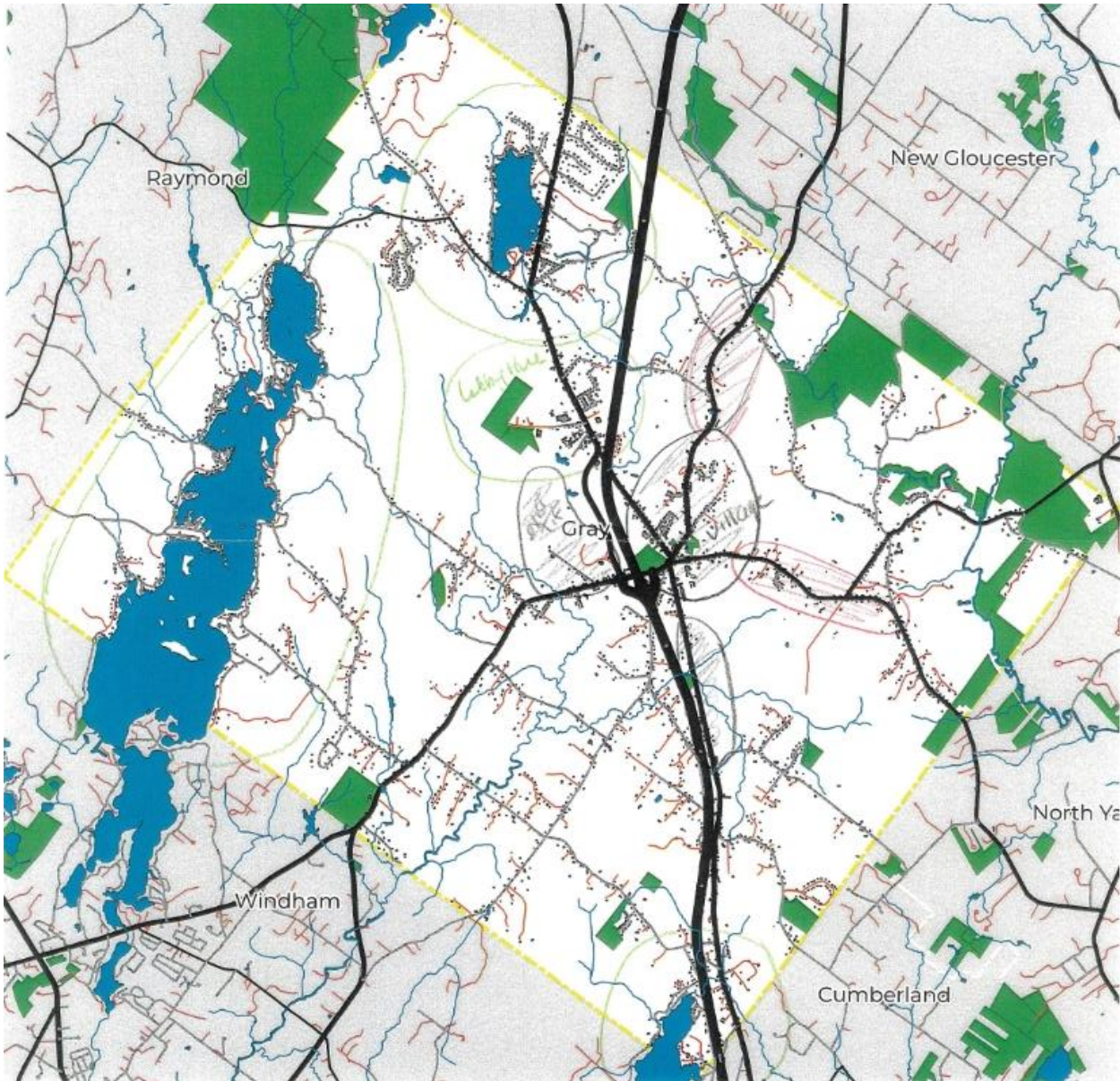


Referenced Dot #	
3	Take advantage of our 95 access by helping businesses be established where people already travel
	Open up residential land where people want to live in South/East Gray
4	Extend Center rd through Turnpike areas to Route 100 (see sustain southern Maine vision) to a) open up land for development and b) direct traffic heading from Route 115/Turnpike away from village
5	Need more residential development within Gray village - within quarter mile of center - to improve walkability and strengthen customer base for local businesses without additional traffic
6	Off-road connector from Wilkie's Beach to Libby Hill
7	All lakes should have watershed protection - stream protection
8	Protect town water supply (wells)
9	Look to continue to develop
10	Wetlands should be protected for ecological importance
11	Rural living institute/maker's space/agro tourism
12	Encourage commercial use this area has public water
13	Green Burial products/cemetery/agro forestry
14	Convention center (50-200 people - Rural views)
15	Survey School
16	Water treatment
19	Mixed-use - more commercial
17	Senior and conventional residential housing growth and mixed-use
18	revisit lot coverage in well head protection area
	Center creatively designed and landscaped roundabout where traffic flows converge at the center of town
	Ask the turnpike authority to increase the 18 wheeler toll to match the new Gloucester rate to discourage large vehicle traffic through the center of town
20	Protect agriculture and open space

Station #3 Build Your Own Scenario

The purpose of this station was to allow participants to take their ideas and create a scenario that they think best suites Gray's future. The images below are a handful of scenarios created by participants.





*like transitional areas to cover existing businesses = As when they change hands can be changed to be better.

-Growth – commercial/mixed use

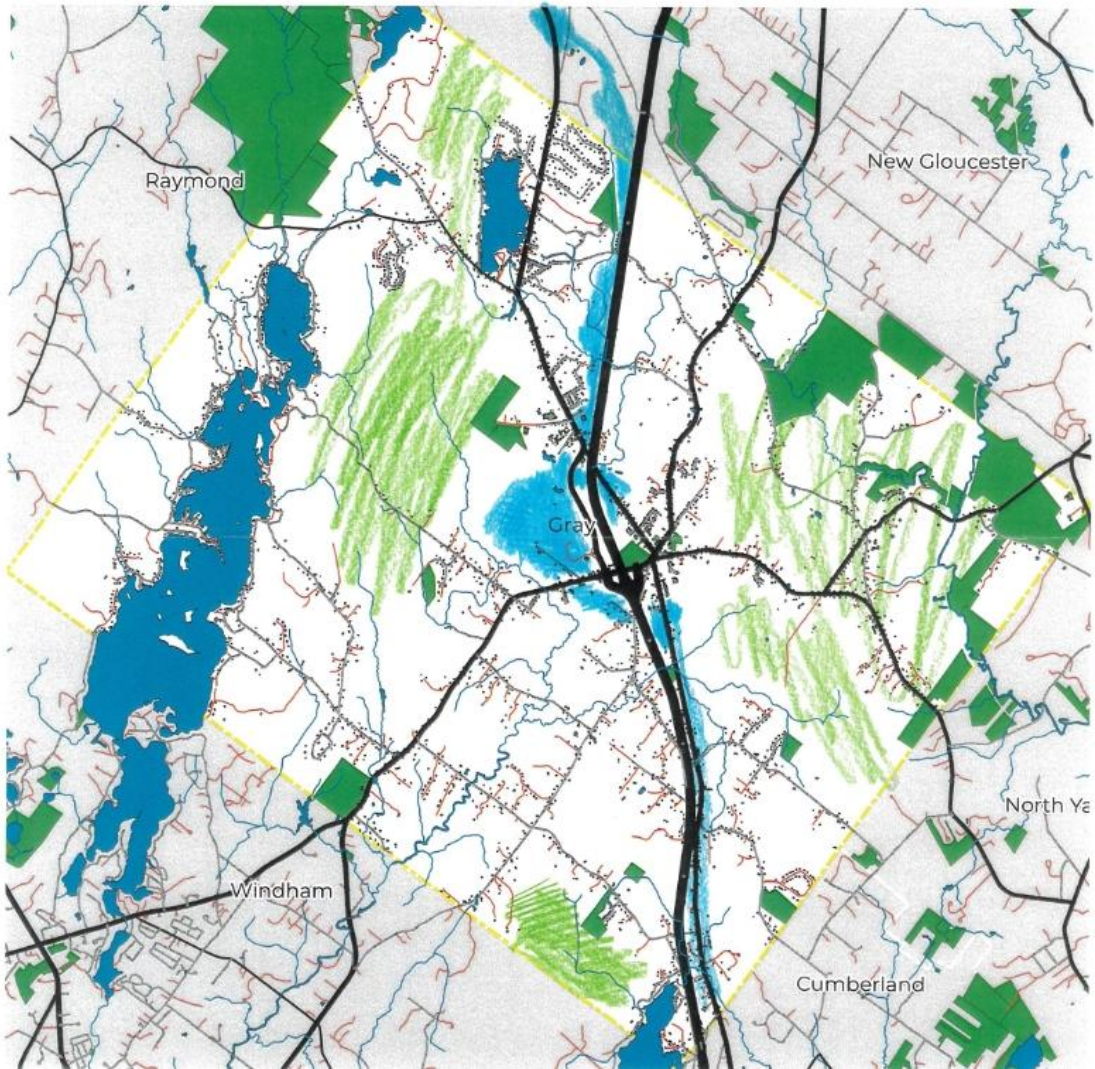
-dense residential (senior/apartments)

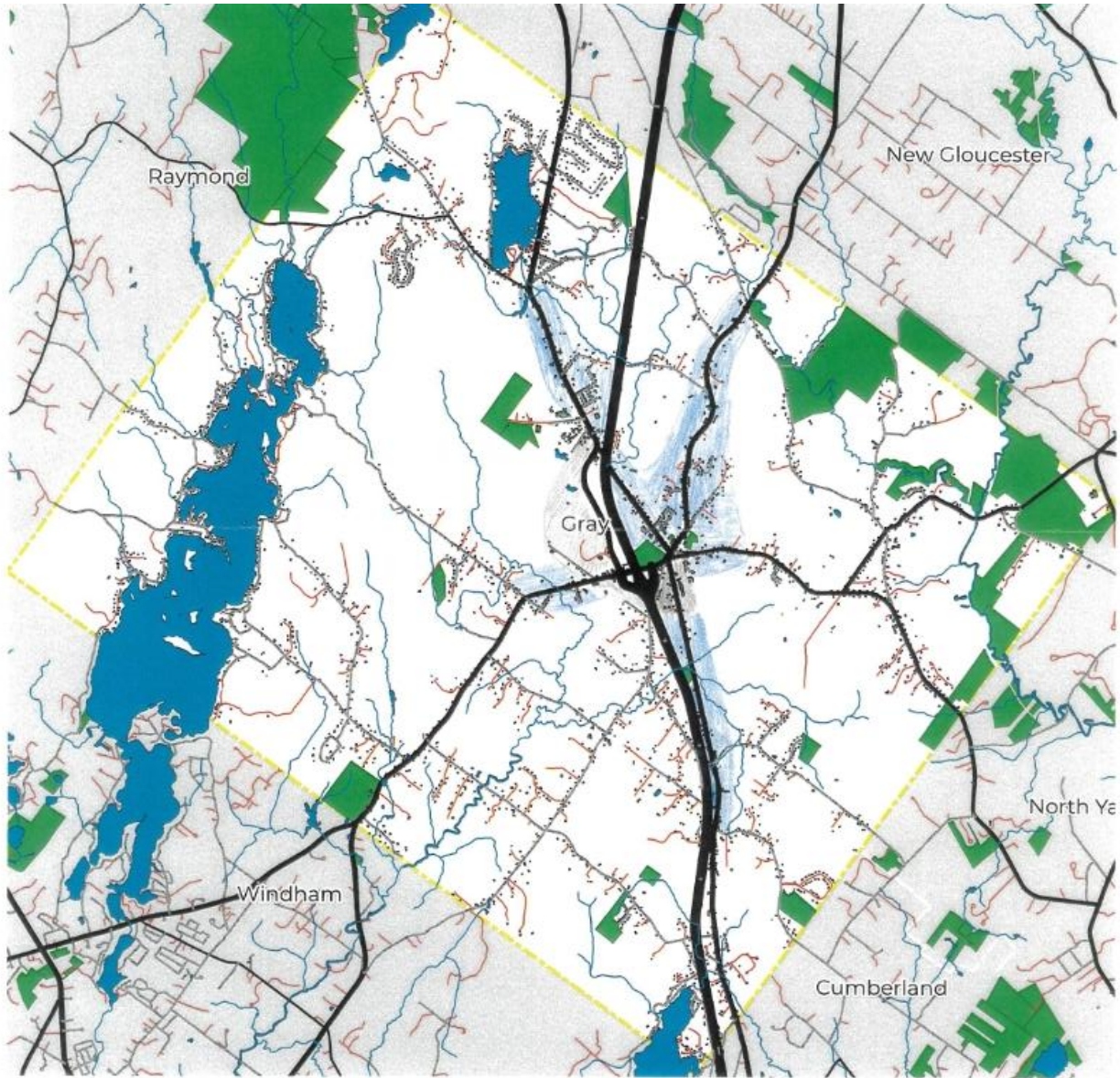
-Along Rt 100 North – mid growth residential with denser housing

- Need to protect lake/watershed

Commercial growth

Green space

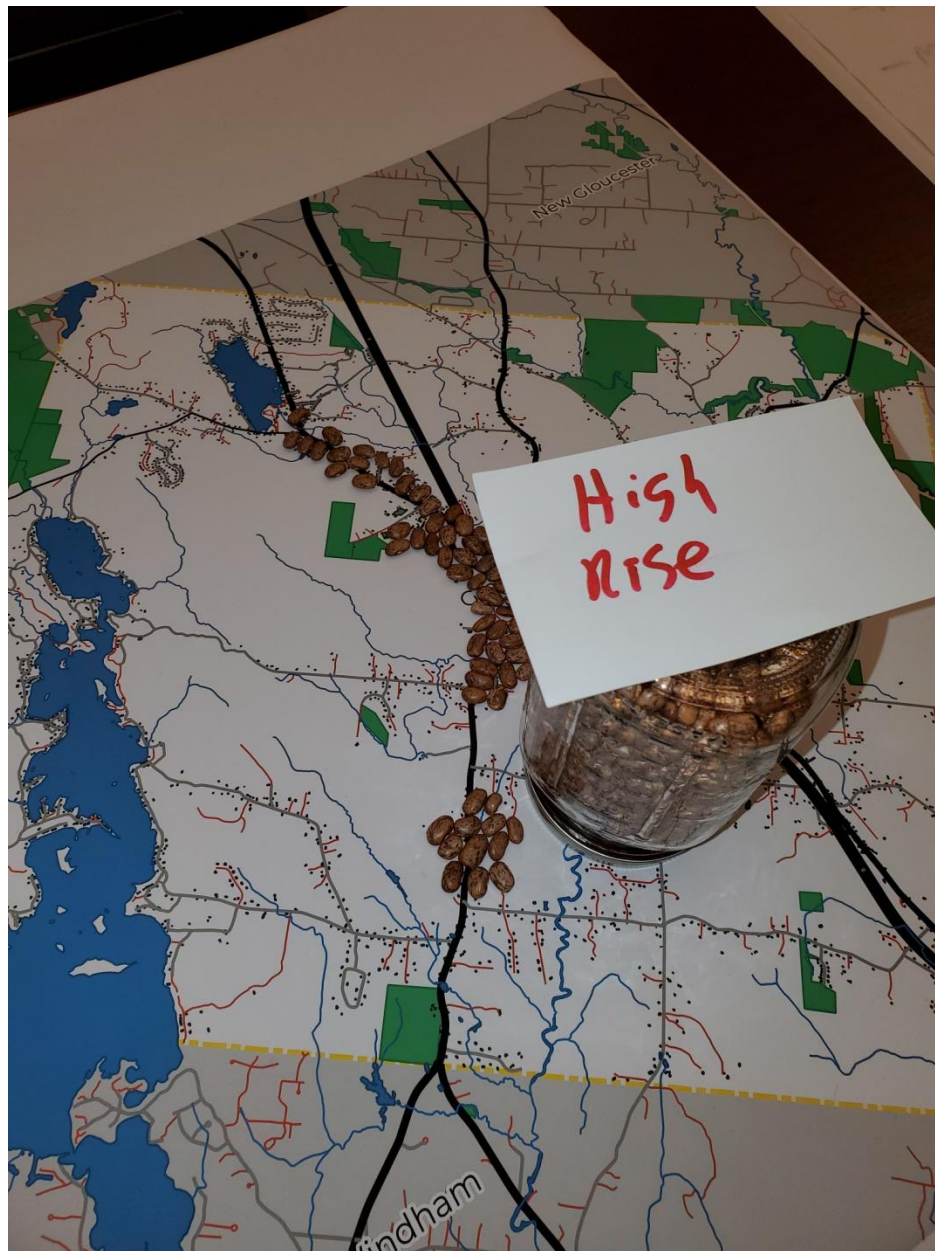




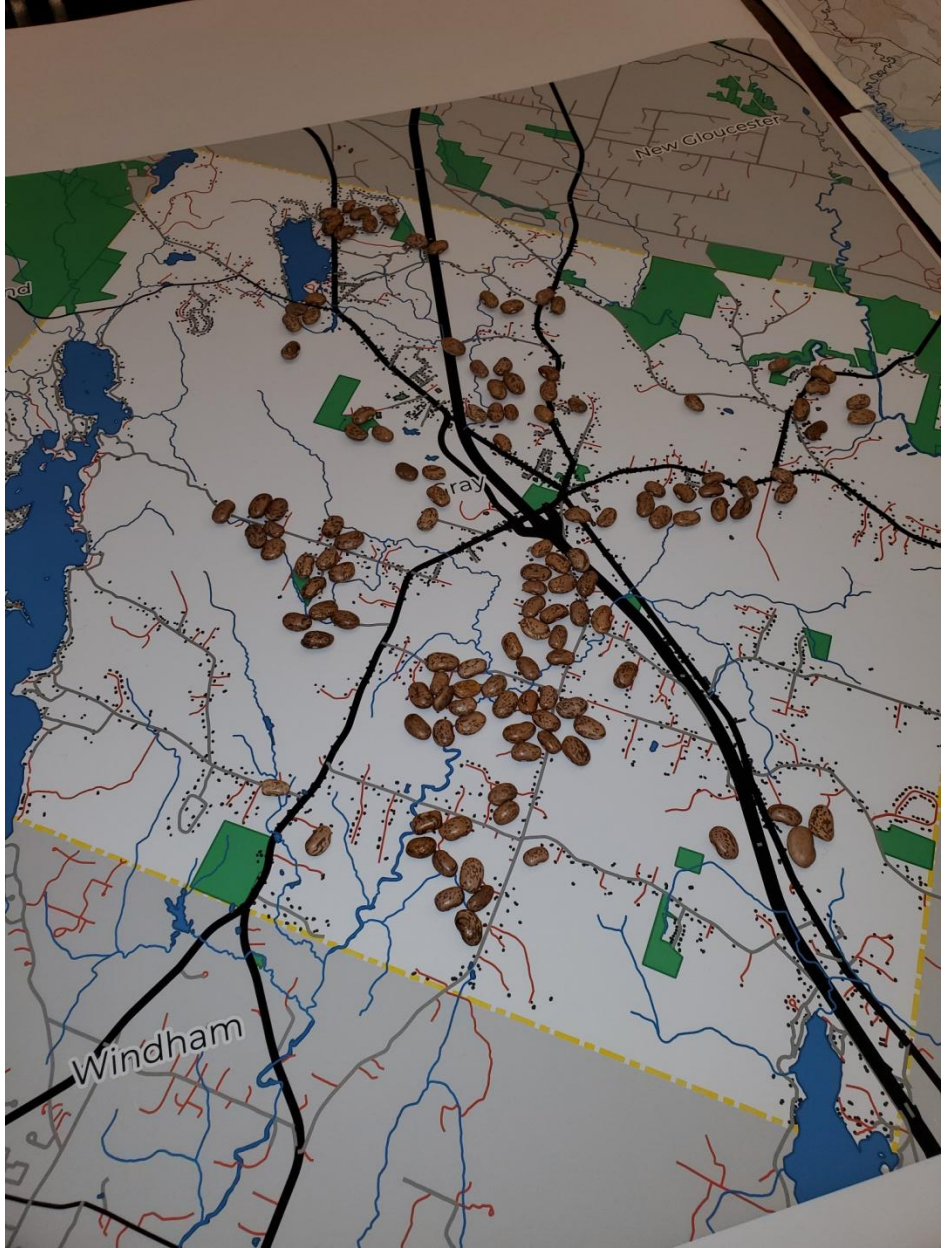
- Commercial
- Mixed use

Station #4 Build Your Own Density

The purpose of this station was to allow participants to take place density (beans) in locations that they think best suite growth and keep density (beans) away from the areas they wouldn't like to see growth. This exercise was created as a conversation starter rather than something that could be quantified. The images below are some examples created by participants.









Gray Comprehensive Plan 2020

Appendix C – Required Goals and Strategies

Gray Comprehensive Plan: State Required Goals and Strategies

Historic and Archaeological Resources	Responsible Party	Short term/ Long term
State Goal		
To preserve the State's historic and archaeological resources.		
Policies		
Protect to the greatest extent practicable the significant historic and archaeological resources in the community.		
Strategies		
For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Staff	Short term
Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	Staff	Short term
Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	Staff	Short term

Water Resources	Responsible Party	Short term/ Long term
State Goal		
To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.		
Policies		
To protect current and potential drinking water sources.		
To protect significant surface water resources from pollution and improve water quality where needed.		
To protect water resources in growth areas while promoting more intensive development in those areas.		

To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.		
To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.		
Strategies		
Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Town Staff	Short Term (for ordinance review and amendment)
Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Town Staff	Medium Term
Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	Town Staff	Medium Term
Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	Town Staff	Short Term
Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	Town Staff	Medium Term
Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Public Works	Short Term
Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Town Staff	Ongoing
Provide educational materials at appropriate locations regarding aquatic invasive species.	Town & Lake Assoc.	Ongoing

Natural Resources	Responsible Party	Short term/ Long term
State Goal		
To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.		
Policies		
To conserve critical natural resources in the community.		
To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.		
Strategies		
Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Town Staff	Ongoing
Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	CPSC	Done
Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Town Staff	Short Term
Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	Town Staff	Short Term
Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Town Staff	Ongoing
Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Town Staff	Meduim Term
Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Town Staff	Short Term

Agriculture and Forest Resources	Responsible Party	Short term/ Long term
State Goal		
To safeguard the State's agricultural and forest resources from development which threatens those resources.		
Policies		
To safeguard lands identified as prime farmland or capable of supporting commercial forestry.		
To support farming and forestry and encourage their economic viability.		
Strategies		
Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	Town Staff	Ongoing
Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Town Staff	Ongoing
Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	Town Staff	Medium Term
Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Town Staff	Medium Term
Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Town Staff	Ongoing
Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	Town Staff	Short Term
Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	Town Staff	Medium Term

Population and Demographics	Responsible Party	Short term/ Long term
State Goal		
None required.		
Policies		
None required.		
Strategies		
None required.		

Economy	Responsible Party	Short term/ Long term
State Goal		
Promote an economic climate that increases job opportunities and overall economic well-being.		
Policies		
To support the type of economic development activity the community desires, reflecting the community's role in the region.		
To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.		
economic development.		
Strategies		
If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	Town Staff, CEDC	Short Term
Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Town Staff	Medium Term
If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a TIF District, a Community Development Block Grant or other Grants, bonding, etc.	Town Staff	Medium Term
Participate in any regional economic development planning efforts.	Town Staff	Ongoing

Housing	Responsible Party	Short term/ Long term
State Goal		
To encourage and promote affordable, decent housing opportunities for all Maine citizens.		
Policies		
To encourage and promote adequate workforce housing to support the community's and region's economic development.		
To ensure that land use controls encourage the development of quality affordable housing, including rental housing.		

To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.		
Strategies		
Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	Town Staff	Short and Medium Term
Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Town Staff	Ongoing
Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	Town Staff	Medium Term
Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	Town Staff	Ongoing
Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Town Staff	Ongoing
Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	Town Staff	Medium Term

	Responsible Party	Short term/ Long term
Recreation		
State Goal		
To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.		
Policies		
To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.		
To preserve open space for recreational use as appropriate.		
To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.		
Strategies		
Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Town Staff, Open Space Comm	Medium Term

Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Town Staff, Open Space Comm.	Medium Term
Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Town Staff, Open Space Comm.	Medium Term
Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Town Staff, Open Space Comm.	Short Term

Transportation	Responsible Party	Short term/ Long term
State Goal		
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.		
Policies		
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.		
To safely and efficiently preserve or improve the transportation system.		
To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.		
To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).		
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.		
Strategies		
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Town Staff	Ongoing
Initiate or actively participate in regional and state transportation efforts.	Town Staff	Ongoing
Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	Town Staff	Ongoing

Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Town Staff	Ongoing
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Public Facilities and Services	Responsible Party	Short term/ Long term
State Goal		
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.		
Policies		
To efficiently meet identified public facility and service needs.		
To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.		
Strategies		
Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Town Staff	Ongoing
Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Town Staff	Ongoing
Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	Town Staff	Short Term
If public water supply expansion is anticipated, identify and protect suitable sources?	Town Staff	Short Term
Explore options for regional delivery of local services.		

Fiscal Capacity and Capital Investment Plan	Responsible Party	Short term/ Long term
State Goal		
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.		
Policies		
To finance existing and future facilities and services in a cost effective manner.		
To explore grants available to assist in the funding of capital investments within the community.		

To reduce Maine's tax burden by staying within LD 1 spending limitations.		
Strategies		
Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Town Staff	Short Term

Existing Land Use	Responsible Party	Short term/ Long term
State Goal		
None required.		
Policies		
None required.		
Strategies		
None required.		

Future Land Use Plan	Responsible Party	Short term/ Long term
State Goal		
To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services, and preventing development sprawl.		
Policies		
To coordinate the community's land use strategies with other local and regional land use planning efforts.		
To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.		
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.		
To establish efficient permitting procedures, especially in growth areas.		
To protect critical rural and critical waterfront areas from the impacts of development.		
Strategies		

Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	Town Staff	Short Term
Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to: a. Clearly define the desired scale, intensity, and location of future development; b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources. d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Town Staff	Short to Medium Term
Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Town Staff	Ongoing
Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Town Staff	Short Term
Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Town Staff	Ongoing
Track new development in the community by type and location.	Planning & CEO	Ongoing
Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Town Staff	Ongoing
Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Planning	Medium Term

Gray Comprehensive Plan 2020

Appendix D – State Review and Comments



STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
BUREAU OF RESOURCE INFORMATION & LAND USE PLANNING
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

JANET T. MILLS
GOVERNOR

AMANDA E. BEAL
COMMISSIONER

August 7, 2020

Doug Webster, Director of Community Development
24 Main Street
Gray, ME 04039

Dear Mr. Webster,

The Department of Agriculture, Conservation & Forestry thanks Gray for submitting its 2020 Comprehensive Plan for review for consistency with the Growth Management Act.

Once we accepted for review, we invited neighboring communities, members of the public, other state agencies, and your regional council to review it and submit written comments. This invitation resulted in written comments from the Maine DOT and Maine IFW, Maine Forest Service, and Maine Natural Areas Program. Those written comments are attached to this letter.

We are now happy to report that we find Gray's *2020 Comprehensive Plan* to be **complete and consistent**. This means that we have found all sections of the plan, including the future land use section, to be consistent with the Growth Management Act.

We urge the Committee to consider incorporating corrections and suggestions found in the agency comments. This Finding of Consistency extends to revisions made pursuant to those suggestions, so such revisions will not alter the plan's "consistent" status or require further review by our office.

We appreciate the efforts of community members, officials, and citizens who contributed to this plan. Thanks to the skill and hard work of all involved, this plan will provide important guidance to the community's decision-makers for years to come. Please don't hesitate to contact me at 287-3860 or tom.miragliuolo@maine.gov if you have any questions.

Sincere Best Wishes,

Tom Miragliuolo, Senior Planner
Municipal Planning Assistance Program

cc (via email): Ben Smith, North Star Planning
Harold Spetla, GPCOG

MUNICIPAL PLANNING ASSISTANCE PROGRAM
22 STATE HOUSE STATION
18 ELKINS LANE, HARLOW BUILDING
AUGUSTA, ME 04333



PHONE: (207) 287-3860
WWW.MAINE.GOV/DACF/MUNICIPALPLANNING



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

July 15, 2020

Tom Miragliuolo
Senior Planner
Municipal Planning Assistance Program
Department of Agriculture, Conservation and Forestry
22 State House Station
Augusta, ME 04333-0022

Dear Tom,

The Maine Department of Transportation (MDOT) finds the 2020 Gray Comprehensive Plan consistent with its transportation policies and goals. Gray is a transportation crossroads within Maine, and we are reassured to read that “Focus on moving people safely through Gray and getting around town via walking, biking, car or public transportation” is one of the town’s three comprehensive plan priorities.

Safe, multi-modal transportation in Gray is grounded in ten action items with timeframes ranging from the present to five years out. We’d like to comment on several of the action items: research on toll diversion through Gray Village is a 2020 project of GPCOG and partially funded by MDOT’s Bureau of Planning; also, Gray’s Complete Streets Policy is an excellent document which acknowledges that “complete streets” is an essential, but evolutionary process.

The Transportation chapter of the comprehensive plan is very well-written and explains technical and quantitative information with the upmost clarity. On the topic of road maintenance, the Plan emphasizes the burden Gray bears in maintaining state roads as an urban compact area. It would be fair for the Plan to note that in 2020, Gray received \$144,276 in Local Road Assistance from MDOT for doing so.

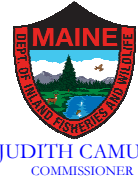
Finally, the Gray Comprehensive Plan emphasizes Gray Village as the community asset with greatest potential if parking, pedestrian access and business revitalization can be mastered. MDOT strongly endorses continued attention to Village renewal. Thru-traffic and sprawl will remain a challenge for a town at the intersection of six major roadways, but thoughtful redevelopment of the downtown can counter-balance sprawl and help Gray maintain its community identity.

Sincerely,
Stephen Cole
Regional Planner
MaineDOT



JANET T. MILLS
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041



JUDITH CAMUSO
COMMISSIONER

Date: July 24, 2020
To: Tom Miragliuolo
From: Amanda Cross
Re: Gray Comprehensive Plan Review

On behalf of the Maine Department of Inland Fisheries and Wildlife (MDIFW), we have reviewed Gray's Draft Comprehensive Plan ('the Plan') and provide comments below.

As you are aware, MDIFW's mission is focused on the protection and enhancement of the State's freshwater fisheries and wildlife. MDIFW and the Beginning with Habitat Program provide non-regulatory objective and comprehensive habitat information to equip local decision-makers with the necessary tools to make informed and responsible land use decisions that mesh wildlife habitat conservation with future growth needs. The comments submitted below are based on the Department of Agriculture, Conservation, and Forestry (DACF) instructions for agency commenters.

Please feel free to contact me at (207) 592-4967 or amanda.s.cross@maine.gov should you have any questions regarding this information.

Appropriate Use of Data Provided by MDIFW

MDIFW data were appropriately used in the Gray Comprehensive Plan. We provide suggestions below for improving the Town's discussion of natural resources, particularly wildlife and fisheries resources. Information on rare plants and natural communities is provided by the Maine Natural Areas Program within DACF. MDIFW provides data depicting high value plant and wildlife habitats and critical natural resources to all Maine municipalities through the Beginning with Habitat Program. Data are regularly updated, and we encourage Gray to request information often in the future to ensure that land use decisions are based on the best available information.

Resources identified on MDIFW and Beginning with Habitat maps are accurate at the time they are produced; however, it is important to note that the data contained on these maps are regularly updated.

Wildlife and habitat information is accessible to the public online through the Beginning with Habitat Map Viewer:

<http://webapps2.cgis-solutions.com/beginningwithhabitat/>

The Town also may request updated paper and digital Beginning with Habitat maps as often as needed during Plan implementation from MDIFW.

Additional mapped information on stream habitats and barriers is available on the Maine Stream Connectivity Workgroup's Maine Stream Habitat Viewer:

<https://webapps2.cgis-solutions.com/MaineStreamViewer/>

Relation of Plan's Policies and Implementation Strategies to MDIFW Principal Objectives and Directives

Gray proposes an acceptable program for natural resource conservation within their community. The policies and implementation strategies proposed are consistent with MDIFW objectives and directives.

Consistency of Plan with MDIFW Programs and Policies

We feel the proposed policies, strategies, and Future Land Use Plan are generally consistent with MDIFW programs and policies.

Specific Plan comments and recommendations below are provided by the following MDIFW staff: Amanda Cross (Beginning with Habitat Coordinator - Augusta), Cory Stearns (Assistant Regional Wildlife Biologist – Region A, Gray), and Nick Kalejs (Assistant Regional Fisheries Biologist – Region A, Gray).

Wildlife Comments

From Page 63:

“Since 2000, only 17 acres have been clear-cut harvested, but those 17 acres were cut recently, in 2013 and 2015. Clear-cut harvesting may be appropriate in some circumstances but is generally advised against due to negative impacts on species diversity, loss of habitat, and increased stormwater runoff. Foresters have used the selective harvesting technique on the majority of harvested acres in Gray. Selective harvesting is a good technique for retaining healthy and diverse bird and animal habitats, as well as preventing nutrient loss and erosion.”

The statements concerning clear-cutting's negative impact on wildlife is inaccurate. Having predominately one forestry practice (e.g., selective cutting) limits the age classes of forest on the landscape, and as a result decreases habitat and wildlife diversity. Having a variety of forest management



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JUDITH CAMUSO
COMMISSIONER

practices (including clear-cutting) on the landscape maximizes habitat and wildlife diversity. Many species of wildlife are dependent on early successional (otherwise known as young forest) habitats. Such habitats are only created after disturbance to older forests. Historically, such habitat was created after forest fires or flood waters killed water-tolerant tree species. Today, wildfires are put out, and water levels are more controlled. Therefore, the amount of early successional habitat has declined dramatically in southern Maine, now comprising only about 3% of the landscape in Cumberland County. With the decrease in early successional habitat, the wildlife species that depend on it are also in decline. Many species of Greatest Conservation Need such as American woodcock, prairie warblers, eastern towhees, brown thrashers, and others are reliant on this habitat type. Therefore, the wildlife in Gray would benefit from additional clear-cutting practices, if they are performed in appropriate locations (e.g., clear cutting should not be done within a Deer Wintering Area).

In 2000, the State Endangered New England cottontail rabbit was documented in multiple places in the town of Gray. Cottontails are an early successional habitat obligate species, and can't survive as forests mature into older age classes. Cottontails have not been found in the town since 2000, and the lack of clear cutting is a contributor to their extirpation. MDIFW is actively attempting to restore New England cottontails in York and Cumberland counties, including actively recruiting private landowners to clear-cut a portion of their forest land to private habitat to cottontails, the other species listed above, and many others. For more information about the wildlife benefits of clear-cutting and other young forest management please visit: youngforest.org, timberdoodle.org, or newenglandcottontail.org.

Page 86:

Brook trout, DWA, vernal pools, and “protected waterfowl habitat” are labeled as essential habitat, which is inaccurate. These are ‘Significant Wildlife Habitats’, regulated under Maine’s Natural Resources Protection Act. Essential Habitat refers to regulated habitats under Maine’s Endangered Species Act. More information is found on MDIFW’s website (<https://www.maine.gov/ifw/fish-wildlife/wildlife/endangered-threatened-species/essential-wildlife-habitat/index.html>); the following paragraph from the website may help:

‘Before an area is designated an Essential Habitat, it must be identified and mapped by MDIFW and adopted through public rulemaking procedures, following Maine’s Administrative Procedures Act. MDIFW first designated Essential Habitats and protection guidelines through rulemaking in 1989 for bald eagle nest sites. Since then, MDIFW designated Essential Habitat for three state endangered species: the roseate tern, least tern, and piping plover. In 2007, Maine’s Legislature removed the bald eagle from Maine’s Endangered and Threatened Species List, and MDIFW removed its designated Essential Habitat in 2009. Additions of newly qualified areas, as well as deletions of sites no longer eligible, are ongoing for the other three species. In the future, MDIFW may designate Essential Habitats for some of Maine’s other listed species.’

Page 87:

“The significant vernal pool dataset maintained by the Maine Department of Inland Fisheries and Wildlife shows eight significant vernal pools in Gray as of March 27, 2020. The significant vernal pools, shown in the map on the previous page, are protected under Maine’s NRPA.”

It should be noted that the rarity of Significant Vernal Pools on the landscape is likely due to limited survey effort, and not a reflection that the eight mapped pools are the only vernal pools in town. With additional survey effort, many more would likely be found.

Fisheries Comments

The Fisheries Division of MDIFW has completed its review of Gray’s Comprehensive Plan and we offer the following comments. The comments provided below identify key issues of importance with regard to ensuring consistency with MDIFW fisheries management programs.

I. Protection and Enhancement of Fisheries and Fisheries Habitat

The Plan appears to adequately address many fishery and fishery habitat protection issues and states that protecting natural resources is a top priority; however, some additional focus is needed in a few areas. Although not all the streams in Gray have been inventoried by MDIFW, many flowing waters support wild brook trout (see attached list of known Gray wild trout streams). Further, as the Plan shows, nearly all flowing waters in Gray represent potential brook trout habitat. Many lakes and streams are also stocked with brook trout, brown trout, and/or rainbow trout, representing a significant investment of state resources (see attached list of stocked water bodies in Gray). Additional protection should be considered to protect these streams and other important natural resources when reviewing proposed development projects. Brook trout habitat is vulnerable to a host of land-based activities, which often lead to a loss of riparian habitat. We typically request 100-foot undisturbed buffers along both sides of any stream, including stream-associated wetlands. Buffers should be measured from the upland wetland edge of stream-associated wetlands; if the natural vegetation has been previously altered then restoration may be warranted¹. Protection of riparian areas diminishes erosion/sedimentation problems, reduces thermal impacts, maintains water quality, and supplies leaf litter/woody debris (energy and habitat) for the system. Protection of these important riparian functions ensures that the overall health of the stream habitat is maintained. In addition, smaller headwater and lower order streams are often affected the greatest by development and these systems benefit the most from adequately sized, vegetated buffers.

Based on MDIFW surveys around the region, many road maintenance and construction projects also often inadvertently impede passage at stream crossings. The Plan should identify the need for and adopt stream-crossing practices (i.e., culvert installation/maintenance) which do not impede fish passage as required by the Natural Resources Protection Act². Refer to guidelines attached to this document. In addition, the Army Corps of Engineers has adopted regulations regarding stream crossings that potentially affect municipal road maintenance programs. Maine Audubon, along with many local and federal partners, has also developed a “Stream Smart” design methodology for road crossings built according to high standards of aquatic organism passage. Such a methodology may be of use to the Town in future development projects.



JANET T. MILLS
GOVERNOR

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JUDITH CAMUSO
COMMISSIONER

II. Public Access

There is a public need to provide safe angler access to all Town waters that support recreational and commercial fisheries, as well as other recreational uses. The Town Plan should adopt language that reflects State and MDIFW goals^{3,4,5} and access development needs to be consistent with those goals. For example, public access to public waters must never be limited to Town residents only, as such action would jeopardize existing MDIFW stocking and management programs⁶, and is inconsistent with MDIFW and State public access goals. Based on this review, the only formal access site in Gray is Wilkies Beach on Crystal Lake, which is currently Town residents only. It should be noted that the Plan shows this area on a map of public facilities on page 180; this recreational area does not represent a truly public facility with equitable access for all.

The Plan identifies and describes some public access/boating facilities to waters located within the Town of Gray; however, the information is somewhat incomplete. The town Plan should identify and describe the status of public access to all waters within the Town's boundaries, including more detailed enumeration of parking capacity, facilities, and type of boat launch present, if applicable. Gray possesses three Great Ponds over ten acres in size (Little Sebago Lake, Crystal Lake, and Forest Lake), and some access locations are briefly described. Future development of access to any of these Great Ponds would be highly beneficial, but should ensure perpetual and equitable access for all members of the public. Access to flowing waters is generally informal, but waters such as Brandy Brook, Collyer Brook, Cole Brook, Chandler Brook, the Royal River, and the Pleasant River (among others) may be of special interest to anglers. Access to most of these waters is not discussed, and should be more detailed in terms of any existing facilities and locations, if applicable. There is limited discussion regarding the development of new access sites or improvements to existing sites, but the desire to expand water access was stated. In particular, the expressed desire to maintain public access to major water bodies is excellent, though more detailed plans could be included. The Town may want to consider including water access in any future Open Space and Recreational Plans, to help prioritize public access needs based on a variety of factors including fisheries present, water size, proximity to population centers, land availability and cost, existing waterfront development, and other related factors.

In adopting measures to address land use and development issues, it is imperative that language and measures not be adopted which could preclude efforts by the Town, MDIFW, or other State agencies from developing public access to public waters of the State, which would be inconsistent with State and MDIFW goals^{3,4,5}. For example, in discussing allowable uses/structures within the various land use areas, it is important that no restrictions be imposed that would prevent reasonable attainment of Town and MDIFW public access goals. Also, land use zoning ordinances and practices designed to protect water quality should not be so strict as to impede the development of public access opportunities. These measures could severely limit or eliminate good access prospects on heavily developed waterfront areas. An "exemption" for public access projects should be adopted for projects which are consistent with Town, State, and MDIFW public access goals. This measure will ensure consistency while foregoing the

need to undertake a very detailed and comprehensive review of all plan provisions, including their implications.

Open space is being used more and more by Towns to provide recreational opportunities and access. This is a good idea, particularly when public resources (i.e. lakes, rivers, and streams) are located within or adjacent to the designated open space areas. Additionally, the open space that public water resources provide can greatly expand the total amount of recreational space for town residents and visitors. However, the Town should be sure that such areas are open to all Maine citizens and not just residents of the development.

III. Significant Habitats and Fisheries

The Plan discusses habitats and values for many bodies of water, and provides some information regarding fishery habitats/resources associated with many ponds and streams within the Town of Gray. However, wild brook trout streams represent a unique resource and could be described in more detail. Furthermore, popular recreational fisheries on Great Ponds such as Crystal Lake and Little Sebago Lake also merit more detailed attention. In addition, presenting trout habitat as an essential part of local environmental systems reinforces the Town's commitment to conservation of important fisheries resources. Brook trout are of special conservation importance to the State of Maine, and habitats necessary to sustain wild populations merit additional protections. As there are numerous wild brook trout streams in Gray, this knowledge may be useful for prioritizing public access needs/improvements, identifying significant fisheries habitats for protection, and for addressing other Town planning needs.



JANET T. MILLS
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JUDITH CAMUSO
COMMISSIONER

¹ MAINE DEPARTMENT OF INLAND FISHERIES AND WILDLIFE, FISHERIES MANAGEMENT REGION “A” , DRAFT STANDARD ENVIRONMENTAL REVIEW RECOMMENDATIONS, (July 28, 2004)

Riparian Buffers Along Steams

Streams are vulnerable to environmental impacts associated with increased development and encroachment. Any planned development should be sensitive to this resource issue by including provisions for riparian buffers and minimizing any other potential stream impacts. One-hundred-foot undisturbed, naturally vegetated buffers should be established along both sides of any stream or stream-associated wetlands. Buffers should be measured from the upland wetland edge of stream-associated wetlands, and if the natural vegetation has been previously altered then restoration may be warranted. In some cases where large, extensive forested wetlands are associated with streams 100 foot buffers may be adequate, particularly if a functional analysis reveals that the wetlands are not likely to perform an important groundwater discharge role in maintaining the quality and quantity of stream flows. The requested 100 foot vegetated buffer reduces erosion/sedimentation problems; reduces thermal impacts; maintains water quality; supplies leaf litter and woody debris for the system; and provides valuable wildlife habitat and travel corridors.

Protection of these important riparian functions insures that the overall health of the stream habitat is maintained. One-hundred-foot buffers should be established along all streams regardless of the fisheries present, although the presence of wild brook trout within the watershed certainly increases the potential extent of fisheries impacts. In addition, generally it is the smaller headwater and lower order streams that are affected the greatest by development and these systems benefit the most from vegetated buffers.

Region A Fisheries will rely on MDEP to review project applications for the adequacy of wetland functional assessments and the adequacy of proposed stream buffers, which should be reviewed based upon the aforementioned guidance.

² MDEP, Natural Resources Protection Act, 38 M.R.S.A SS.480-A to 480-Z, Statute, revised 4/3/2002

SS. 480-Q. Activities for which a permit is not required... 2. Maintenance and repair... “B. Crossings do not block fish passages in water courses;”

2-A. Existing road culverts...”and that the crossing does not block fish passage in the water course.”

³ MSPO, Comprehensive Planning: A manual for Maine's communities.

“State Goal: To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

⁴ Strategic Plan for Providing Public Access to Maine Waters for Boating and Fishing, MDOC & MDIFW, March 1995.

“Boating and Fishing Access Goal – The primary, long term goal of state fishing and boating access programs is to ensure legal, appropriate, adequate, and equitable means of public access to waters where recreational opportunities exist.”

⁵ MDIFW, Administrative Policy Regarding Fisheries Management, 12/2002

“The purpose of the Department’s Access Program is to ensure that the public is able to gain access to Maine’s public waters and to the fisheries within them. By law, all great ponds belong to the people of Maine. Private land ownership may limit access to great ponds. Fishing opportunity is directly linked to the public’s ability to get to the waters to fish, so acquiring publicly-owned private points of access is critical, especially in areas where heavy development or restrictive private access already limits legal access by the public to the lake or pond.

It is also important to provide legal public access to flowing waters, although there is no parallel legal right to use flowing waters. Such acquisitions must, therefore, include enough land to allow access to stretches of the river or stream.”

⁶ MDIFW, Administrative Policy Regarding Fisheries Management, 12/2002

“ The Department will not stock waters without reasonable, legal public access, since stocking programs are to benefit the general fishing public, and not only the people that own land around a lake, pond, river or stream.”

⁷ MSPO, Comprehensive Planning: A manual for Maine's communities.

“Legislative requirement: The act requires that each comprehensive plan include an inventory and analysis of: Significant or critical natural resources, such as wetlands, wildlife and fisheries habitats...”



JANET T. MILLS
GOVERNOR

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JUDITH CAMUSO
COMMISSIONER

Stream Crossing Guidelines

A good reference for information on fish passage at stream crossings may be found in the Maine Department of Transportation Fish Passage Policy and Design Guide. The following recommendations reduce the potential for culvert installations to create impediments to fish passage for most resident stream fish typically found in Fisheries Management Region A. These recommendations apply to circular culverts installed in streams.

- Do not install hanging culverts.
- Culvert installation should occur between July 1 and October 1.
- Culvert invert (downstream bottom end of the culvert) should be installed below streambed elevation; 6 inches deep for culverts less than 48 inches in diameter and 12 inches deep for larger culverts.
- Installation should not exceed the existing natural gradient.
- Use corrugated steel/aluminum culverts with the largest available corrugations. Smooth concrete and corrugated plastic culverts should only be used in very low gradient areas where water backs up the entire length of the pipe. In addition, polyethylene slip liners and smooth bore plastic culverts are becoming more popular for new or replacement installations due their longevity and low cost; however, they are creating serious fish passage problems around the State. A review of flow capacity specifications for Snap-Tite, a local distributor of slip liner technology, reveals that in all applications where smaller diameter Snap-Tite Solid liners are installed in existing corrugated metal pipes (CMP) flow capacities are increased, even though effective pipe size is decreased. For example, when a 28-inch (26 inch inside diameter) solid liner is installed in a 30 inch (inside diameter) CMP the new liner provides 187% of the original capacity provided by the metal pipe. The increase in capacity results from the smooth walls and nonwetting characteristic of polyethylene, which reduce friction within the pipe. The increased velocities that result from slip liner and smooth bore polyethylene culverts usually far exceed that which can be negotiated by most fish typically occurring in Maine streams, which typically ranges between 1 and 2 feet per second. Furthermore slip liner projects effectively increase the invert elevation, creating a hydraulic drop at the outlet, which creates an additional obstacle to fish passage. Increased flow velocities within the pipe also increase downstream scour, which can lead to degradation of the outlet plunge pool, important staging habitat for fish attempting to pass through culverts. Resulting erosion can also create "head cuts" or nick points that cause additional scouring of the stream channel and associated habitat degradation. Impediments and barriers to fish passage will generally be created using slip liners and smooth bore culverts, except under the following conditions:

- 1) In drainage ditches or similar circumstances where water is not being conveyed in a jurisdictional stream channel;

- 2) In streams where there are no fish present and where the presence of natural/artificial barriers prevent seasonal use by fish species lower in the drainage;
- 3) In very low gradient settings where water backs up the entire length of the pipe, and where the water depth at the inlet end of the liner/culvert is at least 4-6 inches deep at low flows.
- 4) Where a permanent, natural barrier is located upstream/downstream within 150 feet of the stream crossing. A permanent/natural barrier is defined as a vertical drop of at least 4 feet over a rock/ledge substrate, as measured during summer low flows. Beaver dams would not be considered a permanent impassable barrier.

- Culverts should be installed so as to provide a minimum water depth of 4-inches within the culvert during critical, seasonal movement/migration periods (spawning, summer refugia, etc.), which will vary by species. This minimum water depth is needed to provide passage opportunities for smaller fish that dominate the streams in Region A. MDOT's Fish Passage Policy and Design Guide provides information on movement periods.

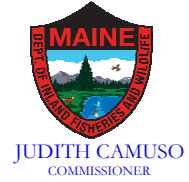
- Flow velocities within the culvert should not exceed 1 and 2 feet per second during critical, seasonal movement/migration periods (spawning, summer refugia, etc.), which will vary by species. These low flows velocities are needed to provide passage opportunities for smaller fish that dominate the streams in Region A. The aforementioned flows should not be exceeded more than 50% of the time during periods of movement. MDOT's Fish Passage Policy and Design Guide provides information on movement periods and how to evaluate this standard.

- Two offset culverts may be used, such that one pipe provides passage conditions during low flow periods and the other is installed to pass design peak flows. An experienced engineer should design multiple culvert installations.

- Efforts to mitigate for fish passage problems (e.g., fish ladder, tailwater control, baffles, etc.) should always be coordinated through MDIFW.



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MDIFW Stream Data for Gray – Surveyed Wild Brook Trout Streams (2020)

Stream Name:

- Cole Brook
- Collyer Brook
- Eddy Brook
- Hatchery Brook
- Libby Brook
- Meadow Brook
- Mill Brook
- Sand Brook
- Wiggins Brook
- Outlet to Allen Bog
- Unnamed Brook (approximate location 43.866° N, -70.280° W)
- Unnamed Brook (approximate location 43.927° N, -70.390° W)

MDIFW Stocking Information for Gray Waters (2020)

Lake Name:

- Crystal Lake (Dry Pond): brook trout, brown trout, rainbow trout
- Little Sebago Lake: brown trout, rainbow trout

Stream Name:

- Brandy Brook: brook trout
- Chandler Brook: brook trout, brown trout
- Collyer Brook: brook trout, brown trout
- Piscataqua River: brook trout, brown trout

- Pleasant River: brook trout, brown trout
- Royal River: brook trout, brown trout

MDIFW Contact Information

Region A - Gray [Directions](#)

15 Game Farm Road
Gray, ME 04039
(207) 287-2345

Fisheries - press 2

James Pellerin, Regional Biologist - press 1; email: James.Pellerin@maine.gov

Nicholas Kalejs Asst. Regional Biologist - press 2; email Nicholas.Kalejs@maine.gov

Brian Lewis, Biology Specialist- press 3; email: Brian.Lewis@maine.gov

Wildlife - press 1

Scott Lindsay, Regional Biologist - press 3; email: Scott.Lindsay@maine.gov

Brad Zitske, Asst. Regional Biologist - press 2; email: Brad.Zitske@maine.gov

Cory Stearns, Asst. Regional Biologist - press 1; email: Cory.R.Stearns@maine.gov



STATE OF MAINE
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JANET T. MILLS
GOVERNOR

AMANDA E. BEAL
COMMISSIONER

July 17, 2020

Tom Miragliuolo
 Land Use Planning
 22 State House Station
 Augusta, ME 04333-0022

RE: Maine Forest Service review of the Town of Gray Comprehensive Plan

Dear Tom:

The Maine Forest Service (MFS) has reviewed the Town of Gray draft comprehensive plan. We believe that Gray has largely addressed agriculture, conservation, and forestry comprehensive planning objectives; however, we note some missing information and inaccuracies below that Gray’s planners should consider.

Maine Tree Growth current use taxation data is included in the plan, though differs slightly from the most recent information shared with the state:

Town Name	Total Acres	Number of Landowners	Number of Parcels	Date Recd
GRAY	3,431.33	49.00	72.00	8/16/2019

The plan refers to timber harvesting in the shoreland zone but does not refer to best management practices or statewide standards for timber harvesting in the shoreland zone. The plan refers to regulation of timber harvesting as part of local standards, however Gray has repealed timber harvesting regulations at the local level (Option 1), and opted to follow statewide standards for timber harvesting in the shoreland zone. Under Option 1, the MFS administers and enforces these standards. This rule establishes statewide standards for timber harvesting and related activities in shoreland areas. In general, timber harvesting activities in shoreland areas must protect shoreline integrity and not expose mineral soil that can be washed into water bodies, including non-forested freshwater and coastal wetlands and tidal waters. Timber harvesting and related activities in shoreland areas below the 300 acre drainage point must leave wind-firm stands of trees that provide adequate shade. If located in shoreland areas, roads used primarily for timber harvesting and related activities must be constructed and maintained to standards designed to minimize the chance of exposed soil washing into water bodies, including wetlands. Stream crossings must not disrupt the natural flow of water and must not allow sediment into water bodies. In taking no action, the town must have local standards, enforced by their own agent that are at least as stringent as statewide standards. Refer to the MFS website for a copy of the rule:

http://www.maine.gov/dacf/mfs/policy_management/water_resources/sws/sws.html and Maine Forest Service Information Sheet #25- Statewide Standards for Timber Harvesting in the Shoreland Zone (DEP Towns):

http://www.maine.gov/dacf/mfs/policy_management/water_resources/sws/sws.html

MAINE FOREST SERVICE
 18 ELKINS LANE, HARLOW BUILDING



PHONE: (207) 287-2791

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The plan refers to town owned and conserved woodlands as related to recreational assets, but not the ongoing management of the timber resources of these parcels. The plan also did not address resources available in the guidance for management of public shade or street trees. While a Project Canopy planting plan is mentioned in the previous planning section (pg. 6) no mention is made throughout the new comprehensive plan about how those recommendations will be implemented, if at all.

Design standards for the village are mentioned in several sections, these standards should be listed as an appendix to the comprehensive plan.

On page 28 “unsustainable” logging is targeted as one of the primary threats to the forests of Gray, but no data is presented to substantiate that comment. Have there been violations of statewide forestry regulations to back up that claim? Have parcels been logged and sold for development? If so, logging is not the cause for loss of forests, but development. Encouraging good forest management is one of the best tools for planners to engage landowners in long-term and profitable land ownership, leading to the retention of working woodlands.

Timber harvest data was included in the plan.

Summary of Timber Harvest Information for the town of:

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres
1991	354	0	0	354	5
1992	258	54	27	339	270
1993	298	30	2	330	1
1994	192	0	1	193	0
1995	546	40	11	597	79
1996	655	4	4	663	72
1997	364	90	0	454	15
1998	689	50	0	739	5
1999	485	255	0	740	1
2000	687	190	0	877	14
2001	766	0	0	766	73
2002	1936	0	0	1936	99
2003	479	40	0	519	34
2004	557	0	0	557	79
2005	678	76	0	754	93
2006	378	0	0	378	10
2007	305	28	0	333	17
2008	535	0	0	535	10
2009	118	1	0	119	3
2010	193	0	0	193	40
2011	593	58	0	651	0
2012	469	0	0	469	0
2013	252	47	12	311	26
2014	755.19	75	0	830.19	6

2015	654	62	5	721	51
2016	566.5	0	0	566.5	15
2017	310	10	0	320	6.5
2018	623.4	48	0	671.4	0
Total	14696.09	1158	62	15916.09	1024.5
Average	525	41	2	568	37

Data compiled from Confidential Year End Landowner Reports to Maine Forest Service.

Department of Agriculture, Conservation and Forestry - Maine Forest Service
We help you make informed decisions about Maine's forests

*** To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town.**

MFS's Forest Policy and Management Division supports sustainable forest management by providing technical assistance, information and educational services to the public, forest landowners, forest products processors and marketers, municipalities, and other stakeholders.

MFS has ten District Foresters who provide technical assistance, conduct educational workshops, field demonstrations, media presentations, and can provide one-on-one contact with individual landowners. Shane Duigan is the District Forester who assists landowners in Gray. He can be contacted by phone at 207-592-1251, or by e-mail at shane.p.duigan@maine.gov.

Reviewing agency and review coordinator contact information:

Department of Agriculture, Conservation and Forestry - Maine Forest Service
 Jan Santerre
 22 State House Station
 Augusta, ME 04333-0022
 207-287-4987
jan.santerre@maine.gov

If you have any questions regarding these comments, please contact the review coordinator directly. Thank you for your consideration of our comments.

Miragliuolo, Tom

From: St.Hilaire, Lisa
Sent: Tuesday, July 28, 2020 1:57 PM
To: Miragliuolo, Tom
Cc: Puryear, Kristen; Docherty, Molly
Subject: Gray Comp Plan

Hi Tom,

Kristen Puryear and I have reviewed the Comprehensive Plan for the Town of Gray and have the following comments. The plan is well-organized, well-written, easy to read, and has a nice introduction to plant and animal habitats.

The Plan mentions the Beginning with Habitat maps (on page 51), but these are not included in the plan. We suggest that the Plan include these maps, perhaps as an appendix, that the Town has large copies of the maps on hand at the Town Office and references those in the Plan, and that readers can view the maps online (https://www.beginningwithhabitat.org/the_maps/status-g.html and <http://webapps2.cgis-solutions.com/beginningwithhabitat/>).

Page 56, strike the last two sentences of the last paragraph under the section about Species of Special Concern. MNAP is now within DACF and the second sentence is incorrect (it is a special concern species, wild leek, and no need to draw attention to it).

Plant and Animal Species

PLANT SPECIES

The Maine Natural Areas Program has identified two rare and exemplary plant features and one exemplary natural community have been identified in Gray as of 2019. Fall fimbry, a species of special concern in Maine, has been seen along the shore of Crystal Lake. Another unidentified (identity hidden to protect the plant) rare plant has been observed along the banks of the Royal River in East Gray. There are also exemplary natural communities of Upper Floodplain Hardwood Forest located along the banks of the Royal River. Other rare features may exist in Gray but have not been identified.

SPECIES OF SPECIAL CONCERN

The Bald Eagle was delisted from the Maine Endangered Species list, following federal delisting in 2007, joining the Great Blue Heron on Maine's list of Species of Special Concern. Species of Special Concern meet some, but not all, of the criteria for listing as an endangered species, remain at risk of local or regional disappearance, and are protected through policy rather than legislation. There is a bald eagle nesting area located in Gray on Little Sebago Lake. Great Blue Heron habitat can also be found on Thayer brook and on an unnamed tributary to the Pleasant River near Campbell Shore Road.

ENDANGERED AND THREATENED SPECIES

Maine's Endangered Species Act protects essential wildlife habitats, which are areas currently or historically providing physical or biological features essential to the conservation of an endangered or threatened species and which may require special management. Maine's Natural Resource Protection Act (NRPA), which became effective in 1988, was intended to prevent further degradation or destruction of certain natural resources of state significance. Within the act are certain provisions for protecting significant wildlife habitats. The Maine Natural Areas Program (MNAP), a program of the Maine Department of Conservation, maintains information on the status and location of rare and endangered habitats and species in Maine. The only recorded endangered species in Gray is a rare species (identity hidden to protect the species), which has been observed on Yarmouth Road just outside of the village area, near Gray Meadow.

Habitat Blocks and Connections

Unfragmented habitat blocks are large, contiguous area of natural woodland that are essential to maintaining a diverse and healthy wildlife population. They are also popular areas for outdoor recreational activities and

Page 57, replace “The Maine Natural Areas Program (MNAP)” with “Beginning with Habitat (BwH)”.

reflect the community's rural character. The value of an unfragmented habitat block increases with its size because larger habitat blocks can support a greater diversity of animal and plant populations.

The Maine Natural Areas Program (MNAP) has identified many large unfragmented habitat blocks in Gray, the largest of which is over 2,600 acres (9.4% of Gray's land area) located between Little Sebago Lake and Route 26. There are two other unfragmented habitat blocks in Town larger than 1000 acres, and twenty-five blocks ranging from 100 to 1000 acres. Altogether there are over 16,000 acres (58% of Gray's land area) of unfragmented habitat blocks in Gray, but only 1,300 acres of this land are held in conservation.

Wildlife corridor connections link habitat blocks and allow for animal movement across roads and other barriers. By preserving habitats and establishing these linkages, Gray

can provide wildlife corridor connectivity through the community and into larger unfragmented habitat blocks in surrounding communities. Safe passage zones or protected crossings can be preserved or reestablished to improve connections between fragmented habitat areas.

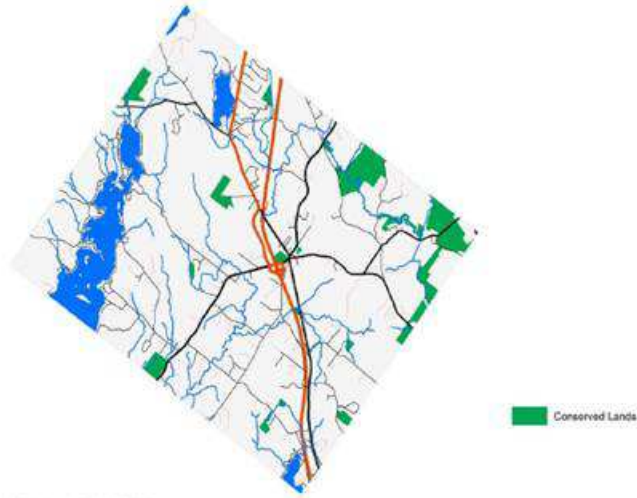
Page 59, replace “The Small Woodland Owners Association” with “Maine Woodland Owners”.

Conserved Land

Conserving land through outright ownership or conservation easements ensures that open spaces and forested areas are preserved in perpetuity and not developed. These tools can help communities maintain unfragmented habitat blocks and corridors. As of 2019, there are 29 parcels totaling over 1,450 acres of land in conservation in Gray. Four of these parcels are owned by the Maine Bureau of Parks and Lands and are part of the Pineland complex. The Maine Department of Inland Fisheries and Wildlife owns and manages 120 acres of the Morgan Meadow WMA in Gray and the 36-acre Scott Liberty Easement next to the Stave Mill subdivision. The Maine Department of Environmental Protection holds conservation easements on two parcels totaling 57 acres adjacent to Collyer Brook in East Gray. Maine Farmland Trust has two agriculture easements on over 300 acres of land located along Collyer Brook in East Gray. **The Small Woodland Owners Association** owns the 35-acre Whitney Memorial Forest in South Gray. The Presumpscot Regional Land Trust owns an agricultural easement on the 94-acre Freeman

Farm in West Gray and a conservation easement on the 27-acre Dutton Hill Reserve in South Gray. The Royal River Conservation Trust owns the Collyer Brook Conservation Easement located in East Gray. The University of Maine System owns two parcels in East Gray on the border with North Yarmouth totaling about 85 acres. The remaining 12 parcels totaling 180 acres are

GRAY CONSERVED LANDS



Source: Beginning with Habitat, 2019

Thank you,

Lisa St. Hilaire

Information Manager | Maine Natural Areas Program
 Department of Agriculture, Conservation and Forestry
 177 State House Station | Augusta, ME 04333 (NEW mailing address)
 90 Blossom Lane | Augusta, ME 04333 (NEW physical address)
PHONE 207-287-8044 (Same phone!)
FAX 287-7548 (NEW FAX)